May 02, 2024
Planning Commission
Cases #2023-(7662), (7663) & (7079).
27794 W I-25 Frontage Road
Variances & Development Plan
Bungalows on Cerrillos (Apartments)

EXHIBIT E

Applicant Submittals

1. Application Letter
2. Variance to Slopes
3. Variance to Setback
4. TIA
5. Development Plan Drawings

ORION West LLC
Development | Land Use | Planning | Project Management
PO Box 5744, Santa Fe, NM 87502-5744

December 11, 2023

Dan Esquibel, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Case #2023-7079, The Bungalows on Cerrillos – Development Plan Amendment

Dear Mr. Esquibel:

This letter is respectfully submitted on behalf of Advanced Acquisitions, LLC for the purpose of amending our Development Plan Application, Case #2023-7079 submitted July 14, 2023. This amendment offers the following updates to the original application:

UNIT COUNT: Increases the multifamily unit count by two units (139 to 141 units).

VARIANCE REQUESTS: The City of Santa Fe has confirmed previously approved set back and slope variances for this site have either expired or were specific to a different project use. As a result, the following variance applications will be made in conjunction with this Development Plan.

1. Setback: A variance from SFCC 14-5.5 (B)(4)(iii) CRHC Cerrillos Road Highway Protection District of building setbacks in zone 4 from 45 feet to no more than 34 feet; and

2. Slope: A variance from SFCC 14-8.2(D)(2)(b) Terrain Management standards prohibiting disturbances of natural slopes of thirty percent (30%) for an approximate area of 4,765 square feet.

SECOND ENN: A second ENN was held on September 14, 2023, to notice the change in unit count along with the variance requests noted above. The September ENN meeting notes are included with the amendment.

IMPACT OF ADDING TWO UNITS: Below is a summary of Development Plan Application Items updated:

1. Proposed Development Plan Drawings DP-1 and DP-2 are updated to reflect the additional two units. Unit mix and Phasing is now shown as:

	Phase1	**Phase2**	**Total**
One-bedroom:	38	18	56
Two-bedroom:	55	10	65
Three-bedroom:	18	2	20
Total units:	**111**	**30**	**141**

2. Development Plan Drawing DP-1 has been updated to include new Open Space requirement of 35,250 square feet (141 units times 250 sf per unit)

3. Development Plan Drawing DP-1 has been updated to include the new parking requirement of 247 spaces. 300 spaces are provided, exceeding the parking requirement by 53 spaces.

4. The projected annual water budget is now calculated to be 26.71 acre-ft. Therefore, in accordance with the requirements of SFCC § 14-8.13 (B), Development Water Budgets, water rights will be procured, designated, and deposited in the Santa Fe Water Bank to offset the project's water demand. The determination of water required is as follows:

   Proposed Multi-family Project.
   Total Units: 141
   City of Santa Fe standard for Medical Office: .16 ac-ft per Unit

   Calculation:

✓ 141 x 0.16 ac-ft/unit	22.56 ac-ft
✓ Irrigation years 1-3 average (2.03+2.03+1.21)/3	1.76 ac-ft
✓ SFCC 9.8% contingency fee	2.39 ac-ft
TOTAL WATER BUDGET	**26.71 ac-ft**

   An updated Water Division Utility Service Application has been provided with this submittal.

5. The applicant is working with Alexandra Ladd and the Santa Fe Homes Program (SFHP) to update the "Fee in Lieu" agreement. The previously submitted SFHP Rental Proposal for a "Fee in Lieu" in the amount of $334,818.24 will be updated to reflect the additional two units.

IMPACT OF VARIANCE REQUESTS:

Upon submitting the original Development Plan Application dated July 14, 2023, the applicant understood the Annexation Agreement between the City of Santa Fe and the landowner granted both a setback and slope variance that ran with the property. As a result, the applicant designed the project within this framework believing a 25-foot setback was allowed and up to 5,020 square feet of undisturbed slopes greater than 30% could be graded.

After city staff informed the applicant Variances previously granted in the annexation agreement had either expired or were applicable for a different use, the applicant opted to request a setback variance and slope variance as both had previously been recommended by staff and approved by the governing body.

No design changes to the original Development Plan application are being proposed because of the variance requests.

SUPPORTING DOCUMENTATION – Development Plan Amendment & Variance s

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

1. Amended Development Plan Application
2. September 14, 2023, Early Neighborhood Notification Meeting Notes
3. Amended Water Division Utility Services Application
4. Legal Lot of Record & Warranty Deed
5. Amended Development Plan Drawings:
    a. DP-1: Development Plan
    b. DP-2: Phasing Plan
6. Setback Variance Application
7. Slope Variance Application

Thanks for your consideration in review of this application. Please contact me with any questions or requests for additional information at: 832-338-0364; or via email at: brian.nenninger@orion-west.com .

Sincerely,

Brian Nenninger, P.E.
Orion West, LLC

ORION West LLC
Development | Land Use | Planning | Project Management
PO Box 5744, Santa Fe, NM 87502-5744

December 11, 2023

Dan Esquibel, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Case #2023-7079, The Bungalows on Cerrillos – 30% Slope Variance Application

Dear Mr. Esquibel:

This letter is respectfully submitted on behalf of Advanced Acquisitions, LLC for the purpose of submitting a variance from SFCC 14-8.2(D)(2)(b) Terrain Management standards prohibiting disturbances of natural slopes of thirty percent (30%) for an approximate area of 4,765 square feet; in conjunction with the Bungalows on Cerrillos Development Plan Application, Case #2023-7079 submitted July 14, 2023, and amended December 11, 2023.

The following is provided in/with this letter of application:

1. Variance Criteria
2. Variance Application Form
3. Legal Lot of Record
4. September 15 ENN Notes
5. Drawings: SA-1 Slope Analysis, and SA-2 Natural Slope Greater than 30%

As noted from the aerial photos below, the site has had a considerable amount of man-made slope disturbances over the years. Please refer to Plan Set drawing SA-1: Slope Analysis for a breakdown depicting slopes between 20 and 30%, along with areas having slopes greater than 30%. Most slopes greater than 30% are man-made. However, a small area of approximately 4,765 square feet contains natural slopes of 30% or greater.

The Annexation Agreement between the City of Santa Fe and landowner allowed for a variance to Santa Fe City Code around slope. Specifically, the agreement stated "A variance has been approved to Section 14-8.2(B) (3) Terrain Management Regulations allowing the disturbance of slopes thar 30 percent or greater consisting of 5,020 square feet. A variance is appropriate and have no adverse effects on neighboring properties."

Although this approved variance was project specific and has also expired, the applicant acknowledges that the City of Santa Fe staff supported, and the governing body approved the variance request at that time.

Sincerely,

Brian Nenninger, P.E.
Orion West, LLC

Photo History - Site Disturbances Over Time

VARIANCE FROM CERRILLOS ROAD HIGHWAY CORRIDOR STANDARDS

A variance to the Terrain Management standards prohibiting disturbances of natural slopes of thirty percent (30%) under SFCC 14-8.2(D)(2)(b) is requested pursuant to 14-3.16 as follows:

1. ***One or more of the following special circumstances applies: (a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid.***

   There are areas with naturally occurring slopes of thirty percent (30%) or greater consisting of 4,765 square feet, which represents .006 percent of the 19.218-acre site. Much of the property has average slopes of five percent (5%). The steep sloped area is a remnant of the original bank of the Arroyo de los Chamisos prior to the construction of the Cerrillos Road improvements and the installation of the bridge carrying storm waters under Cerrillos Road. When that bridge was constructed, the Arroyo de los Chamisos was realigned so that no storm waters flow up to or close to this remnant bank. For the most part, the redirected channel now lies to the north of the site. The original bank remained south the new channel for the Arroyo del los Chamisos, creating a small island of 30 percent slopes. No other property in this zone has this unique characteristic.

2. ***The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.***

   The inability to grade the remnant of a portion of the old bank of the Arroyo de los Chamisos will render it infeasible to develop a substantial portion of the property because of the grade that will occur north of the remnant bank. Much of the property will be completed at a single, even grade.

3. ***The intensity of development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14.***

   The property is zone C-2, and the intensity of allowable development is unaffected by the grant of the variance. C-2 zoning requirements are performance based, and the proposed development of multifamily is well below what would be allowed on this property using taller, more traditional multifamily units -- the allowed height being 45 feet and the proposed heights being no more than 28 feet.

4. ***The variance is the minimum variance that will make possible the reasonable use of the land or structure. The following factors shall be considered: (a) whether the property has been or could be used without variances for a different category or lesser intensity of use; (b) consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan.***

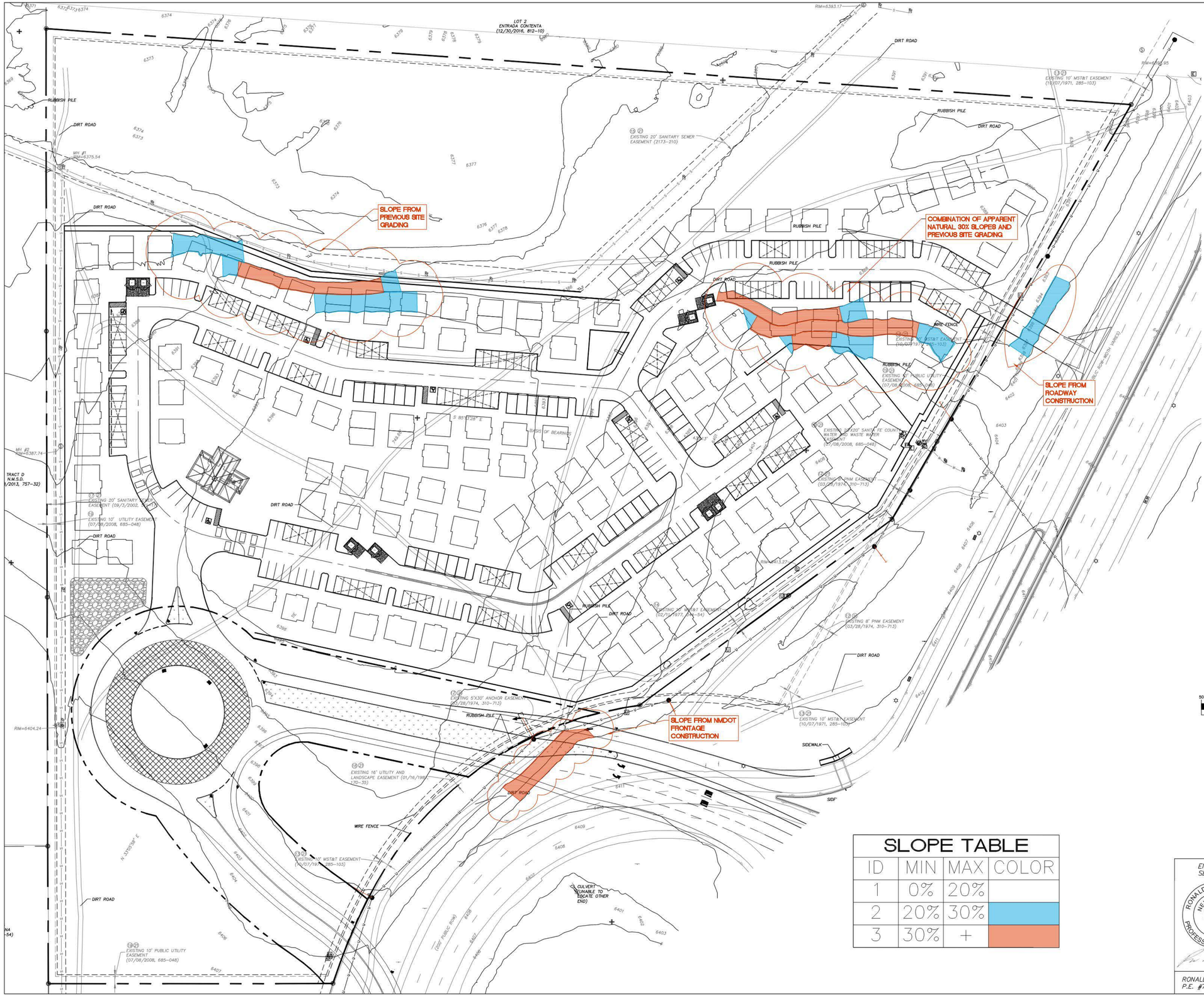
   A disturbance of .005% of the site containing the naturally occurring slopes of the 30% is a minimal disturbance and is the minimum variance that will make the reasonable use of the northern portion of the site for the detached, two-story multifamily structures. The variance is consistent with the purpose and intent of the terrain management restriction of prohibiting disturbances of 30% slopes, because the variance will not:

1. Increase the threat of flooding and the hazard of improper cuts and fills, or increased erosion and sedimentation;
2. Result in the destruction of the sensitive landscape;
3. Harm the scenic character of Santa Fe from the visual blight of indiscriminate cuts and fills and vegetation removal resulting from extensive grading and utility scars;
4. Accelerate stormwater runoff on natural drainage ways and all structures due to increased development and impervious surfaces; or
5. Degrade arroyo channels.

Therefore, under the applicable standard, the variance is the minimum required.

5. ***The variance is not contrary to the public interest.***

Along an arroyo, the purpose preserving 30% slopes (i.e., to prevent erosion of arroyo banks, prevent unnatural redirection of arroyo channels and storm water) is not accomplished by preserving a geographic feature that has no relevance to current conditions. Further, preserving the slopes will not protect sensitive wildlife habitat or degrade and enhance the natural aesthetics associated with arroyos. The removal of this remnant bank will not run counter to these goals; there is no storm erosion created or water channel adversely affected, as the channel is no longer in this location, and this patch of 30 slope is neither constitute wildlife habitat nor possesses any aesthetic quality. In short, variance is not contrary to the public interest.



SITE DESCRIPTION

THE SITE CONSISTS OF APPROXIMATELY 19.2 ACRES OF UNDEVELOPED VACANT LAND LOCATED NORTHWEST OF WEST FRONTAGE ROAD AND CERRILLOS ROAD, NEW MEXICO. THE NORTHERN ADJOINING PROPERTY CONSISTS OF VACANT DESERT LAND FOLLOWED BY THE ARROYO DE LOS CHAMISOS WASH. THE EAST AND SOUTHEAST ADJOINING PROPERTIES CONSIST OF VACANT DESERT LAND FOLLOWED BY THE WEST FRONTAGE ROAD AND CERRILLOS ROAD ROADWAYS. VACANT LAND AND SINGLE-FAMILY RESIDENCES ARE DEPICTED ON THE WESTERN ADJOINING PROPERTIES.

BASED ON REVIEW OF HISTORICAL AERIAL PHOTOGRAPHS AVAILABLE FROM GOOGLE EARTH, THE SITE CONTAINED VACANT DESERT LAND WITH NATIVE VEGETATION FROM 1935 TO 1996. DIRT ACCESS ROADS TRAVERSING THROUGH THE NORTH-CENTRAL PORTION, WESTERN, AND EASTERN BOUNDARIES OF THE SITE APPEAR FROM 2001 TO 2008. SOME OF THESE ACCESS ROADS APPEAR TO BE RAISED FROM THE EXISTING GRADE SEEN IN PREVIOUS PHOTOGRAPHS. DURING THIS TIME, NUMEROUS STOCKPILES CONTAINING SOIL AND VARIOUS DEBRIS EXISTED IN THE NORTHEAST SECTION OF THE SITE AND APPROXIMATELY FIVE STORAGE CONTAINERS ARE SHOWN IN THE SOUTHEAST PORTION OF THE SITE. BY 2008, THE STORAGE CONTAINERS ARE NO LONGER PRESENT IN AERIAL PHOTOGRAPHS. FROM 2009 TO 2011, THE STOCKPILES NO LONGER APPEAR ON THE SITE, AND A LARGE AREA OF SPREAD FILL IS OBSERVED IN THE CENTRAL PORTION OF THE SITE. BY JUNE 2011, THERE ARE LARGE CLEARINGS OF VEGETATION ON THE EAST AND NORTHEAST PORTIONS OF THE SITE, AS WELL AS ALONGSIDE THE APPARENT ACCESS ROAD FROM CERRILLOS ROAD TO THE LARGE AREA OF SPREAD FILL ON THE CENTRAL PORTION OF THE SITE. BY OCTOBER 2013, THESE AREAS CONTAIN EITHER ADDITIONAL SPREAD FILL OR DISTURBED NATIVE SOIL. THE SITE HAS REMAINED VACANT DESERT LAND WITH NATIVE VEGETATION AND SPREAD FILL AND DISTURBED NATIVE SOIL IN RECENT PHOTOGRAPHS. ACCORDING TO GOOGLE EARTH, THE ELEVATION OF THE SITE RANGES FROM 6,378 TO 6,415 FEET ABOVE MEAN SEA LEVEL (MSL) AND TOPOGRAPHY GENERALLY DIRECTS SURFACE RUNOFF FROM SOUTH TO THE NORTH AND WEST.

ANNEXATION NOTE

ON THE 12TH OF FEBRUARY OF 2014 AN ANNEXATION AGREEMENT WAS EXECUTED BETWEEN THE CITY OF SANTA FE AND THE PREVIOUS LAND OWNER BEAVER MOTORS LLC. THE AGREEMENT SATED THAT A VARIANCE WAS APPROVED TO SECTION 14-8.2(B)(3) TERRAIN MANAGEMENT REGULATIONS ALLOWING THE DISTURBANCE OF SLOPES THAT ARE 30 PERCENT OR GREATER CONSISTING OF 5,020 SQUARE FEET, A VARIANCE WAS DEEMED APPROPRIATE AND WILL HAVE NO ADVERSE EFFECTS ON NEIGHBORING PROPERTIES.

THE DOCUMENT WAS RECORDED IN THE COUNTY OF SANTA FE ON THE 18TH DAY OF FEBRUARY, 2014 AT 02:43:49 PM AND WAS DULY RECORDED AS INSTRUMENT #1730261 .

N

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

SLOPE TABLE

ID	MIN	MAX	COLOR
1	0%	20%	
2	20%	30%	
3	30%	+	

ENGINEER'S SEAL
RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER
7-5-23
RONALD R. BOHANNAN
P.E. #7868

BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
SLOPE ANALYSIS

DRAWN BY: RMG
DATE: 07/06/2023

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

SHEET # SA-1

JOB # 2022025

SA-2: Natural Slope greater than 30%

Area with natural slopes greater than 30%. Approximately 4,765 sf

Tract A
AREA=19.2169 ACRES±
837,090 SQ. FT.±
VACANT LAND–NO STRUCTURES

Cerrillos Road
(CLASSIC ARTERIAL ROADWAY)

West Frontage Road
(NOT PUBLIC ROW)

SCALE: 1"=50'

Legend

N 90°00'00" E	MEASURED BEARING AND DISTANCES
(N 90°00'00" E)	RECORD BEARINGS AND DISTANCES
	FOUND AND USED MONUMENT AS DESIGNATED
	DENOTES NO. 5 REBAR WITH PINK PLASTIC CAP "PS 11993" SET THIS SURVEY
	GROUND CONTROL POINT SET THIS SURVEY
	FOUND RIGHT OF WAY T-RAIL AS DESIGNATED
	UTILITY POLE
	GUY WIRE
E	ELECTRIC BOX
EM	ELECTRIC METER
	LIGHT POLE
	PULLBOX
T	TELEPHONE PEDESTAL
U	UNKNOWN PEDESTAL
	SANITARY SEWER CARSONITE MARKER
	WATER METER
WV	WATER VALVE
	TRAFFIC SIGNAL BOX
	LIGHT BOX
	TRAFFIC LIGHT
	SANITARY SEWER MANHOLE
	UNKNOWN MANHOLE
	SIGN
	CURB INLET
	CURB AND GUTTER
U	OVERHEAD UTILITY LINE
S	SANITARY SEWER LINE
C	CHAIN LINK FENCE
X	WIRE FENCE
	EDGE OF ASPHALT

ALTA/NSPS Land Title Survey

Tract A
Lands of Beaver Motors

Santa Fe County, New Mexico
September 2022

COORDINATE AND DIMENSION INFORMATION						PLSS INFORMATION				PROPERTY INFORMATION	
STATE PLANE ZONE: NM-C	GRID/GROUND COORDINATES: GRID	GEOID: GEIOD 18				LAND GRANT: N/A				PROPERTY OWNER: GIFT FUND LLC	
HORIZONTAL DATUM: NAD83	VERTICAL DATUM: NAVD88		ROTATION ANGLE: 0° 00' 00.00"	MATCHES DRAWING UNITS: YES		SECTION: 18	TOWNSHIP: 16 NORTH	RANGE: 9 EAST	MERIDIAN: NMPM	SUBDIVISION NAME: LANDS OF BEAVER MOTORS	ADDRESS: 8201 CERRILLOS ROAD
CONTROL USED: NATIONAL GEODETIC SURVEY			BASE POINT FOR SCALING AND/OR ROTATION: N = 0 E = 0			CITY: N/A		COUNTY: SANTA FE	STATE: NM	UPC: 1049094044177000000	
COMBINED SCALE FACTOR: GRID TO GROUND: 1.0003979174 GROUND TO GRID: 0.9996022408		DISTANCE ANNOTATION: GROUND									
		BEARING ANNOTATION: GRID	ELEVATION TRANSLATION: ±0.00'	ELEVATIONS VALID: YES							

PRECISION SURVEYS, INC.
OFFICE LOCATION: 9200 San Mateo Boulevard, NE Albuquerque, NM 87113
505.856.5700 PHONE
505.856.7900 FAX

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PROJECT INFORMATION	
CREW/TECH: MT	DATE OF SURVEY: 07/17/2022
DRAWN BY: JK	CHECKED BY: LM
PSI JOB NO.: 228193AL	SHEET NUMBER: 2 OF 2

ORION West LLC
Development | Land Use | Planning | Project Management
PO Box 5744, Santa Fe, NM 87502-5744

December 11, 2023

Dan Esquibel, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Case #2023-7079, The Bungalows on Cerrillos – Setback Variance Application

Dear Mr. Esquibel:

This letter is respectfully submitted on behalf of Advanced Acquisitions, LLC for the purpose of submitting a variance from SFCC 14-5.5 (B)(4)(iii) CRHC Cerrillos Road Highway Protection District of building setbacks in Zone 4 from 45 feet to no more than 34 feet; in conjunction with the Bungalows on Cerrillos Development Plan Application, Case #2023-7079 submitted July 14, 2023, and amended December 11, 2023.

The following is provided in/with this letter of application:

1. Variance Criteria
2. Variance Application Form
3. Legal Lot of Record
4. September 15 ENN Notes
5. Setback Exhibit

The Annexation Agreement between the City of Santa Fe and landowner allowed for a variance to Santa Fe City Code around setback. Specifically, the agreement stated "A variance has been approved to Section 14-5-5(B)(3)(a) Cerrillos Road Highway Corridor Standards allowing the building setback from the Cerrillos Road righ-of-way from 40 feet to 25 feet. The current code requirement is now for a 45-foot setback.

Although this approved variance was project specific and has expired, the applicant acknowledges that the City of Santa Fe staff supported, and the governing body approved the variance request at that time.

Sincerely,

Brian Nenninger, P.E.
Orion West, LLC

VARIANCE FROM CERRILLOS ROAD HIGHWAY CORRIDOR STANDARDS

A request is submitted for a variance from SFCC 14-5.5 (B)(4)(iii) CRHC Cerrillos Road Highway Protection District of building setbacks in Zone 4 from 45 feet to no more than 34 feet. Please refer to the Setback Exhibit attached with this application.

1. ***One or more of the following special circumstances applies: (a) unusual physical characteristics exist that distinguish the land or structure from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid.***

   The distance from the most westerly southbound lane ranges from 87 to 200 feet from outer edge of the driving lane to the property line. The nearest structure will be 34 feet from the property line.

   This is a substantial distance when compared to other developments along Cerrillos Road. Las Soleras, as an example, measures 50 feet from the outer-most driving lane to the property line. Entrada Contenta measures 40-50 feet from the outer-most driving lane to the property line. The intent of the regulation was a greater physical separation between roadway and the buildings the further south one traveled along Cerrillos Road. In this case the separation is accomplished by the extraordinary right-of-way that occurs in this section of Cerrillos Road.

   In addition to the distance from the right of way boundary for Cerrillos Road, this site is burdened with vast expanse of the Arroyo de los Chamisos, which renders approximately 22 percent of the site undevelopable. This condition is a naturally occurring feature. In addition, the improvements required by the New Mexico Department of Transportation will occupy and utilize over 11 percent of the property. However, the impact of the approved I-25 Frontage Road location and design will cut off an additional 5 percent of the property from development.

2. ***The special circumstances make it infeasible, for reasons other than financial cost, to develop the property in compliance with the standards of Chapter 14.***

   The special circumstances described above leave only about 62 percent of the site subject to development for any use. The effect of the 45-foot set back will reduce the number residential units by fourteen (14).

3. ***The intensity of development shall not exceed that which is allowed on other properties in the vicinity that are subject to the same relevant provisions of Chapter 14.***

   The property is C-2 and the intensity of allowable development is unaffected by the grant of the variance. C-2 zoning requirements are performance based, and the proposed development of multifamily is well below what would be allowed on this property using taller, more traditional multifamily units -- the allowed height being 45 feet and the proposed heights being no more than 28 feet.

4. ***The variance is the minimum variance that will make possible the reasonable use of the land or structure. The following factors shall be considered: (a) whether the property has been or could be used without variances for a different category or lesser intensity of use; (b) consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the general plan.***

   In addition to the distance from the right of way boundary for Cerrillos Road, this site is burdened with vast expanse of the Arroyo de los Chamisos, which renders approximately 22 percent of the site undevelopable. In addition, the improvements required by the New Mexico Department of Transportation will occupy and utilize over 11 percent of the property. A reduction of eleven (11) feet in the required set back will allow for the reasonable use of the property and will be in keeping with the intention of the corridor setback, because of the substantial distance from the driving lanes of Cerrillos Road (when compared to other developments along Cerrillos Road). The intent of the regulation was a greater physical separation between roadway and the buildings the further south one traveled along Cerrillos Road. In this case the separation is accomplished by the extraordinary right-of-way that occurs in this section of Cerrillos Road. The variance is, therefore, in keeping with the purpose and intent of the corridor protections.

5. ***The variance is not contrary to the public interest.***

   The purpose of the setback was to reduce the impact of development in the corridor from the drivers' perspective. The distance from the most westerly southbound lane is approximately 87 to 200 feet from outer edge of the driving lane to the property line. The nearest structure will be 34 feet from the property line. The multifamily homes will be no more than two stories and will setback from the travel lanes of Cerrillos Road equal to and for most cases greater than the distance of other buildings along Cerrillos Road that comply with the 45-foot building setback. The appearance of the buildings along the Cerrillos Road frontage will have the same visual perception as other buildings along Cerrillos Road with a 45-foot building setback. The variance applies only to Cerrillos Road and has little or no effect on nearby residential neighborhoods, which are limited to the eastern boundary of the property.

PLANNING COMMISSION

VARIANCE APPLICATION

SUBDIVISION OR DEVELOPMENT PLAN STANDARDS

Parcel Information

Project Name: **Bungalows on Cerrillos - Setback Variance Request**

Address: **27794 W I-25 Frontage Rd, Santa Fe, NM 87507** Property Size: **19.22 ac**

Zoning: **C-2** Proposed Use of Land: **141 Unit Multifamily Complex**

Does this project have a Final Development Plan approval? YES ☐ NO ☒ Case Number: **2023-7079**

Early Neighborhood Notice (ENN) meeting date: **Sept 14, 2023** Uniform Parcel Code Number: **1049094044177**

Preapplication Conference Date: **June 23, 2022**

Property Owner Information

Name: **Advanced Acquisitions LLC** (*First*) **ATTN: Jeremy Hall** (*Last*)

Address: **15300 North 90th Street** (*Street Address*) **Suite 200** (*Suite/Unit #*)

Scottsdale (*City*) **AZ** (*State*) **85260** (*ZIP Code*)

Phone: **(480) 627-7000** E-mail Address: **jhall@cavancompanies.com**

Applicant/Agent Information (if different from owner)

Company Name: Orion West, LLC

Name: **Brian** (*First*) **Nenninger** (*Last*)

Address: **2213 Brothers Road** (*Street Address*) **800** (*Suite/Unit #*)

Santa Fe (*City*) **NM** (*State*) **87505** (*ZIP Code*)

Phone: **(832) 338-0364** E-mail Address: **brian.nenninger@orion-west.com**

Correspondence Directed to: ☐ Owner XX Applicant ☐ Both

Agent Authorization (if applicable):

I am/We are the owner(s) and record title holder(s) of the property located at: **27794 W I-25 Frontage Rd, Santa Fe, NM 87507**

I/We authorize Brian Nenninger, Orion West LLC to act as my/our agent to execute this application.

Signed: _____ Date: 02.23.23

Signed: _____ Date:

Submittal Checklist

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

☒	Letter of Application (intent, location, acreage)	☒	Statement addressing approval criteria	☒	Legal Lot of Record, Legal Description	☐	Development Plan (as defined by Section 14-3.8 SFCC 2001) Included in Development Plan Application, Case# 2023-7079
☐	Terrain Management Plans (as required by Section 14-8.2 SFCC 2001)	☐	Traffic Impact Analysis (if required)	☐	Proof of Compliance with Conditions of Annexation Approval (if applicable)	☐	Sewer and Water Plan (including profiles and details)
☒	Landscape, Parking and Lighting Plan, Signage Specifications Included in Development Plan Application, Case# 2023-7079	☒	ENN Meeting Notes				

Included in Development Plan Application, Case# 2023-7079

Variances from Subdivision Regulations (Section 14-3.16 (C) SFCC 1987)

(C) Approval Criteria

Subsections 14-3.16(C)(1) through (5) and, if applicable, Subsection 14-3.15(C)(6), are required to grant a variance.

(1) One or more of the following special circumstances applies:
  (a) unusual physical characteristics exist that distinguish the land or *structure* from others in the vicinity that are subject to the same relevant provisions of Chapter 14, characteristics that existed at the time of the adoption of the regulation from which the variance is sought, or that were created by natural forces or by government action for which no compensation was paid;
  (b) the *parcel* is a *legal nonconforming lot* created prior to the adoption of the regulation from which the variance is sought, or that was created by government action for which no compensation was paid;
  (c) there is an inherent conflict in applicable regulations that cannot be resolved by compliance with the more-restrictive provision as provided in Section 14-1.7; or
  (d) the land or *structure* is *nonconforming* and has been designated as a *landmark, contributing* or *significant property* pursuant to Section 14-5.2 (Historic Districts).

(2) The special circumstances make it infeasible, for reasons other than financial cost, to develop the *property* in compliance with the standards of Chapter 14.

(3) The *intensity* of *development* shall not exceed that which is allowed on other *properties* in the vicinity that are subject to the same relevant provisions of Chapter 14.

(4) The variance is the minimum variance that will make possible the reasonable use of the land or *structure*. The following factors shall be considered:
  (a) whether the *property* has been or could be used without variances for a different category or lesser *intensity* of use;
  (b) consistency with the purpose and intent of Chapter 14, with the purpose and intent of the articles and sections from which the variance is granted and with the applicable goals and policies of the *general plan.*

(5) The variance is not contrary to the public interest.

(6) There may be additional requirements and supplemental or special findings required by other provisions of Chapter 14.

Note: If application is being made for Development in Special Flood Hazard Areas, then justification must be provided with the above approval criteria and the criteria found in Section 14-3.10(E) SFCC 1987.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 2001. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a preapplication meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: Brian J Henninger Date: **11 December 2023**

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

AFFIDAVIT

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE REPLATED THOSE LANDS SHOWN HEREON FOR THE PURPOSE OF CONSOLIDATING EXISTING LOTS. THE SAID CONSOLIDATION PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S) AND CONTAINS 19.22 ACRES, MORE OR LESS. THERE IS NO ROAD DEDICATION.

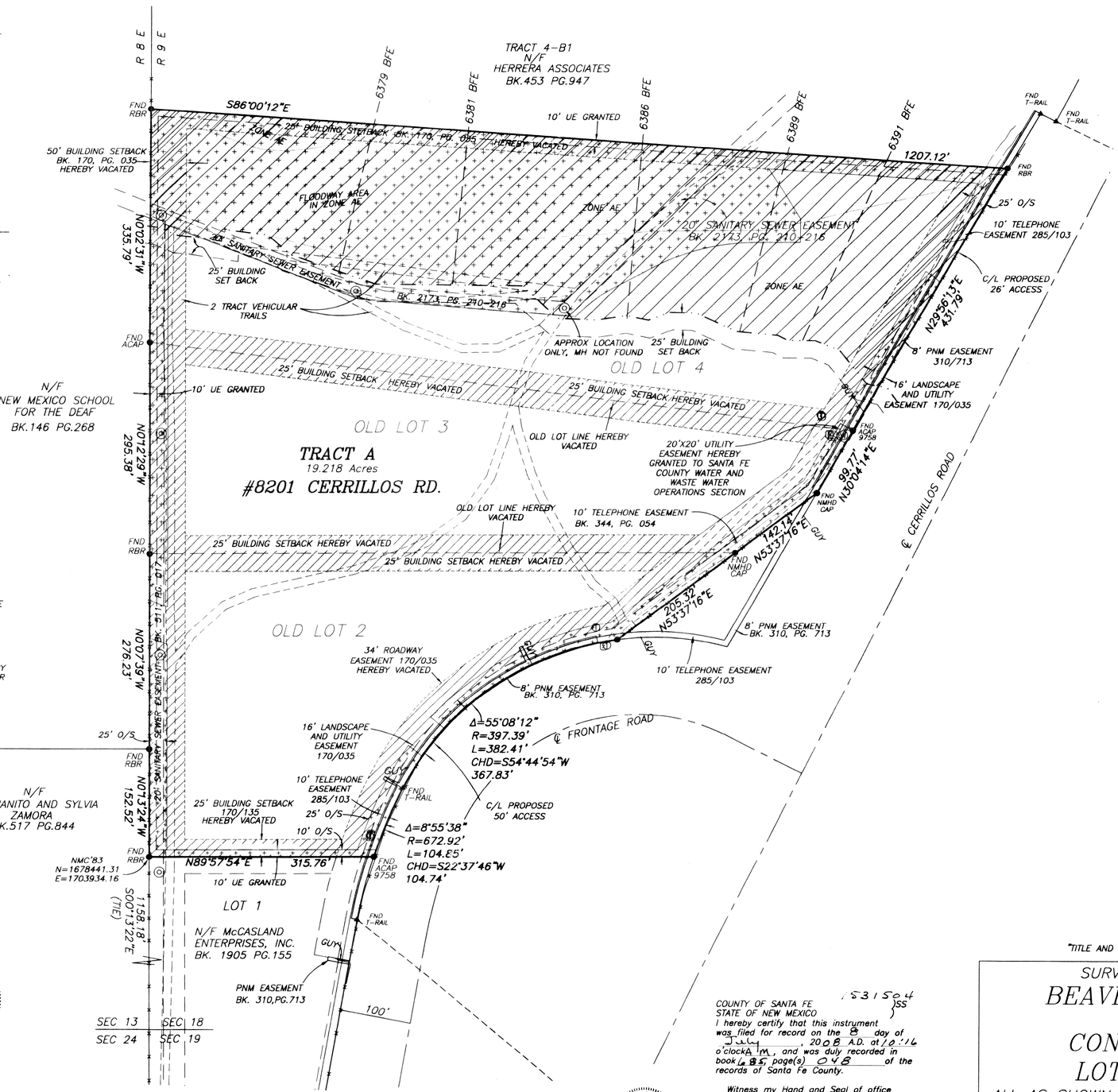
OWNER(S)
BEAVER MOTORS, LLC.

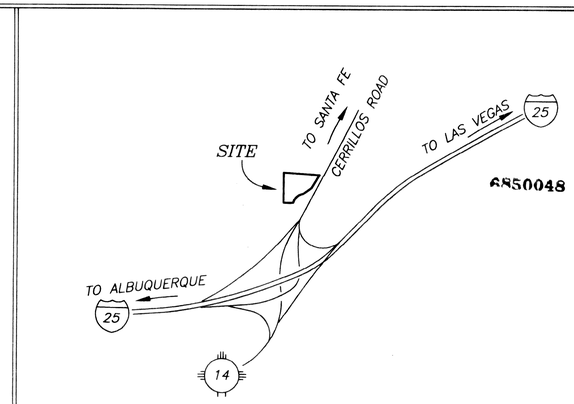
BY: MICHAEL BEAVER, MANAGING MEMBER

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEGED AND SUBSCRIBED BEFORE ME BY MICHAEL BEAVER, MANAGING MEMBER OF BEAVER MOTORS, LLC, THIS 8 DAY OF July 2008

Victoria M. Reyes 5/23/2011
NOTARY PUBLIC MY COMMISSION EXPIRES

OFFICIAL SEAL
Victoria M. Reyes
NOTARY PUBLIC - STATE OF NEW MEXICO
My Commission Expires





SANTA FE COUNTY APPROVAL, NOTES AND CONDITIONS

J. Kolkmeyer
LAND USE ADMINISTRATOR
7 July 2008
DATE

Mark Garland 6-30-08
RURAL ADDRESSING

08-3046
COUNTY DEVELOPMENT PERMIT NO.

MAINTENANCE OF ACCESS ROADS AND UTILITY EASEMENTS IS THE RESPONSIBILITY OF THE LAND OWNER/USER UNLESS CURRENTLY MAINTAINED BY THE SANTA FE COUNTY PUBLIC WORKS. (OR THE CITY OF SANTA FE, OR N.M.D.O.T.)

THE APPROVAL OF THIS PLAT DOES NOT CONSTITUTE THE APPROVAL OF ANY FURTHER DEVELOPMENT, INCLUDING BUILDING PERMITS.

EXISTING NATURAL DRAINAGE WAYS WILL NOT BE MODIFIED OR IMPEDED WITHOUT THE WRITTEN APPROVAL OF THE LAND USE ADMINISTRATOR OR COUNTY LAND USE ADMINISTRATOR OR COUNTY HYDROLOGIST. DEVELOPMENT SHALL NOT IMPEDE HISTORIC FLOW RATES OR PATTERNS TO OR FROM THESE LOTS.

THE LANDS SHOWN HEREON LIE WITHIN THE PLATTING JURISDICTION OF THE CITY AND COUNTY OF SANTA FE.

SANTA FE COUNTY'S APPROVAL OF THIS SURVEY PLAT DOES NOT INCLUDE THE CONSTRUCTION OF THE PRIVATE EASEMENT(S) OR ROAD(S) AS SHOWN. PRIOR TO THE CONSTRUCTION OF SAID PRIVATE EASEMENT(S) OR ROAD(S), IT IS REQUIRED THAT AN ADDITIONAL DEVELOPMENT PERMIT BE APPLIED FOR AND THEN APPROVED BY THE SANTA FE COUNTY LAND USE ADMINISTRATOR.

THESE LOTS ARE SUBJECT TO SANTA FE COUNTY FIRE AND RESCUE IMPACT FEES AT THE TIME OF APPLICATION FOR BUILDING PERMIT.

SOILS RATING: PURSUANT TO THE SANTA FE COUNTY LAND DEVELOPMENT CODE, THE SOILS RATING ON THIS PROPERTY IS DESIGNATED AS BEING MODERATE-SEVERE REGARDING LIMITATIONS TO SEPTIC TANKS. POTENTIAL BUYERS/SELLERS OF THIS PROPERTY SHOULD INQUIRE WITH THE NEW MEXICO ENVIRONMENTAL DEPARTMENT WHETHER THESE SOILS ARE SUITABLE FOR A CONVENTIONAL SEPTIC SYSTEM OR IF AN ALTERNATIVE SYSTEM IS REQUIRED.

ALL DEVELOPMENT SHALL OCCUR WITHIN BUILDABLE AREAS AS PER THE SANTA FE COUNTY LAND DEVELOPMENT CODE.

NEW DRIVEWAY/ROAD ACCESS FROM EAST FRONTAGE ROAD IS SUBJECT TO APPROVAL BY N.M.DOT. THE DIRECTOR SHALL APPROVE THE LOCATION AND INSTALLATION OF A CULVERT AS PERMITTED BY SANTA FE COUNTY PRIOR TO ISSUING A PERMIT FOR CONSTRUCTION.

THE PARCELS AS PLATTED HEREON ARE SUBJECT TO SECTION 12.1 OF THE EZO TERRAIN MANAGEMENT REGULATIONS AT THE TIME OF DEVELOPMENT.

WATER SUPPLY ON THESE TRACTS IS GOVERNED BY THE EZO, SECTION 10.1.A.

ALL DEVELOPMENT SHALL OCCUR WITHIN BUILDABLE AREAS AS PER THE SANTA FE COUNTY LAND DEVELOPMENT CODE.

THESE LOTS ARE SUBJECT TO A 30% OPEN SPACE REQUIREMENT. NO DEVELOPMENT MAY OCCUR WITHIN THE DESIGNATED OPEN SPACE.

SPECIAL NOTES AND BUILDING PERMIT CONDITIONS
THE FIRE AFFIDAVIT IS RECORDED IN THE OFFICE OF THE COUNTY CLERK AS DOCUMENT # 1515135

LEGEND
BEARINGS ARE NMC'83 (ZONE 302) DERIVED FROM GPS OBSERVATIONS; DISTANCES ARE GROUND (US.FT.) REFERRED TO 6800' AMSL. GROUND TO GRID SCALE FACTOR = 0.999583883

- ●F DENOTES REBAR, OR AS SHOWN, FOUND
- ● DENOTES REBAR LS 7014, OR AS SHOWN, SET
- ▲ DENOTES ROW T-RAIL FOUND
- Ⓔ DENOTES ELECTRICAL
- Ⓣ DENOTES TELEPHONE MANHOLE
- Ⓣ DENOTES TELEPHONE RISER
- ⊠ DENOTES UTILITY METER/VALVE/PEDESTAL/BOX/ETC.
- Ⓢ DENOTES SANITARY SEWER MANHOLE
- ◙ DENOTES WATER METER
- —— DENOTES POWER LINE
- —×—×— DENOTES FENCE MEANDERING ALONG PROPERTY LINE
- DENOTES OPEN SPACE 5.759 Ac. (30%)
- —— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION NOT CONTAINED BY THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 6th DAY OF MARCH, 2008. TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

GARY E. DAWSON, N.M.P.L.S. 7014

GARY E. DAWSON
NEW MEXICO
7014
REGISTERED PROFESSIONAL SURVEYOR

FLOOD ZONE
THIS PROPERTY LIES PARTIALLY WITHIN ZONE AE OF THE 100 YEAR FLOOD HAZARD AND ZONE X OF THE 500 YEAR FLOOD HAZARD AS SHOWN ON F.I.R.M. PANEL 35049C0506D.

REFERENCE DOCUMENTS:
1. ALL PLATS AND DOCUMENTS NOTED ON STEWART TITLE GUARANTY COMPANY POLICY No. 9701-1997441, DATED MARCH 9th, 2007.
2. ALL PLATS AND DOCUMENTS NOTED HEREON.

COUNTY OF SANTA FE
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 8 day of July, 2008 A.D. at 10:16 o'clock A M., and was duly recorded in book 485 page(s) 048 of the records of Santa Fe County.

Witness my Hand and Seal of office
VALERIE ESPINOZA
County Clerk, Santa Fe County, N.M.

Deputy

COUNTY CLERK
VALERIE ESPINOZA
SANTA FE COUNTY NEW MEXICO

"TITLE AND INDEXING INFORMATION FOR THE COUNTY CLERK"

SURVEY PLAT PREPARED FOR
BEAVER MOTORS, LLC.
SHOWING
CONSOLIDATION OF LOTS 2, 3 AND 4
ALL AS SHOWN ON PLAT OF SURVEY RECORDED IN PLAT BOOK 170 PAGE 035.
LYING WITHIN SECTION 18, T16N, R9E, NMPM SANTA FE COUNTY, N.M.

PURPOSE: "THIS PLAT IS TO CONSOLIDATE 3 LOTS INTO ONE"
UPC 1-049-094-024-136

SCALE 1"=80' FEET
80' 0 80'

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, N.M. 505-471-6660

FILE# 8233 DATE: 5/30/08

ORION West LLC
Development | Land Use | Planning |
Project Management
PO Box 5744, Santa Fe, NM 87502-5744

EARLY NEIGHBORHOOD MEETING NOTES

Project Name:	Bungalows on Cerrillos
Project Location:	27794 W I-25 Frontage Rd, Santa Fe, NM 87507 (former Beaver Toyota Site)
Project Description:	Development Plan Amendment for Development Plan with Summary Plat/Lot Split for proposed 141-unit Apartment Complex with Setback and Slope Variances
Applicant:	Advanced Acquisitions LLC
Agent:	Orion West LLC
ENN Meeting Date:	September 14, 2023 – Second ENN
ENN Location:	Via Zoom
Application Type:	Development Plan Application
Land Use Planner:	Dan Esquibel
Attendance:	**City of Santa Fe:** Dan Esquibel, Maggie Moore **Developer Team:** Brian Nenninger (Agent), Maureen Mestas (Agent), Jeremy Hall, Ryan Griego, Karl Sommer **Neighborhood/Public:** 3 attendees. All three neighbors were sharing a zoom together – Two neighbors who identified themselves: Scott Chapman and Susan Cave.

Notes/Comments:

September 14, 2023/ 5:30 – 6:33 pm Meeting

The meeting started about 18 minutes late while Brian Nenninger assisted one neighbor who called in expressing, they were running behind and trying to log in. After the neighbor, Scott Chapman, successfully logged into Zoom meeting it could be seen there were two other neighbors with him – one being Dr. Susan Cave. Brian then introduced Maggie Moore and Dan Esquibel. Maggie gave a brief introduction around the ENN process and purpose.

Brian Nenninger then introduced Jeremy Hall, Director of New Development for the Cavan Company who is developing the project under the affiliate Advanced Acquisitions.

Brian Nenninger informed the group that this second ENN is for the purposes of noticing a Development Plan Amendment and request for a set back and slope variance. Highlights Brian shared during the presentation included:

- The Development Plan amendment is being submitted to increase the proposed Development Plan unit count from 139 to 141 for lease units.
- The project is requesting a variance from 14-8.2 (D)(2)(b) Terrain and Stormwater Management, 30% slope requirement. Approximately 4,800 square feet out of a 19-acre parcel is natural slope that is greater than 30%. Much of the site has been previously graded/disturbed. This variance of up to 5,020 square feet was previously granted by the City of Santa Fe for the Beaver Toyota Project in February of 2014.
- The project is requesting a variance from 14-5.5 (B)(4)(iii) CRHC Cerrillos Road Highway Protection District, 45-foot setback requirement at Cerrillos Road. 35 – 37.5' vs. 45'. A variance was previously granted by the City of Santa Fe for the Beaver Toyota Project to allow a 25' setback in February of 2014.
- W I-25 Frontage Road to be extended and relocated with a roundabout added to improve the flow and circumstance around traffic at the Cerrillos intersection.
- The city of Santa Fe and NMDOT have approved the redesigned intersection.

Brian opened the ENN for questions from the neighbors. The following is a summary of questions and feedback two of the three attending neighbors offered:

1. One neighbor was concerned about the size of roundabout so it will accommodate the larger tractor trailer traffic. Brian confirmed the roundabout size and design was modified to handle not only a tractor trailer but tractor trailer being pulled by a tractor tow rig.
2. Neighbors were concerned about more traffic and the difficulty in getting off Mutt Nelson onto the W I-25 Feeder Road. Concerned there will be more car wrecks including fatalities in the area.
3. Want to keep the "free rights off Cerrillos Road onto the Frontage Road.
4. Too many apartments are going up in the City of Santa Fe. Brian commented on the low vacancy rate and housing shortage/need in the city.
5. Developers just want to make money, and City officials are bought off.
6. Maggie asked about improvements to the Cerrillos/Frontage Road intersection and Brian responded that signal light upgrades along with two left hand turns are to be added from the frontage road turning left/North onto Cerrillos.
7. Brian confirmed that the NMDOT has approved the intersection design and the City of Santa Fe staff have indicated the design meets the City of Santa Fe requirements. However, the project is still subject to the Planning Commission approval.
8. Apartments are filling up with drug addicts. Brian indicated this project was market rate and is designed to look and feel like a single-family residential community even though it is for lease.
9. Neighbors attending indicated they lived off Mutt Nelson.
10. No concerns were raised about the Variance Requests.

LOT 2
ENTRADA CONTENTA
(12/30/2016, B12-10)

MH #1
RIM=6375.54

RIM=6393.95

224.1'

88'

88 ft.

35'

45'

NMDOT
RIGHT OF WAY
(In green)

CERRILLOS RD

107'

107 ft.

203'

203 ft.

45' Setback Line

35' Setback Line

Property Line

NEW I-25 FRONTAGE RD

LOT 1, LANDS OF McCASLAND
ENTERPRISES, INC
(05/15/2020, 862-24)

N

50 25 0 25 50

SCALE: 1"=50'

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

12-07-23

RONALD R. BOHANNAN
P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

CERRILLOS RD SETBACK EXHIBIT

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY
RMG

DATE
12/07/2023

SHEET #
E1

JOB #
2022025

CAVAN MULTI-FAMILY DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

FINAL SUBMITTAL

JULY 13, 2023

Prepared For:

ADVANCED ACQUISITIONS, LLC
15300 N. 90TH STREET. SUITE 200
SCOTTSDALE, AZ 85260

Prepared By:

Bohannan Huston
Engineering
Spatial Data
Advanced Technologies

CAVAN MULTI-FAMILY DEVELOPMENT
SANTA FE, NEW MEXICO
TRAFFIC IMPACT ANALYSIS

JULY 13, 2023

FINAL SUBMITTAL

Prepared by:

BOHANNAN HUSTON, INC.
7500 JEFFERSON ST NE
COURTYARD TWO
ALBUQUERQUE, NM 87109

Prepared for:

ADVANCED ACQUISITIONS, LLC
15300 N. 90TH STREET. SUITE 200
SCOTTSDALE, AZ 85260

PREPARED BY:

7/13/2023

CARL VERMILLION, P.E. **JULY 13, 2023**

CAVAN MULTI-FAMILY DEVELOPMENT
SANTA FE, NEW MEXICO
TRAFFIC IMPACT ANALYSIS

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I. INTRODUCTION AND SUMMARY

Advanced Acquisitions LLC is proposing to develop a 134-unit multi-family housing development west of the intersection of Cerrillos Road (NM 14) and I-25 West Frontage Road and Beckner Road in Santa Fe, New Mexico.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed improvements on the surrounding roadway network, and to recommend any mitigation measures that may be necessary to support the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located north of the I-25 and NM 14 interchange in Santa Fe, New Mexico. A vicinity map and site plan are shown in Figure 1. The site will consist of 134 multi-family attached housing dwellings.

The study area consists of the following existing intersections:

- Cerrillos Road (NM 14) and Beckner Road/I-25 W Frontage Road (existing signalized intersection)
- Paseo del Sol and Herrera Drive (existing roundabout)
- I-25 W Frontage Road and Mutt Nelson Road (existing unsignalized intersection)
- Cerrillos Road (NM 14) and Herrera Drive (existing signalized intersection)

The site development plan is proposing two new access points into the site:

- Proposed Roundabout at the Southwest corner of development (future roundabout) – this will modify and realign the existing frontage road.
- Proposed right-in, right-out access from Cerrillos into the site (future access)

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

- Existing traffic (2022)
- 2026 Completion Year without proposed development (2026 No Build)
- 2026 Completion Year with buildout of the site (2026 Build)
- 2036 Horizon Year without buildout of the site (2036 No Build)
- 2036 Horizon Year with buildout of the site (2036 Build)

- 2036 Horizon Year with SFMPO Model connection without buildout of the site (2036 No Build - Connection)
- 2036 Horizon Year with SFMPO Model connection with buildout of the site (2036 Build - Connection)

2. PRINCIPAL FINDINGS

The traffic analysis shows that under 2022 Existing conditions, unsignalized intersections will operate at acceptable levels of service with no movements operating worse than LOS C. All signalized intersections operate with overall acceptable LOS in the existing conditions although several movements at each intersection are not acceptable for both AM and PM peak hours.

The intersection of Cerrillos (NM 14) and Herrera operates at an overall LOS B in both AM and PM peak hours. The intersection includes movements of LOS E for the eastbound left, westbound left, and westbound through movements in the AM peak hour. In the PM peak hour the eastbound left, eastbound through, westbound left, and westbound through movements are LOS E.

The intersection of Cerrillos (NM 14) and Beckner operates at overall LOS C in the AM peak hour and LOS B in the PM peak hour. The eastbound left movement is LOS F in both the AM and PM peak hours. The eastbound through, westbound through, and westbound right experiences LOS E in both AM and PM peak hours. These movements are mainly due to the signal coordination of Cerrillos road and could be adjusted by updating signal timing plans. Coordination with the City of Santa Fe and NMDOT would be required to make any adjustments to existing signal timing.

Within the 2026 build scenario, the signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS B in the AM peak hour and LOS C in the PM peak hour. The eastbound left, westbound left, and westbound through movements will experience LOS E in both the AM and PM peak hours. This may be mitigated by signal timing adjustments although these should be coordinated with the City of Santa Fe and NMDOT prior to any work being completed.

The preferred layout of the intersection of Cerrillos (NM 14) and Beckner retains the free right turn lanes that are present at the intersection today due to capacity issues in the horizon year analysis. With the free right movements southbound and eastbound retained, the intersection operates at an overall acceptable LOS D in the AM peak hour and LOS C in the PM peak hour. The eastbound left turning movement will operate at LOS F in both peak

hours and the eastbound through movement will operate at LOS E in both peak hours. The volume to capacity ratio for the eastbound left will be above 1 which indicates that the intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

In response to the eastbound left turn movement, an analysis was completed with dual eastbound left turn lanes. In this analysis, the eastbound left movements improved to LOS D in both peak hours. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

The south roundabout requested by the development to provide access at the southwest corner of the development will operate at acceptable conditions with a one lane approach at each leg.

In the 2036 Horizon Year build scenario, the intersection of NM 14 (Cerrillos) and Beckner continues to operate acceptably with the inclusion of dual eastbound lefts and the retention of the free right turn movements southbound and eastbound. The overall intersection will be a LOS C in both the AM and PM peak hours. The eastbound left movements improve to LOS D in both peak hours due to the dual left turn lanes, but the eastbound through movement will remain LOS E in the AM and PM peak hours. The westbound left movement will remain at LOS E in the PM peak hour. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic entering the intersection.

Implementing the Santa Fe MPO model connection by the 2036 Horizon Year will see the intersection of NM 14 (Cerrillos) and Beckner change significantly. With the retention of the free right turn lanes and the implementation of the eastbound dual left turn lanes, the intersection will result in the overall LOS D in the AM peak hour and LOS C in the PM peak hour. The northbound right movement will operate at LOS E in the AM peak hour and the northbound left will operate at LOS F in the PM peak hour. The volume to capacity ratio for the northbound left will be greater than 1 indicating this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

Adding an additional northbound left turning lane to this analysis results in the intersection operating at an overall LOS C in both the AM and PM peak hours. The only movement that remains an LOS E is the northbound right movement. All movements will retain a volume to capacity ratio of less than 1 indicating this will operate acceptably.

The south roundabout requested as part of this development to provide access at the southwest corner of the development operates at acceptable conditions into the horizon build scenario with a one lane approach at each leg. If a dual lane roundabout is desired at this location the NMDOT and the City of Santa Fe should be in agreement prior to the implementation.

3. RECOMMENDATIONS

- The developer is requesting a roundabout be built at the southwest corner of the new development. Our analysis shows that this roundabout can operate at acceptable LOS as a 1 lane roundabout with 1 lane minimum on each of the approaches. If a dual lane roundabout is desired by the developer at this location, the NMDOT and City of Santa Fe should be in agreement prior to the implementation.
- The analysis indicates the Southbound and Eastbound free right configuration provides a better level of service for these movements. NMDOT Traffic technical support may require the design to remove the free right turns and construct a right turn lane adjacent to the through lane to improve bicycle and pedestrian safety at the intersection. If the existing free right configuration is maintained, it is recommended that the eastbound lane configurations include two dedicated left turn lanes, one dedicated through lane, and one right turn lane prior to the 2026 build year.
- If the connection of the West Frontage Road and Herrera occurs, implementation of dual eastbound right movements with a signal overlap phase will be needed at Cerrillos (NM 14) and Beckner by the 2036 horizon year. An additional northbound left turning lane will also be needed prior to the 2036 horizon year if this connection is made. These recommendations are only applicable if the connection between the Frontage Road and Herrera is made.
- Deceleration lane into the site development for the East Driveway on Cerrillos Road (NM 14) should be built as part of the development. The deceleration lane length of 370 feet, and an additional taper of 150 feet, according to the State Access Management Manual (SAMM) criteria, totaling 520 feet recommended.
- Southbound deceleration lane into the West Frontage Road at Cerrillos Road (NM 14) should be retained as part of the development. The deceleration lane length of 370 feet minimum, and an additional taper of 150 feet should be verified, according to the State Access Management Manual (SAMM) criteria, totaling 520 feet recommended.

- Changes to the east leg of the intersection of Cerrillos (NM 14) and Beckner will be needed to address alignment issues that may arise as other improvements are completed.

Bohannan Huston
www.bhinc.com 800.877.5332

CAVAN MULTI-FAMILY
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

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Bohannan Huston
www.bhinc.com 800.877.5332

CAVAN MULTI-FAMILY
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development will be 134 single family detached housing units. See the vicinity map in and the site plan in Figure 2.

The surrounding area to the west includes primarily residential development, while the area to the east of NM 14 includes residential and commercial developments. To the north of the development is primarily commercial developments.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2026. The NMDOT requires a 10-year horizon analysis for future roadway circulation and serviceability. An additional analysis for the 2036 horizon year was completed to assess a new connection between the West Frontage Road and Herrera Drive. This connection is included in the SFMPO metropolitan transportation plan as a future road extension that may be studied in the future. As a conservative approach and to capture all possible traffic connections, this traffic impact analysis will include looking at this development with and without this connection in the horizon year to assess the long-term contributions of this connection.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area lies west of the intersection of Cerrillos Road (NM 14) and I-25 West Frontage Road and Beckner Road. The development will lie south of the existing Arroyo de los Chamisos, which is south of Herrera Drive, and north of I-25 W Frontage Road.

B. SITE ACCESSIBILITY

The developer is requesting to realign the I-25 West Frontage Road and install an access point via a new roundabout intersection as shown in Figure 4. A new right-in, right-out driveway on Cerrillos Road will provide a second access to the site which is required for emergency response. The majority of traffic will be traveling along NM 14 (Cerrillos Road) or departing from the interchange of I-25.

Additionally, the site will be near several multi-use paths that may be used by both pedestrians and bicyclists. Also, bike lanes on various roadways surrounding the

development site. All these multimodal opportunities may be used to access various parts of Santa Fe.

The Arroyo Chamiso Trail runs along the Arroyo de los Chamisos just to the north of the proposed development. The path exists to the east of NM 14 as various segments of the trail but does not have a connection to the west of NM 14 yet. Ultimately this trail will be built out in the future to connections with the Arroyo Chamiso Trail connecting to the SWAN park and the existing Tierra Contenta trail creating a complete trail system.

The Arroyo Hondo Trail which is located south of the I-25 interchange has access that begins at Rancho Viejo Boulevard, as well as a trail that connects the area south of I-25 to the area north of I-25 with underpasses of I-25. Rancho Viejo Boulevard is designated as a shared-higher traffic/speed roadway and NM 14 is designated as a bike lane/shoulder on the 2021 Santa Fe Bikeways and Trails Map.

The Santa Fe Trails bus system services parts of Santa Fe. Bus route 22 travels north and south on NM 14 in the project area, but the nearest stop is at Herrera and NM 14. As development occurs in this area of Santa Fe, coordination with the Santa Fe Trails bus system should occur to discuss the possibility of adding additional bus stops along this route.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography and mapping from Google Earth®, and information provided by IDAX Data Traffic Counts, and the City of Santa Fe.

D. EXISTING SIGNAL SYSTEMS

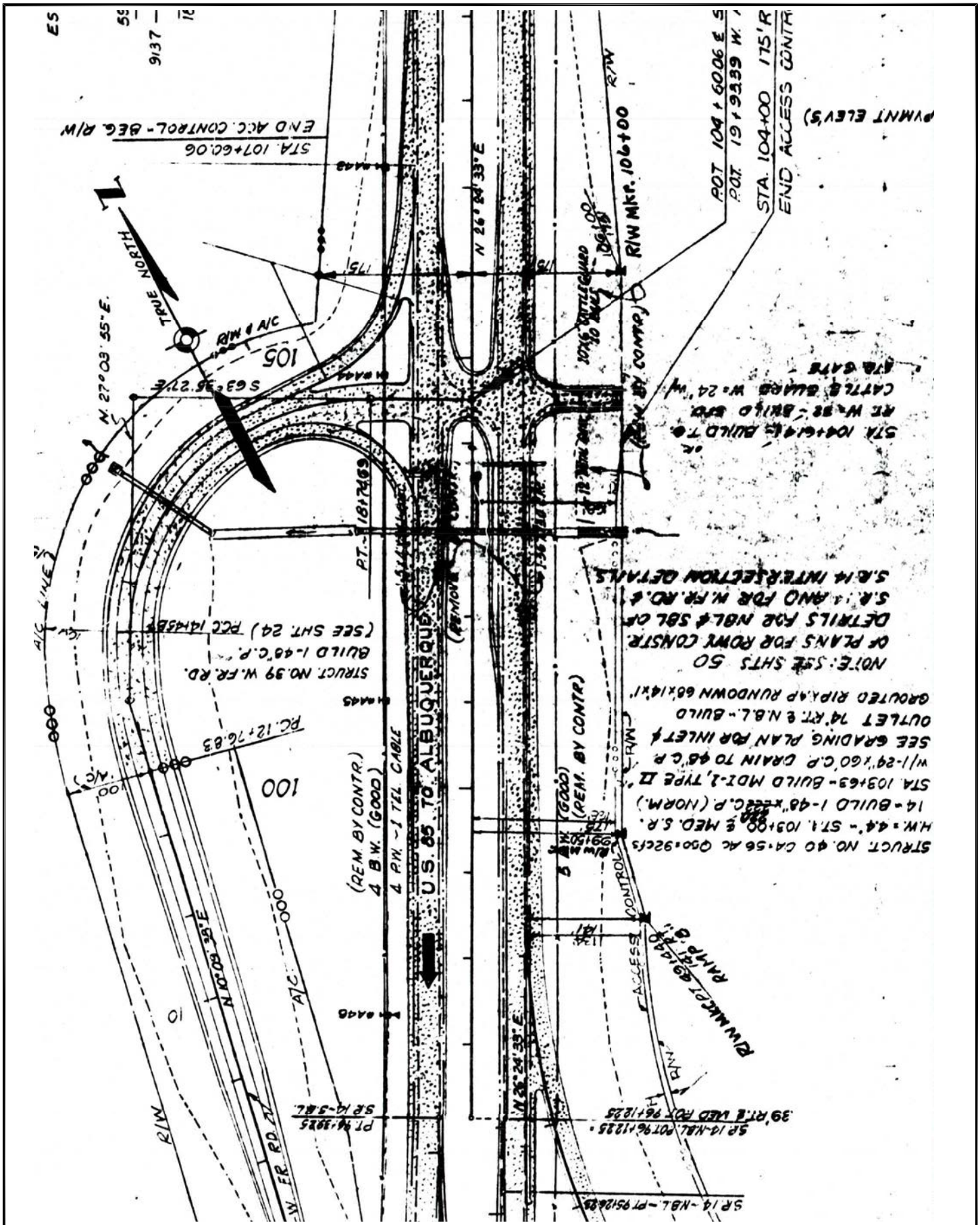
Traffic Signal timing sheets included in Appendix A indicate the Cerrillos Road corridor has a coordinated signal system in the project area that is coordinated throughout the day, operating with a 125-second background cycle length during both the AM and PM peak periods. This coordinated system puts priority on the North and South movements to maximize traffic flow along Cerrillos. The intersections on Cerrillos have been analyzed as a coordinated system with applicable offsets for signals.

E. ACCESS CONTROL REQUIREMENTS

A portion of the west frontage road is currently access controlled and the proposed modifications will require submission to the access control committee at the NMDOT. Figure 3 is from an NMDOT as-built plan sheet and shows the existing right-of-way and access

control limits. The existing access control line crosses West Frontage Road at the point of curvature of the roadway and extends north of the intersection on the west side of Cerrillos. This access control includes the west leg of the existing intersection around the horizontal curve as shown. The proposed project improvements will modify the alignment of the west frontage road and will therefore require a change in the access control line. The proposed improvements will construct a roundabout located approximately 800 feet west of Cerrillos Road that will provide access to the proposed development and could easily be extended in the future to make a connection to Herrera. The proposed access control boundaries are shown in Figure 4. This will follow Cerrillos road and turn west to include a portion of the new West Frontage Road alignment.

The two full plan sheets of the as-builts that show the existing right-of-way and access control boundaries are also provided in Appendix J.



Bohannan Huston www.bhinc.com 800.877.5332	CAVAN MULTI-FAMILY SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 3 EXISTING ACCESS CONTROL LIMITS

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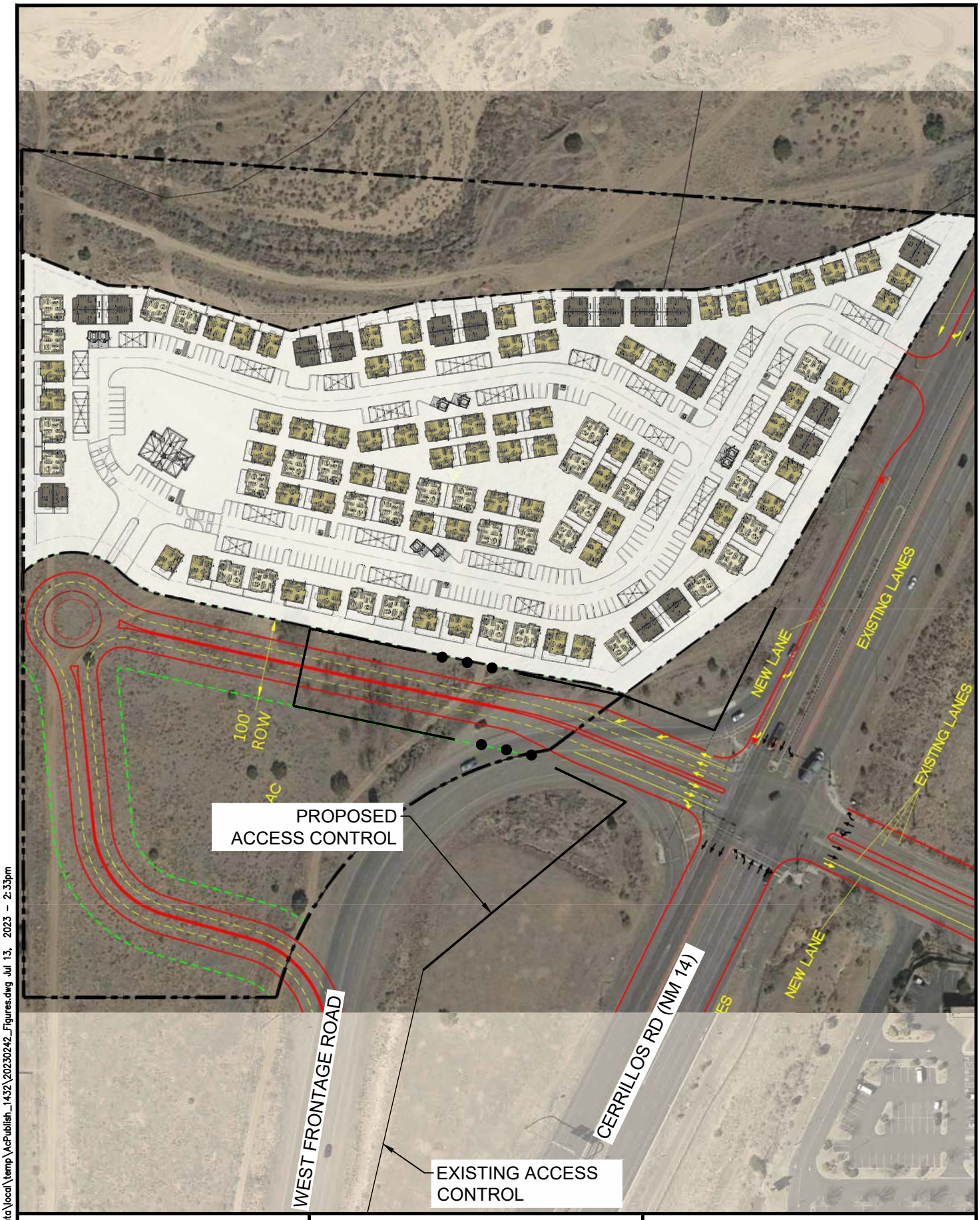

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FIGURE 4
PROPOSED ACCESS CONTROL LIMITS

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

1. ADJACENT ROADWAYS

Cerrillos Road (NM 14) is classified as a Principal Arterial by the Santa Fe Metropolitan Planning Organization (SFMPO). The posted speed limit is 45 miles per hour (MPH). Within the vicinity of the project site, Cerrillos road has two travel lanes southbound, and three travel lanes northbound, separated by a non-traversable median, and minor right-hand shoulders. According to data provided by the NMDOT Traffic Monitoring Bureau, in 2021, Cerrillos had an average annual daily traffic volume of 22,983 vehicles per day (vpd) in the vicinity of the site.

Paseo del Sol and Herrera are classified as a Major Collector by the Santa Fe Metropolitan Planning Organization (SFMPO). The posted speed limit is 25 and 35 miles per hour (MPH), respectively. Due to its location near Capital High School, the speed limit is reduced to 15 MPH during the high morning and afternoon commuting times. Within the vicinity of the project site, both roads have one lane in both directions, separated by a non-traversable median and a minor right-hand shoulder. According to data provided by the NMDOT Traffic Monitoring Bureau, in 2021, Herrera had an average annual daily traffic volume of 4,030 vehicles per day (vpd) in the vicinity of the site.

I-25 W Frontage Road is classified as a Major Collector by the Santa Fe Metropolitan Planning Organization (SFMPO). The posted speed limit is 45 miles per hour (MPH). Within the vicinity of the project site, Cerrillos road has two travel lanes in both directions. The NMDOT Traffic Monitoring Bureau does not collect average annual traffic data along this road within the vicinity of the site.

The West Frontage Road includes a horizontal curve near to the intersection of Cerrillos road in the project area. In order to make the intersection safer by improving the sight distance, the project team is proposing to reconstruct and realign the West Frontage Road to eliminate the horizontal curve and introduce a roundabout (see site plan for details on the proposed layout). These changes will eliminate the horizontal curve and replace it with a roundabout that is located 800 feet west of the Cerrillos intersection. This tangent will allow better queuing and better sight distance for traffic approaching the intersection from the west. It will require frontage road traffic to traverse through the newly constructed roundabout before they get to Cerrillos. A roundabout is proposed as a solution at the future

access point of the development and will require concurrence with the NMDOT since the West Frontage Road is inside access control limits. These items were discussed in more detail in Section III.E of this traffic impact study.

Wellness Way is not classified by the SFMPO, but given its connection to Herrera Drive, may be assumed to function as a Major Collector. Within the vicinity of the site, Wellness has two travel lanes in both directions, divided by a non-traversable median and right-hand shoulders. The NMDOT Traffic Monitoring Bureau does not collect average annual traffic data along this road within the vicinity of the site.

Beckner is not classified is not classified by the SFMPO but given its connection to I-25 W Frontage Road, may be assumed to function as a Major Collector. Within the vicinity of the site, Wellness has two travel lanes in both directions, divided by a non-traversable median and right-hand shoulders. The NMDOT Traffic Monitoring Bureau does not collect average annual traffic data along this road within the vicinity of the site.

2. ADJACENT LAND

The area near the site is primarily residential development to the west or vacant land. To the east of NM 14 includes residential and commercial developments. Background traffic has been included in this study from the Las Soleras Medical building, 5407 Beckner traffic study, 5201 Beckner traffic study, Cielo Apartments, Vista de la Sierra development, Village at Las Soleras, and Havenly Santa Fe. This background traffic was added to the existing counts as part of this TIA's future conditions.

B. EXISTING TRAFFIC CONDITIONS

2022 Traffic counts for the intersection analyzed in the study area were collected Thursday, September 19, 2022. Existing traffic counts are included in Appendix A. The 4-hour turning movement counts were collected from 7:00 AM to 9:00 AM, and in the afternoon, from 4:00 PM to 6:00 PM. These counts provide the AM and PM peak hour counts used in the analysis. These counts included lane utilization rates, right turn on red counts, saturation flow rates, percent arrivals on green, and true demand information. In addition, a queue analysis was conducted for 4 minutes out of each fifteen-minute period to determine queue levels at the signalized intersections included in this study.

Due to concerns over road closure on Beckner Road affecting vehicle trends at the time of traffic data collection, the turning movement counts for the intersection of Cerrillos (NM 14) & Beckner was substituted by data instead collected on May 19, 2022, for the neighboring Las Soleras Meridian Medical Office traffic study. This traffic count utilized the

peak 15-minute section and multiplied it by 4 for the worst-case hourly volume for the peak AM and PM traveling volumes. This traffic count information is also found in Appendix A.

C. EXISTING LEVELS OF SERVICE

1. VEHICULAR ANALYSIS

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

Table 1 – LOS Definitions

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

The City of Santa Fe and NMDOT has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are considered, where feasible.

The existing intersection traffic volumes as listed above were analyzed using McTrans Center's Highway Capacity Software (HCS 2023), which uses the intersection methodology and procedures from the Seventh Edition of the HCM. Individual intersection output for the existing conditions analysis is included in Appendix B.

The results are summarized in Table 2 and Table 3.

The analysis indicates the unsignalized intersections will operate at acceptable levels of service. No unsignalized movement operates worse than LOS C.

All signalized intersections operate with acceptable overall LOS in the existing conditions although several movements at each intersection are not acceptable for both AM and PM peak hours.

The intersection of Cerrillos (NM 14) and Herrera operates at an overall LOS B in both AM and PM peak hours. The intersection includes movements of LOS E for the eastbound left, westbound left, and westbound through movements in the AM peak hour. In the PM peak hour the eastbound left, eastbound through, westbound left, and westbound through movements are LOS E.

The intersection of Cerrillos (NM 14) and Beckner operates at overall LOS C in the AM peak hour and LOS B in the PM peak hour. This intersection also includes movements of LOS E and LOS F in both peak hours. The eastbound left movement is LOS F in both the AM and PM peak hours. The eastbound through, westbound through, and westbound right experiences LOS E in both AM and PM peak hours. These movements are mainly due to the signal coordination of Cerrillos road and could be adjusted by updating signal timing plans. Coordination with the City of Santa Fe and NMDOT would be required to make any adjustments to existing signal timing.

The unsignalized intersection of West Frontage Road and Mutt Nelson is operating at an overall acceptable LOS C in both AM and PM peak hours. The eastbound approach of this intersection also operates at LOS C in both AM and PM peak hours.

Table 2 – 2022 Existing Signalized Intersection Results

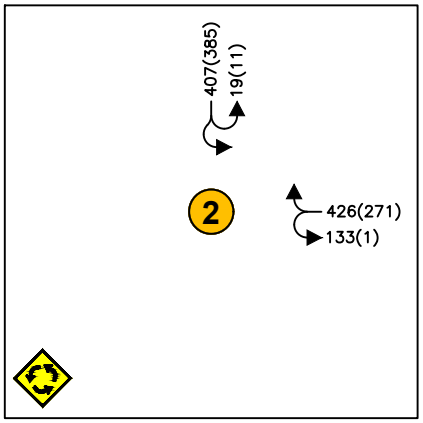
Intersection/Movement	2022 AM Peak			2022 PM Peak		
	Delay	v/c	LOS	Delay	v/c	LOS
Cerrillos (NM 14) & Herrera	15.3	0.795	B*	15.5	0.714	B*
NM 14 (Cerrillos) & Beckner	31.5	1.30	C**	17.2	0.980	B**

* - Individual movements at this intersection experience LOS E
** - Individual movements at this intersection experience LOS F

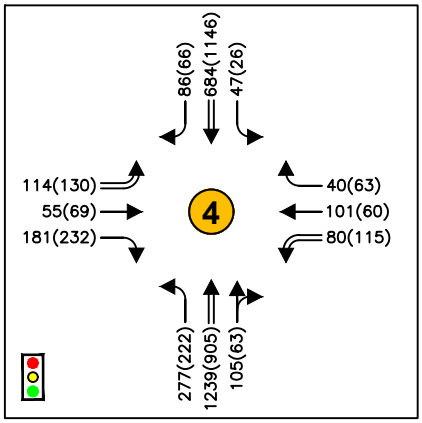
Table 3 – 2022 Existing Unsignalized Intersection Results

Intersection/Movement	2022 AM Peak				2022 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	18.8	-	-	C	16.0	-	-	C
Eastbound Approach	18.8	0.45	75	C	16.0	0.22	25	C
Northbound Approach	7.9	0.01	0	A	8.4	0.02	25	A
Paseo del Sol & Herrera RAB	8.7	-	-	A	5.4	-	-	A
Westbound Right	8.7	0.55	100	A	4.8	0.25	50	A
Southbound Right	8.7	0.50	75	A	5.9	0.36	50	A

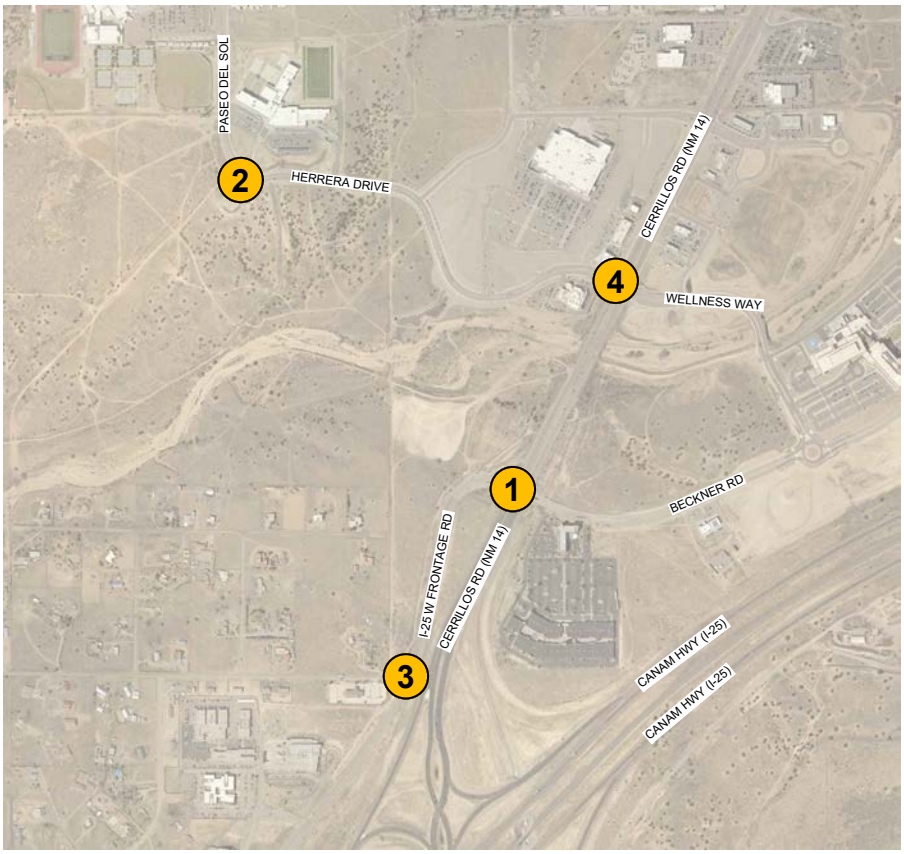
* – HCM 95th percentile queue rounded to next 25-foot increment

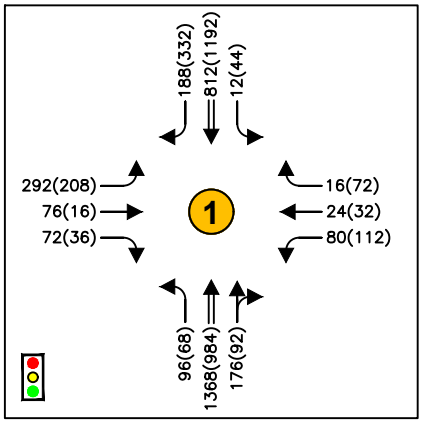


PASEO DEL SOL/HERRERA



CERRILLOS(NM14)/HERRERA/WELLNESS





CERRILLOS(NM14)/BECKNER/W FRONTAGE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

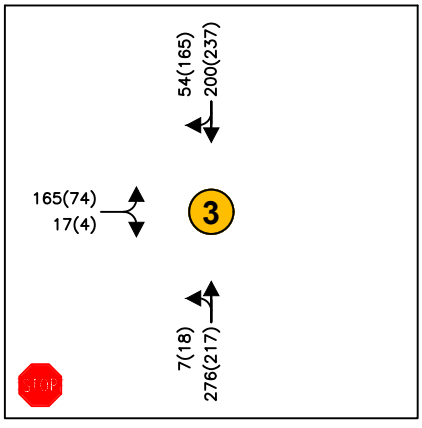


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FIGURE 5
2022 AM(PM) EXISTING
PEAK HOUR TRAFFIC VOLUMES

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

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

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

All trips to the site were considered primary trips.

The trip generation based on the 11th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown below in Table 4.

Table 4 – Trip Generation

Land Use	Size	Daily	AM Enter	AM Exit	PM Enter	PM Exit
Single Family Housing Detached ITE Code 210	134 DU's	1321	25	72	82	49

2. TRIP DISTRIBUTION AND ASSIGNMENT

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

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

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

The socioeconomic data for the year 2022 was estimated by interpolating between the 2015 and 2040 socioeconomic data available for SFMPO.

Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 6 and Figure 7.

3. 2026 NO BUILD TRAFFIC PROJECTIONS

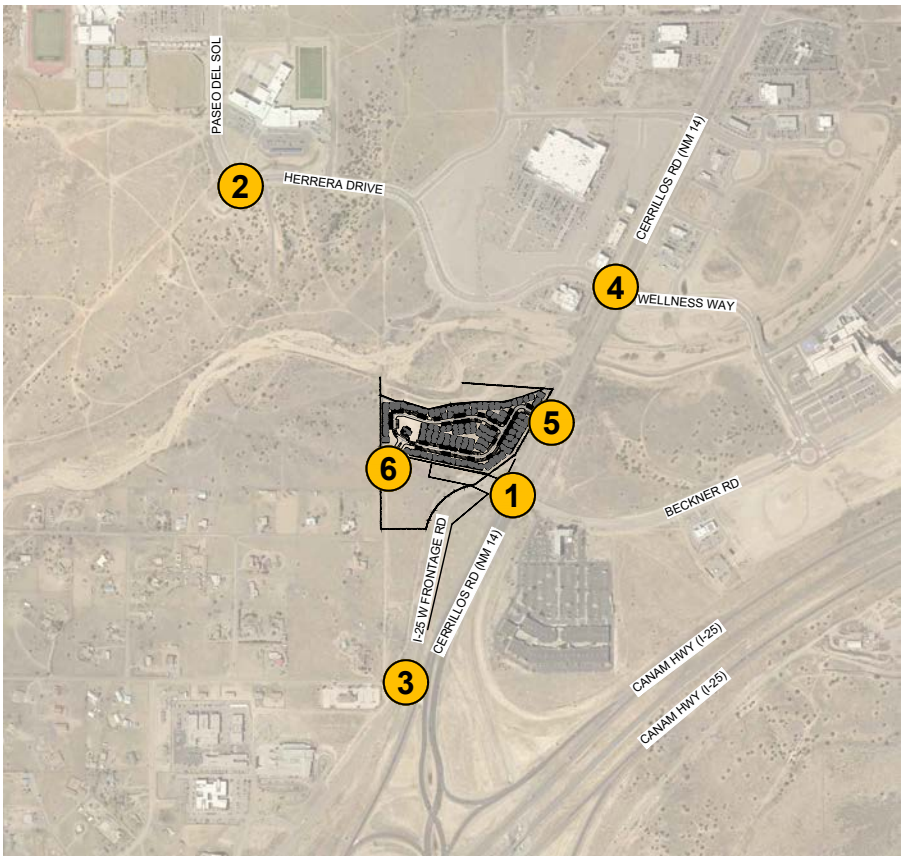
The NMDOT Transportation Data Management System (TIMS) historic traffic data along Cerrillos Road (NM 14) within the vicinity of the site shows a minimal growth rate outside of the influence of pandemic-era traffic trends. Analysis of this data presented a negative growth trend. For a conservative approach to match other TIA's that have been completed in the area, an annual growth rate of 1% was assumed.

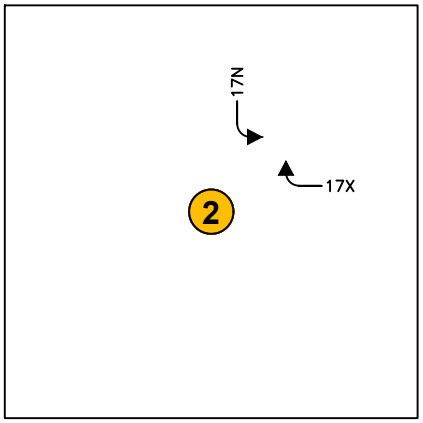
Spreadsheets showing the development of the growth rates is included in Appendix C. The No Build analysis assumed that the proposed project is not completed.

4. BACKGROUND TRAFFIC GROWTH FROM NEIGHBORING DEVELOPMENT

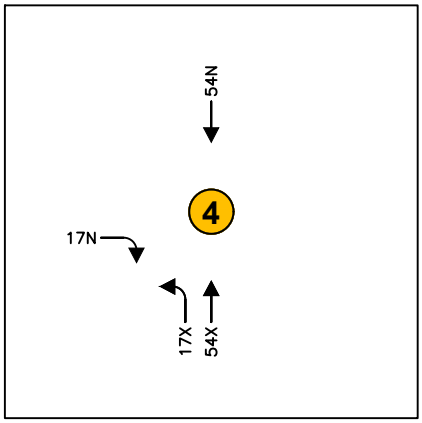
This area includes several TIA's and developments that have started construction that will be included in this traffic study. The development of the Las Soleras Meridian Medical Office Building, 5407 Beckner development, 5201 Beckner development, Cielo Apartment

complex, Village at Loas Soleras, and Havenly Santa Fe development all located east of Cavan Multi-Family Development, are expected to be completed by 2024 and contribute to the amount of traffic within this traffic study development's area. Consideration to the traffic influence on the Cavan development was accounted for in the development growth, and background traffic from the buildout of these developments were included in future year conditions of the traffic study by adding it on top of the annual background growth. The intersections which include the additional traffic are the intersections of Cerrillos (NM 14) and Herrera, as well as Cerrillos (NM 14) and Beckner.

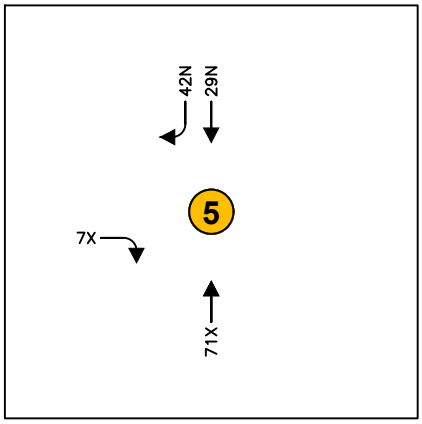




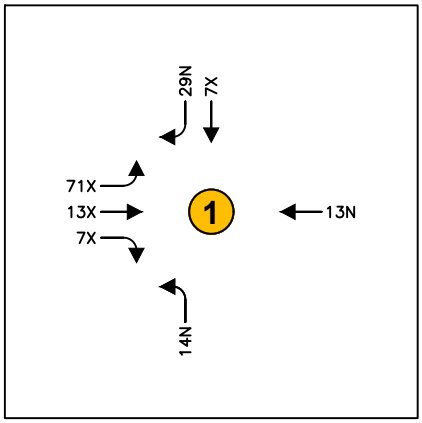
PASEO DEL SOL/HERRERA



CERRILLOS(NM14)/HERRERA/WELLNESS



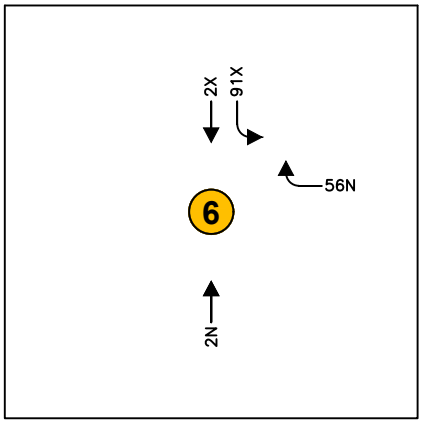
CERRILLOS(NM14)/EAST DRIVEWAY



CERRILLOS(NM14)/BECKNER/W FRONTAGE

LEGEND

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



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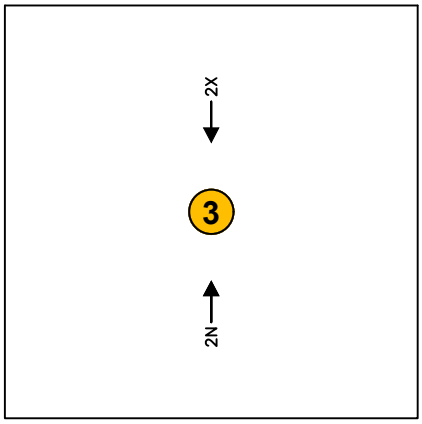

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FIGURE 6
RESIDENTIAL TRIP
DISTRIBUTION PERCENTAGES

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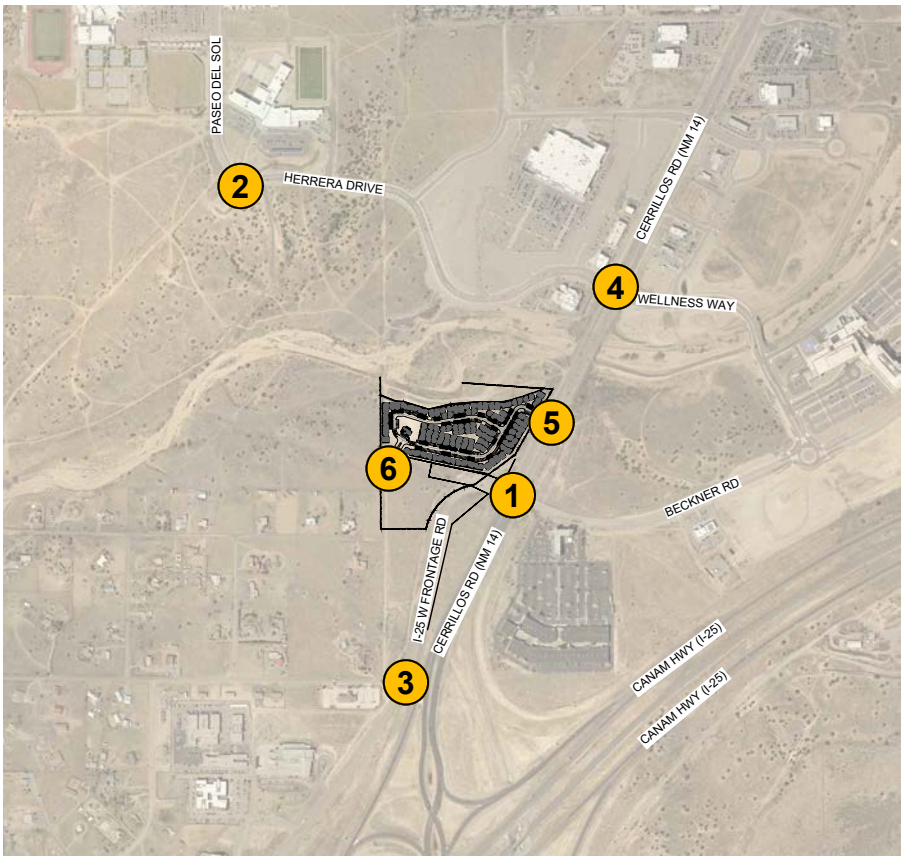
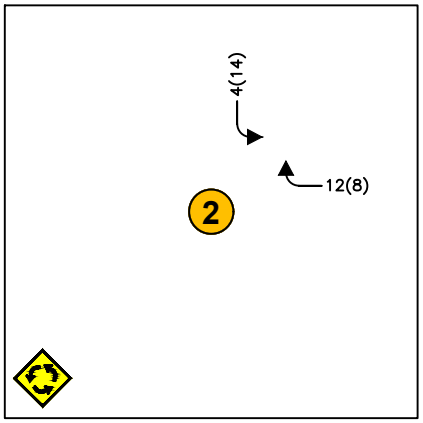
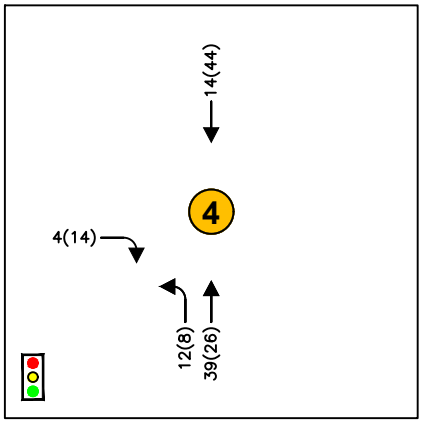
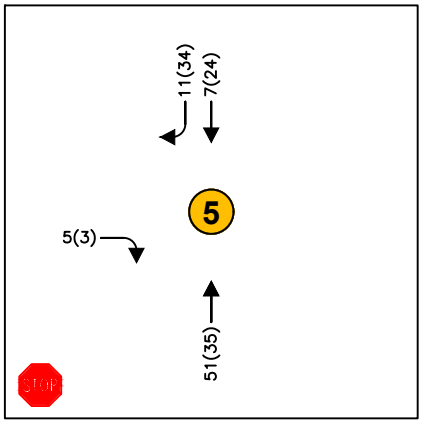




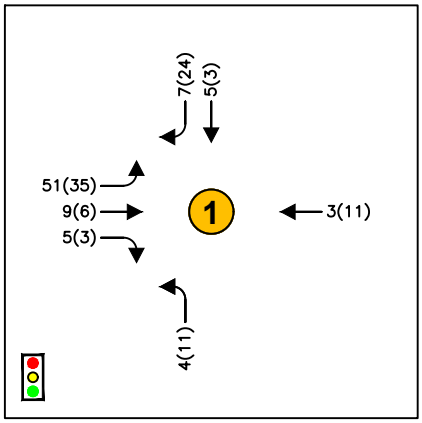
PASEO DEL SOL/HERRERA



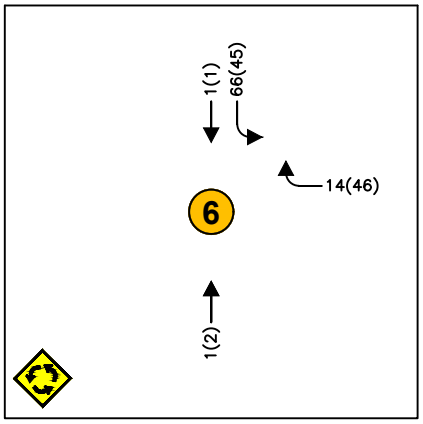
CERRILLOS(NM14)/HERRERA/WELLNESS



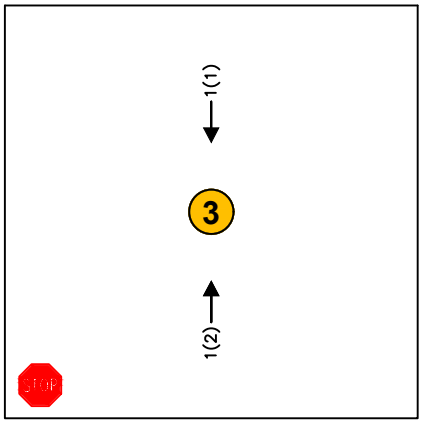
CERRILLOS(NM14)/EAST DRIVEWAY



CERRILLOS(NM14)/BECKNER/W FRONTAGE



W FRONTAGE/SOUTH DRIVEWAY



W FRONTAGE/MUTT NELSON

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Trip Assignment Volumes

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FIGURE 7
RESIDENTIAL TRIP ASSIGNMENT VOLUMES

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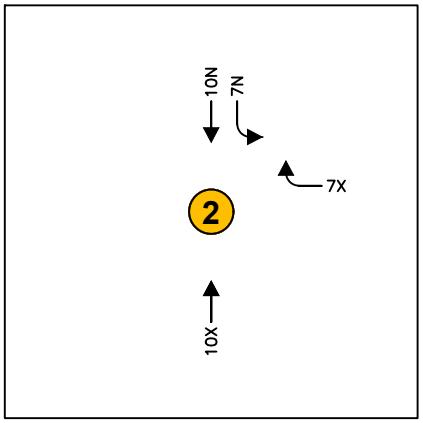
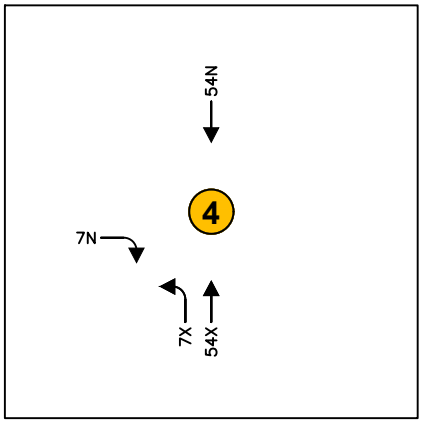
5. SANTA FE MPO MODEL ALTERNATIVE TRIP REDISTRIBUTION

An additional analysis for the 2036 horizon year was completed to assess a potential connection between the West Frontage Road and Herrera Drive. This connection is included in the SFMPO metropolitan transportation plan as a future road extension that may be studied by the MPO and added as a regional transportation link in the future. This traffic impact analysis will include this connection in the horizon year to assess the long-term contributions of this connection. This connection was included into the SFMPO model to reflect changes in the network of roadways in the area. This reroute through the new connection accounted for a large percentage of vehicles that rerouted to utilize this new connection that are traveling from west of the site to downtown Santa Fe via I-25. The connection was also taken into account for the trip distribution stemming from the Cavan development, and percentages were redistributed according to the gravity model needs to utilize this new connection.

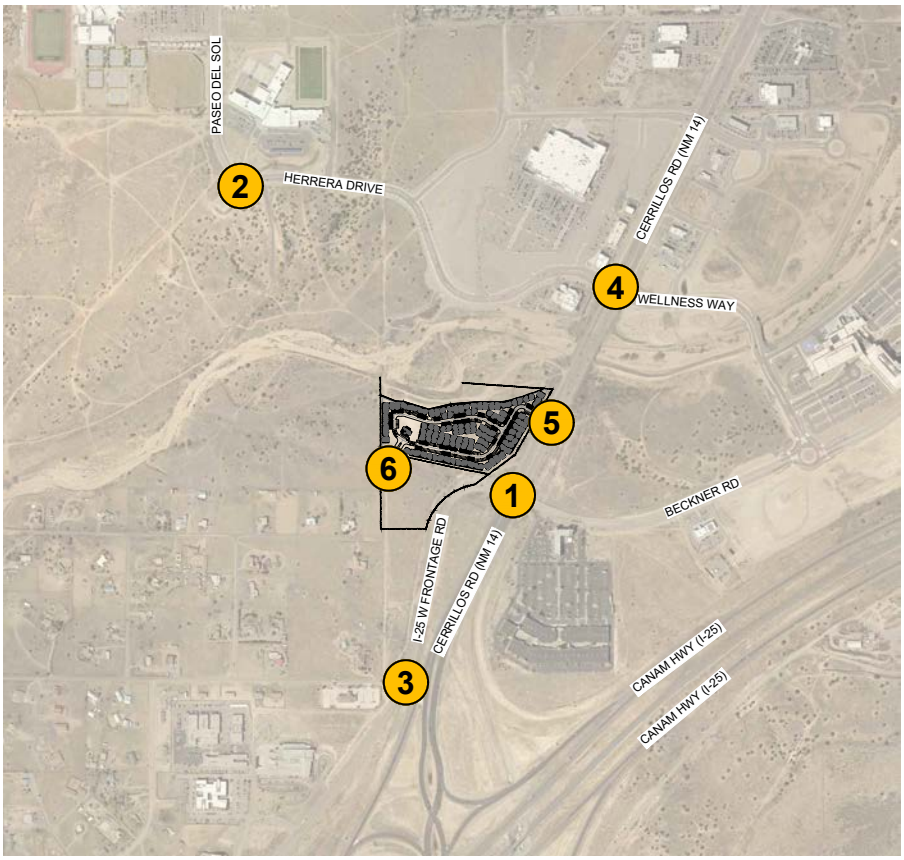
Spreadsheets showing the development of the trip distribution for this connection are also included in Appendix C. These modified percentages and volumes can be found in Figure 8 and Figure 9.

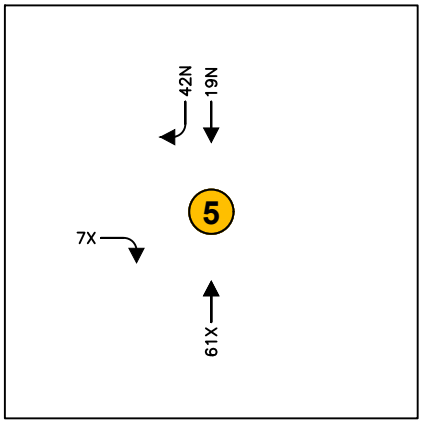


PASEO DEL SOL/HERRERA

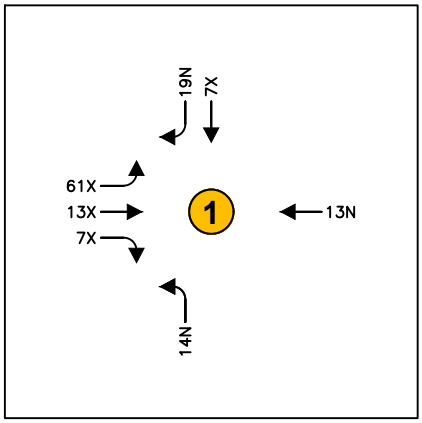


CERRILLOS(NM14)/HERRERA/WELLNESS





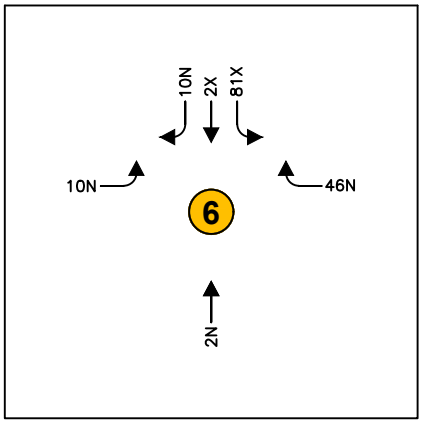
CERRILLOS(NM14)/EAST DRIVEWAY



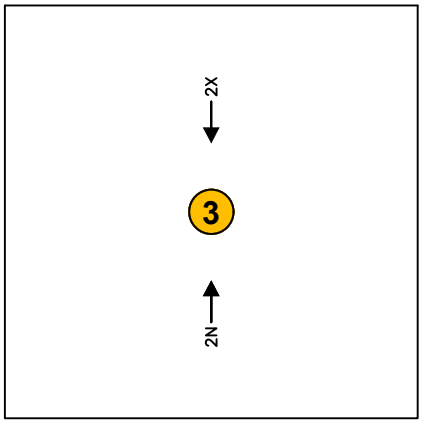
CERRILLOS(NM14)/BECKNER/W FRONTAGE

LEGEND

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



W FRONTAGE/SOUTH DRIVEWAY



W FRONTAGE/MUTT NELSON

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FIGURE 8
SFMPO MODEL RESIDENTIAL
TRIP DISTRIBUTION PERCENTAGES

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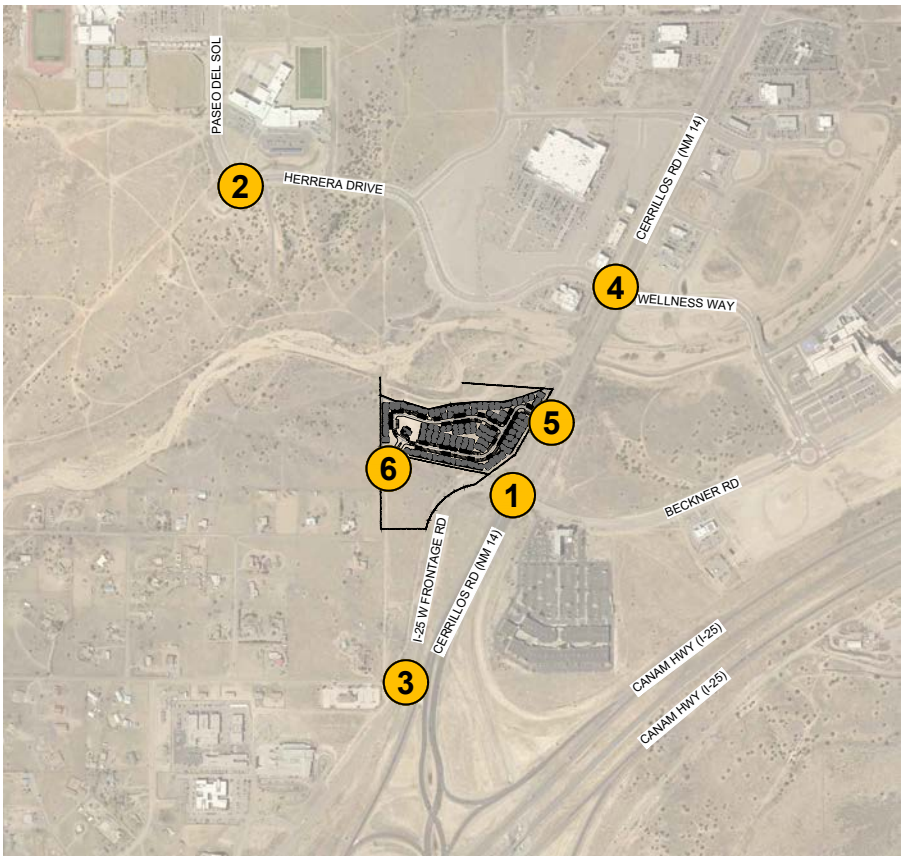
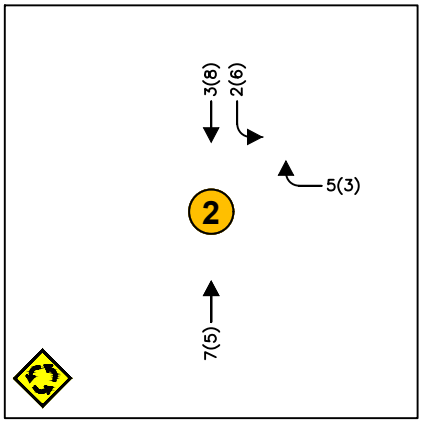
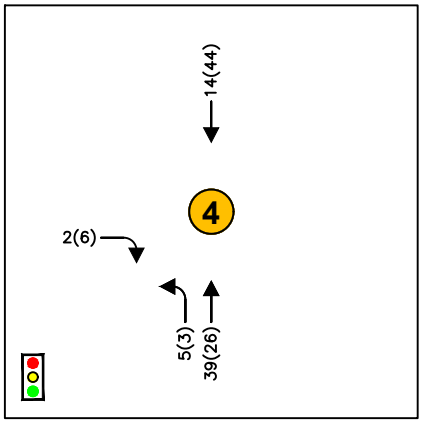
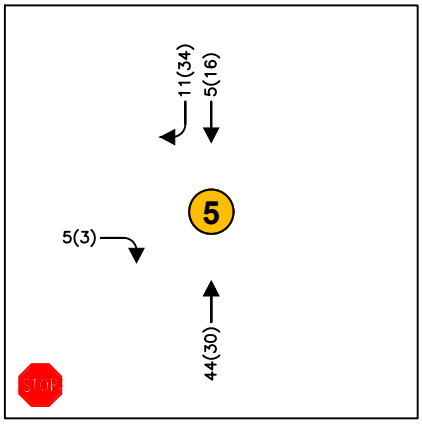




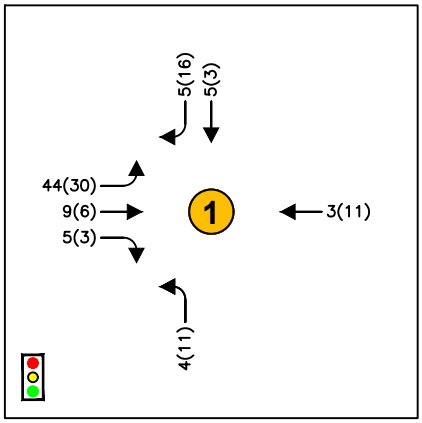
PASEO DEL SOL/HERRERA



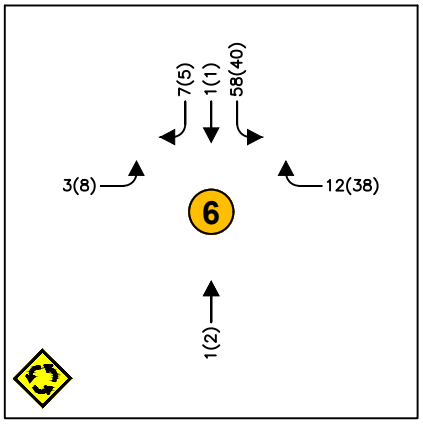
CERRILLOS(NM14)/HERRERA/WELLNESS



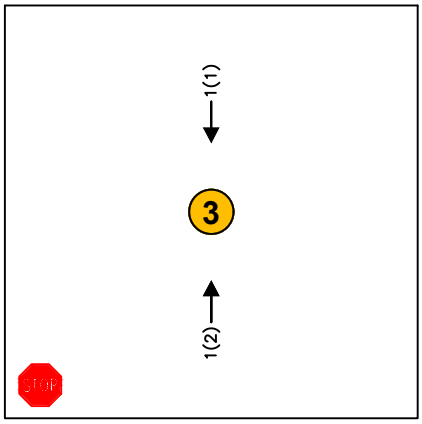
CERRILLOS(NM14)/EAST DRIVEWAY



CERRILLOS(NM14)/BECKNER/W FRONTAGE



W FRONTAGE/SOUTH DRIVEWAY



W FRONTAGE/MUTT NELSON

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Trip Assignment Volumes

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

A. LEVEL OF SERVICE ANALYSIS

1. 2026 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2026 No Build Scenario assumes that the proposed Cavan Multi-Family development project is not implemented in this phase and that no improvements occur at any of the intersections for this development. Other traffic impact studies in the vicinity have recommendations that have been included in the no build analysis. Specifically, the 5407 Beckner TIA included an additional westbound left turning lane at the NM 14 (Cerrillos) and Beckner intersection that will be included in the no build analysis of this study. For the 2026 No Build scenario, the intersections were again analyzed using the Highway Capacity Software (HCS7), with background traffic growth from the 2022 existing scenario. Table 5 and Table 6 shows the 2026 No Build results. The HCS7 output is included in Appendix D.

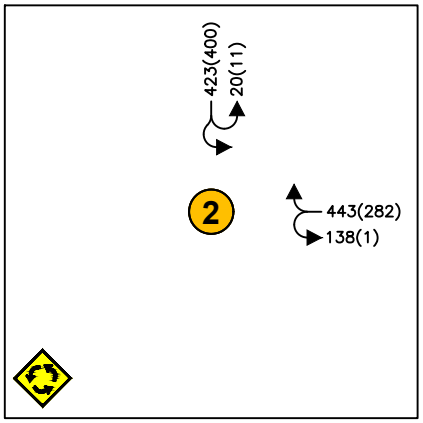
The unsignalized intersections continue to operate at an acceptable level of service in the 2026 No Build scenario. Again, no unsignalized intersection operates worse than LOS C.

The signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS B in both the AM and PM Peak hours although both peak periods include LOS E in the eastbound left, westbound left, and westbound through movements. Again, these movements are mainly due to the signal coordination of Cerrillos road and could be adjusted by updating signal timing plans. Coordination with the City of Santa Fe and NMDOT would be required to make any adjustments to existing signal timing.

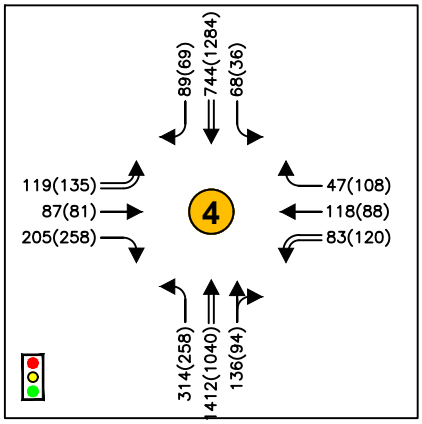
The Cerrillos and Beckner intersection operates at an overall acceptable LOS D in the AM and LOS C in the PM peak hour. This intersection continues to include movements of LOS E and LOS F in both peak hours. The eastbound left movement is LOS F in both the AM and PM peak hours. The eastbound through movement is LOS E in the AM peak hour and the westbound through and right movement is LOS E in the PM peak hour.

Table 5 – 2026 No Build Signalized Intersection Results						
	2026 AM Peak			2026 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS
Cerrillos (NM 14) & Herrera	17.4	0.807	B*	20.1	0.866	C*
NM 14 (Cerrillos) & Beckner	36.0	1.340	D**	22.7	1.054	C**
* - Individual movements at this intersection experience LOS E						

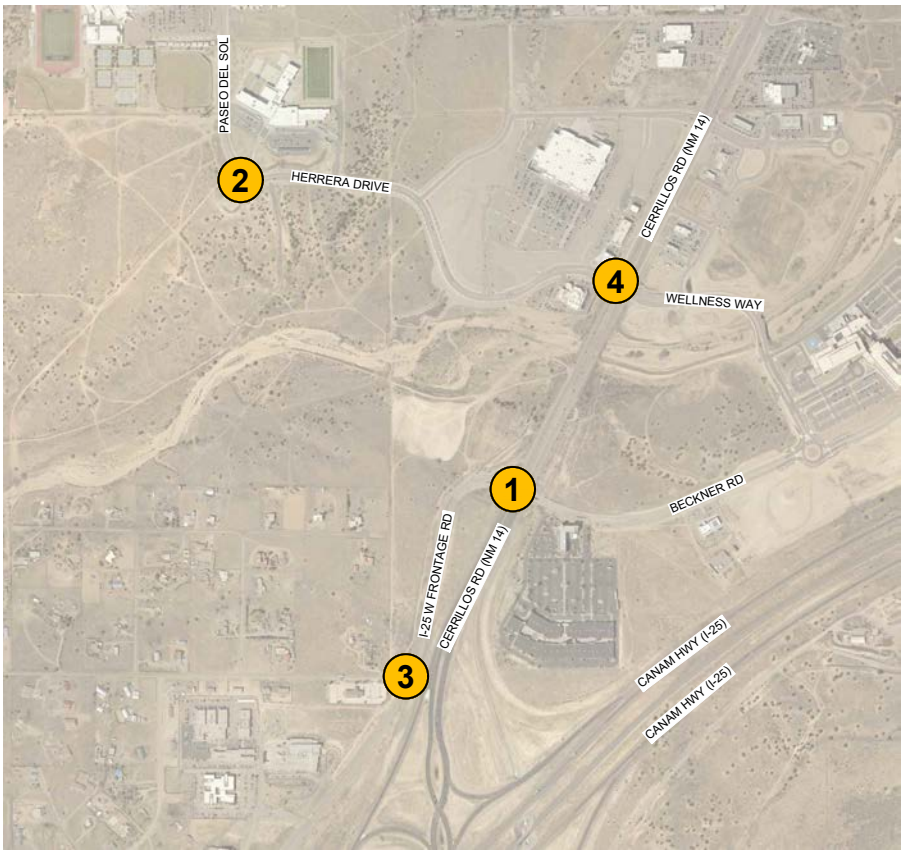
Table 6 – 2026 No Build Unsignalized Intersection Results								
	2026 AM Peak				2026 PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	20.1	-	-	C	16.6	-	-	C
Eastbound Approach	20.1	0.49	75	C	16.6	0.24	25	C
Northbound Approach	7.9	0.01	0	A	8.5	0.02	25	A
Paseo del Sol & Herrera RAB	9.3	-	-	A	5.5	-	-	A
Westbound Right	9.4	0.59	100	A	4.9	0.26	50	A
Southbound Right	9.3	0.52	100	A	6.0	0.37	50	A
* – HCM 95th percentile queue rounded to next 25-foot increment								

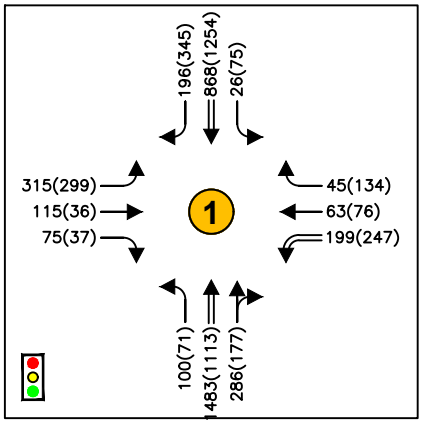


PASEO DEL SOL/HERRERA



CERRILLOS(NM14)/HERRERA/WELLNESS





CERRILLOS(NM14)/BECKNER/W FRONTAGE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

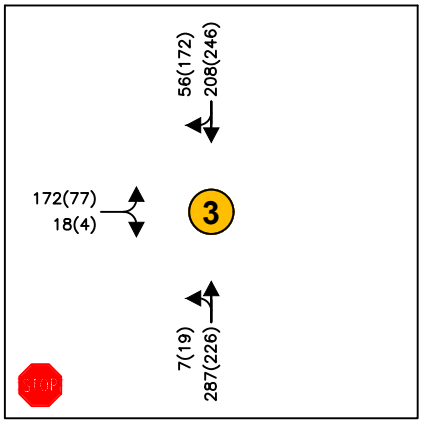


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FIGURE 10
2026 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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2. 2026 BUILD TRAFFIC VOLUMES

The trips generated by the site (as seen in Table 4) were assigned to the intersections. These trips were added to the 2026 No Build traffic projections. The 2026 Build summary results are shown in Table 7 and Table 8. The individual intersection output is included in Appendix E.

All unsignalized intersections and movements operate at acceptable levels of service, with no movements worse than LOS C.

The signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS B in both the AM and PM Peak hours. The eastbound left, westbound left, and westbound through movements continue to experience LOS E in both AM and PM peak hours. Again, this may be mitigated by signal timing adjustments although any adjustments should be coordinated with the City of Santa Fe and NMDOT prior to any work being completed.

The level of service analysis of the signalized intersection of Cerrillos and Beckner was completed to fully explore the option to either keep the free right movements or remove the free right movements at the intersection. Multiple alternatives were run and compared for the build scenario. All Cerrillos and Beckner intersection options are analyzed with an additional westbound left turning lane in their scenarios, stemming from a recommendation from the 5407 Beckner TIA that has been approved by the City of Santa Fe.

In the option to maintain the free right movements southbound and eastbound, the intersection operates at an overall acceptable LOS D in the AM peak hour and LOS C in the PM peak hour although movements of LOS E and LOS F are present in both peak hours. The eastbound left turn movement will operate at LOS F and the eastbound through movement will operate at LOS E in both AM and PM peak hours. The westbound through and right movements will operate at LOS E in the PM peak hour. The volume to capacity ratio for the eastbound left turn lane will be above 1 which indicates that the intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

This option was also analyzed with dual eastbound left turn lanes due to the failing movement described in the previous paragraph. In this analysis, the intersection operates at an overall acceptable LOS C in the AM peak hour and LOS B in the PM peak hour, although movements of LOS E are still present in both peak hours. The eastbound left movement improved to LOS E in the AM peak hour, and the eastbound left and through movements improved to LOS D in the PM peak hour, but all other movements remained as previously analyzed above. The worst movement volume to capacity remains under 1 which indicates

that the intersection will operate appropriately for the volume of traffic the intersection receives.

With the free right turn lanes removed, the analysis showed a similar result. The intersections of Cerrillos (NM 14) and Beckner will operate at an overall acceptable LOS F in the AM peak hour and LOS C in the PM peak hour with movements of LOS E and LOS F remaining present in both peak hours. The eastbound left turn movement operates at a LOS F and the eastbound through and eastbound right movements will operate at LOS E in both AM and PM peak hours. The westbound through and right movements operate at LOS E in the PM peak hour. The volume to capacity ratio for the eastbound left turn lane will be above 1 which indicates that the intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

This option was also analyzed with dual eastbound left turn lanes due to the failing movements as described in the previous paragraph. In this analysis, the eastbound left movements improved to LOS E in the AM peak hour and LOS D in the PM peak hour, but the eastbound through and eastbound right movements will remain at LOS E in both AM and PM peak hours. The westbound through and right movements improve to LOS D in the AM peak hour. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic entering the intersection.

As these options that were analyzed will affect the overall intersection, the westbound approach to this intersection was adjusted to align with the eastbound approach proposed mitigations. This included the aforementioned additional westbound left turning lane as recommended in the 5407 Beckner TIA, and aligning the westbound approach to the eastbound approach.

Table 7 – 2026 Build Signalized Intersection Results

	2026 AM Peak			2026 PM Peak		
Intersection/Movement	**Delay**	**v/c**	**LOS**	**Delay**	**v/c**	**LOS**
Cerrillos (NM 14) & Herrera	17.5	0.806	B*	21.5	0.906	C*
NM 14 (Cerrillos) & Beckner	46.4	1.530	D**	28.8	1.262	C**
+Dual EB Left Turn lanes	22.0	0.800	C*	17.5	0.777	B*
SB/EB Channelized Right Removal	48.0	1.530	F**	29.9	1.262	C**
+Dual EB Left Turn lanes	23.6	0.800	C*	19.5	0.792	B*

* - Individual movements at this intersection experience LOS E
** - Individual movements at this intersection experience LOS F

The roundabout intersection of the south driveway and the I-25 West Frontage Road shows that a single lane roundabout would be sufficient for the capacity of vehicles using the roundabout. For lane balancing purposes a dual lane roundabout could be installed with the project and the LOS for a dual lane roundabout would be similar in nature to the single lane roundabout. If a dual lane roundabout is sought after, the NMDOT and the City of Santa Fe should be in agreement prior to the implementation.

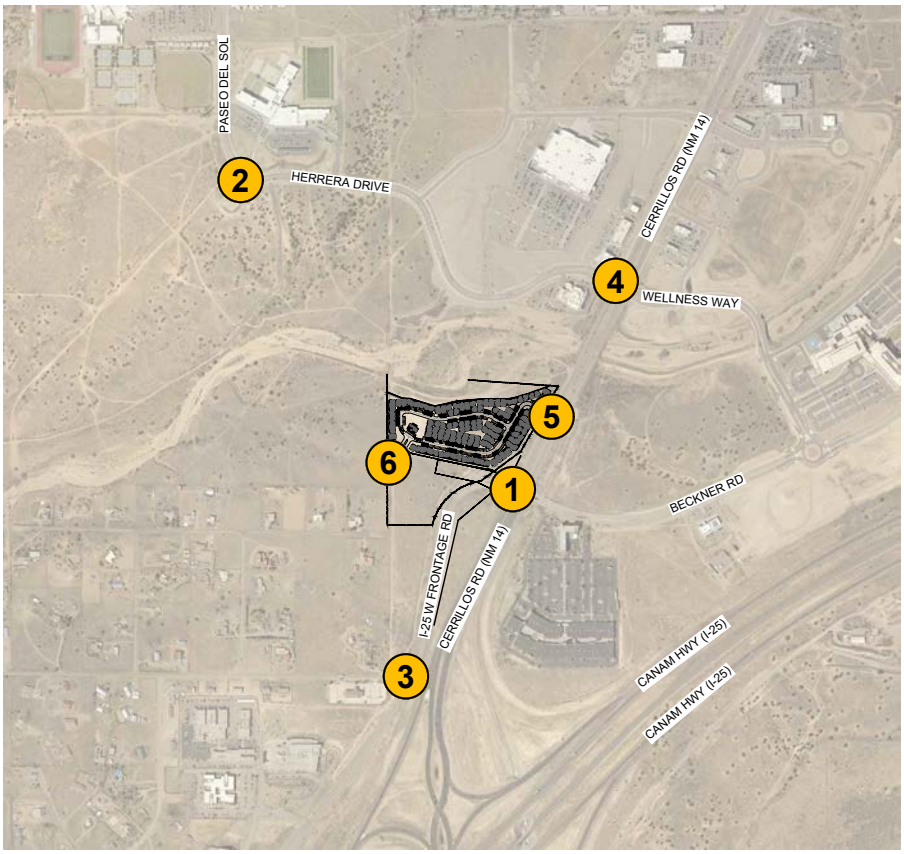
Implementation of the build scenario introduces driveways to the development study. According to the State Access Management Manual (SAMM), the east right-in, right-out driveway to the development warrants a deceleration lane with the given build volumes turning into the development at this location, per SAMM Table 17.B-2 Criteria for Deceleration Lanes on Urban Multi-Lane Highways. Additionally, the intersection of Cerrillos (NM 14) and Beckner should include a southbound right deceleration lane.

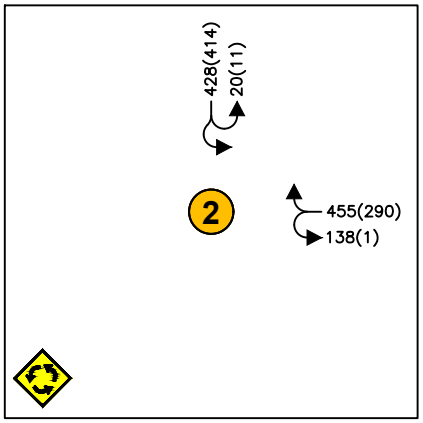
As the southbound thru volumes at both of these intersections exceed 730 per hour with a turning volume greater than 5 in each of the peak hours, the implementation of this right turn deceleration lane is required based on the SAMM and recommended for installation with the development. The deceleration lane on Cerrillos Road should have a minimum length of 370 feet, and an added taper of 150 feet, per SAMM Table 18.K-1 Deceleration and Acceleration Lengths (Feet), totaling 520 feet. These SAMM Tables can be found in Appendix J.

Table 8 – 2026 Build Unsignalized Intersection Results

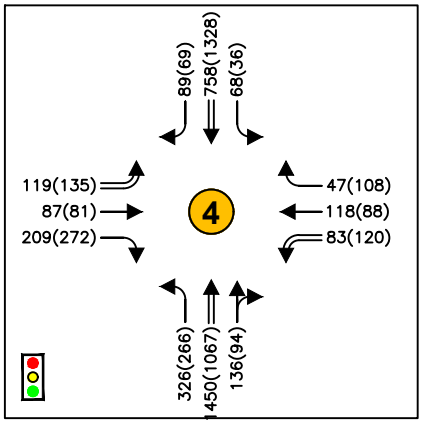
Intersection/Movement	2026 AM Peak				2026 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	20.2	-	-	C	16.7	-	-	C
Eastbound Approach	20.2	0.49	75	C	16.7	0.24	25	C
Northbound Approach	7.9	0.01	0	A	8.5	0.02	25	A
Paseo del Sol & Herrera RAB	9.3	-	-	A	5.7	-	-	A
Westbound Right	4.0	0.59	100	A	4.9	0.26	50	A
Southbound Right	3.2	0.52	100	A	6.2	0.38	50	A
East Driveway on Cerrillos (NM 14)	12.5	-	-	B	17.2	-	-	C
Eastbound Right	12.5	0.01	0	B	17.2	0.01	0	C
South Driveway on I-25 W Frontage RAB	5.7	-	-	A	5.6	-	-	A
Westbound Right	4.7	0.24	25	A	6.2	0.38	50	A
Northbound Right	6.6	0.39	50	A	4.9	0.24	25	A
Southbound Right	4.3	0.07	25	A	4.9	0.06	25	A

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

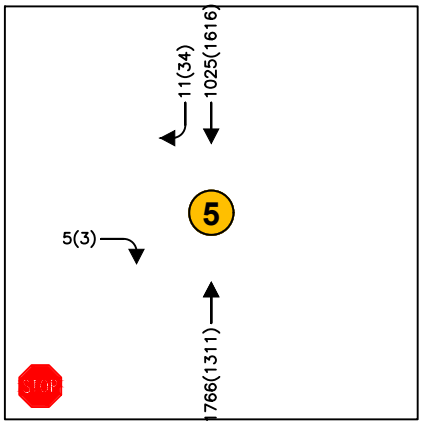




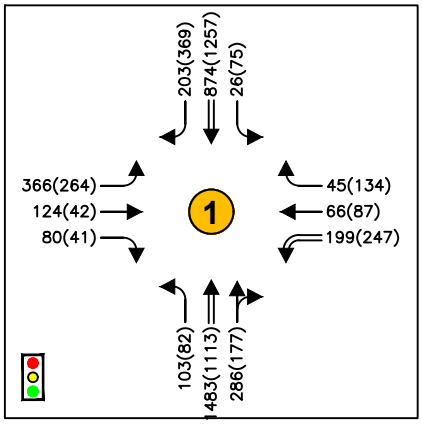
PASEO DEL SOL/HERRERA



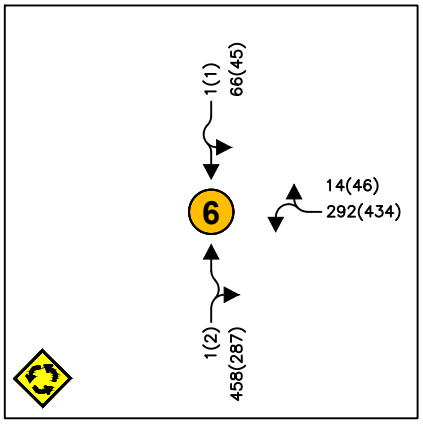
CERRILLOS(NM14)/HERRERA/WELLNESS



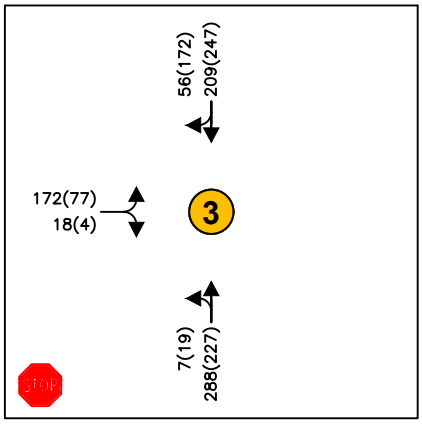
CERRILLOS(NM14)/EAST DRIVEWAY



CERRILLOS(NM14)/BECKNER/W FRONTAGE



W FRONTAGE/SOUTH DRIVEWAY



W FRONTAGE/MUTT NELSON

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 11
2026 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

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3. 2036 HORIZON YEAR NO BUILD TRAFFIC VOLUMES

The NMDOT requires a 10-year Horizon capacity analysis to determine long term traffic effects of newly established developments within the area for future network considerations. The horizon year analysis was completed in an effort to assist that development of future transportation needs and to determine what mitigation efforts may be needed down the road. This no build is considered a true no build as no improvements are included in the no build analysis. Other traffic impact studies in the vicinity have recommendations that have been included in the horizon year no build analysis. Specifically, the 5407 Beckner TIA included an additional westbound left turning lane at the NM 14 (Cerrillos) and Beckner intersection that will be included in the no build analysis of this study. A summary of results is in Table 9 and Table 10. Individual intersection output may be found in Appendix F.

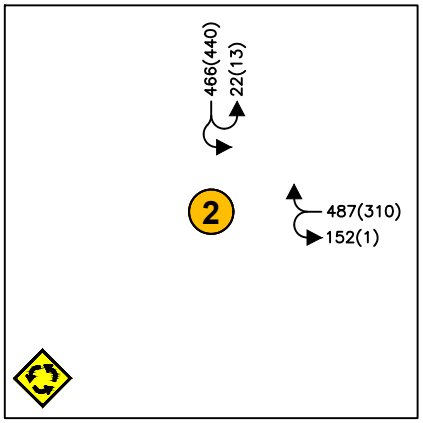
All unsignalized intersections will continue to operate under acceptable conditions in the 2036 No Build scenario.

The signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS B in both the AM and PM Peak hours. This intersection experiences individual movements of LOS E in the eastbound left, westbound left and westbound through directions. This intersection operates with all movements with a volume to capacity below 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

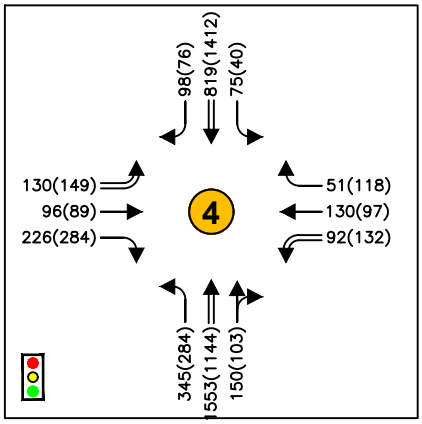
Cerrillos and Beckner operates at an overall acceptable LOS D in the AM peak hour and LOS C in the PM peak hour. Individual movements of LOS F occur for the eastbound left in both the AM and PM peak hours, the eastbound through movement operates at LOS E in the AM peak hours, and the westbound right movement operates at LOS E in the PM peak hour. The volume to capacity ratio for the eastbound left turn lane will be above 1 in both the AM and PM peak hours which indicates that the intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

Table 9 – 2036 Horizon Year No Build Signalized Intersection Results						
	2036 AM Peak			2036 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS
Cerrillos (NM 14) & Herrera	19.3	0.733	B*	25.4	0.918	C*
NM 14 (Cerrillos) & Beckner	43.8	1.516	D**	25.0	1.131	C**
* - Individual movements at this intersection experience LOS E ** - Individual movements at this intersection experience LOS F						

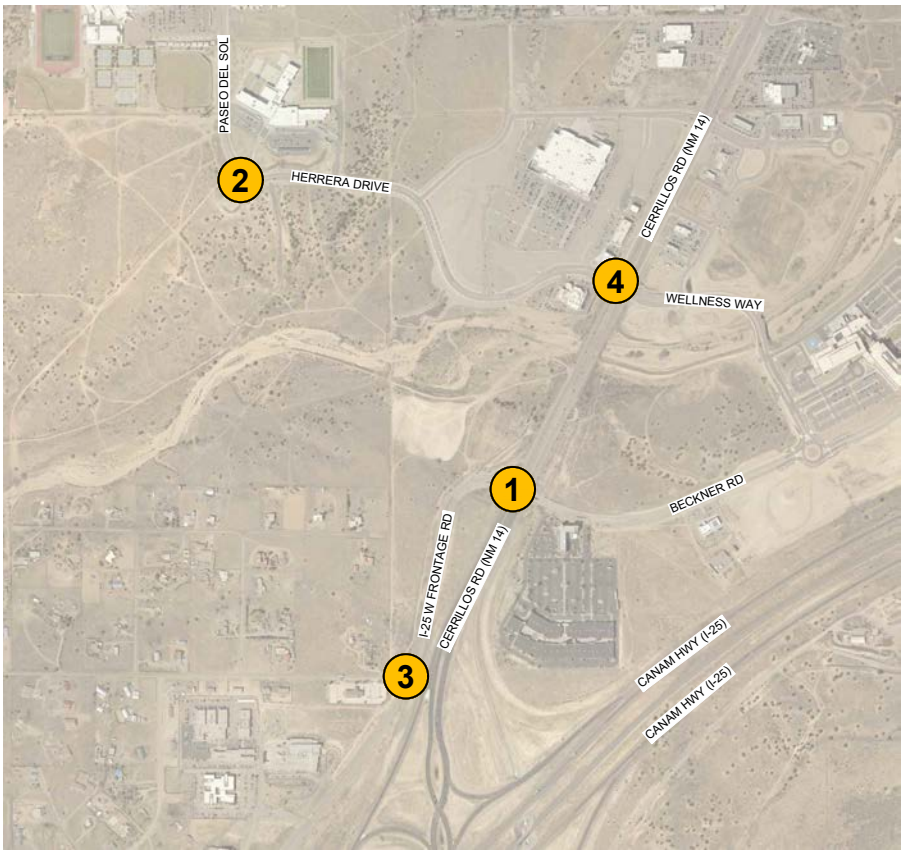
Table 10 – 2036 Horizon Year No Build Unsignalized Intersection Results								
	2036 AM Peak				2036 PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	24.8	-	-	C	18.7	-	-	C
Eastbound Approach	24.8	0.58	100	C	18.7	0.29	50	C
Northbound Approach	8.0	0.01	0	A	8.6	0.02	25	A
Paseo del Sol & Herrera RAB	10.5	-	-	B	5.9	-	-	A
Westbound Right	10.4	0.63	125	B	5.1	0.28	50	A
Southbound Right	10.6	0.58	100	B	6.5	0.41	50	A
* – HCM 95th percentile queue rounded to next 25-foot increment								

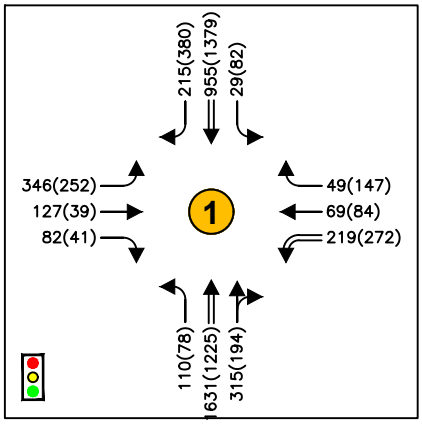


PASEO DEL SOL/HERRERA



CERRILLOS(NM14)/HERRERA/WELLNESS





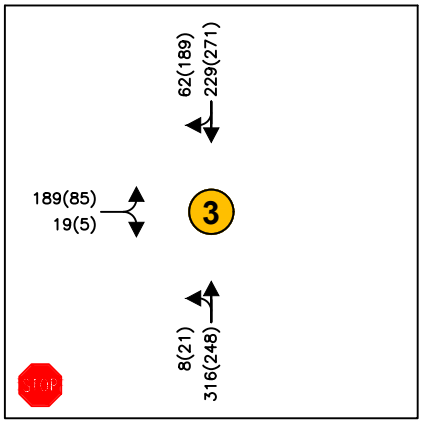
CERRILLOS(NM14)/BECKNER/W FRONTAGE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts



W FRONTAGE/MUTT NELSON

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FIGURE 12
2036 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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4. 2036 HORIZON YEAR BUILD TRAFFIC VOLUMES

In the 2036 Build scenario, all unsignalized intersections and movements operate at acceptable levels of service, with no overall unsignalized intersection operating worse than LOS C. A summary of results is found in Table 11 for signalized analysis and Table 12 for unsignalized results. Individual output results may be found in Appendix G.

The signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS B in the AM peak hour and LOS C in the PM peak hour. This intersection experiences several movements of LOS E in both AM and PM peak hours including the eastbound left, westbound left, and westbound through movements. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

The level of service analysis of the signalized intersection of Cerrillos and Beckner was again completed to fully explore the option to either keep the free right movements or remove the free right movements to improve pedestrian safety at the intersection. Multiple alternatives were run and compared for the build scenario. All Cerrillos and Beckner intersection options are analyzed with an additional westbound left turning lane in their scenarios, stemming from the recommendations in the 5407 Beckner TIA.

In the option to maintain the free right movements southbound and eastbound, Cerrillos and Beckner will operate at an overall LOS E in the AM peak hour and LOS C in the PM peak hour although movements of LOS E and LOS F are present in both peak hours. The eastbound left movements will operate at LOS F in both peak hours with a volume to capacity ratio above 1, indicating that this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing. The eastbound through movement will operate at LOS E in both AM and PM peak hours although the eastbound through movement will operate with a volume to capacity ratio below 1 which indicates that this movement will operate appropriately for the volume of traffic each movement receives. The westbound through and right movements operate at LOS E in the PM peak hour. While these specific movements continue to decline, the signalized intersections all still operate at overall acceptable conditions.

This option was also analyzed with an addition of dual eastbound left turn lanes due to the LOS F movement described in the previous paragraph. With this addition, the overall intersection was improved to a LOS C in the AM peak hour and LOS B in the PM peak hour. The eastbound left movements improved to LOS D in the PM peak hour, but the eastbound through and right movements will remain at LOS E in both AM and PM peak. The worst

movement volume to capacity remains under 1 which indicates that the intersection capacity will exceed the volume of vehicles that the intersection receives.

In the option to remove the free right movements southbound and eastbound, Cerrillos and Beckner will operate at an overall acceptable LOS E in the AM peak hour and LOS C in the PM peak hour. The eastbound left movements will operate at LOS F in the AM peak hour with a volume to capacity ratio above 1 which indicates that this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing. The eastbound through will operate at LOS E in both AM and PM peak hours. The eastbound through and right and the westbound through and right movements will operate at LOS E in the PM peak hour although these movements will operate with a volume to capacity ratio below 1 which indicates that these movements will operate appropriately for the volume of traffic the movement receives. While these specific movements continue to decline, the signalized intersections all still operate at overall acceptable conditions in the PM peak hour.

To mitigate the eastbound left traffic congestion and delays, dual eastbound lefts were included in an analysis with the removal of the free right turn movements. With this addition, the overall intersection was improved to a LOS C in the AM and LOS B in the PM peak hours. The eastbound left movements improved to LOS D in the PM peak hour, but the eastbound through movement in both peak hours, the eastbound left movement in the AM peak hour, and the eastbound right and westbound through and right movements in the PM peak hour will remain at LOS E. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic entering the intersection.

As these options that were analyzed will affect the overall intersection, the westbound approach to this intersection was adjusted to align with the eastbound approach proposed mitigations. This included the aforementioned additional westbound left turning lane as recommended in the 5407 Beckner TIA and aligning the westbound approach to the eastbound approach.

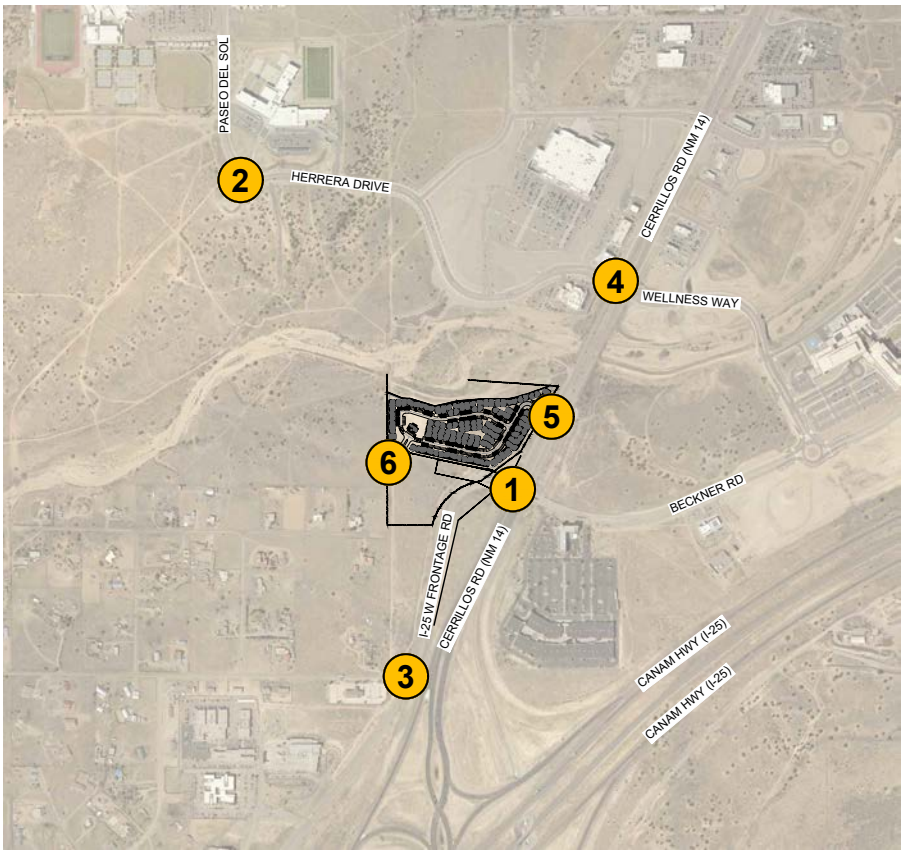
Table 11 – 2036 Horizon Year Build Signalized Intersection Results						
	2036 AM Peak			2036 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS
Cerrillos (NM 14) & Herrera	19.3	0.822	B*	27.1	0.923	C*
NM 14 (Cerrillos) & Beckner	55.3	1.713	E**	31.5	1.336	C**
+Dual EB Left turn lanes	24.3	0.870	C*	19.3	0.811	B*
Beckner Channelized Right Removal	56.9	1.713	E**	31.9	1.336	C**
+Dual EB Left turn lanes	25.9	0.870	C*	19.8	0.811	B*
* - Individual movements at this intersection experience LOS E ** - Individual movements at this intersection experience LOS F						

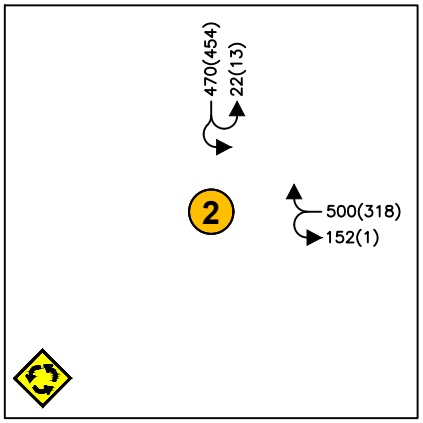
The roundabout intersection of the south driveway and the I-25 West Frontage Road shows that a single lane roundabout would be sufficient for the capacity of vehicles using the roundabout. For lane balancing purposes a dual lane roundabout could be installed with the project and the LOS for a dual lane roundabout would be similar in nature to the single lane roundabout. If a dual lane roundabout is sought after, the NMDOT and the City of Santa Fe should be in agreement prior to the implementation.

Implementation of the build scenario introduces driveways to the development study. According to the State Access Management Manual (SAMM), the east right-in, right-out driveway to the development warrants a deceleration lane with the given build volumes turning into the development at this location, per SAMM Table 17.B-2 Criteria for Deceleration Lanes on Urban Multi-Lane Highways. Additionally, the intersection of Cerrillos (NM 14) and Beckner should include a southbound right deceleration lane.

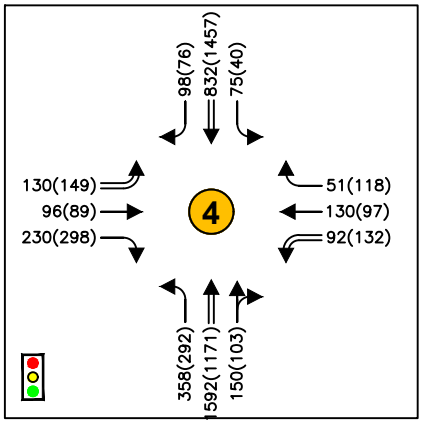
As the southbound thru volumes at both of these intersections exceed 730 per hour with a turning volume greater than 5 in each of the peak hours, the implementation of this right turn deceleration lane is required based on the SAMM and recommended for installation with the development. The deceleration lane on Cerrillos Road should have a minimum length of 370 feet, and an added taper of 150 feet, per SAMM Table 18.K-1 Deceleration and Acceleration Lengths (Feet), totaling 520 feet. These SAMM Tables can be found in Appendix J.

Table 12 – 2036 Horizon Year Build Unsignalized Intersection Results								
	2036 AM Peak				2036 PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	24.9	-	-	C	18.8	-	-	C
Eastbound Approach	24.9	0.58	100	C	18.8	0.29	50	C
Northbound Approach	8.0	0.01	0	A	8.6	0.02	25	A
Paseo del Sol & Herrera RAB	10.7	-	-	B	6.0	-	-	A
Westbound Right	10.7	0.64	125	B	5.2	0.29	50	A
Southbound Right	10.7	0.59	100	B	6.6	0.42	75	A
East Driveway on Cerrillos (NM 14)	13.2	-	-	B	18.9	-	-	C
Eastbound Right	13.2	0.01	0	B	18.9	0.01	0	C
South Driveway on I-25 W Frontage RAB	6.1	-	-	A	6.0	-	-	A
Westbound Right	4.9	0.26	50	A	6.6	0.41	75	A
Northbound Right	7.1	0.43	75	A	5.1	0.26	50	A
Southbound Right	4.5	0.08	25	A	5.1	0.06	25	A
* – HCM 95th percentile queue rounded to next 25-foot increment								

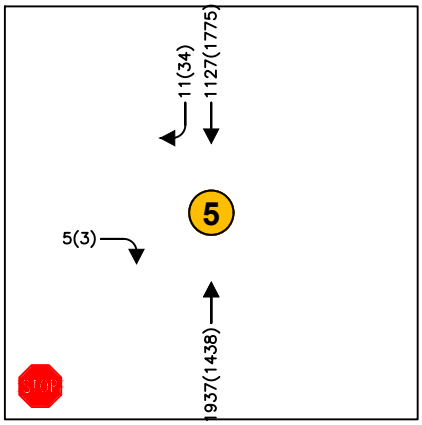




PASEO DEL SOL/HERRERA



CERRILLOS(NM14)/HERRERA/WELLNESS



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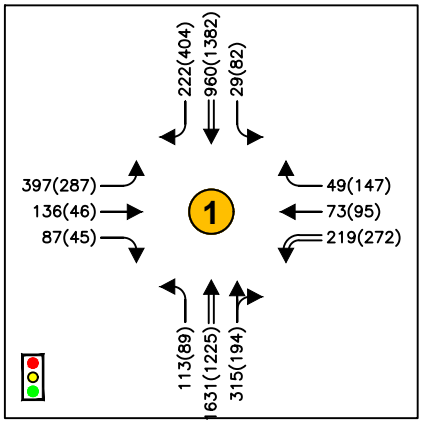
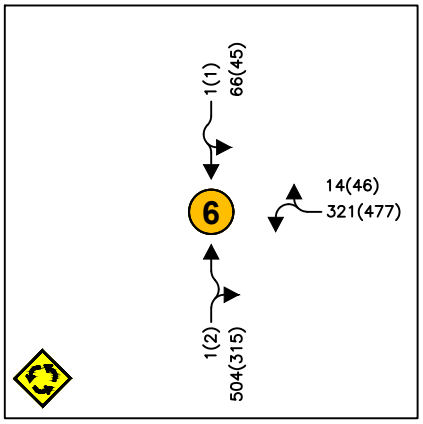
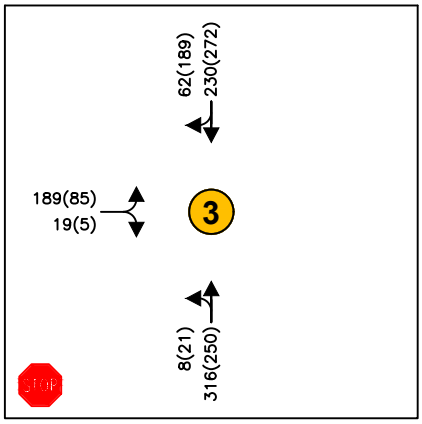


CERRILLOS(NM14)/BECKNER/W FRONTAGE



W FRONTAGE/SOUTH DRIVEWAY



W FRONTAGE/MUTT NELSON

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston www.bhinc.com 800.877.5332	CAVAN MULTI-FAMILY SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 13 2036 AM(PM) BUILD PEAK HOUR TRAFFIC VOLUMES

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5. 2036 HORIZON YEAR NO BUILD SANTA FE MPO MODEL REDISTRIBUTION

To reflect the SFMPO's vision of the future road connecting the Paseo del Sol & Herrera roundabout to the planned south roundabout entrance on West Frontage, the transportation planning software PTV Visum was used to model the resulting traffic trend changes to the surrounding area. The model demonstrated that with the connection, 81% of the traffic will chose to use the new connection from the north and 6% of the traffic will chose to take the new connection from the south. These percentages were applied to the appropriate intersections to take this alternative route. For the turning movement counts and analysis, they utilized the worst-case scenario percentages of average daily traffic (ADT) as well as intersection turning movements to generate the volumes reassigned between intersections.

Other traffic impact studies in the vicinity have recommendations that have been included in this no build analysis. Specifically, the 5407 Beckner TIA included an additional westbound left turning lane at the NM 14 (Cerrillos) and Beckner intersection that will be included in the no build analysis of this study.

The results of the Santa Fe MPO model connection's implementation to the 2036 No Build scenario is seen in Table 13 for signalized results and Table 14 for unsignalized results. Individual output may be found in Appendix H.

All unsignalized intersections will continue to operate under acceptable conditions in the 2036 No Build scenario.

The signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS C in the AM peak hour and LOS B in the PM peak hour. This intersection includes the eastbound left, westbound left, and westbound through movements that operate at LOS E in both AM and PM peak hours and eastbound through movement in the AM peak hour. This intersection operates with all movements with a volume to capacity below 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

The intersection of Cerrillos (NM 14) and Beckner may be upgraded as part of the SFMPO study of the future connection and was included here as a worse case no build scenario. For the 2036 horizon year no build analysis, the current lane geometry of the intersection was analyzed to reflect a true no build scenario.

Cerrillos and Beckner operates at an overall acceptable LOS C in both the AM and PM peak hours. The northbound left operates at LOS F in the PM peak hour. The volume to

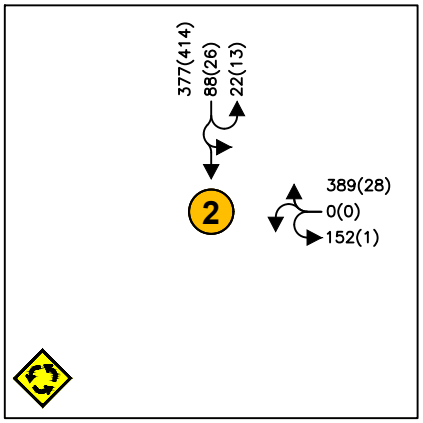
capacity ratio for the northbound left turn lane will be above 1 in the PM peak hour which indicates that the intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing during the PM peak hour.

Table 13 – 2036 Horizon Year Santa Fe MPO Model No Build Signalized Intersection Results

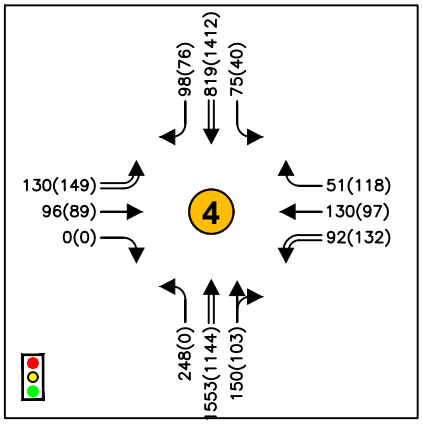
Intersection/Movement	2036 AM Peak			2036 PM Peak		
	Delay	v/c	LOS	Delay	v/c	LOS
Cerrillos (NM 14) & Herrera	20.9	0.835	C*	15.2	0.762	B*
NM 14 (Cerrillos) & Beckner	31.4	0.924	C	30.1	1.130	C**
* - Individual movements at this intersection experience LOS E or worse						

Table 14 – 2036 Horizon Year Santa Fe MPO Model No Build Unsignalized Intersection Results

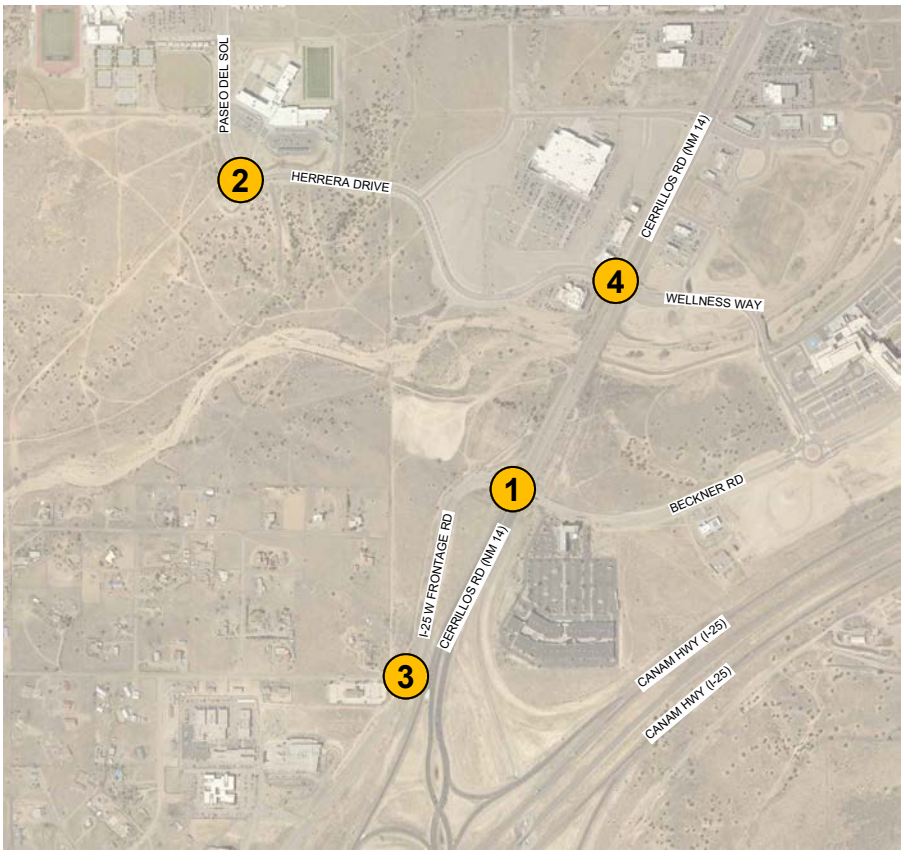
Intersection/Movement	2036 AM Peak				2036 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	24.8	-	-	C	18.7	-	-	C
Eastbound Approach	24.8	0.58	100	C	18.7	0.29	50	C
Northbound Approach	8.0	0.01	0	A	8.6	0.02	25	A
Paseo del Sol & Herrera RAB	10.3	-	-	B	6.0	-	-	A
Westbound Right	10.9	0.61	125	B	4.2	0.04	25	A
Northbound Right	5.1	0.14	25	A	5.3	0.27	50	A
Southbound Right	10.8	0.59	100	B	6.7	0.42	75	A
* – HCM 95th percentile queue rounded to next 25-foot increment								

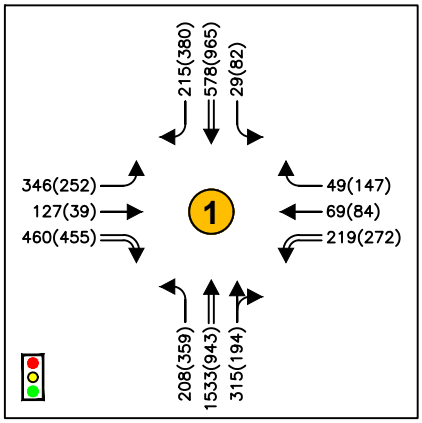


PASEO DEL SOL/HERRERA



CERRILLOS(NM14)/HERRERA/WELLNESS





CERRILLOS(NM14)/BECKNER/W FRONTAGE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

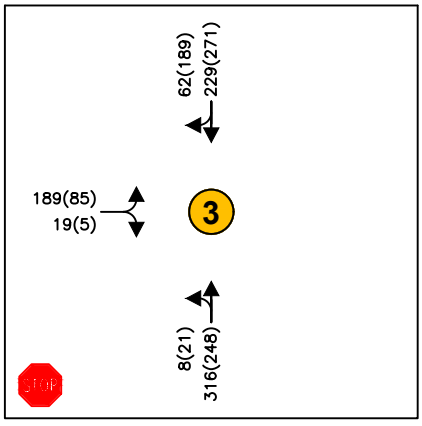


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FIGURE 14
2036 AM(PM) NO BUILD PTV VISUM
PEAK HOUR TRAFFIC VOLUMES

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6. 2036 HORIZON YEAR BUILD SANTA FE MPO MODEL REDISTRIBUTION

Distribution of traffic generation by the Cavan development is also shifted with a new route possible to the west of the development. A sizable portion of traffic that would otherwise travel through Cerrillos (NM 14) to reach the development now has a secondary option with the Santa Fe MPO model connection. A summary of results is in Table 15 and Table 16. Individual output may be found in Appendix I.

The signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS C in the AM peak hour and LOS B in the PM peak hours. This intersection experiences several movements of LOS E in both AM and PM peak hours including the eastbound left, westbound left, and westbound through movements. The eastbound through movement also operates at LOS E but only in the PM peak hour. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

The level of service analysis of the signalized intersection of Cerrillos and Beckner was again completed to fully explore the option to either keep the free right movements or remove the free right movements to improve pedestrian safety at the intersection. Both alternatives were run and compared for the build scenario. As indicated in the 2026 build analysis a dual eastbound left will be needed at this intersection and will be included in all analysis in the 2036 horizon year build to include the Santa Fe MPO model redistribution. As with the other build conditions, the Cerrillos and Beckner intersection options are analyzed with an additional westbound left turning lane in their scenarios as recommended in the 5407 Beckner TIA.

In the option to maintain the free right movements southbound and eastbound, Cerrillos and Beckner will operate at an overall acceptable LOS C in both the AM and PM peak hour although movements of LOS E and LOS F are present in the PM peak hour. The northbound left turning movement operates at LOS F in the PM peak hour. The northbound left turning movement volume to capacity is also above 1 in the PM peak hour which indicates that this intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing during the PM peak hour.

Adding an additional northbound left turning lane on Cerrillos will improve this movement and the overall level of service will improve to LOS C in both AM and PM peak hours. No movement will operate worse than LOS D in both the AM and PM peak hours in this scenario, which still retains a volume to capacity ratio of less than 1.

In the option to remove the free right movements southbound and eastbound, Cerrillos and Beckner will operate at an overall LOS D in the AM peak hour and LOS E in the PM peak hour, with some individual movements operating at LOS E. Because the free rights were removed, the eastbound right movement is degraded to an LOS F in both peak hours causing a volume to capacity ratio greater than 1, indicating that this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing. Additionally, the northbound left turning movement remains operating at LOS F in the PM peak hour.

Adding an overlap phase for the eastbound right improves the operation of this movement to an overall LOS D in both the AM and PM peak hour. The eastbound right operates as LOS F in the PM peak hour with this overlap phase, with a volume to capacity ratio greater than 1 which indicates that this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing. Again, the northbound left turning movement remains operating at LOS F in the PM peak hour.

Adding a dual eastbound right turn lane at the intersection will result in the overall LOS D in both the AM and PM peak hour. The eastbound left turning movement will operate at LOS F in the AM and LOS E in the PM peak hours. The eastbound right turn movement will remain at LOS F in the PM peak hour with a volume to capacity ratio greater than 1 which indicates that this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

Adding an overlap phase to this dual eastbound right turn lane and adding a dual northbound left turn lane will result in the overall LOS C in the AM and PM peak hours. These changes will also improve all the movements to acceptable level of service where all movements operate at LOS D or better in both the AM and PM peak hour. The volume to capacity ratio for this movement drops below 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

Since the connection shown in the SFMPO model may or may not be constructed in the future, this analysis shows a worst-case scenario that may not ever be made. It is recommended at this time to require the needed improvements outlined in the analysis without the connection and may require additional analysis if this connection is ever made in the future. At this time, if the improvements outlined in Table 15 are made to the intersection, it will widen the intersection possibly causing more eastbound right lanes than necessary at this time. Due to this issue, it is recommended to retain the free right turn lanes

and construct the eastbound lanes to include two dedicated left turn lanes, one dedicated through lane, and one free right turn lane at this time.

Again, as these options that were analyzed will affect the overall intersection, the westbound approach to this intersection will be adjusted to align with the eastbound approach proposed mitigations. This will include adding additional lanes and aligning the westbound approach to the eastbound approach.

Table 15 – 2036 Horizon Year Santa Fe MPO Model Build Signalized Intersection Results

Intersection/Movement	2036 AM Peak			2036 PM Peak		
	Delay	v/c	LOS	Delay	v/c	LOS
Cerrillos (NM 14) & Herrera	22.5	0.835	C*	16.2	0.762	B*
NM 14 (Cerrillos) & Beckner	30.5	0.927	C	29.3	1.157	C**
+Add Dual NBL	29.4	0.927	C	19.4	0.634	B
Beckner Channelized Right Removal	49.5	1.164	D**	70.2	1.659	E**
Beckner Single EBR Overlap Phase	39.4	0.927	D	48.1	1.195	D*
Beckner Dual EBR	38.6	1.047	D*	47.1	1.175	D**
Beckner Dual EBR/NBL Overlap Phase	30.2	0.781	C	27.7	0.737	C

* - Individual movements at this intersection experience LOS E
** - Individual movements at this intersection experience LOS F

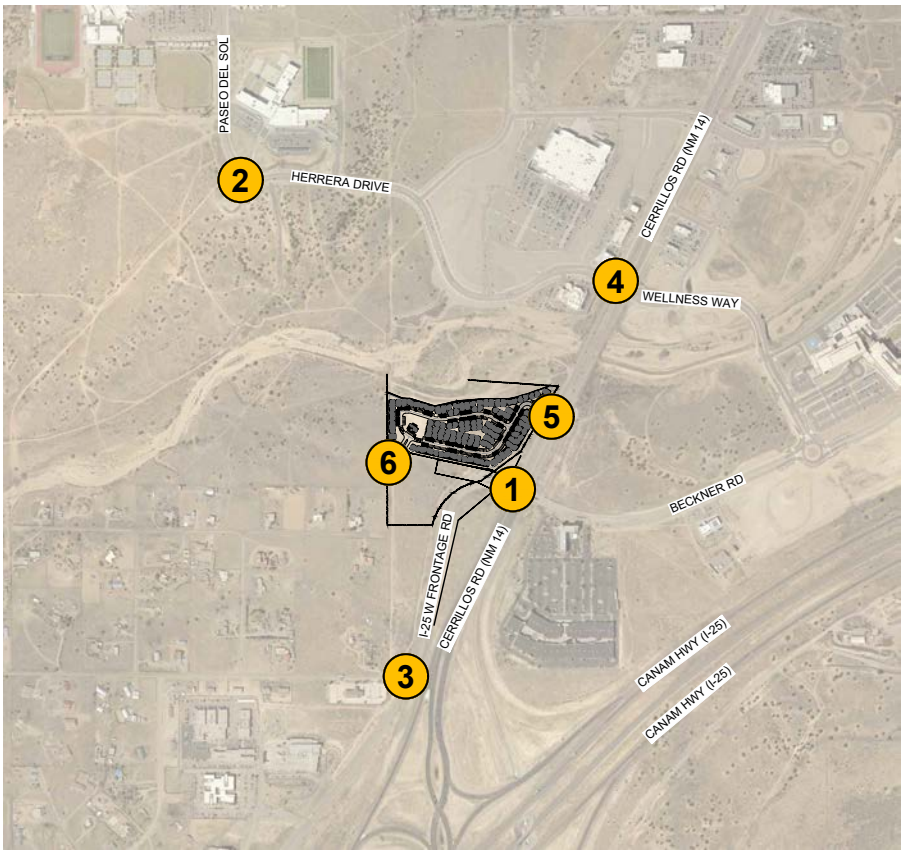
The roundabout intersection of the south driveway and the I-25 West Frontage Road shows that a single lane roundabout would be sufficient for the capacity of vehicles using the roundabout in the 2036 Horizon analysis with the connection between the West Frontage Road and Herrera. For lane balancing purposes a dual lane roundabout could be installed with the project and the LOS for a dual lane roundabout would be similar in nature as the signal lane roundabout. If a dual lane roundabout is sought after, the NMDOT and the City of Santa Fe should be in agreement prior to the implementation.

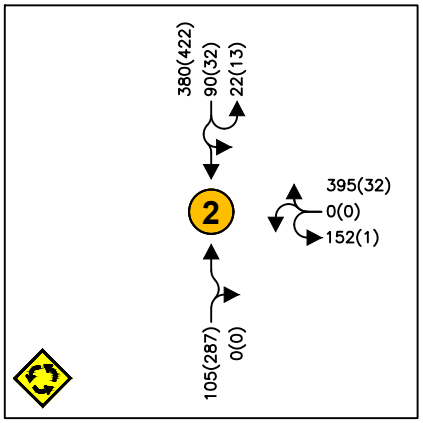
As with all the Build scenarios, the same recommendations for deceleration lanes apply to this horizon analysis. Trip entry and departure from the east driveway is not affected with the introduction of the connection according to the Santa Fe MPO model. The deceleration lane on Cerrillos Road should have a minimum length of 370 feet, and an additional taper of 150 feet, per SAMM Table 18.K-1 Deceleration and Acceleration Lengths (Feet), totaling 520 feet. These SAMM Tables can be found in Appendix J.

Table 16 – 2036 Horizon Year Santa Fe MPO Model Build Unsignalized Intersection Results

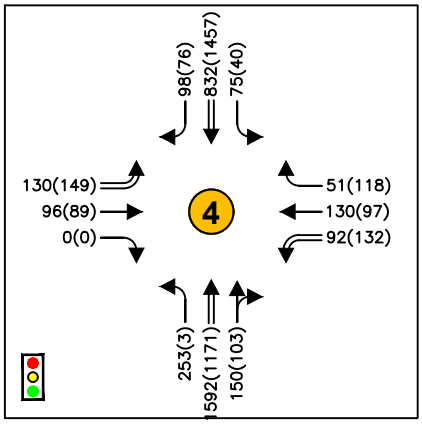
Intersection/Movement	2036 AM Peak				2036 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
West I-25 Frontage & Mutt Nelson	24.9	-	-	C	18.8	-	-	C
Eastbound Approach	24.9	0.58	100	C	18.8	0.29	50	C
Northbound Approach	8.0	0.01	0	A	8.6	0.02	25	A
Paseo del Sol & Herrera RAB	10.6	-	-	B	6.2	-	-	A
Westbound Right	11.3	0.62	125	B	4.3	0.04	25	A
Northbound Right	5.2	0.15	25	A	5.4	0.28	50	A
Southbound Right	10.9	0.59	125	B	6.8	0.43	75	A
East Driveway on Cerrillos (NM 14)	13.2	-	-	B	18.7	-	-	C
Eastbound Right	13.2	0.01	0	B	18.7	0.01	0	C
South Driveway on I-25 W Frontage RAB	10.3	-	-	B	11.3	-	-	B
Eastbound Right	9.8	0.46	75	A	14.5	0.60	100	B
Westbound Right	5.8	0.34	50	A	10.5	0.64	125	B
Northbound Right	15.2	0.65	125	C	9.7	0.42	75	A
Southbound Right	5.0	0.08	25	A	7.2	0.08	25	A

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

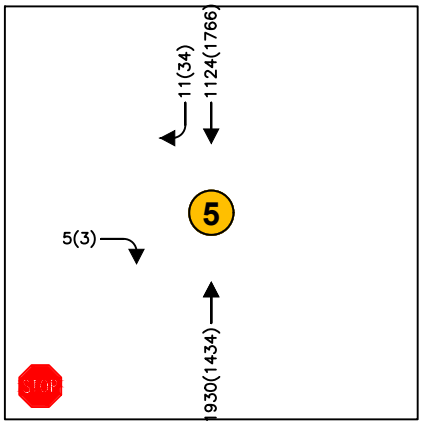




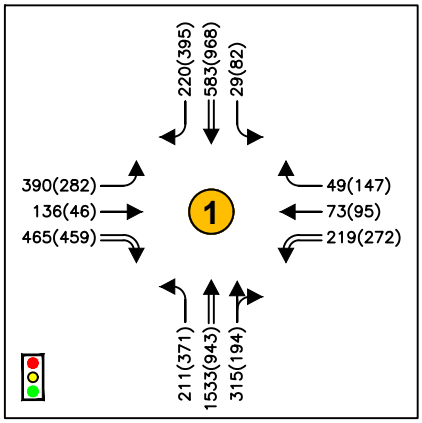
PASEO DEL SOL/HERRERA



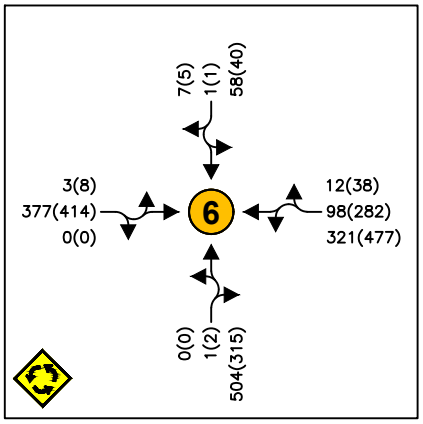
CERRILLOS(NM14)/HERRERA/WELLNESS



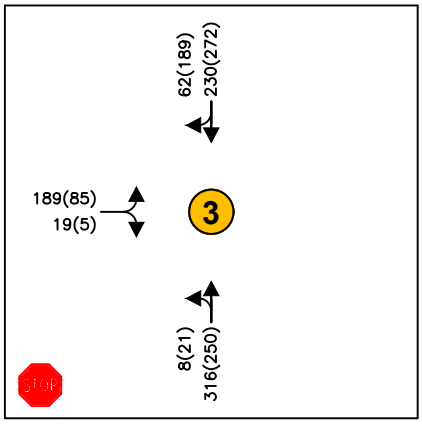
CERRILLOS(NM14)/EAST DRIVEWAY



CERRILLOS(NM14)/BECKNER/W FRONTAGE



W FRONTAGE/SOUTH DRIVEWAY



W FRONTAGE/MUTT NELSON

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston www.bhinc.com 800.877.5332	CAVAN MULTI-FAMILY SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 15 2036 AM(PM) BUILD PTV VISUM PEAK HOUR TRAFFIC VOLUMES

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VII. CRASH DATA ANALYSIS

Crash history for the intersections along Cerrillos Road (NM 14) included in the study was requested through the NMDOT crash data inventory. The crash data for 2016 through 2020 was included in this analysis and is provided in Appendix K. As part of this analysis, classifications of accident types were determined in accordance with New Mexico classifications. These classifications include Class K, for an accident resulting in a fatality, Class A for an accident that involved an incapacitating injury requiring medical intervention, Class B with visible injuries sustained, and Class C with possible injuries.

Within this 4-year period, one accident involving Class K occurred, one accident of Class A occurred, eleven accidents of class B occurred, and sixty accidents of Class C occurred. A summary of these crashes with a description of crash causes are provided in Table 17.

Table 17 – Crash Summary

	Class K	Class A	Class B	Class C
West Frontage & Mutt Nelson	0	0	2	7
Cerrillos (NM 14) & West Frontage	0	1	3	30
Cerrillos (NM 14) & Herrera	1	0	6	23

Historical crash data demonstrates the majority of crashes are occurring along the major road Cerrillos (NM 14). Crashes occurring are mainly rear end collisions occurring at the main intersections, usually caused by driver inattention, or following too closely. To help mitigate the possibility of crashes due to the development, the project is including the addition of dedicated right turn lanes southbound at both the right-in/right-out and the intersection of W Frontage Road. This lane is warranted and will be included in the final design to make the intersection safer due to turning vehicles having a dedicated lane.

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis shows that under 2022 Existing conditions, unsignalized intersections will operate at acceptable levels of service with no movements operating worse than LOS C. All signalized intersections operate with overall acceptable LOS in the existing conditions although several movements at each intersection are not acceptable for both AM and PM peak hours.

The intersection of Cerrillos (NM 14) and Herrera operates at an overall LOS B in both AM and PM peak hours. The intersection includes movements of LOS E for the eastbound left, westbound left, and westbound through movements in the AM peak hour. In the PM peak hour the eastbound left, eastbound through, westbound left, and westbound through movements are LOS E.

The intersection of Cerrillos (NM 14) and Beckner operates at overall LOS C in the AM peak hour and LOS B in the PM peak hour. The eastbound left movement is LOS F in both the AM and PM peak hours. The eastbound through, westbound through, and westbound right experiences LOS E in both AM and PM peak hours. These movements are mainly due to the signal coordination of Cerrillos road and could be adjusted by updating signal timing plans. Coordination with the City of Santa Fe and NMDOT would be required to make any adjustments to existing signal timing.

Within the 2026 build scenario, the signalized intersection of Cerrillos (NM 14) and Herrera operates at an overall acceptable LOS B in the AM peak hour and LOS C in the PM peak hour. The eastbound left, westbound left, and westbound through movements will experience LOS E in both the AM and PM peak hours. This may be mitigated by signal timing adjustments although these should be coordinated with the City of Santa Fe and NMDOT prior to any work being completed.

The preferred layout of the intersection of Cerrillos (NM 14) and Beckner retains the free right turn lanes that are present at the intersection today due to capacity issues in the horizon year analysis. With the free right movements southbound and eastbound retained, the intersection operates at an overall acceptable LOS D in the AM peak hour and LOS C in the PM peak hour. The eastbound left turning movement will operate at LOS F in both peak hours and the eastbound through movement will operate at LOS E in both peak hours. The volume to capacity ratio for the eastbound left will be above 1 which indicates that the

intersection will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

In response to the eastbound left turn movement, an analysis was completed with dual eastbound left turn lanes. In this analysis, the eastbound left movements improved to LOS D in both peak hours. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic the intersection receives.

The south roundabout requested by the development to provide access at the southwest corner of the development will operate at acceptable conditions with a one lane approach at each leg.

In the 2036 Horizon Year build scenario, the intersection of NM 14 (Cerrillos) and Beckner continues to operate acceptably with the inclusion of dual eastbound lefts and the retention of the free right turn movements southbound and eastbound. The overall intersection will be a LOS C in both the AM and PM peak hours. The eastbound left movements improve to LOS D in both peak hours due to the dual left turn lanes, but the eastbound through movement will remain LOS E in the AM and PM peak hours. The westbound left movement will remain at LOS E in the PM peak hour. The worst movement volume to capacity remains under 1 which indicates that the intersection will operate appropriately for the volume of traffic entering the intersection.

Implementing the Santa Fe MPO model connection by the 2036 Horizon Year will see the intersection of NM 14 (Cerrillos) and Beckner change significantly. With the retention of the free right turn lanes and the implementation of the eastbound dual left turn lanes, the intersection will result in the overall LOS D in the AM peak hour and LOS C in the PM peak hour. The northbound right movement will operate at LOS E in the AM peak hour and the northbound left will operate at LOS F in the PM peak hour. The volume to capacity ratio for the northbound left will be greater than 1 indicating this movement will be overcapacity and not be able to accommodate all the traffic in the given phase timing.

Adding an additional northbound left turning lane to this analysis results in the intersection operating at an overall LOS C in both the AM and PM peak hours. The only movement that remains an LOS E is the northbound right movement. All movements will retain a volume to capacity ratio of less than 1 indicating this will operate acceptably.

The south roundabout requested as part of this development to provide access at the southwest corner of the development operates at acceptable conditions into the horizon build scenario with a one lane approach at each leg. If a dual lane roundabout is desired at

this location the NMDOT and the City of Santa Fe should be in agreement prior to the implementation.

B. RECOMMENDATIONS

- The developer is requesting a roundabout be built at the southwest corner of the new development. Our analysis shows that this roundabout can operate at acceptable LOS as a 1 lane roundabout with 1 lane minimum on each of the approaches. If a dual lane roundabout is desired by the developer at this location, the NMDOT and City of Santa Fe should be in agreement prior to the implementation.
- The analysis indicates the Southbound and Eastbound free right configuration provides a better level of service for these movements. NMDOT Traffic technical support may require the design to remove the free right turns and construct a right turn lane adjacent to the through lane to improve bicycle and pedestrian safety at the intersection. If the existing free right configuration is maintained, it is recommended that the eastbound lane configurations include two dedicated left turn lanes, one dedicated through lane, and one right turn lane prior to the 2026 build year.
- If the connection of the West Frontage Road and Herrera occurs, implementation of dual eastbound right movements with a signal overlap phase will be needed at Cerrillos (NM 14) and Beckner by the 2036 horizon year. An additional northbound left turning lane will also be needed prior to the 2036 horizon year if this connection is made. These recommendations are only applicable if the connection between the Frontage Road and Herrera is made.
- Deceleration lane into the site development for the East Driveway on Cerrillos Road (NM 14) should be built as part of the development. The deceleration lane length of 370 feet, and an additional taper of 150 feet, according to the State Access Management Manual (SAMM) criteria, totaling 520 feet recommended.
- Southbound deceleration lane into the West Frontage Road at Cerrillos Road (NM 14) should be retained as part of the development. The deceleration lane length of 370 feet minimum, and an additional taper of 150 feet should be verified, according to the State Access Management Manual (SAMM) criteria, totaling 520 feet recommended.
- Changes to the east leg of the intersection of Cerrillos (NM 14) and Beckner will be needed to address alignment issues that may arise as other improvements are completed.

APPENDIX A:
2022 EXISTING TRAFFIC COUNTS

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Beckner Rd.**
N-S Street: **Cerrillos Rd.**

Signalized

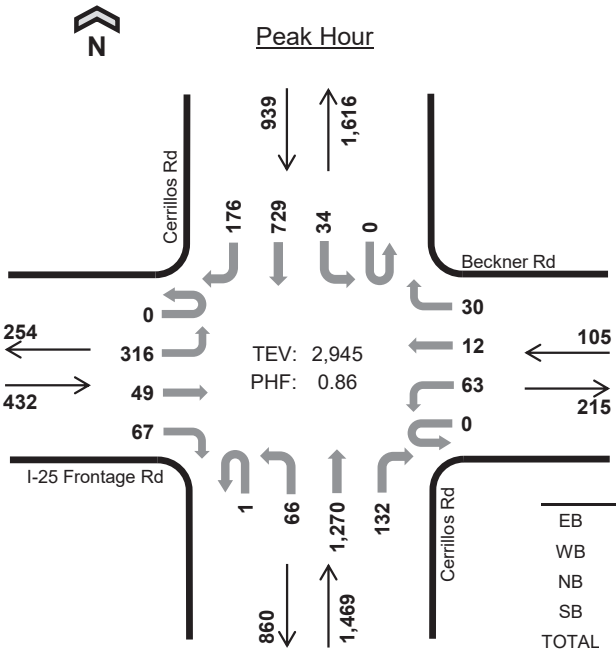
Speed Limit (Beckner Rd.)= **45** MPH
Speed Limit (Cerrillos Rd.)= **45** MPH
5/19/22

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	Peds
7:00 AM	7:15 AM	43	5	12	12	3	8	7	171	28	1	116	18	0
7:15 AM	7:30 AM	63	9	15	22	2	4	6	241	20	7	146	24	0
7:30 AM	7:45 AM	81	18	20	21	11	6	11	255	25	3	156	22	0
7:45 AM	8:00 AM	**73**	**19**	**18**	**20**	**6**	**4**	**24**	**342**	**44**	**3**	**203**	**47**	**0**
8:00 AM	8:15 AM	62	15	19	12	8	5	23	285	28	9	180	44	0
8:15 AM	8:30 AM	80	8	12	20	4	6	11	244	32	8	172	37	0
8:30 AM	8:45 AM	72	12	12	13	4	11	12	222	24	9	187	34	0
8:45 AM	9:00 AM	44	9	14	20	6	10	12	264	21	18	169	33	0
4X Peak 15-Min. Vol. (AM)		**292**	**76**	**72**	**80**	**24**	**16**	**96**	**1368**	**176**	**12**	**812**	**188**	**0**
% of Total Traffic		9.1%	2.4%	2.2%	2.5%	0.7%	0.5%	3.0%	42.6%	5.5%	0.4%	25.3%	5.9%	
% Directional			13.7%			3.7%	**Intersection**		51.1%			31.5%		

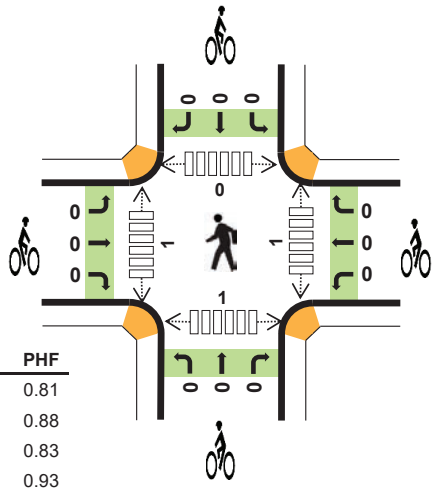
Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	Peds
4:00 PM	4:15 PM	49	7	9	26	10	18	9	195	25	14	272	72	1
4:15 PM	4:30 PM	40	3	11	30	10	19	13	236	18	7	271	61	1
4:30 PM	4:45 PM	54	4	16	39	4	9	17	218	16	9	316	65	0
4:45 PM	5:00 PM	50	3	7	29	4	16	11	247	20	6	256	53	1
5:00 PM	5:15 PM	61	6	14	34	10	11	22	228	12	3	324	64	0
5:15 PM	5:30 PM	**52**	**4**	**9**	**28**	**8**	**18**	**17**	**246**	**23**	**11**	**298**	**83**	**0**
5:30 PM	5:45 PM	51	4	13	19	4	7	18	225	10	11	327	61	0
5:45 PM	6:00 PM	51	4	8	20	6	12	11	164	20	5	261	52	0
4X Peak 15-Min. Vol. (PM)		**208**	**16**	**36**	**112**	**32**	**72**	**68**	**984**	**92**	**44**	**1192**	**332**	**0**
% of Total Traffic		6.5%	0.5%	1.1%	3.5%	1.0%	2.3%	2.1%	30.9%	2.9%	1.4%	37.4%	10.4%	
% Directional			8.2%			6.8%	**Intersection**		35.9%			49.2%		

Cerrillos Rd
I-25 Frontage Rd

Date: 09/08/2022
Count Period: 6:58 AM to 9:02 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.5%	0.81
WB	1.0%	0.88
NB	3.5%	0.83
SB	3.1%	0.93
TOTAL	3.2%	0.86



Two-and-a-Half-Hour Count Summaries

Interval Start		I-25 Frontage Rd Eastbound				Beckner Rd Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	82	14	25	0	15	2	12	0	11	262	21	0	8	180	29	661	0
7:45 AM		0	99	21	13	0	17	4	8	0	23	377	41	0	4	207	41	855	0
8:00 AM		0	68	8	16	0	21	3	6	0	23	334	37	0	10	172	65	763	0
8:15 AM		0	67	6	13	0	10	3	4	1	9	297	33	0	12	170	41	666	2,945
Peak Hour	All	0	316	49	67	0	63	12	30	1	66	1,270	132	0	34	729	176	2,945	0
	HV	0	8	3	0	0	0	1	0	0	4	45	3	0	2	23	4	93	0
	HV%	-	3%	6%	0%	-	0%	8%	0%	0%	6%	4%	2%	-	6%	3%	2%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	0	12	6	*20*	0	0	0	0	*0*	1	0	0	0	*1*
7:45 AM	5	0	12	5	*22*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	2	0	16	7	*25*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	1	12	11	*26*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hour	11	1	52	29	*93*	0	0	0	0	*0*	1	1	0	1	*3*

Two-and-a-Half-Hour Count Summaries

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	3	1	3	0	0	0	1	0	1	40	4	0	3	15	2	73	0
7:00 AM	0	31	0	7	0	15	2	5	0	2	157	16	0	2	112	15	364	0
7:15 AM	0	45	4	13	0	15	2	2	0	4	221	27	0	3	136	15	487	0
7:30 AM	**0**	**82**	**14**	**25**	**0**	**15**	**2**	**12**	**0**	**11**	**262**	**21**	**0**	**8**	**180**	**29**	**661**	1,585
7:45 AM	**0**	**99**	**21**	**13**	**0**	**17**	**4**	**8**	**0**	**23**	**377**	**41**	**0**	**4**	**207**	**41**	**855**	2,367
8:00 AM	**0**	**68**	**8**	**16**	**0**	**21**	**3**	**6**	**0**	**23**	**334**	**37**	**0**	**10**	**172**	**65**	**763**	2,766
8:15 AM	**0**	**67**	**6**	**13**	**0**	**10**	**3**	**4**	**1**	**9**	**297**	**33**	**0**	**12**	**170**	**41**	**666**	**2,945**
8:30 AM	0	44	15	12	0	19	3	12	0	13	237	31	1	8	182	24	601	2,885
8:45 AM	0	48	7	18	0	17	4	11	1	10	230	35	2	11	175	37	606	2,636
9:00 AM	0	4	0	3	0	0	0	2	0	1	35	4	0	1	23	1	74	1,947
Count Total	0	491	76	123	0	129	23	63	2	97	2,190	249	3	62	1,372	270	5,150	0
Peak Hour All	**0**	**316**	**49**	**67**	**0**	**63**	**12**	**30**	**1**	**66**	**1,270**	**132**	**0**	**34**	**729**	**176**	**2,945**	**0**
Peak Hour HV	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**45**	**3**	**0**	**2**	**23**	**4**	**93**	**0**
Peak Hour HV%	**-**	**3%**	**6%**	**0%**	**-**	**0%**	**8%**	**0%**	**0%**	**6%**	**4%**	**2%**	**-**	**6%**	**3%**	**2%**	**3%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:58 AM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	2	1	8	7	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	5	0	13	7	*25*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**2**	**0**	**12**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
7:45 AM	**5**	**0**	**12**	**5**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**2**	**0**	**16**	**7**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**1**	**12**	**11**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***
8:30 AM	2	2	12	10	*26*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	1	12	6	*24*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	25	5	104	60	*194*	0	0	0	0	*0*	1	1	0	1	*3*
Peak Hour	**11**	**1**	**52**	**29**	***93***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**1**	***3***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	0
7:00 AM	0	2	0	0	0	0	1	0	0	0	8	0	0	0	6	1	18	0
7:15 AM	0	4	1	0	0	0	0	0	0	0	13	0	0	0	5	2	25	0
7:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**1**	**0**	**0**	**5**	**1**	**20**	69
7:45 AM	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**4**	**1**	**22**	85
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**1**	**5**	**1**	**25**	92
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**9**	**2**	**0**	**1**	**9**	**1**	**26**	**93**
8:30 AM	0	1	1	0	0	1	0	1	0	2	9	1	0	0	8	2	26	99
8:45 AM	0	1	3	1	0	1	0	0	0	1	10	1	0	1	4	1	24	101
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	78
Count Total	0	16	8	1	0	2	2	1	0	7	92	5	0	3	47	10	194	0
Peak Hour	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**45**	**3**	**0**	**2**	**23**	**4**	**93**	**0**

Two-and-a-Half-Hour Count Summaries - Bikes

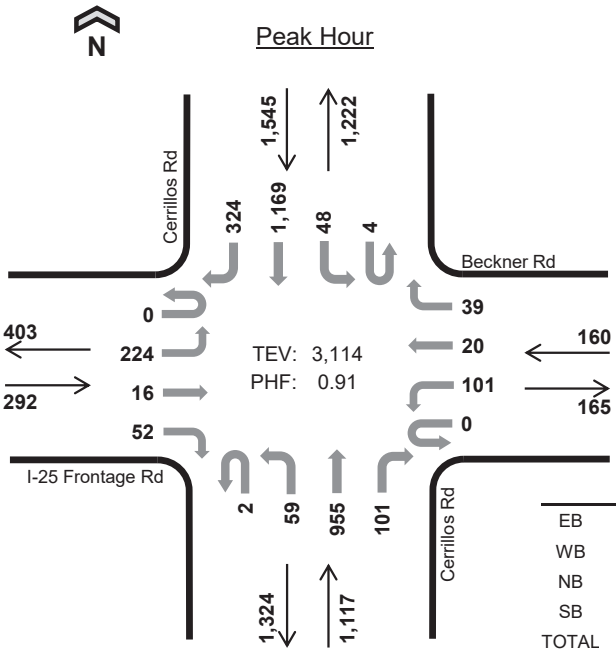
Interval Start	I-25 Frontage Rd			Beckner Rd			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

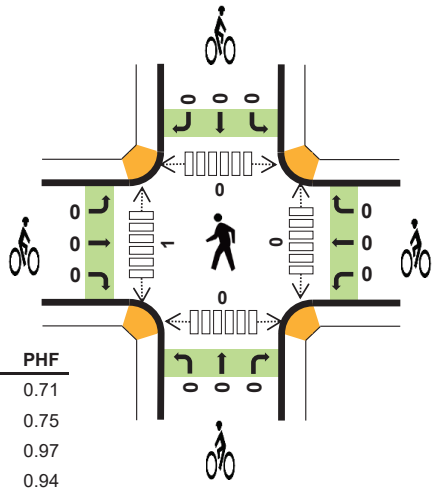
Cerrillos Rd
I-25 Frontage Rd

Peak Hour

Date: 09/08/2022
Count Period: 3:58 PM to 6:02 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.4%	0.71
WB	3.1%	0.75
NB	1.7%	0.97
SB	2.1%	0.94
TOTAL	2.0%	0.91



Two-and-a-Half-Hour Count Summaries

Interval Start		I-25 Frontage Rd Eastbound				Beckner Rd Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	53	2	10	0	23	2	10	0	19	228	25	3	10	279	82	746	0
4:45 PM		0	53	5	7	0	26	5	8	0	13	229	34	0	18	270	72	740	0
5:00 PM		0	70	4	29	0	32	9	12	1	12	250	24	0	8	321	81	853	0
5:15 PM		0	48	5	6	0	20	4	9	1	15	248	18	1	12	299	89	775	3,114
Peak Hour	All	0	224	16	52	0	101	20	39	2	59	955	101	4	48	1,169	324	3,114	0
	HV	0	4	1	2	0	3	2	0	0	0	18	1	0	2	22	8	63	0
	HV%	-	2%	6%	4%	-	3%	10%	0%	0%	0%	2%	1%	0%	4%	2%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	1	3	7	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	1	3	9	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	5	3	5	9	*22*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	0	8	7	*16*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	7	5	19	32	*63*	0	0	0	0	*0*	0	1	0	0	*1*

Two-and-a-Half-Hour Count Summaries

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	5	1	0	0	3	0	3	0	1	26	1	0	1	34	10	85	0
4:00 PM	0	37	4	10	0	36	4	19	0	9	226	14	0	11	238	50	658	0
4:15 PM	0	44	3	4	0	28	8	19	0	12	208	14	0	10	255	81	686	0
4:30 PM	**0**	**53**	**2**	**10**	**0**	**23**	**2**	**10**	**0**	**19**	**228**	**25**	**3**	**10**	**279**	**82**	**746**	2,175
4:45 PM	**0**	**53**	**5**	**7**	**0**	**26**	**5**	**8**	**0**	**13**	**229**	**34**	**0**	**18**	**270**	**72**	**740**	2,830
5:00 PM	**0**	**70**	**4**	**29**	**0**	**32**	**9**	**12**	**1**	**12**	**250**	**24**	**0**	**8**	**321**	**81**	**853**	3,025
5:15 PM	**0**	**48**	**5**	**6**	**0**	**20**	**4**	**9**	**1**	**15**	**248**	**18**	**1**	**12**	**299**	**89**	**775**	**3,114**
5:30 PM	0	49	4	11	0	27	0	13	1	11	231	21	1	23	264	61	717	3,085
5:45 PM	0	51	3	8	0	14	0	22	0	10	204	30	0	11	241	56	650	2,995
6:00 PM	0	6	1	0	0	1	0	1	0	1	23	2	0	2	36	8	81	2,223
Count Total	0	416	32	85	0	210	32	116	3	103	1,873	183	5	106	2,237	590	5,991	0
Peak Hour All	**0**	**224**	**16**	**52**	**0**	**101**	**20**	**39**	**2**	**59**	**955**	**101**	**4**	**48**	**1,169**	**324**	**3,114**	**0**
Peak Hour HV	**0**	**4**	**1**	**2**	**0**	**3**	**2**	**0**	**0**	**0**	**18**	**1**	**0**	**2**	**22**	**8**	**63**	**0**
Peak Hour HV%	**-**	**2%**	**6%**	**4%**	**-**	**3%**	**10%**	**0%**	**0%**	**0%**	**2%**	**1%**	**0%**	**4%**	**2%**	**2%**	**2%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:58 PM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	1	6	8	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	2	6	6	*16*	0	0	0	0	*0*	0	1	0	1	*2*
4:30 PM	**0**	**1**	**3**	**7**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**1**	**3**	**9**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**5**	**3**	**5**	**9**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**0**	**8**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:30 PM	1	0	7	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	10	9	40	58	*117*	0	0	0	0	*0*	0	2	0	1	*3*
Peak Hour	**7**	**5**	**19**	**32**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0
4:00 PM	0	0	0	0	0	1	0	0	0	0	4	2	0	2	5	1	15	0
4:15 PM	0	1	0	1	0	1	0	1	0	1	5	0	0	0	4	2	16	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**2**	**11**	45
4:45 PM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**0**	**14**	56
5:00 PM	**0**	**2**	**1**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**3**	**22**	63
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**1**	**3**	**3**	**16**	**63**
5:30 PM	0	0	0	1	0	0	0	0	0	0	6	1	0	0	2	2	12	64
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	5	55
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	36
Count Total	0	5	1	4	0	5	2	2	0	2	34	4	0	5	39	14	117	0
Peak Hour	**0**	**4**	**1**	**2**	**0**	**3**	**2**	**0**	**0**	**0**	**18**	**1**	**0**	**2**	**22**	**8**	**63**	**0**

Two-and-a-Half-Hour Count Summaries - Bikes

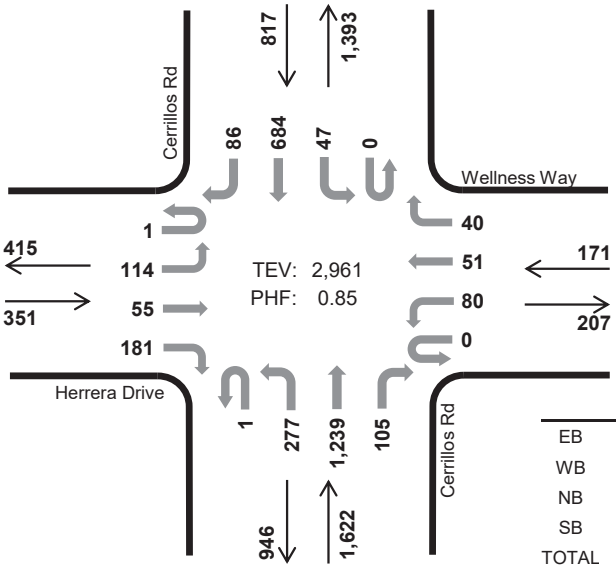
Interval Start	I-25 Frontage Rd			Beckner Rd			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

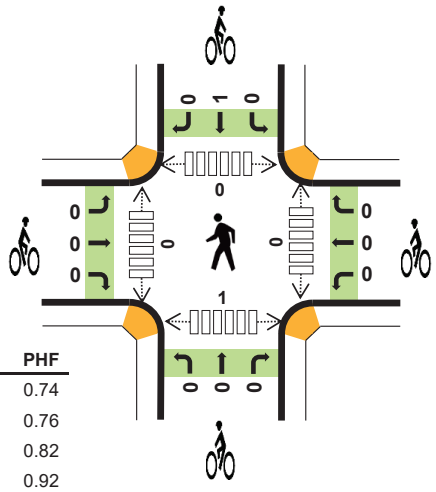
Cerrillos Rd
Herrera Drive

Date: 09/08/2022
Count Period: 6:58 AM to 9:02 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	0.6%	0.74
WB	1.8%	0.76
NB	3.5%	0.82
SB	3.3%	0.92
TOTAL	3.0%	0.85



Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	15	4	37	0	19	11	8	0	63	278	21	0	6	157	14	633	0
7:45 AM		0	33	22	64	0	14	8	9	0	72	396	26	0	13	187	22	866	0
8:00 AM		0	36	17	46	0	20	16	10	0	79	304	25	0	10	169	23	755	0
8:15 AM		1	30	12	34	0	27	16	13	1	63	261	33	0	18	171	27	707	2,961
Peak Hour	All	1	114	55	181	0	80	51	40	1	277	1,239	105	0	47	684	86	2,961	0
	HV	0	1	0	1	0	1	0	2	0	3	53	1	0	0	27	0	89	0
	HV%	0%	1%	0%	1%	-	1%	0%	5%	0%	1%	4%	1%	-	0%	4%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	13	5	*19*	0	0	0	0	*0*	0	0	0	1	*1*
7:45 AM	1	1	15	7	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	1	1	18	5	*25*	0	0	0	1	*1*	0	0	0	0	*0*
8:15 AM	0	0	11	10	*21*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	3	57	27	*89*	0	0	0	1	*1*	0	0	0	1	*1*

Two-and-a-Half-Hour Count Summaries

Interval Start	Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	1	0	3	0	1	0	2	36	2	0	3	14	1	63	0
7:00 AM	0	3	7	16	0	17	1	9	0	20	159	17	2	7	104	4	366	0
7:15 AM	0	5	4	25	0	15	7	3	0	31	206	22	0	8	111	4	441	0
7:30 AM	**0**	**15**	**4**	**37**	**0**	**19**	**11**	**8**	**0**	**63**	**278**	**21**	**0**	**6**	**157**	**14**	**633**	1,503
7:45 AM	**0**	**33**	**22**	**64**	**0**	**14**	**8**	**9**	**0**	**72**	**396**	**26**	**0**	**13**	**187**	**22**	**866**	2,306
8:00 AM	**0**	**36**	**17**	**46**	**0**	**20**	**16**	**10**	**0**	**79**	**304**	**25**	**0**	**10**	**169**	**23**	**755**	2,695
8:15 AM	**1**	**30**	**12**	**34**	**0**	**27**	**16**	**13**	**1**	**63**	**261**	**33**	**0**	**18**	**171**	**27**	**707**	**2,961**
8:30 AM	0	51	10	27	0	21	11	10	0	36	253	13	0	12	164	22	630	2,958
8:45 AM	0	26	11	32	0	29	12	12	0	40	234	16	0	10	154	9	585	2,677
9:00 AM	1	2	1	3	0	2	3	2	0	6	30	4	0	0	20	3	77	1,999
Count Total	2	201	88	285	0	167	85	77	1	412	2,157	179	2	87	1,251	129	5,123	0
Peak Hour All	**1**	**114**	**55**	**181**	**0**	**80**	**51**	**40**	**1**	**277**	**1,239**	**105**	**0**	**47**	**684**	**86**	**2,961**	**0**
Peak Hour HV	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**3**	**53**	**1**	**0**	**0**	**27**	**0**	**89**	**0**
Peak Hour HV%	**0%**	**1%**	**0%**	**1%**	**-**	**1%**	**0%**	**5%**	**0%**	**1%**	**4%**	**1%**	**-**	**0%**	**4%**	**0%**	**3%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:58 AM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	5	12	3	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	15	6	*22*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	**0**	**1**	**13**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**1**	**1**	**15**	**7**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**1**	**1**	**18**	**5**	***25***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**11**	**10**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	2	1	9	9	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	2	10	6	*21*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	8	12	108	52	*180*	0	0	0	1	*1*	0	0	1	1	*2*
Peak Hour	**2**	**3**	**57**	**27**	***89***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Herrera Drive				Wellness Way				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4	0
7:00 AM	0	0	0	0	0	4	0	1	0	0	12	0	0	0	3	0	20	0
7:15 AM	0	0	0	1	0	0	0	0	0	1	14	0	0	0	6	0	22	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**5**	**0**	**19**	65
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**12**	**1**	**0**	**0**	**7**	**0**	**24**	85
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**17**	**0**	**0**	**0**	**5**	**0**	**25**	90
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**10**	**0**	**21**	**89**
8:30 AM	0	2	0	0	0	1	0	0	0	1	8	0	0	0	8	1	21	91
8:45 AM	0	1	0	2	0	1	1	0	0	2	7	1	0	0	4	2	21	88
9:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3	66
Count Total	0	4	0	4	0	7	1	4	0	8	97	3	0	0	49	3	180	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**3**	**53**	**1**	**0**	**0**	**27**	**0**	**89**	**0**

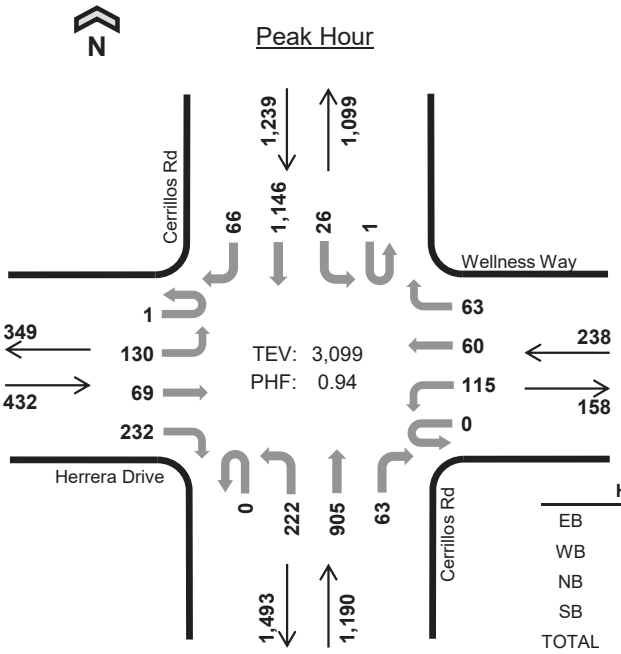
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Herrera Drive			Wellness Way			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

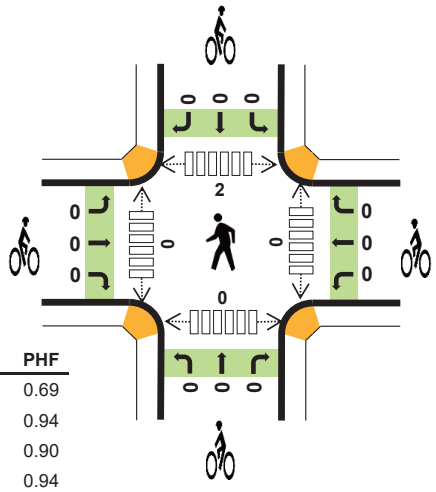
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Cerrillos Rd
Herrera Drive

Date: 09/08/2022
Count Period: 3:58 PM to 6:02 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.2%	0.69
WB	1.3%	0.94
NB	1.7%	0.90
SB	1.9%	0.94
TOTAL	1.7%	0.94



Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	61	27	69	0	30	9	17	0	51	221	15	0	7	249	21	777	0
4:30 PM		1	20	13	58	0	37	10	13	0	45	222	15	0	4	292	15	745	0
4:45 PM		0	24	17	41	0	22	19	18	0	58	213	19	1	8	295	18	753	0
5:00 PM		0	25	12	64	0	26	22	15	0	68	249	14	0	7	310	12	824	3,099
Peak Hour	All	1	130	69	232	0	115	60	63	0	222	905	63	1	26	1,146	66	3,099	0
	HV	0	1	0	4	0	2	1	0	0	3	17	0	0	0	24	0	52	0
	HV%	0%	1%	0%	2%	-	2%	2%	0%	-	1%	2%	0%	0%	0%	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	1	7	4	*12*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	0	0	4	8	*12*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	2	0	3	7	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	3	2	6	5	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	5	3	20	24	*52*	0	0	0	0	*0*	0	0	2	0	*2*

Two-and-a-Half-Hour Count Summaries

Interval Start	Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	2	1	6	0	9	1	2	0	5	29	2	0	1	24	0	82	0
4:00 PM	1	27	19	48	0	24	21	27	1	50	206	14	0	4	236	16	694	0
4:15 PM	**0**	**61**	**27**	**69**	**0**	**30**	**9**	**17**	**0**	**51**	**221**	**15**	**0**	**7**	**249**	**21**	**777**	0
4:30 PM	**1**	**20**	**13**	**58**	**0**	**37**	**10**	**13**	**0**	**45**	**222**	**15**	**0**	**4**	**292**	**15**	**745**	2,298
4:45 PM	**0**	**24**	**17**	**41**	**0**	**22**	**19**	**18**	**0**	**58**	**213**	**19**	**1**	**8**	**295**	**18**	**753**	2,969
5:00 PM	**0**	**25**	**12**	**64**	**0**	**26**	**22**	**15**	**0**	**68**	**249**	**14**	**0**	**7**	**310**	**12**	**824**	**3,099**
5:15 PM	0	20	14	47	0	33	7	17	1	55	247	17	0	0	308	9	775	3,097
5:30 PM	1	20	19	39	0	41	20	13	0	44	215	19	0	0	278	11	720	3,072
5:45 PM	0	15	12	35	0	34	15	7	0	45	215	13	0	7	242	10	650	2,969
6:00 PM	0	0	2	3	0	5	1	2	0	5	36	3	0	1	31	1	90	2,235
Count Total	3	214	136	410	0	261	125	131	2	426	1,853	131	1	39	2,265	113	6,110	0
Peak Hour All	**1**	**130**	**69**	**232**	**0**	**115**	**60**	**63**	**0**	**222**	**905**	**63**	**1**	**26**	**1,146**	**66**	**3,099**	**0**
Peak Hour HV	**0**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**3**	**17**	**0**	**0**	**0**	**24**	**0**	**52**	**0**
Peak Hour HV%	**0%**	**1%**	**0%**	**2%**	**-**	**2%**	**2%**	**0%**	**-**	**1%**	**2%**	**0%**	**0%**	**0%**	**2%**	**0%**	**2%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:58 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	1	5	8	*14*	0	0	0	1	*1*	0	0	1	0	*1*
4:15 PM	**0**	**1**	**7**	**4**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:30 PM	**0**	**0**	**4**	**8**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:45 PM	**2**	**0**	**3**	**7**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**3**	**2**	**6**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	0	7	8	*15*	0	0	0	2	*2*	0	0	0	0	*0*
5:30 PM	0	1	5	2	*8*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	1	0	2	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	5	40	49	*100*	0	0	0	3	*3*	0	0	3	1	*4*
Peak Hour	**5**	**3**	**20**	**24**	***52***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Herrera Drive				Wellness Way				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	8	0	14	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**4**	**0**	**12**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**0**	**12**	39
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**7**	**0**	**12**	50
5:00 PM	**0**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**5**	**0**	**16**	**52**
5:15 PM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	8	0	15	55
5:30 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	2	0	8	51
5:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	5	0	8	47
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	33
Count Total	0	1	1	4	0	3	1	1	0	4	36	0	0	0	49	0	100	0
Peak Hour	**0**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**3**	**17**	**0**	**0**	**0**	**24**	**0**	**52**	**0**

Two-and-a-Half-Hour Count Summaries - Bikes

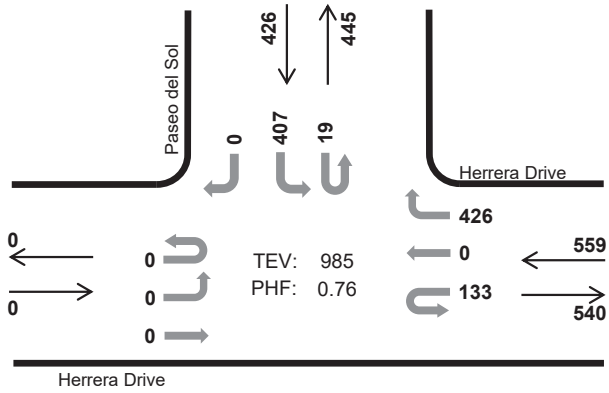
Interval Start	Herrera Drive			Wellness Way			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	2	1	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

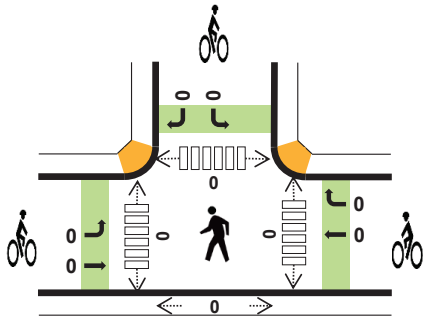
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo del Sol
Herrera Drive

Date: 09/08/2022
Count Period: 6:58 AM to 9:02 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	-	-
WB	0.7%	0.79
NB	-	-
SB	1.9%	0.73
TOTAL	1.2%	0.76

Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Herrera Drive Westbound				n/a Northbound				Paseo del Sol Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	79	0	0	99	0	0	0	0	11	134	0	0	323	0
8:00 AM		0	0	0	0	52	0	0	122	0	0	0	0	0	99	0	0	273	0
8:15 AM		0	0	0	0	2	0	0	127	0	0	0	0	2	68	0	0	199	0
8:30 AM		0	0	0	0	0	0	0	78	0	0	0	0	6	106	0	0	190	985
Peak Hour	All	0	0	0	0	133	0	0	426	0	0	0	0	19	407	0	0	985	0
	HV	0	0	0	0	1	0	0	3	0	0	0	0	1	7	0	0	12	0
	HV%	-	-	-	-	1%	-	-	1%	-	-	-	-	5%	2%	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	2	0	4	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	4	0	8	*12*	0	0	0	0	*0*	0	0	0	0	*0*

Two-and-a-Half-Hour Count Summaries

Interval Start	Herrera Drive Eastbound				Herrera Drive Westbound				n/a Northbound				Paseo del Sol Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:00 AM	0	0	0	0	0	0	0	10	0	0	0	0	0	28	0	0	38	0
7:15 AM	0	0	0	0	0	0	0	28	0	0	0	0	0	43	0	0	71	0
7:30 AM	0	0	0	0	1	0	0	54	0	0	0	0	9	81	0	0	145	255
7:45 AM	**0**	**0**	**0**	**0**	**79**	**0**	**0**	**99**	**0**	**0**	**0**	**0**	**11**	**134**	**0**	**0**	**323**	577
8:00 AM	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**99**	**0**	**0**	**273**	812
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**2**	**68**	**0**	**0**	**199**	940
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**6**	**106**	**0**	**0**	**190**	**985**
8:45 AM	0	0	0	0	2	0	0	33	0	0	0	0	3	66	0	0	104	766
9:00 AM	0	0	0	0	0	0	0	8	0	0	0	0	0	4	0	0	12	505
Count Total	0	0	0	0	136	0	0	559	0	0	0	0	31	630	0	0	1,356	0
Peak Hour All	**0**	**0**	**0**	**0**	**133**	**0**	**0**	**426**	**0**	**0**	**0**	**0**	**19**	**407**	**0**	**0**	**985**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**0**	**12**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**1%**	**-**	**-**	**1%**	**-**	**-**	**-**	**-**	**5%**	**2%**	**-**	**-**	**1%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:58 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**2**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**2**	**0**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	6	0	13	*19*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**4**	**0**	**8**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Herrera Drive				Herrera Drive				n/a				Paseo del Sol				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	8
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**6**	**12**
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	10
9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	10
Count Total	0	0	0	0	1	0	0	5	0	0	0	0	2	11	0	0	19	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**0**	**12**	**0**

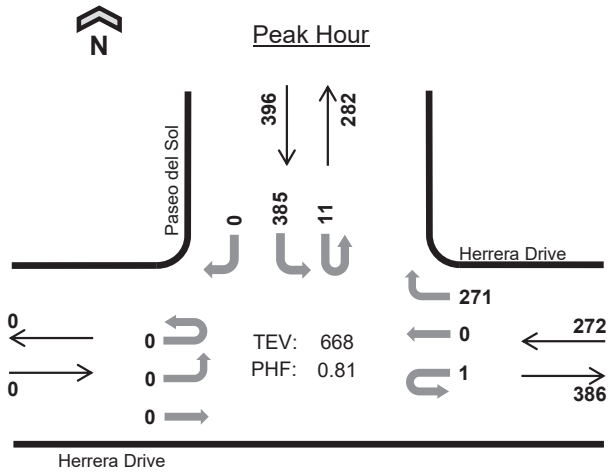
Two-and-a-Half-Hour Count Summaries - Bikes

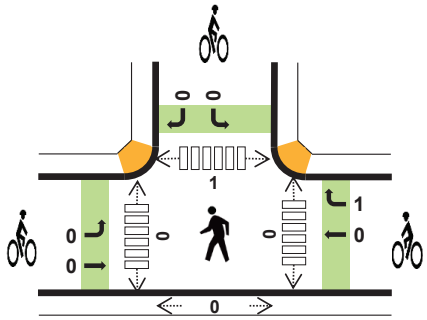
Interval Start	Herrera Drive			Herrera Drive			n/a			Paseo del Sol			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo del Sol
Herrera Drive

Date: 09/08/2022
Count Period: 3:58 PM to 6:02 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	-	-
WB	0.4%	0.81
NB	-	-
SB	0.5%	0.68
TOTAL	0.4%	0.81

Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Herrera Drive Westbound				n/a Northbound				Paseo del Sol Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	0	0	67	0	0	0	0	2	121	0	0	190	0
4:15 PM		0	0	0	0	0	0	0	60	0	0	0	0	8	137	0	0	205	0
4:30 PM		0	0	0	0	1	0	0	60	0	0	0	0	0	62	0	0	123	0
4:45 PM		0	0	0	0	0	0	0	84	0	0	0	0	1	65	0	0	150	668
Peak Hour	All	0	0	0	0	1	0	0	271	0	0	0	0	11	385	0	0	668	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	0
	HV%	-	-	-	-	0%	-	-	0%	-	-	-	-	0%	1%	-	-	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
4:45 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	1	0	2	*3*	0	1	0	0	*1*	0	0	1	0	*1*

Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Herrera Drive Westbound				n/a Northbound				Paseo del Sol Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM		0	0	0	0	0	0	0	6	0	0	0	0	0	4	0	0	10	0
4:00 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**2**	**121**	**0**	**0**	**190**	0
4:15 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**8**	**137**	**0**	**0**	**205**	0
4:30 PM		**0**	**0**	**0**	**0**	**1**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**123**	528
4:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**1**	**65**	**0**	**0**	**150**	**668**
5:00 PM		0	0	0	0	1	0	0	106	0	0	0	0	0	54	0	0	161	639
5:15 PM		0	0	0	0	1	0	0	66	0	0	0	0	0	51	0	0	118	552
5:30 PM		0	0	0	0	1	0	0	71	0	0	0	0	1	43	0	0	116	545
5:45 PM		0	0	0	0	0	0	0	61	0	0	0	0	0	46	0	0	107	502
6:00 PM		0	0	0	0	0	0	0	12	0	0	0	0	0	5	0	0	17	358
Count Total		0	0	0	0	4	0	0	593	0	0	0	0	12	588	0	0	1,197	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**271**	**0**	**0**	**0**	**0**	**11**	**385**	**0**	**0**	**668**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**
	HV%	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:58 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	4	0	2	*6*	0	1	0	0	*1*	0	0	1	0	*1*
Peak Hr	**0**	**1**	**0**	**2**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Herrera Drive				Herrera Drive				n/a				Paseo del Sol				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**3**
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**

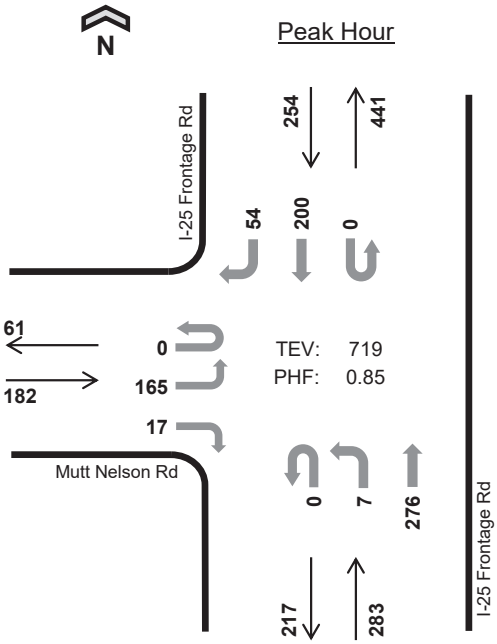
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Herrera Drive			Herrera Drive			n/a			Paseo del Sol			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

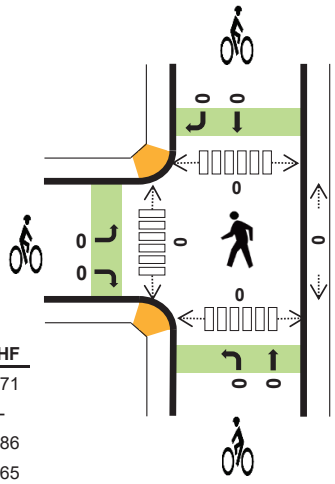
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-25 Frontage Rd
Mutt Nelson Rd

Date: 09/08/2022
Count Period: 6:58AM to 9:02 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.2%	0.71
WB	-	-
NB	3.2%	0.86
SB	3.1%	0.65
TOTAL	2.9%	0.85



Two-and-a-Half-Hour Count Summaries

Interval Start		Mutt Nelson Rd Eastbound				n/a Westbound				I-25 Frontage Rd Northbound				I-25 Frontage Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	51	0	6	0	0	0	0	0	0	76	0	0	0	28	12	173	0
7:45 AM		0	59	0	5	0	0	0	0	0	3	79	0	0	0	54	11	211	0
8:00 AM		0	24	0	3	0	0	0	0	0	3	65	0	0	0	79	18	192	0
8:15 AM		0	31	0	3	0	0	0	0	0	1	56	0	0	0	39	13	143	719
Peak Hour	All	0	165	0	17	0	0	0	0	0	7	276	0	0	0	200	54	719	0
	HV	0	3	0	1	0	0	0	0	0	0	9	0	0	0	6	2	21	0
	HV%	-	2%	-	6%	-	-	-	-	-	0%	3%	-	-	-	3%	4%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:30 AM	3	0	1	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	0	4	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	4	0	9	8	*21*	0	0	0	0	*0*	0	0	0	0	*0*

Two-and-a-Half-Hour Count Summaries

Interval Start	Mutt Nelson Rd Eastbound				n/a Westbound				I-25 Frontage Rd Northbound				I-25 Frontage Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	3	0	0	0	0	0	0	0	0	2	0	0	0	1	1	7	0
7:00 AM	0	18	0	2	0	0	0	0	0	2	20	0	0	0	10	9	61	0
7:15 AM	0	21	0	2	0	0	0	0	0	3	41	0	0	0	19	2	88	0
7:30 AM	**0**	**51**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**28**	**12**	**173**	329
7:45 AM	**0**	**59**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**79**	**0**	**0**	**0**	**54**	**11**	**211**	533
8:00 AM	**0**	**24**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**65**	**0**	**0**	**0**	**79**	**18**	**192**	664
8:15 AM	**0**	**31**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**56**	**0**	**0**	**0**	**39**	**13**	**143**	**719**
8:30 AM	0	28	0	5	0	0	0	0	0	1	46	0	0	0	28	13	121	667
8:45 AM	0	24	0	2	0	0	0	0	0	6	41	0	0	0	26	24	123	579
9:00 AM	0	3	0	1	0	0	0	0	0	3	0	0	0	0	2	2	11	398
Count Total	0	262	0	29	0	0	0	0	0	22	426	0	0	0	286	105	1,130	0
Peak Hour All	**0**	**165**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**7**	**276**	**0**	**0**	**0**	**200**	**54**	**719**	**0**
Peak Hour HV	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**6**	**2**	**21**	**0**
Peak Hour HV%	**-**	**2%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**0%**	**3%**	**-**	**-**	**-**	**3%**	**4%**	**3%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:58 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	5	2	*7*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	**3**	**0**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**0**	**4**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	0	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	0	21	18	*44*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hr	**4**	**0**	**9**	**8**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Mutt Nelson Rd				n/a				I-25 Frontage Rd				I-25 Frontage Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	7	0
7:30 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	14
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**8**	22
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	23
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**5**	**21**
8:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	2	7	23
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	7	22
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Count Total	0	4	0	1	0	0	0	0	0	1	20	0	0	0	12	6	44	0
Peak Hour	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**6**	**2**	**21**	**0**

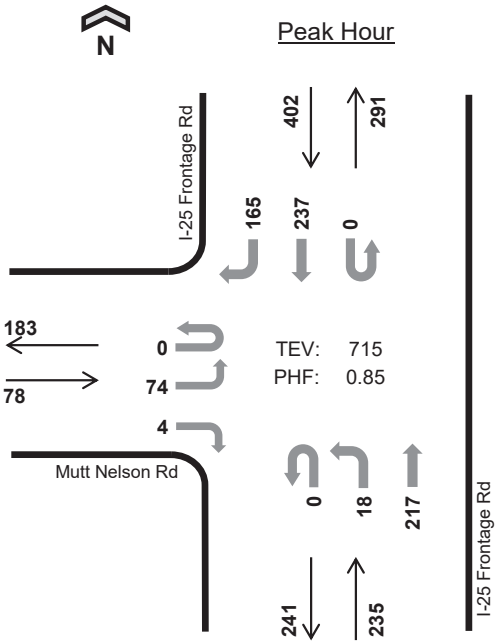
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Mutt Nelson Rd			n/a			I-25 Frontage Rd			I-25 Frontage Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

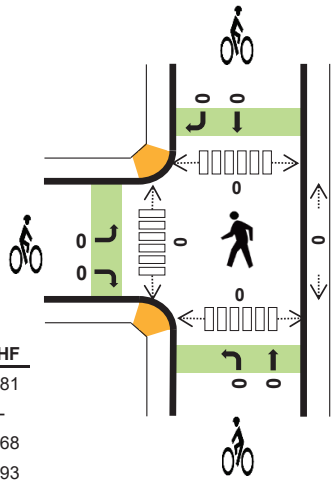
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-25 Frontage Rd
Mutt Nelson Rd

Date: 09/08/2022
Count Period: 3:58 PM to 6:02 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.3%	0.81
WB	-	-
NB	3.8%	0.68
SB	2.5%	0.93
TOTAL	2.8%	0.85



Two-and-a-Half-Hour Count Summaries

Interval Start		Mutt Nelson Rd (Eastbound)				n/a (Westbound)				I-25 Frontage Rd (Northbound)				I-25 Frontage Rd (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	18	0	1	0	0	0	0	0	3	45	0	0	0	58	43	168	0
4:45 PM		0	16	0	2	0	0	0	0	0	5	52	0	0	0	55	39	169	0
5:00 PM		0	23	0	1	0	0	0	0	0	6	81	0	0	0	67	32	210	0
5:15 PM		0	17	0	0	0	0	0	0	0	4	39	0	0	0	57	51	168	715
Peak Hour	All	0	74	0	4	0	0	0	0	0	18	217	0	0	0	237	165	715	0
	HV	0	1	0	0	0	0	0	0	0	3	6	0	0	0	5	5	20	0
	HV%	-	1%	-	0%	-	-	-	-	-	17%	3%	-	-	-	2%	3%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	1	0	4	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	9	10	*20*	0	0	0	0	*0*	0	0	0	0	*0*

Two-and-a-Half-Hour Count Summaries

Interval Start	Mutt Nelson Rd				n/a				I-25 Frontage Rd				I-25 Frontage Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	2	0	0	0	0	0	0	0	0	6	0	0	0	4	2	14	0
4:00 PM	0	21	0	3	0	0	0	0	0	0	34	0	0	0	37	30	125	0
4:15 PM	0	12	0	0	0	0	0	0	0	4	35	0	0	0	67	34	152	0
4:30 PM	**0**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**45**	**0**	**0**	**0**	**58**	**43**	**168**	459
4:45 PM	**0**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**52**	**0**	**0**	**0**	**55**	**39**	**169**	614
5:00 PM	**0**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**81**	**0**	**0**	**0**	**67**	**32**	**210**	699
5:15 PM	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**39**	**0**	**0**	**0**	**57**	**51**	**168**	**715**
5:30 PM	0	21	0	0	0	0	0	0	0	4	41	0	0	0	42	26	134	681
5:45 PM	0	26	0	0	0	0	0	0	0	3	35	0	0	0	42	28	134	646
6:00 PM	0	3	0	1	0	0	0	0	0	2	4	0	0	0	7	2	19	455
Count Total	0	159	0	8	0	0	0	0	0	31	372	0	0	0	436	287	1,293	0
Peak Hour All	**0**	**74**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**18**	**217**	**0**	**0**	**0**	**237**	**165**	**715**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**0**	**5**	**5**	**20**	**0**
Peak Hour HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**17%**	**3%**	**-**	**-**	**-**	**2%**	**3%**	**3%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:58 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	1	0	0	*1*
4:15 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**0**	**4**	**5**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	0	11	19	*32*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hr	**1**	**0**	**9**	**10**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Mutt Nelson Rd				n/a				I-25 Frontage Rd				I-25 Frontage Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	11
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	14
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**3**	**10**	22
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**20**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	19
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	17
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
Count Total	0	1	0	1	0	0	0	0	0	3	8	0	0	0	12	7	32	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**0**	**5**	**5**	**20**	**0**

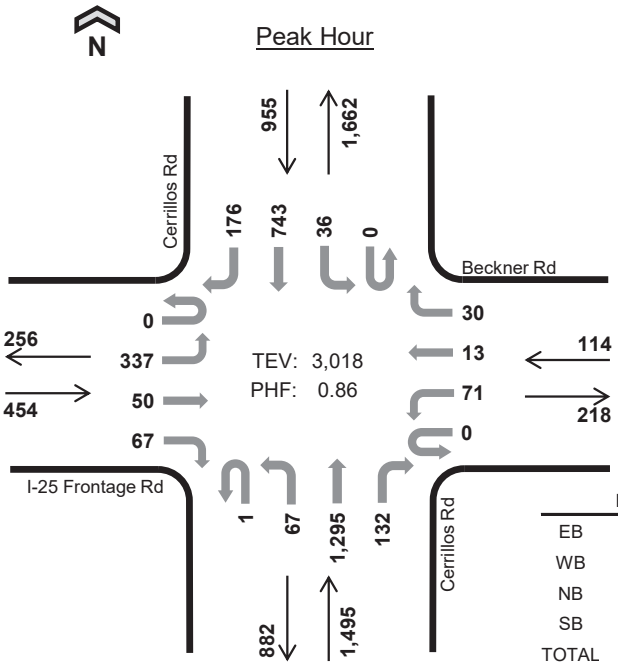
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Mutt Nelson Rd			n/a			I-25 Frontage Rd			I-25 Frontage Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

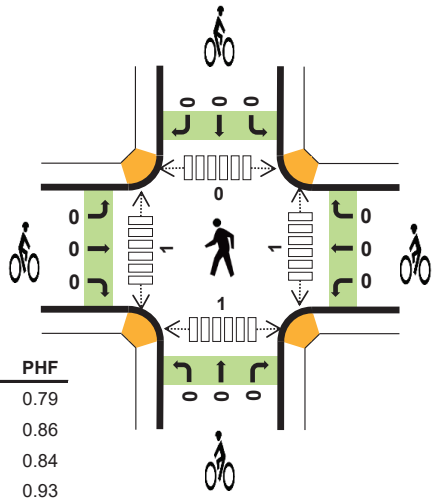
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Cerrillos Rd
I-25 Frontage Rd

Date: 09/08/2022
Count Period: 6:58 AM to 9:02 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.4%	0.79
WB	0.9%	0.86
NB	3.5%	0.84
SB	3.0%	0.93
TOTAL	3.1%	0.86



Two-and-a-Half-Hour Count Summaries

Interval Start		I-25 Frontage Rd Eastbound				Beckner Rd Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	87	15	25	0	18	3	12	0	11	263	21	0	8	180	29	672	0
7:45 AM		0	110	21	13	0	20	4	8	0	23	379	41	0	5	210	41	875	0
8:00 AM		0	73	8	16	0	21	3	6	0	23	344	37	0	10	173	65	779	0
8:15 AM		0	67	6	13	0	12	3	4	1	10	309	33	0	13	180	41	692	3,018
Peak Hour	All	0	337	50	67	0	71	13	30	1	67	1,295	132	0	36	743	176	3,018	0
	HV	0	8	3	0	0	0	1	0	0	4	45	3	0	2	23	4	93	0
	HV%	-	2%	6%	0%	-	0%	8%	0%	0%	6%	3%	2%	-	6%	3%	2%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	0	12	6	*20*	0	0	0	0	*0*	1	0	0	0	*1*
7:45 AM	5	0	12	5	*22*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	2	0	16	7	*25*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	1	12	11	*26*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hour	11	1	52	29	*93*	0	0	0	0	*0*	1	1	0	1	*3*

Two-and-a-Half-Hour Count Summaries

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	4	1	3	0	0	0	1	0	2	46	4	0	5	17	2	85	0
7:00 AM	0	31	0	7	0	15	2	5	0	2	163	17	0	2	116	15	375	0
7:15 AM	0	45	4	14	0	15	2	2	0	4	228	27	0	3	136	15	495	0
7:30 AM	**0**	**87**	**15**	**25**	**0**	**18**	**3**	**12**	**0**	**11**	**263**	**21**	**0**	**8**	**180**	**29**	**672**	1,627
7:45 AM	**0**	**110**	**21**	**13**	**0**	**20**	**4**	**8**	**0**	**23**	**379**	**41**	**0**	**5**	**210**	**41**	**875**	2,417
8:00 AM	**0**	**73**	**8**	**16**	**0**	**21**	**3**	**6**	**0**	**23**	**344**	**37**	**0**	**10**	**173**	**65**	**779**	2,821
8:15 AM	**0**	**67**	**6**	**13**	**0**	**12**	**3**	**4**	**1**	**10**	**309**	**33**	**0**	**13**	**180**	**41**	**692**	**3,018**
8:30 AM	0	47	16	12	0	19	4	12	0	13	239	31	1	9	188	24	615	2,961
8:45 AM	0	49	7	18	0	17	4	12	1	10	235	36	2	11	177	37	616	2,702
9:00 AM	0	5	0	3	0	0	0	2	0	1	37	4	0	1	23	1	77	2,000
Count Total	0	518	78	124	0	137	25	64	2	99	2,243	251	3	67	1,400	270	5,281	0
Peak Hour All	**0**	**337**	**50**	**67**	**0**	**71**	**13**	**30**	**1**	**67**	**1,295**	**132**	**0**	**36**	**743**	**176**	**3,018**	**0**
Peak Hour HV	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**45**	**3**	**0**	**2**	**23**	**4**	**93**	**0**
Peak Hour HV%	**-**	**2%**	**6%**	**0%**	**-**	**0%**	**8%**	**0%**	**0%**	**6%**	**3%**	**2%**	**-**	**6%**	**3%**	**2%**	**3%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:58 AM	1	0	5	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	2	1	8	7	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	5	0	13	7	*25*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**2**	**0**	**12**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
7:45 AM	**5**	**0**	**12**	**5**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**2**	**0**	**16**	**7**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**1**	**12**	**11**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***
8:30 AM	2	2	13	10	*27*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	1	12	6	*24*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	26	5	105	60	*196*	0	0	0	0	*0*	1	1	0	1	*3*
Peak Hour	**11**	**1**	**52**	**29**	***93***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**1**	***3***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0	7	0
7:00 AM	0	2	0	0	0	0	1	0	0	0	8	0	0	0	6	1	18	0
7:15 AM	0	4	1	0	0	0	0	0	0	0	13	0	0	0	5	2	25	0
7:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**1**	**0**	**0**	**5**	**1**	**20**	70
7:45 AM	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**4**	**1**	**22**	85
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**1**	**5**	**1**	**25**	92
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**9**	**2**	**0**	**1**	**9**	**1**	**26**	**93**
8:30 AM	0	1	1	0	0	1	0	1	0	2	10	1	0	0	8	2	27	100
8:45 AM	0	1	3	1	0	1	0	0	0	1	10	1	0	1	4	1	24	102
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	79
Count Total	0	17	8	1	0	2	2	1	0	7	93	5	0	3	47	10	196	0
Peak Hour	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**45**	**3**	**0**	**2**	**23**	**4**	**93**	**0**

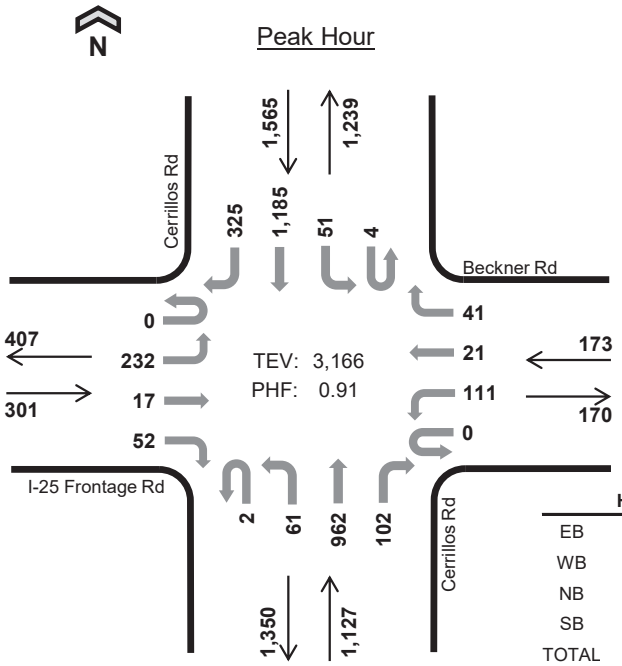
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	I-25 Frontage Rd			Beckner Rd			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

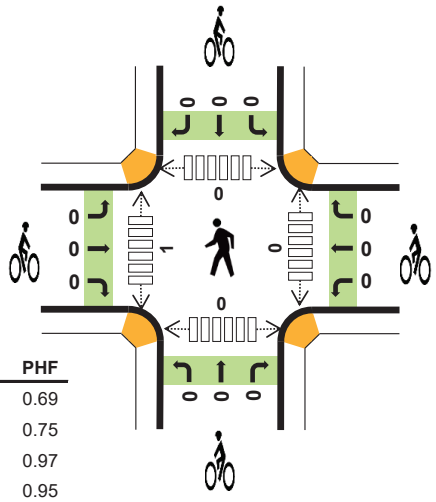
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Cerrillos Rd
I-25 Frontage Rd

Date: 09/08/2022
Count Period: 3:58 PM to 6:02 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.3%	0.69
WB	3.5%	0.75
NB	1.7%	0.97
SB	2.0%	0.95
TOTAL	2.0%	0.91



Two-and-a-Half-Hour Count Summaries

Interval Start		I-25 Frontage Rd Eastbound				Beckner Rd Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	54	2	10	0	25	2	11	0	19	231	26	3	11	285	83	762	0
4:45 PM		0	53	5	7	0	27	6	8	0	13	231	34	0	19	278	72	753	0
5:00 PM		0	75	5	29	0	36	9	13	1	13	252	24	0	9	322	81	869	0
5:15 PM		0	50	5	6	0	23	4	9	1	16	248	18	1	12	300	89	782	3,166
Peak Hour	All	0	232	17	52	0	111	21	41	2	61	962	102	4	51	1,185	325	3,166	0
	HV	0	4	1	2	0	4	2	0	0	0	18	1	0	2	22	8	64	0
	HV%	-	2%	6%	4%	-	4%	10%	0%	0%	0%	2%	1%	0%	4%	2%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	2	3	7	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	1	3	9	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	5	3	5	9	*22*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	0	8	7	*16*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	7	6	19	32	*64*	0	0	0	0	*0*	0	1	0	0	*1*

Two-and-a-Half-Hour Count Summaries

Interval Start	I-25 Frontage Rd Eastbound				Beckner Rd Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	10	2	0	0	4	0	3	0	1	28	1	0	2	35	11	97	0
4:00 PM	0	44	4	10	0	39	5	20	0	11	226	14	0	12	244	51	680	0
4:15 PM	0	50	4	4	0	28	8	19	0	13	212	14	0	10	263	83	708	0
4:30 PM	**0**	**54**	**2**	**10**	**0**	**25**	**2**	**11**	**0**	**19**	**231**	**26**	**3**	**11**	**285**	**83**	**762**	2,247
4:45 PM	**0**	**53**	**5**	**7**	**0**	**27**	**6**	**8**	**0**	**13**	**231**	**34**	**0**	**19**	**278**	**72**	**753**	2,903
5:00 PM	**0**	**75**	**5**	**29**	**0**	**36**	**9**	**13**	**1**	**13**	**252**	**24**	**0**	**9**	**322**	**81**	**869**	3,092
5:15 PM	**0**	**50**	**5**	**6**	**0**	**23**	**4**	**9**	**1**	**16**	**248**	**18**	**1**	**12**	**300**	**89**	**782**	**3,166**
5:30 PM	0	51	4	11	0	28	0	13	1	11	233	22	1	23	267	62	727	3,131
5:45 PM	0	52	3	8	0	14	0	23	0	10	208	30	0	11	241	56	656	3,034
6:00 PM	0	7	1	0	0	1	0	1	0	1	29	2	0	2	36	8	88	2,253
Count Total	0	446	35	85	0	225	34	120	3	108	1,898	185	5	111	2,271	596	6,122	0
Peak Hour All	**0**	**232**	**17**	**52**	**0**	**111**	**21**	**41**	**2**	**61**	**962**	**102**	**4**	**51**	**1,185**	**325**	**3,166**	**0**
Peak Hour HV	**0**	**4**	**1**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**18**	**1**	**0**	**2**	**22**	**8**	**64**	**0**
Peak Hour HV%	**-**	**2%**	**6%**	**4%**	**-**	**4%**	**10%**	**0%**	**0%**	**0%**	**2%**	**1%**	**0%**	**4%**	**2%**	**2%**	**2%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:58 PM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	1	6	8	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	2	6	6	*16*	0	0	0	0	*0*	0	1	0	1	*2*
4:30 PM	**0**	**2**	**3**	**7**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**1**	**3**	**9**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**5**	**3**	**5**	**9**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**0**	**8**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:30 PM	1	0	7	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	10	10	40	58	*118*	0	0	0	0	*0*	0	2	0	1	*3*
Peak Hour	**7**	**6**	**19**	**32**	***64***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	I-25 Frontage Rd				Beckner Rd				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0
4:00 PM	0	0	0	0	0	1	0	0	0	0	4	2	0	2	5	1	15	0
4:15 PM	0	1	0	1	0	1	0	1	0	1	5	0	0	0	4	2	16	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**2**	**12**	46
4:45 PM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**0**	**14**	57
5:00 PM	**0**	**2**	**1**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**3**	**22**	64
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**1**	**3**	**3**	**16**	**64**
5:30 PM	0	0	0	1	0	0	0	0	0	0	6	1	0	0	2	2	12	64
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	5	55
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	36
Count Total	0	5	1	4	0	6	2	2	0	2	34	4	0	5	39	14	118	0
Peak Hour	**0**	**4**	**1**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**18**	**1**	**0**	**2**	**22**	**8**	**64**	**0**

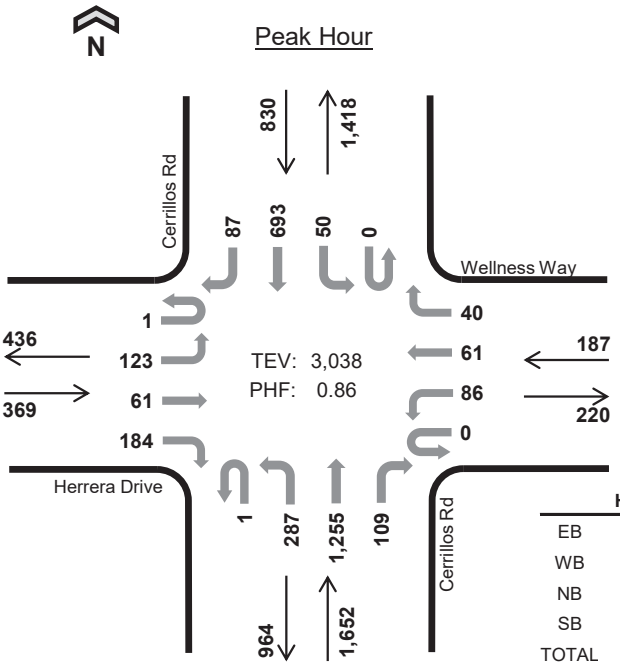
Two-and-a-Half-Hour Count Summaries - Bikes

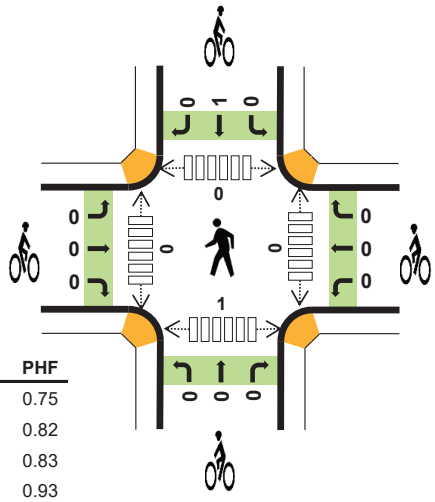
Interval Start	I-25 Frontage Rd			Beckner Rd			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Cerrillos Rd
Herrera Drive

Date: 09/08/2022
Count Period: 6:58 AM to 9:02 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	0.5%	0.75
WB	1.6%	0.82
NB	3.5%	0.83
SB	3.4%	0.93
TOTAL	3.0%	0.86

Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	15	6	38	0	19	14	8	0	65	291	24	0	7	164	15	666	0
7:45 AM		0	36	22	65	0	17	11	9	0	76	397	26	0	14	188	22	883	0
8:00 AM		0	39	19	47	0	23	19	10	0	80	304	26	0	11	169	23	770	0
8:15 AM		1	33	14	34	0	27	17	13	1	66	263	33	0	18	172	27	719	3,038
Peak Hour	All	1	123	61	184	0	86	61	40	1	287	1,255	109	0	50	693	87	3,038	0
	HV	0	1	0	1	0	1	0	2	0	3	53	2	0	0	28	0	91	0
	HV%	0%	1%	0%	1%	-	1%	0%	5%	0%	1%	4%	2%	-	0%	4%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	14	6	*21*	0	0	0	0	*0*	0	0	0	1	*1*
7:45 AM	1	1	15	7	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	1	1	18	5	*25*	0	0	0	1	*1*	0	0	0	0	*0*
8:15 AM	0	0	11	10	*21*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	3	58	28	*91*	0	0	0	1	*1*	0	0	0	1	*1*

Two-and-a-Half-Hour Count Summaries

Interval Start	Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	1	1	0	4	0	1	0	2	39	2	0	3	14	1	68	0
7:00 AM	0	3	7	17	0	18	1	9	0	20	162	17	2	7	107	4	374	0
7:15 AM	0	9	5	27	0	17	9	3	0	31	206	22	0	8	111	4	452	0
7:30 AM	**0**	**15**	**6**	**38**	**0**	**19**	**14**	**8**	**0**	**65**	**291**	**24**	**0**	**7**	**164**	**15**	**666**	1,560
7:45 AM	**0**	**36**	**22**	**65**	**0**	**17**	**11**	**9**	**0**	**76**	**397**	**26**	**0**	**14**	**188**	**22**	**883**	2,375
8:00 AM	**0**	**39**	**19**	**47**	**0**	**23**	**19**	**10**	**0**	**80**	**304**	**26**	**0**	**11**	**169**	**23**	**770**	2,771
8:15 AM	**1**	**33**	**14**	**34**	**0**	**27**	**17**	**13**	**1**	**66**	**263**	**33**	**0**	**18**	**172**	**27**	**719**	**3,038**
8:30 AM	0	51	11	29	0	23	11	10	0	37	257	14	0	12	166	22	643	3,015
8:45 AM	0	27	11	32	0	30	14	12	0	40	234	16	0	10	154	9	589	2,721
9:00 AM	1	2	2	3	0	3	3	2	0	6	31	4	0	0	21	3	81	2,032
Count Total	2	215	98	293	0	181	99	77	1	423	2,184	184	2	90	1,266	130	5,245	0
Peak Hour All	**1**	**123**	**61**	**184**	**0**	**86**	**61**	**40**	**1**	**287**	**1,255**	**109**	**0**	**50**	**693**	**87**	**3,038**	**0**
Peak Hour HV	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**3**	**53**	**2**	**0**	**0**	**28**	**0**	**91**	**0**
Peak Hour HV%	**0%**	**1%**	**0%**	**1%**	**-**	**1%**	**0%**	**5%**	**0%**	**1%**	**4%**	**2%**	**-**	**0%**	**4%**	**0%**	**3%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:58 AM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	5	12	3	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	15	6	*22*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	**0**	**1**	**14**	**6**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**1**	**1**	**15**	**7**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**1**	**1**	**18**	**5**	***25***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**11**	**10**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	3	1	9	9	*22*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	2	10	6	*21*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	9	12	111	53	*185*	0	0	0	1	*1*	0	0	1	1	*2*
Peak Hour	**2**	**3**	**58**	**28**	***91***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Herrera Drive				Wellness Way				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	0	6	0
7:00 AM	0	0	0	0	0	4	0	1	0	0	12	0	0	0	3	0	20	0
7:15 AM	0	0	0	1	0	0	0	0	0	1	14	0	0	0	6	0	22	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**6**	**0**	**21**	69
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**12**	**1**	**0**	**0**	**7**	**0**	**24**	87
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**17**	**0**	**0**	**0**	**5**	**0**	**25**	92
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**10**	**0**	**21**	**91**
8:30 AM	0	2	0	1	0	1	0	0	0	1	8	0	0	0	8	1	22	92
8:45 AM	0	1	0	2	0	1	1	0	0	2	7	1	0	0	4	2	21	89
9:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3	67
Count Total	0	4	0	5	0	7	1	4	0	8	99	4	0	0	50	3	185	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**3**	**53**	**2**	**0**	**0**	**28**	**0**	**91**	**0**

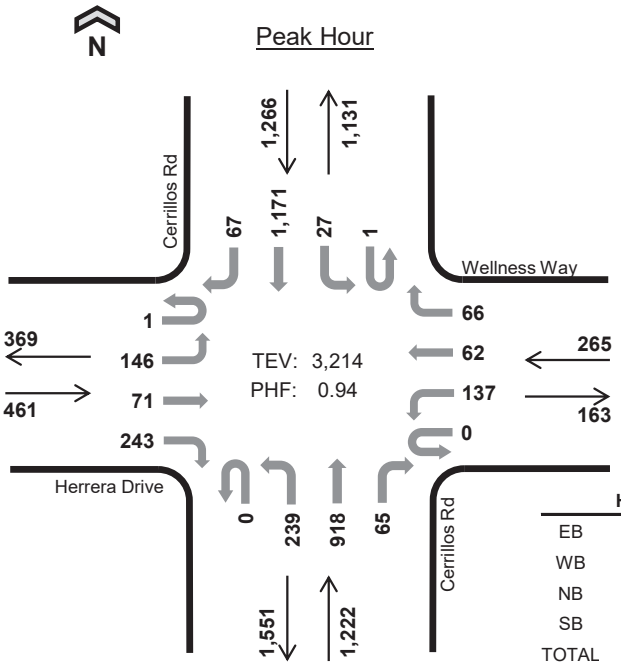
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Herrera Drive			Wellness Way			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:58 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

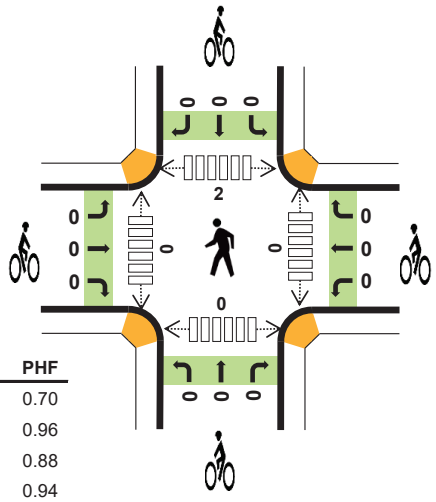
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Cerrillos Rd
Herrera Drive

Date: 09/08/2022
Count Period: 3:58 PM to 6:02 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.1%	0.70
WB	1.1%	0.96
NB	1.8%	0.88
SB	2.0%	0.94
TOTAL	1.7%	0.94



Two-and-a-Half-Hour Count Summaries

Interval Start		Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	67	29	69	0	40	9	17	0	52	221	15	0	7	249	21	796	0
4:30 PM		1	24	13	61	0	41	10	15	0	50	224	16	0	5	303	16	779	0
4:45 PM		0	27	17	46	0	26	20	18	0	62	216	20	1	8	302	18	781	0
5:00 PM		0	28	12	67	0	30	23	16	0	75	257	14	0	7	317	12	858	3,214
Peak Hour	All	1	146	71	243	0	137	62	66	0	239	918	65	1	27	1,171	67	3,214	0
	HV	0	1	0	4	0	2	1	0	0	5	17	0	0	0	25	0	55	0
	HV%	0%	1%	0%	2%	-	1%	2%	0%	-	2%	2%	0%	0%	0%	2%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	1	7	4	*12*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	0	0	4	8	*12*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	2	0	4	8	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	3	2	7	5	*17*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	5	3	22	25	*55*	0	0	0	0	*0*	0	0	2	0	*2*

Two-and-a-Half-Hour Count Summaries

Interval Start	Herrera Drive Eastbound				Wellness Way Westbound				Cerrillos Rd Northbound				Cerrillos Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	5	1	7	0	15	3	2	0	6	29	2	0	1	24	0	95	0
4:00 PM	1	37	21	54	0	30	24	27	1	52	206	14	0	4	236	16	723	0
4:15 PM	**0**	**67**	**29**	**69**	**0**	**40**	**9**	**17**	**0**	**52**	**221**	**15**	**0**	**7**	**249**	**21**	**796**	0
4:30 PM	**1**	**24**	**13**	**61**	**0**	**41**	**10**	**15**	**0**	**50**	**224**	**16**	**0**	**5**	**303**	**16**	**779**	2,393
4:45 PM	**0**	**27**	**17**	**46**	**0**	**26**	**20**	**18**	**0**	**62**	**216**	**20**	**1**	**8**	**302**	**18**	**781**	3,079
5:00 PM	**0**	**28**	**12**	**67**	**0**	**30**	**23**	**16**	**0**	**75**	**257**	**14**	**0**	**7**	**317**	**12**	**858**	**3,214**
5:15 PM	0	21	17	48	0	36	9	17	1	55	247	17	0	0	308	9	785	3,203
5:30 PM	1	20	19	39	0	42	20	13	0	44	226	19	0	0	280	11	734	3,158
5:45 PM	0	15	12	36	0	34	15	7	0	45	223	13	0	7	246	10	663	3,040
6:00 PM	0	2	2	3	0	5	1	2	0	6	42	3	0	3	37	1	107	2,289
Count Total	3	246	143	430	0	299	134	134	2	447	1,891	133	1	42	2,302	114	6,321	0
Peak Hour All	**1**	**146**	**71**	**243**	**0**	**137**	**62**	**66**	**0**	**239**	**918**	**65**	**1**	**27**	**1,171**	**67**	**3,214**	**0**
Peak Hour HV	**0**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**5**	**17**	**0**	**0**	**0**	**25**	**0**	**55**	**0**
Peak Hour HV%	**0%**	**1%**	**0%**	**2%**	**-**	**1%**	**2%**	**0%**	**-**	**2%**	**2%**	**0%**	**0%**	**0%**	**2%**	**0%**	**2%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:58 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	2	5	8	*15*	0	0	0	1	*1*	0	0	1	0	*1*
4:15 PM	**0**	**1**	**7**	**4**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:30 PM	**0**	**0**	**4**	**8**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:45 PM	**2**	**0**	**4**	**8**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**3**	**2**	**7**	**5**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	1	7	8	*16*	0	0	0	2	*2*	0	0	0	0	*0*
5:30 PM	0	1	5	2	*8*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	1	0	3	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	7	43	51	*107*	0	0	0	3	*3*	0	0	3	1	*4*
Peak Hour	**5**	**3**	**22**	**25**	***55***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Herrera Drive				Wellness Way				Cerrillos Rd				Cerrillos Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:00 PM	0	0	0	0	0	1	0	1	0	0	5	0	0	0	8	0	15	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**4**	**0**	**12**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**0**	**12**	40
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**8**	**0**	**14**	53
5:00 PM	**0**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**5**	**0**	**17**	**55**
5:15 PM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	8	0	16	59
5:30 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	2	0	8	55
5:45 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	5	0	9	50
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	36
Count Total	0	1	1	4	0	5	1	1	0	6	37	0	0	0	51	0	107	0
Peak Hour	**0**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**5**	**17**	**0**	**0**	**0**	**25**	**0**	**55**	**0**

Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Herrera Drive			Wellness Way			Cerrillos Rd			Cerrillos Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	2	1	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	X	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	X	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		X
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		
14	2	O				-	X				X		X
15	3	O				+	X				X		
16	4	O				-	X				X		X

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	9
6	9
6	11
7	10
8	10
8	12
9	11
10	12

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	ECPIP
Enable	No	No	Yes
Data Rate	19.2K	1200	1200
Data Parity Stop	8 N 1	8 0 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	5	7
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.9
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	8000	300
Early RTS	No	No	No
FSK Hardware	Yes	Yes	Yes
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 7
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: Yes
Backlight Enable: Yes
LED Mode: Auto
Display Mode: Advanced
Screen Format: Advanced

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Logic Processor Page 2

Logic Statements (MM)1-8-2

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	7	5	7	15	7	7	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	14	0	29	0	20	0	29	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	3.0	3.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	30	30	25	15	30	30	15	0	0	0	0	0	0	0	0
Max 2	20	40	25	35	20	40	25	35	0	0	0	0	0	0	0	0
Max 3	25	60	35	45	25	60	25	35	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	3.0	1.0	2.0	1.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	7	0	7	0	7	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	7	0	7	0	7	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	7	0	7	0	7	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	0	0	7	3.0	0.0	5
J10	0	0	7	3.0	0.0	5
K11	0	0	7	3.0	0.0	5
L12	0	0	7	3.0	0.0	5
M13	0	0	7	3.0	0.0	5
N14	0	0	7	3.0	0.0	5
O15	0	0	7	3.0	0.0	5
P16	0	0	7	3.0	0.0	5

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: Yes
Flash Time: 3
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2				X				X								
Dual Entry		X		X		X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Add	Max Select	MAXINH
Dwell/Add Time	25		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	95	Std (COS)	222	Offsets in	Seconds
Offset Value	4s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	14	44	16	21	12	46	14	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	95s	95s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	125	Std (COS)	111	Offsets in	Seconds
Offset Value	107s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	12	54	39	20	12	54	14	45	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	125	Std (COS)	333	Offsets in	Seconds
Offset Value	39s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	16	67	22	20	16	67	14	28	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	105	Std (COS)	411	Offsets in	Seconds
Offset Value	93s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	14	49	21	21	13	50	13	29	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	105s	105s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	125	Std (COS)	311	Offsets in	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	12	54	39	20	12	54	14	45	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits in	Seconds
Cycle	125	Std (COS)	322	Offsets in	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 7)	12	54	39	20	12	54	14	45	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X				X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	3.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	0.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	3.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	0.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	3.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	0.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X				X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	3.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	0.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Time Base **Clock/Calendar**
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 7

Pattern	7	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 10

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	2	6:45 AM
1	2	4	8:30 AM
1	3	6	11:30 AM
1	4	3	3:00 PM
1	5	1	6:30 PM
1	6	10	9:30 PM
2	1	1	7:30 AM
2	2	7	9:30 AM
2	3	1	5:30 PM
2	4	10	9:00 PM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	
18	S-STANDARD	Yes	
19	S-STANDARD	Yes	
20	S-STANDARD	Yes	
21	S-STANDARD	Yes	
22	S-STANDARD	Yes	
23	S-STANDARD	Yes	
24	S-STANDARD	Yes	
25	S-STANDARD	Yes	
26	S-STANDARD	Yes	
27	S-STANDARD	Yes	
28	S-STANDARD	Yes	
29	S-STANDARD	Yes	
30	S-STANDARD	Yes	
31	S-STANDARD	Yes	
32	S-STANDARD	Yes	
33	S-STANDARD	Yes	
34	S-STANDARD	Yes	
35	S-STANDARD	Yes	
36	S-STANDARD	Yes	
37	S-STANDARD	Yes	
38	S-STANDARD	Yes	
39	S-STANDARD	Yes	
40	S-STANDARD	Yes	
41	S-STANDARD	Yes	
42	S-STANDARD	Yes	
43	S-STANDARD	Yes	
44	S-STANDARD	Yes	
45	S-STANDARD	Yes	
46	S-STANDARD	Yes	
47	S-STANDARD	Yes	
48	S-STANDARD	Yes	
49	S-STANDARD	Yes	
50	S-STANDARD	Yes	
51	S-STANDARD	Yes	
52	S-STANDARD	Yes	
53	S-STANDARD	Yes	
54	S-STANDARD	Yes	

55	S-STANDARD	Yes	
56	S-STANDARD	Yes	
57	S-STANDARD	Yes	
58	S-STANDARD	Yes	
59	S-STANDARD	Yes	
60	S-STANDARD	Yes	
61	S-STANDARD	Yes	
62	S-STANDARD	Yes	
63	S-STANDARD	Yes	
64	S-STANDARD	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

14	2	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Beckner*

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0

1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0

2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0

3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0

4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	X	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	X	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X						
2	2	V				+	X					X	X
3	3	V				+	X				X		
4	4	V				+	X				X		
5	5	V				-	X						
6	6	V				-	X					X	X
7	7	V				-	X				X		
8	8	V				-	X				X		
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X						
14	2	O				-	X						
15	3	O				+	X						
16	4	O				-	X						

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
1	13
1	14
2	5
2	6
2	9
2	11
2	14
3	7
3	8
3	12
3	15
4	7
4	8
4	10
4	12
5	9
5	13
5	14
6	9
6	11
6	13
7	10
7	15
8	10
8	12
8	15
9	11
9	14
10	12
11	13
12	15
13	14

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU

Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	Terminal	NTCIP	ECPIP
Enable	No	No	Yes
Data Rate	9600	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	6
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.5
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	300
Early RTS	No	No	No
FSK Hardware	Yes	Yes	Yes
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 6
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number
1	23
2	24
3	25
4	26
5	27

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: Yes
Backlight Enable: Yes
LED Mode: Auto
Display Mode: Advanced
Screen Format: Advanced

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Logic Processor Page 2

Logic Statements (MM)1-8-2

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	7	7	7	15	7	7	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	32	0	34	0	32	0	32	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	40	20	25	15	40	20	25	35	35	35	35	35	35	35	35
Max 2	20	50	30	35	20	50	20	35	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
A	1	Yes	No	No	No		No	No	0
B	5	Yes	No	No	No		No	No	0
C	3	Yes	No	No	No		No	No	0

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 3
All Red: 5
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2																
Dual Entry		X		X		X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Add	Max Select	MAXINH
Dwell/Add Time	25		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lag	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	95	Std (COS)	222	Offsets in	Seconds
Offset Value	35s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	16	51	15	13	11	56	12	16	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	95s	95s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	125	Std (COS)	111	Offsets in	Seconds
Offset Value	109s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	15	76	12	22	12	79	16	18	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	125	Std (COS)	333	Offsets in	Seconds
Offset Value	24s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	15	74	20	16	15	74	12	24	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	105	Std (COS)	411	Offsets in	Seconds
Offset Value	64s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	15	55	20	15	12	58	12	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	105s	105s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	125	Std (COS)	311	Offsets in	Seconds
Offset Value	49s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	15	74	15	20	15	74	15	21	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	124s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits in	Seconds
Cycle	125	Std (COS)	322	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 7)	20	64	27	14	12	72	14	27	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	125s	125s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Coordination Split Pattern Data

Split Pattern Data (MM)3-3

Split Pattern - 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (seconds)	16	51	15	13	11	56	12	16	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

Split Pattern - 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (seconds)	15	76	12	22	12	79	16	18	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	125s	125s	0s	0s

Split Pattern - 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (seconds)	15	74	20	16	15	74	12	24	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	125s	125s	0s	0s

Split Pattern - 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (seconds)	15	55	20	15	12	58	12	23	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	105s	105s	0s	0s

Split Pattern - 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																

Splits (seconds)	15	74	15	20	15	74	15	21	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	124s	125s	0s	0s

Split Pattern - 7

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (seconds)	20	64	27	14	12	72	14	27	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	125s	125s	0s	0s

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase			X					X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	120	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X			X									
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X			X											
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase	X					X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	120	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Time Base **Clock/Calendar**
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 7

Pattern	7	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 8

Pattern	8	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 10

Pattern	254 - FREE	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	15
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	2	6:45 AM
1	2	4	8:29 AM
1	3	6	11:30 AM
1	4	3	3:00 PM
1	5	1	6:30 PM
1	6	10	9:30 PM
2	1	1	7:30 AM
2	2	7	9:30 AM
2	3	1	5:30 PM
2	4	10	9:00 PM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	G-GREEN EXT	Yes	
17	G-GREEN EXT	Yes	extended call sb left thru
18	G-GREEN EXT	Yes	extended call sb middle thru lane
19	G-GREEN EXT	Yes	extended call sb right thru lane
20	G-GREEN EXT	Yes	extended call nb left thru lane
21	G-GREEN EXT	Yes	extended nb middle thru lane
22	G-GREEN EXT	Yes	extended nb right thru lane
23	G-GREEN EXT	Yes	system sb left thru lane
24	G-GREEN EXT	Yes	system sb right thru lane
25	G-GREEN EXT	Yes	system nb left thru lane
26	G-GREEN EXT	Yes	system nb middle thru lane
27	G-GREEN EXT	Yes	system nb right thru lane
28	G-GREEN EXT	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	3	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

6	1	7	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	4	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	7	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
9	2	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	4	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
11	2	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	8	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
12	2	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	2	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
18	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
19	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
20	1	0	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
22	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
23	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
24	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
25	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
26	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No
27	1	0	Yes	No	0.0	None	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (Econolite)

Detector	Call Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.

4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

Cerrillos Rd. - Airport Rd. to Beckner (Fiber to Copper) - Cerrillos Rd. & Herrerra/Wellness*

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0

1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0

2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0

3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0

4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

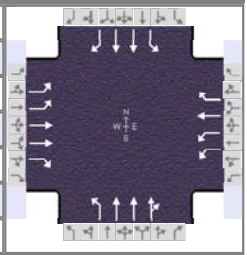
Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

APPENDIX B:
2022 EXISTING INTERSECTION CAPACITY ANALYSIS

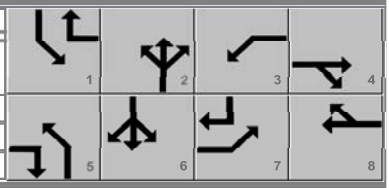
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 8, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2022 EXAM Beckner to Herrera.xus		
Project Description	2022 Existing EXAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	55	181	80	101	40	277	1239	105	47	684	86

Signal Information												
Cycle, s	125.0	Reference Phase	2									
Offset, s	109	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	6.0	3.5	78.1	6.7	0.2	10.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.3	3.0	0.0	3.0		
				Red	1.0	0.0	2.0	1.0	0.0	3.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	16.3	10.7	16.1	13.5	88.0	10.0	84.4
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	6.7	6.8	5.3	9.8	9.2		3.3	
Green Extension Time (*g e*), s	0.1	0.4	0.0	0.3	0.3	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.96	1.00	1.00		0.85	
Max Out Probability	0.05	0.00	1.00	0.02	0.10		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	134	65	69	94	119	7	320	1045	501	55	805	96
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1730	1870	1585	1753	1841	1767	1767	1766	1572
Queue Service Time (*g s*), s	4.7	2.1	4.8	3.3	7.8	0.5	7.2	13.4	13.0	1.3	13.8	2.6
Cycle Queue Clearance Time (*g c*), s	4.7	2.1	4.8	3.3	7.8	0.5	7.2	13.4	13.0	1.3	13.8	2.6
Green Ratio (*g/C*)	0.06	0.08	0.16	0.05	0.08	0.13	0.71	0.65	0.65	0.67	0.63	0.68
Capacity (*c*), veh/h	193	296	253	186	151	204	534	2406	1155	318	2209	1070
Volume-to-Capacity Ratio (*X*)	0.693	0.219	0.274	0.505	0.786	0.035	0.599	0.434	0.434	0.174	0.364	0.090
Back of Queue (*Q*), ft/ln (95 th percentile)	95.9	43.3	86.5	66.7	173.7	8.9	128.2	186	173.3	20.8	224.4	37.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	1.7	3.4	2.6	6.8	0.3	5.0	7.2	6.9	0.8	8.8	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.41	0.14	0.96	0.31	0.64	0.05	0.47	0.13	0.12	0.09	0.20	0.22
Uniform Delay (*d 1*), s/veh	58.0	53.6	46.3	57.5	56.4	47.7	8.6	7.3	7.0	7.6	11.4	6.8
Incremental Delay (*d 2*), s/veh	1.7	0.1	0.2	0.8	3.4	0.0	0.5	0.4	0.9	0.1	0.5	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.7	53.7	46.5	58.3	59.8	47.7	9.1	7.7	7.8	7.7	11.8	7.0
Level of Service (LOS)	E	D	D	E	E	D	A	A	A	A	B	A
Approach Delay, s/veh / LOS	54.8	D		58.8	E		8.0	A		11.1	B	
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.62	C	2.44	B	2.57	C
Bicycle LOS Score / LOS	0.71	A	0.85	A	1.53	B	1.28	A

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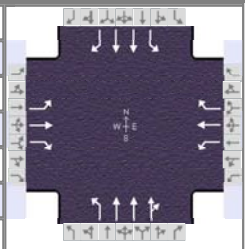
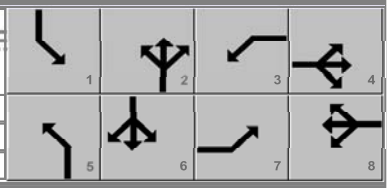
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 8, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2022 EXAM Beckner to Herrera.xus		
Project Description	2022 Existing EXAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	292	76	72	80	24	16	96	1368	176	12	812	188

Signal Information												
Cycle, s	125.0	Reference Phase	2									
Offset, s	107	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.6	0.3	79.1	7.8	2.2	7.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	5.0	3.0	0.0	3.0		
				Red	1.0	1.0	2.0	1.0	0.0	3.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.2	11.8	13.0	11.9	91.4	6.6	86.1
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	8.4	8.0	3.8	4.5		2.3	
Green Extension Time (g_e), s	0.0	0.4	0.1	0.4	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.96	1.00	0.98		0.37	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	340	88	84	93	28	8	112	1201	570	13	892	207
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1795	1885	1598	1753	1841	1742	1767	1766	
Queue Service Time (g_s), s	10.0	5.7		6.0	1.8	0.6	2.5	19.7	19.7	0.3	14.6	
Cycle Queue Clearance Time (g_c), s	10.0	5.7		6.0	1.8	0.6	2.5	19.7	19.7	0.3	14.6	
Green Ratio (*g/C*)	0.14	0.07		0.12	0.06	0.06	0.70	0.68	0.68	0.65	0.63	
Capacity (*c*), veh/h	261	137		185	106	89	471	2487	1176	228	2237	
Volume-to-Capacity Ratio (*X*)	1.300	0.644		0.502	0.264	0.091	0.237	0.483	0.484	0.058	0.399	
Back of Queue (*Q*), ft/ln (95 th percentile)	574.5	124.7		122	38.1	11	37.6	295.6	283.5	5.3	222.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	23.0	4.9		4.8	1.5	0.4	1.5	11.5	11.3	0.2	8.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.13		0.51	0.10	0.03	0.12	0.15	0.15	0.01	0.15	
Uniform Delay (d_1), s/veh	55.2	56.3		51.3	56.5	56.0	7.2	9.8	9.8	8.8	10.3	
Incremental Delay (d_2), s/veh	160.1	1.9		0.8	0.5	0.2	0.1	0.7	1.4	0.0	0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	215.2	58.2	0.0	52.1	57.0	56.1	7.3	10.4	11.2	8.9	10.8	0.0
Level of Service (LOS)	F	E	A	D	E	E	A	B	B	A	B	A
Approach Delay, s/veh / LOS	152.9	F		53.4	D		10.5	B		8.8	A	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.08	B	2.07	B
Bicycle LOS Score / LOS	1.33	A	0.70	A	1.52	B	1.46	A

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HCS7 Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	9/19/2022
Analysis Year	2022
Time Analyzed	2022 EXIST AM
Project Description	Cavan Multi-Family Develop...

Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					133			426					19	407		
Percent Heavy Vehicles, %					1			1					2	2		
Flow Rate (v_{PCE}), pc/h					176			564					25	546		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)					4.9763						4.9763	
Follow-Up Headway (s)					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					740						571	
Entry Volume, veh/h					735						560	
Circulating Flow (v_c), pc/h	747			25			747			176		
Exiting Flow (v_{ex}), pc/h	722			0			589			0		
Capacity (c_{pce}), pc/h					1345						1153	
Capacity (c), veh/h					1336						1132	
v/c Ratio (x)					0.55						0.50	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					8.7						8.7	
Lane LOS					A						A	
95% Queue, veh					3.5						2.8	
Approach Delay, s/veh				8.7						8.7		
Approach LOS				A						A		
Intersection Delay, s/veh | LOS	8.7						A					

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HCS7 Two-Way Stop-Control Report

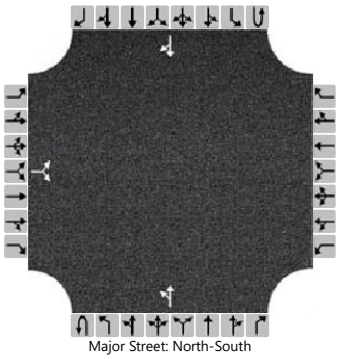
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	9/19/2022
Analysis Year	2022
Time Analyzed	2022 EXIST AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		165		17						7	276				200	54
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			214							8						
Capacity, c (veh/h)			473							1256						
v/c Ratio			0.45							0.01						
95% Queue Length, Q_{95} (veh)			2.3							0.0						
Control Delay (s/veh)			18.8							7.9						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		18.8								0.3						
Approach LOS		C														

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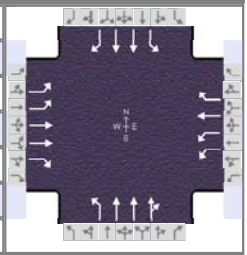
HCS Signalized Intersection Results Summary

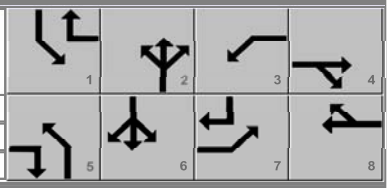
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 8, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2022 EXPM Beckner to Herrera.xus		
Project Description	2022 Existing EXPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	69	232	115	60	63	222	905	63	26	1146	66

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	3.7	81.8	6.9	9.0	0.0
Yellow	3.0	0.0	4.3	3.0	3.0	0.0
Red	1.0	0.0	2.0	1.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	14.0	10.9	14.0	12.0	91.8	8.3	88.1
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	6.9	8.6	6.3	6.1	7.6		2.6	
Green Extension Time (*g e*), s	0.0	0.4	0.2	0.4	0.4	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.99	1.00	1.00		0.62	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	138	73	93	122	64	9	259	752	366	28	1219	69
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1743	1885	1598	1781	1870	1816	1781	1781	1585
Queue Service Time (*g s*), s	4.9	2.4	6.6	4.3	4.1	0.6	5.6	8.3	8.4	0.6	22.5	1.7
Cycle Queue Clearance Time (*g c*), s	4.9	2.4	6.6	4.3	4.1	0.6	5.6	8.3	8.4	0.6	22.5	1.7
Green Ratio (*g/C*)	0.06	0.07	0.14	0.06	0.07	0.11	0.73	0.68	0.68	0.69	0.65	0.71
Capacity (*c*), veh/h	194	258	217	192	135	170	389	2558	1242	422	2330	1125
Volume-to-Capacity Ratio (*X*)	0.714	0.284	0.426	0.636	0.472	0.050	0.667	0.294	0.295	0.066	0.523	0.061
Back of Queue (*Q*), ft/ln (95 th percentile)	105.1	49.8	121.1	86.9	88.9	10.9	91.9	128	129.2	9.4	324.2	22.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	2.0	4.8	3.4	3.5	0.4	3.6	5.0	5.2	0.4	12.8	0.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.45	0.16	1.35	0.40	0.33	0.06	0.34	0.09	0.09	0.04	0.29	0.13
Uniform Delay (*d 1*), s/veh	58.1	54.9	49.5	57.8	55.7	50.2	10.8	6.1	6.3	6.3	11.4	5.5
Incremental Delay (*d 2*), s/veh	6.6	0.2	0.5	1.3	1.0	0.0	0.7	0.3	0.5	0.0	0.8	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.7	55.2	50.0	59.1	56.7	50.2	11.5	6.4	6.8	6.4	12.2	5.6
Level of Service (LOS)	E	E	D	E	E	D	B	A	A	A	B	A
Approach Delay, s/veh / LOS	57.9	E		57.9	E		7.5	A		11.7	B	
Intersection Delay, s/veh / LOS	17.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.61	C	2.46	B	2.60	C
Bicycle LOS Score / LOS	0.74	A	0.81	A	1.18	A	1.57	B

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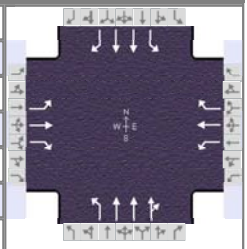
HCS Signalized Intersection Results Summary

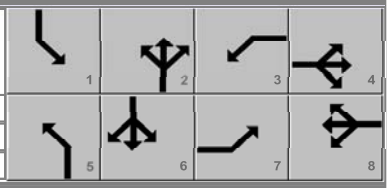
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 8, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2022 EXPM Beckner to Herrera.xus		
Project Description	2022 Existing EXPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	208	16	36	112	32	72	68	984	92	44	1192	332

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	1.0	80.5	10.0	7.0	0.0
Yellow	3.0	0.0	5.0	3.0	3.0	0.0
Red	1.0	0.0	2.0	1.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	13.0	14.0	13.0	10.5	88.4	9.5	87.5
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	5.0	10.1	5.0	3.7		3.0	
Green Extension Time (*g e*), s	0.0	0.2	0.1	0.2	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.93		0.79	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	229	18	40	123	35	40	75	819	353	45	1207	336
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1767	1856	1572	1781	1870	1609	1781	1781	
Queue Service Time (*g s*), s	10.0	1.1		8.1	2.3	3.0	1.7	12.2	12.2	1.0	17.5	
Cycle Queue Clearance Time (*g c*), s	10.0	1.1		8.1	2.3	3.0	1.7	12.2	12.2	1.0	17.5	
Green Ratio (*g/C*)	0.14	0.06		0.14	0.06	0.06	0.70	0.65	0.65	0.69	0.64	
Capacity (*c*), veh/h	233	105		265	105	89	383	2437	1049	394	2293	
Volume-to-Capacity Ratio (*X*)	0.980	0.168		0.465	0.336	0.447	0.195	0.336	0.336	0.113	0.527	
Back of Queue (*Q*), ft/ln (95 th percentile)	234.7	24		162.4	49.1	56.1	25.4	206	185.1	15.9	215.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.4	0.9		6.3	1.9	2.2	1.0	8.1	7.4	0.6	8.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.03		0.68	0.12	0.14	0.08	0.10	0.09	0.02	0.15	
Uniform Delay (*d 1*), s/veh	54.7	56.2		50.1	56.7	57.1	7.5	9.7	9.7	7.3	7.7	
Incremental Delay (*d 2*), s/veh	52.9	0.3		0.5	0.7	1.3	0.1	0.4	0.9	0.0	0.7	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	107.6	56.5	0.0	50.6	57.4	58.4	7.6	10.1	10.6	7.3	8.4	0.0
Level of Service (LOS)	F	E	A	D	E	E	A	B	B	A	A	A
Approach Delay, s/veh / LOS	89.6	F		53.4	D		10.1	B		6.6	A	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.61	C	2.12	B	2.07	B
Bicycle LOS Score / LOS	0.96	A	0.81	A	1.17	A	1.91	B

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HCS7 Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	9/19/2022
Analysis Year	2022
Time Analyzed	2022 EXIST PM
Project Description	Cavan Multi-Family Develop...

Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					1			271					11	385		
Percent Heavy Vehicles, %					0			0					1	1		
Flow Rate (v_{PCE}), pc/h					1			336					14	478		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)					4.9763						4.9763	
Follow-Up Headway (s)					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					337						492	
Entry Volume, veh/h					336						490	
Circulating Flow (v_c), pc/h	493			14			493			1		
Exiting Flow (v_{ex}), pc/h	479			0			350			0		
Capacity (c_{pce}), pc/h					1360						1379	
Capacity (c), veh/h					1355						1372	
v/c Ratio (x)					0.25						0.36	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.8						5.9	
Lane LOS					A						A	
95% Queue, veh					1.0						1.6	
Approach Delay, s/veh				4.8						5.9		
Approach LOS				A						A		
Intersection Delay, s/veh | LOS	5.4						A					

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HCS7 Two-Way Stop-Control Report

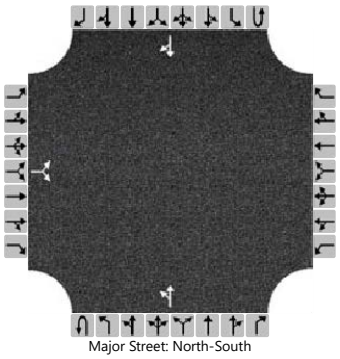
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	9/19/2022
Analysis Year	2022
Time Analyzed	2022 EXIST PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		74		4						18	217				237	165
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			92							21						
Capacity, c (veh/h)			420							1080						
v/c Ratio			0.22							0.02						
95% Queue Length, Q_{95} (veh)			0.8							0.1						
Control Delay (s/veh)			16.0							8.4						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		16.0								0.8						
Approach LOS		C														

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APPENDIX C:
TURNING MOVEMENT DEVELOPMENT & TRIP DISTRIBUTION

CAVAN MULTI-FAMILY DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: NM 14 (CERRILLOS) & BECKNER

AM Peak Hour

	Eastbound W FRONTAGE			Westbound BECKNER			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	292	76	72	80	24	16	96	1,368	176	12	812	188
Background Growth	12	3	3	3	1	1	4	55	7	0	32	8
Las Soleras Medical	0	30	0	9	3	2	0	0	70	5	0	0
5407 Beckner	9			45	15	15		51				
5201 Beckner	2			11	6	1			3		1	
Cielo Apts.		2		19	5	4			4	1		
Vista de la Sierra Trips		1		15	1	6			20	8		
Village at Las Soleras								9			23	
Havenly Santa Fe		3		17	8				6			
No Build (2026)	315	115	75	199	63	45	100	1,483	286	26	868	196
Entering					3		4					7
Exiting	51	9	5	0	0	0	0	0	0	0	5	0
Build (2026)	366	124	80	199	66	45	103	1,483	286	26	874	203
Background Growth	31	12	7	20	6	4	10	148	29	3	87	20
Horizon Year No Build (2036)	346	127	82	219	69	49	110	1,631	315	29	955	215
Horizon Year Build (2036)	397	136	87	219	73	49	113	1,631	315	29	960	222
PHF	*0.86*			*0.86*			*0.86*			*0.86*		
HV %		*2.5*			*1*			*3.5*			*3.1*	

PM Peak Hour

	Eastbound W FRONTAGE			Westbound BECKNER			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	208	16	36	112	32	72	68	984	92	44	1,192	332
Background Growth	8	1	1	4	1	3	3	39	4	2	48	13
Las Soleras Medical	0	4	0	52	16	34	0	0	25	12	0	0
5407 Beckner	8			47	16	16		50				
5201 Beckner	5			6	3	1	0	1	11	1	1	0
Cielo Apts.	0	5	0	7	2	4	0	0	15	10	0	0
Vista de la Sierra Trips	0	1	0	8	1	4	0	0	11	6	0	0
Village at Las Soleras								39			13	
Havenly Santa Fe		9		11	5				19			
No Build (2026)	229	36	37	247	76	134	71	1,113	177	75	1,254	345
Entering					11		11					24
Exiting	35	6	3	0	0	0	0	0	0	0	3	0
Build (2026)	264	42	41	247	87	134	82	1,113	177	75	1,257	369
Background Growth	23	4	4	25	8	13	7	111	18	7	125	35
Horizon Year No Build (2036)	252	39	41	272	84	147	78	1,225	194	82	1,379	380
Horizon Year Build (2036)	287	46	45	272	95	147	89	1,225	194	82	1,382	404
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*2.4*			*3.1*			*1.7*			*2.1*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					13.0%		14.0%					29.0%	Residential
Trip Distribution % Exit	71.0%	13.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PASEO DEL SOL & HERRERA ROUNDABOUT

AM Peak Hour

	Eastbound			Westbound HERRERA			Northbound			Southbound PASEO DEL SOL		
	Left	Thru	Right	U-Turn	Thru	Right	Left	Thru	Right	U-Turn	Left	Right
Existing (2022)				133		426				19	407	
Background Growth	0	0	0	5	0	17	0	0	0	1	16	0
No Build (2026)	0	0	0	138	0	443	0	0	0	20	423	0
Entering											4	
Exiting	0	0	0	0	0	12	0	0	0	0	0	0
Build (2026)	0	0	0	138	0	455	0	0	0	20	428	0
Background Growth	0	0	0	14	0	44	0	0	0	2	42	0
Horizon Year No Build (2036)	0	0	0	152	0	487	0	0	0	22	466	0
Horizon Year Build (2036)	0	0	0	152	0	500	0	0	0	22	470	0

PHF	-			*0.76*			-			*0.76*		
HV %		-			*0.7*			-			*1.9*	

PM Peak Hour

	Eastbound			Westbound HERRERA			Northbound			Southbound PASEO DEL SOL		
	Left	Thru	Right	U-Turn	Thru	Right	Left	Thru	Right	U-Turn	Left	Right
Existing (2022)				1		271				11	385	
Background Growth	0	0	0	0	0	11	0	0	0	0	15	0
No Build (2026)	0	0	0	1	0	282	0	0	0	11	400	0
Entering											14	
Exiting	0	0	0	0	0	8	0	0	0	0	0	0
Build (2026)	0	0	0	1	0	290	0	0	0	11	414	0
Background Growth	0	0	0	0	0	28	0	0	0	1	40	0
Horizon Year No Build (2036)	0	0	0	1	0	310	0	0	0	13	440	0
Horizon Year Build (2036)	0	0	0	1	0	318	0	0	0	13	454	0

PHF	-			*0.81*			-			*0.81*		
HV %		-			*0.4*			-			*0.5*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											17.0%		Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: WEST I-25 FRONTAGE & MUTT NELSON

AM Peak Hour

	Eastbound MUTT NELSON			Westbound			Northbound W FRONTAGE			Southbound W FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	165		17				7	276			200	54
Background Growth	7	0	1	0	0	0	0	11	0	0	8	2
No Build (2026)	172	0	18	0	0	0	7	287	0	0	208	56
Entering								1				
Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Build (2026)	172	0	18	0	0	0	7	288	0	0	209	56
Background Growth	17	0	2	0	0	0	1	29	0	0	21	6
Horizon Year No Build (2036)	189	0	19	0	0	0	8	316	0	0	229	62
Horizon Year Build (2036)	189	0	19	0	0	0	8	316	0	0	230	62
PHF	*0.85*			*-*			*0.85*			*0.85*		
HV %		*2.2*			*-*			*3.2*			*3.1*	

PM Peak Hour

	Eastbound MUTT NELSON			Westbound			Northbound W FRONTAGE			Southbound W FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	74		4				18	217			237	165
Background Growth	3	0	0	0	0	0	1	9	0	0	9	7
No Build (2026)	77	0	4	0	0	0	19	226	0	0	246	172
Entering								2				
Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Build (2026)	77	0	4	0	0	0	19	227	0	0	247	172
Background Growth	8	0	0	0	0	0	2	23	0	0	25	17
Horizon Year No Build (2036)	85	0	5	0	0	0	21	248	0	0	271	189
Horizon Year Build (2036)	85	0	5	0	0	0	21	250	0	0	272	189
PHF	*0.85*			*-*			*0.85*			*0.85*		
HV %		*1.3*			*-*			*3.8*			*2.5*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								2.0%					Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CERRILLOS (NM 14) & HERRERA

AM Peak Hour

	Eastbound HERRERA			Westbound WELLNESS			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	114	55	181	80	101	40	277	1,239	105	47	684	86
Background Growth	5	2	7	3	4	2	11	50	4	2	27	3
Las Soleras Medical	0	30	0	0	13	5	0	0	0	19	0	0
5407 Beckner			17				26	38	27		9	
5201 Beckner								15			1	
Cielo Apts.								4			1	
Village at Las Soleras								60			20	
Havenly Santa Fe								6			2	
No Build (2026)	119	87	205	83	118	47	314	1,412	136	68	744	89
Entering			4								14	
Exiting	0	0	0	0	0	0	12	39	0	0	0	0
Build (2026)	119	87	209	83	118	47	326	1,450	136	68	758	89
Background Growth	12	9	21	8	12	5	31	141	14	7	74	9
Horizon Year No Build (2036)	130	96	226	92	130	51	345	1,553	150	75	819	98
Horizon Year Build (2036)	130	96	230	92	130	51	358	1,592	150	75	832	98
PHF	*0.85*			*0.85*			*0.85*			*0.85*		
HV %		*0.6*			*1.8*			*3.5*			*3.3*	

PM Peak Hour

	Eastbound HERRERA			Westbound WELLNESS			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	130	69	232	115	60	63	222	905	63	26	1,146	66
Background Growth	5	3	9	5	2	3	9	36	3	1	46	3
Las Soleras Medical	0	9	0	0	26	42	0	0	0	9	0	0
5407 Beckner			17				27	40	28		8	
5201 Beckner								16			1	
Cielo Apts.								4			10	
Village at Las Soleras								35			66	
Havenly Santa Fe								4			7	
No Build (2026)	135	81	258	120	88	108	258	1,040	94	36	1,284	69
Entering			14								44	
Exiting	0	0	0	0	0	0	8	26	0	0	0	0
Build (2026)	135	81	272	120	88	108	266	1,067	94	36	1,328	69
Background Growth	14	8	26	12	9	11	26	104	9	4	128	7
Horizon Year No Build (2036)	149	89	284	132	97	118	284	1,144	103	40	1,412	76
Horizon Year Build (2036)	149	89	298	132	97	118	292	1,171	103	40	1,457	76
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*1.2*			*1.3*			*1.7*			*1.9*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter			17.0%								54.0%		Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	54.0%	0.0%	0.0%	0.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PROPOSED ROUNDABOUT DRIVEWAY

AM Peak Hour

	Eastbound			Westbound W FRONTAGE			Northbound W FRONTAGE			Southbound SOUTH DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)				281					441			
Background Growth	0	0	0	11	0	0	0	0	18	0	0	0
No Build (2026)	0	0	0	292	0	0	0	0	458	0	0	0
Entering						14		1				
Exiting	0	0	0	0	0	0	0	0	0	66	1	0
Build (2026)	0	0	0	292	0	14	0	1	458	66	1	0
Background Growth	0	0	0	29	0	0	0	0	46	0	0	0
Horizon Year No Build (2036)	0	0	0	321	0	0	0	0	504	0	0	0
Horizon Year Build (2036)	0	0	0	321	0	14	0	1	504	66	1	0
PHF	-			*0.94*			*0.94*			*0.94*		
HV %		-			*2*			*2*			*2*	

PM Peak Hour

	Eastbound			Westbound W FRONTAGE			Northbound W FRONTAGE			Southbound SOUTH DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)				417					276			
Background Growth	0	0	0	17	0	0	0	0	11	0	0	0
No Build (2026)	0	0	0	434	0	0	0	0	287	0	0	0
Entering						46		2				
Exiting	0	0	0	0	0	0	0	0	0	45	1	0
Build (2026)	0	0	0	434	0	46	0	2	287	45	1	0
Background Growth	0	0	0	43	0	0	0	0	29	0	0	0
Horizon Year No Build (2036)	0	0	0	477	0	0	0	0	315	0	0	0
Horizon Year Build (2036)	0	0	0	477	0	46	0	2	315	45	1	0
PHF	-			*0.94*			*0.94*			*0.94*		
HV %		-			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter						56.0%		2.0%					Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	91.0%	2.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: EAST DRIVEWAY ON CERRILLOS

AM Peak Hour

	Eastbound EAST DRIVEWAY			Westbound			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)								1,649			979	
Background Growth	0	0	0	0	0	0	0	66	0	0	39	0
No Build (2026)	0	0	0	0	0	0	0	1,714	0	0	1,018	0
Entering											7	11
Exiting	0	0	5	0	0	0	0	51	0	0	0	0
Build (2026)	0	0	5	0	0	0	0	1,766	0	0	1,025	11
Background Growth	0	0	0	0	0	0	0	171	0	0	102	0
Horizon Year No Build (2036)	0	0	0	0	0	0	0	1,886	0	0	1,119	0
Horizon Year Build (2036)	0	0	5	0	0	0	0	1,937	0	0	1,127	11
PHF	*0.94*			*-*			*0.94*			*0.94*		
HV %		*2*			*-*			*2*			*2*	

PM Peak Hour

	Eastbound EAST DRIVEWAY			Westbound			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)								1,227			1,531	
Background Growth	0	0	0	0	0	0	0	49	0	0	61	0
No Build (2026)	0	0	0	0	0	0	0	1,276	0	0	1,592	0
Entering											24	34
Exiting	0	0	3	0	0	0	0	35	0	0	0	0
Build (2026)	0	0	3	0	0	0	0	1,311	0	0	1,616	34
Background Growth	0	0	0	0	0	0	0	128	0	0	159	0
Horizon Year No Build (2036)	0	0	0	0	0	0	0	1,404	0	0	1,751	0
Horizon Year Build (2036)	0	0	3	0	0	0	0	1,438	0	0	1,775	34
PHF	*0.94*			*-*			*0.94*			*0.94*		
HV %		*2*			*-*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											29.0%	42.0%	Residential
Trip Distribution % Exit	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	71.0%	0.0%	0.0%	0.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT PTV VISUM CONNECTION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: NM 14 (CERRILLOS) & BECKNER

AM Peak Hour

	Eastbound W FRONTAGE			Westbound BECKNER			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	292	76	72	80	24	16	96	1,368	176	12	812	188
Background Growth	12	3	3	3	1	1	4	55	7	0	32	8
Las Soleras Medical	0	30	0	9	3	2	0	0	70	5	0	0
5407 Beckner	9			45	15	15		51				
5201 Beckner	2			11	6	1			3		1	
Cielo Apts		2		19	5	4			4	1		
Vista de la Sierra Trips		1		15	1	6			20	8		
Village at Las Soleras								9			23	
Havenly Santa Fe		3		17	8				6			
No Build (2026)	315	115	75	199	63	45	100	1,483	286	26	868	196
Entering					3		4					5
Exiting	44	9	5	0	0	0	0	0	0	0	5	0
Build (2026)	359	124	80	199	66	45	103	1,483	286	26	874	200
Background Growth	31	12	7	20	6	4	10	148	29	3	87	20
Connection Rerouting			377				98	-98			-377	
Horizon Year No Build (2036)	346	127	82	219	69	49	110	1,631	315	29	955	215
Horizon Year No Build Connected (2036)	346	127	460	219	69	49	208	1,533	315	29	578	215
Horizon Year Build Connected (2036)	390	136	465	219	73	49	211	1,533	315	29	583	220
PHF	*0.86*			*0.86*			*0.86*			*0.86*		
HV %		*2.5*			*1*			*3.5*			*3.1*	

PM Peak Hour

	Eastbound W FRONTAGE			Westbound BECKNER			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	208	16	36	112	32	72	68	984	92	44	1,192	332
Background Growth	8	1	1	4	1	3	3	39	4	2	48	13
Las Soleras Medical	0	4	0	52	16	34	0	0	25	12	0	0
5407 Beckner	8			47	16	16		50				
5201 Beckner	5			6	3	1	0	1	11	1	1	0
Cielo Apts	0	5	0	7	2	4	0	0	15	10	0	0
Vista de la Sierra Trips	0	1	0	8	1	4	0	0	11	6	0	0
Village at Las Soleras								39			13	
Havenly Santa Fe		9		11	5				19			
No Build (2026)	229	36	37	247	76	134	71	1,113	177	75	1,254	345
Entering					11		11					16
Exiting	30	6	3	0	0	0	0	0	0	0	3	0
Build (2026)	259	42	41	247	87	134	82	1,113	177	75	1,257	361
Background Growth	23	4	4	25	8	13	7	111	18	7	125	35
Connection Rerouting			414				282	-282			-414	
Horizon Year No Build (2036)	252	39	41	272	84	147	78	1,225	194	82	1,379	380
Horizon Year No Build Connected (2036)	252	39	455	272	84	147	359	943	194	82	965	380
Horizon Year Build Connected (2036)	282	46	459	272	95	147	371	943	194	82	968	395
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*2.4*			*3.1*			*1.7*			*2.1*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					13.0%		14.0%					19.0%	Residential
Trip Distribution % Exit	61.0%	13.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	

INTERSECTION: PASEO DEL SOL & HERRERA ROUNDABOUT

AM Peak Hour

	Eastbound			Westbound HERRERA			Northbound PROPOSED CONNECTION			Southbound PASEO DEL SOL			
	Left	Thru	Right	U-Turn	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right
Existing (2022)				133		426				19	407		
Background Growth	0	0	0	5	0	17	0	0	0	1	16	0	0
No Build (2026)	0	0	0	138	0	443	0	0	0	20	423	0	0
Entering											2	3	
Exiting	0	0	0	0	0	5	0	7	0	0	0	0	0
Build (2026)	0	0	0	138	0	448	0	7	0	20	425	3	0
Background Growth	0	0	0	14	0	44	0	0	0	2	42	0	0
Connection Rerouting						-98		98			-377	377	
Horizon Year No Build (2036)	0	0	0	152	0	487	0	0	0	22	466	0	0
Horizon Year No Build Connected (2036)	0	0	0	152	0	389	0	98	0	22	88	377	0
Horizon Year Build Connected (2036)	0	0	0	152	0	395	0	105	0	22	90	380	0

PHF	-			*0.76*			-			*0.76*			
HV %		-			*0.7*			-			*1.9*		

PM Peak Hour

	Eastbound			Westbound HERRERA			Northbound PROPOSED CONNECTION			Southbound PASEO DEL SOL			
	Left	Thru	Right	U-Turn	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right
Existing (2022)				1		271				11	385		
Background Growth	0	0	0	0	0	11	0	0	0	0	15	0	0
No Build (2026)	0	0	0	1	0	282	0	0	0	11	400		0
Entering											6	8	
Exiting	0	0	0	0	0	3	0	5	0	0	0	0	0
Build (2026)	0	0	0	1	0	285	0	5	0	11	406	8	0
Background Growth	0	0	0	0	0	28	0	0	0	1	40	0	0
Connection Rerouting						-282		282			-414	414	
Horizon Year No Build (2036)	0	0	0	1	0	310	0	0	0	13	440	0	0
Horizon Year No Build Connected (2036)	0	0	0	1	0	28	0	282	0	13	26	414	0
Horizon Year Build Connected (2036)	0	0	0	1	0	32	0	287	0	13	32	422	0

PHF	-			*0.81*			-			*0.81*			
HV %		-			*0.4*			-			*0.5*		

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											7.0%	10.0%		Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT PTV VISUM CONNECTION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: WEST I-25 FRONTAGE & MUTT NELSON

AM Peak Hour

	Eastbound MUTT NELSON			Westbound			Northbound W FRONTAGE			Southbound W FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	165		17				7	276			200	54
Background Growth	7	0	1	0	0	0	0	11	0	0	8	2
No Build (2026)	172	0	18	0	0	0	7	287	0	0	208	56
Entering								1				
Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Build (2026)	172	0	18	0	0	0	7	288	0	0	209	56
Background Growth	17	0	2	0	0	0	1	29	0	0	21	6
Connection Rerouting												
Horizon Year No Build (2036)	189	0	19	0	0	0	8	316	0	0	229	62
Horizon Year No Build Connected (2036)	189	0	19	0	0	0	8	316	0	0	229	62
Horizon Year Build Connected (2036)	189	0	19	0	0	0	8	316	0	0	230	62
PHF	*0.85*			*-*			*0.85*			*0.85*		
HV %		*2.2*			*-*			*3.2*			*3.1*	

PM Peak Hour

	Eastbound MUTT NELSON			Westbound			Northbound W FRONTAGE			Southbound W FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	74		4				18	217			237	165
Background Growth	3	0	0	0	0	0	1	9	0	0	9	7
No Build (2026)	77	0	4	0	0	0	19	226	0	0	246	172
Entering								2				
Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Build (2026)	77	0	4	0	0	0	19	227	0	0	247	172
Background Growth	8	0	0	0	0	0	2	23	0	0	25	17
Connection Rerouting												
Horizon Year No Build (2036)	85	0	5	0	0	0	21	248	0	0	271	189
Horizon Year No Build Connected (2036)	85	0	5	0	0	0	21	248	0	0	271	189
Horizon Year Build Connected (2036)	85	0	5	0	0	0	21	250	0	0	272	189
PHF	*0.85*			*-*			*0.85*			*0.85*		
HV %		*1.3*			*-*			*3.8*			*2.5*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								2.0%					Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	

CAVAN MULTI-FAMILY DEVELOPMENT PTV VISUM CONNECTION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CERRILLOS (NM 14) & HERRERA

AM Peak Hour

	Eastbound HERRERA			Westbound WELLNESS			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	114	55	181	80	101	40	277	1,239	105	47	684	86
Background Growth	5	2	7	3	4	2	11	50	4	2	27	3
Las Soleras Medical	0	30	0	0	13	5	0	0	0	19	0	0
5407 Beckner			17				26	38	27		9	
5201 Beckner								15			1	
Cielo Apts								4			1	
Vista de la Sierra Trips								60			20	
Havenly Santa Fe								6			2	
No Build (2026)	119	87	205	83	118	47	314	1,412	136	68	744	89
Entering			2								14	
Exiting	0	0	0	0	0	0	5	39	0	0	0	0
Build (2026)	119	87	207	83	118	47	319	1,450	136	68	758	89
Background Growth	12	9	21	8	12	5	31	141	14	7	74	9
Connection Rerouting			-377				-98					
Horizon Year No Build (2036)	130	96	226	92	130	51	345	1,553	150	75	819	98
Horizon Year No Build Connected (2036)	130	96	0	92	130	51	248	1,553	150	75	819	98
Horizon Year Build Connected (2036)	130	96	0	92	130	51	253	1,592	150	75	832	98
PHF	*0.85*			*0.85*			*0.85*			*0.85*		
HV %		*0.6*			*1.8*			*3.5*			*3.3*	

PM Peak Hour

	Eastbound HERRERA			Westbound WELLNESS			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	130	69	232	115	60	63	222	905	63	26	1,146	66
Background Growth	5	3	9	5	2	3	9	36	3	1	46	3
Las Soleras Medical	0	9	0	0	26	42	0	0	0	9	0	0
5407 Beckner			17				27	40	28		8	
5201 Beckner								16			1	
Cielo Apts								4			10	
Vista de la Sierra Trips								35			66	
Havenly Santa Fe								4			7	
No Build (2026)	135	81	258	120	88	108	258	1,040	94	36	1,284	69
Entering			6								44	
Exiting	0	0	0	0	0	0	3	26	0	0	0	0
Build (2026)	135	81	264	120	88	108	261	1,067	94	36	1,328	69
Background Growth	14	8	26	12	9	11	26	104	9	4	128	7
Connection Rerouting			-414				-282					
Horizon Year No Build (2036)	149	89	284	132	97	118	284	1,144	103	40	1,412	76
Horizon Year No Build Connected (2036)	149	89	0	132	97	118	0	1,144	103	40	1,412	76
Horizon Year Build Connected (2036)	149	89	0	132	97	118	3	1,171	103	40	1,457	76
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*1.2*			*1.3*			*1.7*			*1.9*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter			7.0%								54.0%		Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	54.0%	0.0%	0.0%	0.0%	0.0%	

INTERSECTION: PROPOSED ROUNDABOUT DRIVEWAY

AM Peak Hour

	Eastbound PROPOSED CONNECTION			Westbound W FRONTAGE			Northbound W FRONTAGE			Southbound SOUTH DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)				281					441			
Background Growth	0	0	0	11	0	0	0	0	18	0	0	0
No Build (2026)	0	0	0	292	0	0	0	0	458	0	0	0
Entering	3					12		1				
Exiting	0	0	0	0	0	0	0	0	0	58	1	7
Build (2026)	3	0	0	292	0	12	0	1	458	58	1	7
Background Growth	0	0	0	29	0	0	0	0	46	0	0	0
Connection Rerouting		377			98							
Horizon Year No Build (2036)	0	0	0	321	0	0	0	0	504	0	0	0
Horizon Year No Build Connected (2036)	0	377	0	321	98	0	0	0	504	0	0	0
Horizon Year Build Connected (2036)	3	377	0	321	98	12	0	1	504	58	1	7
PHF	-			*0.94*			*0.94*			*0.94*		
HV %		-			*2*			*2*			*2*	

PM Peak Hour

	Eastbound PROPOSED CONNECTION			Westbound W FRONTAGE			Northbound W FRONTAGE			Southbound SOUTH DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)				417					276			
Background Growth	0	0	0	17	0	0	0	0	11	0	0	0
No Build (2026)	0	0	0	434	0	0	0	0	287	0	0	0
Entering	8					38		2				
Exiting	0	0	0	0	0	0	0	0	0	40	1	5
Build (2026)	8	0	0	434	0	38	0	2	287	40	1	5
Background Growth	0	0	0	43	0	0	0	0	29	0	0	0
Connection Rerouting		414			282							
Horizon Year No Build (2036)	0	0	0	477	0	0	0	0	315	0	0	0
Horizon Year No Build Connected (2036)	0	414	0	477	282	0	0	0	315	0	0	0
Horizon Year Build Connected (2036)	8	414	0	477	282	38	0	2	315	40	1	5
PHF	-			*0.94*			*0.94*			*0.94*		
HV %		-			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter	10.0%					46.0%		2.0%					Residential
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	81.0%	2.0%	10.0%	

CAVAN MULTI-FAMILY DEVELOPMENT PTV VISUM CONNECTION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: EAST DRIVEWAY ON CERRILLOS

AM Peak Hour

	Eastbound EAST DRIVEWAY			Westbound			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)								1,649			979	
Background Growth	0	0	0	0	0	0	0	66	0	0	39	0
No Build (2026)	0	0	0	0	0	0	0	1,714	0	0	1,018	0
Entering											5	11
Exiting	0	0	5	0	0	0	0	44	0	0	0	0
Build (2026)	0	0	5	0	0	0	0	1,758	0	0	1,022	11
Background Growth	0	0	0	0	0	0	0	171	0	0	102	0
Connection Rerouting												
Horizon Year No Build (2036)	0	0	0	0	0	0	0	1,886	0	0	1,119	0
Horizon Year No Build Connected (2036)	0	0	0	0	0	0	0	1,886	0	0	1,119	0
Horizon Year Build Connected (2036)	0	0	5	0	0	0	0	1,930	0	0	1,124	11
PHF	*0.94*			*-*			*0.94*			*0.94*		
HV %		*2*			*-*			*2*			*2*	

PM Peak Hour

	Eastbound EAST DRIVEWAY			Westbound			Northbound CERRILLOS (NM 14)			Southbound CERRILLOS (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)								1,227			1,531	
Background Growth	0	0	0	0	0	0	0	49	0	0	61	0
No Build (2026)	0	0	0	0	0	0	0	1,276	0	0	1,592	0
Entering											16	34
Exiting	0	0	3	0	0	0	0	30	0	0	0	0
Build (2026)	0	0	3	0	0	0	0	1,306	0	0	1,607	34
Background Growth	0	0	0	0	0	0	0	128	0	0	159	0
Connection Rerouting												
Horizon Year No Build (2036)	0	0	0	0	0	0	0	1,404	0	0	1,751	0
Horizon Year No Build Connected (2036)	0	0	0	0	0	0	0	1,404	0	0	1,751	0
Horizon Year Build Connected (2036)	0	0	3	0	0	0	0	1,434	0	0	1,766	34
PHF	*0.94*			*-*			*0.94*			*0.94*		
HV %		*2*			*-*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											19.0%	42.0%	Residential
Trip Distribution % Exit	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	61.0%	0.0%	0.0%	0.0%	0.0%	

ESENCIA RESIDENTIAL TRIP DISTRIBUTION (PHASE 1 AND PHASE 1-2)
EMPLOYMENT BY AGGREGATED TAZ
2021

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2022	DISTANCE (D)	EMP./DIST. 2022	% 2022	Paseo del Sol - To/From West % Utilizing	Paseo del Sol - To/From West % Employment/D Dist. Utilizing	Paseo del Sol - To/From West EMP/Dist
1	3,453	2,540	3,197	4.3	744	4.40%		0.00%	0
2	1,986	1,822	1,940	5.4	359	2.12%		0.00%	0
3	1,298	1,776	1,432	3.9	367	2.17%		0.00%	0
4	4,183	8,318	5,341	2	2,670	15.79%		0.00%	0
5	325	417	351	3.2	110	0.65%		0.00%	0
6	248	345	275	5.6	49	0.29%		0.00%	0
7	42	38	41	6.1	7	0.04%		0.00%	0
8	1,350	1,792	1,474	2.1	702	4.15%		0.00%	0
9	655	654	655	9.8	67	0.39%		0.00%	0
10	1,082	1,094	1,085	6.7	162	0.96%		0.00%	0
11	399	1,984	843	4.9	172	1.02%	100%	1.02%	172
12	6,827	8,904	7,409	1.4	5,292	31.28%	100%	31.28%	5,292
13	5,956	4,456	5,536	5.4	1,025	6.06%		0.00%	0
14	23,927	18,392	22,377	7.2	3,108	18.37%		0.00%	0
15	552	551	552	9.1	61	0.36%		0.00%	0
16	2,748	2,613	2,710	9.8	277	1.63%		0.00%	0
17	326	376	340	8.0	43	0.25%	100%	0.25%	43
ABQ	206,042	230,011	212,753	125.0	1,702	10.06%		0.00%	0
TOTALS =	261,399	286,083	268,310		16,915	100.00%		33%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ESENCIA RESIDENTIAL TRIP DISTRIBUTION (PHASE 1 AND PHASE 1-2)
EMPLOYMENT BY AGGREGATED TAZ
2021

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2022	DISTANCE (D)	EMP./DIST. 2022	% 2022	Cerillos (NM 14) - To/From North % Utilizing	Cerillos (NM 14) - To/From North % Employment/D Dist. Utilizing	Cerillos (NM 14) - To/From North EMP/Dist
1	3,453	2,540	3,197	4.3	744	4.40%	50%	2.20%	372
2	1,986	1,822	1,940	5.4	359	2.12%	50%	1.06%	180
3	1,298	1,776	1,432	3.9	367	2.17%	50%	1.09%	184
4	4,183	8,318	5,341	2	2,670	15.79%	50%	7.89%	1,335
5	325	417	351	3.2	110	0.65%		0.00%	0
6	248	345	275	5.6	49	0.29%		0.00%	0
7	42	38	41	6.1	7	0.04%		0.00%	0
8	1,350	1,792	1,474	2.1	702	4.15%		0.00%	0
9	655	654	655	9.8	67	0.39%		0.00%	0
10	1,082	1,094	1,085	6.7	162	0.96%		0.00%	0
11	399	1,984	843	4.9	172	1.02%		0.00%	0
12	6,827	8,904	7,409	1.4	5,292	31.28%		0.00%	0
13	5,956	4,456	5,536	5.4	1,025	6.06%	50%	3.03%	513
14	23,927	18,392	22,377	7.2	3,108	18.37%	50%	9.19%	1,554
15	552	551	552	9.1	61	0.36%		0.00%	0
16	2,748	2,613	2,710	9.8	277	1.63%	50%	0.82%	138
17	326	376	340	8.0	43	0.25%		0.00%	0
ABQ	206,042	230,011	212,753	125.0	1,702	10.06%		0.00%	0
TOTALS =	261,399	286,083	268,310		16,915	100.00%		25%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ESENCIA RESIDENTIAL TRIP DISTRIBUTION (PHASE 1 AND PHASE 1-2)
EMPLOYMENT BY AGGREGATED TAZ
2021

Aggregated TAZ's	Employees			DISTANCE	EMP./DIST.	%	Herrera/Wellness Way - To/From East		
	2015	2040	2022	(D)	2022	2022	% Utilizing	% Employment/D Dist. Utilizing	EMP/Dist
1	3,453	2,540	3,197	4.3	744	4.40%	50%	2.20%	372
2	1,986	1,822	1,940	5.4	359	2.12%	50%	1.06%	180
3	1,298	1,776	1,432	3.9	367	2.17%	50%	1.09%	184
4	4,183	8,318	5,341	2	2,670	15.79%	50%	7.89%	1,335
5	325	417	351	3.2	110	0.65%	100%	0.65%	110
6	248	345	275	5.6	49	0.29%	100%	0.29%	49
7	42	38	41	6.1	7	0.04%	50%	0.02%	3
8	1,350	1,792	1,474	2.1	702	4.15%		0.00%	0
9	655	654	655	9.8	67	0.39%	50%	0.20%	33
10	1,082	1,094	1,085	6.7	162	0.96%		0.00%	0
11	399	1,984	843	4.9	172	1.02%		0.00%	0
12	6,827	8,904	7,409	1.4	5,292	31.28%		0.00%	0
13	5,956	4,456	5,536	5.4	1,025	6.06%	50%	3.03%	513
14	23,927	18,392	22,377	7.2	3,108	18.37%	50%	9.19%	1,554
15	552	551	552	9.1	61	0.36%	100%	0.36%	61
16	2,748	2,613	2,710	9.8	277	1.63%	50%	0.82%	138
17	326	376	340	8.0	43	0.25%		0.00%	0
ABQ	206,042	230,011	212,753	125.0	1,702	10.06%		0.00%	0
TOTALS =	261,399	286,083	268,310		16,915	100.00%		27%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ESENCIA RESIDENTIAL TRIP DISTRIBUTION (PHASE 1 AND PHASE 1-2)
EMPLOYMENT BY AGGREGATED TAZ
2021

Aggregated TAZ's	Employees 2015	Employees 2040	2022	DISTANCE (D)	EMP./DIST. 2022	% 2022	Cerrillos (NM 14) - To/From South % Utilizing	% Employment/ Dist. Utilizing	EMP/Dist
1	3,453	2,540	3,197	4.3	744	4.40%		0.00%	0
2	1,986	1,822	1,940	5.4	359	2.12%		0.00%	0
3	1,298	1,776	1,432	3.9	367	2.17%		0.00%	0
4	4,183	8,318	5,341	2	2,670	15.79%		0.00%	0
5	325	417	351	3.2	110	0.65%		0.00%	0
6	248	345	275	5.6	49	0.29%		0.00%	0
7	42	38	41	6.1	7	0.04%	50%	0.02%	3
8	1,350	1,792	1,474	2.1	702	4.15%	100%	4.15%	702
9	655	654	655	9.8	67	0.39%	50%	0.20%	33
10	1,082	1,094	1,085	6.7	162	0.96%	100%	0.96%	162
11	399	1,984	843	4.9	172	1.02%		0.00%	0
12	6,827	8,904	7,409	1.4	5,292	31.28%		0.00%	0
13	5,956	4,456	5,536	5.4	1,025	6.06%		0.00%	0
14	23,927	18,392	22,377	7.2	3,108	18.37%		0.00%	0
15	552	551	552	9.1	61	0.36%		0.00%	0
16	2,748	2,613	2,710	9.8	277	1.63%		0.00%	0
17	326	376	340	8.0	43	0.25%		0.00%	0
ABQ	206,042	230,011	212,753	125.0	1,702	10.06%	100%	10.06%	1,702
TOTALS =	261,399	286,083	268,310		16,915	100.00%		15%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

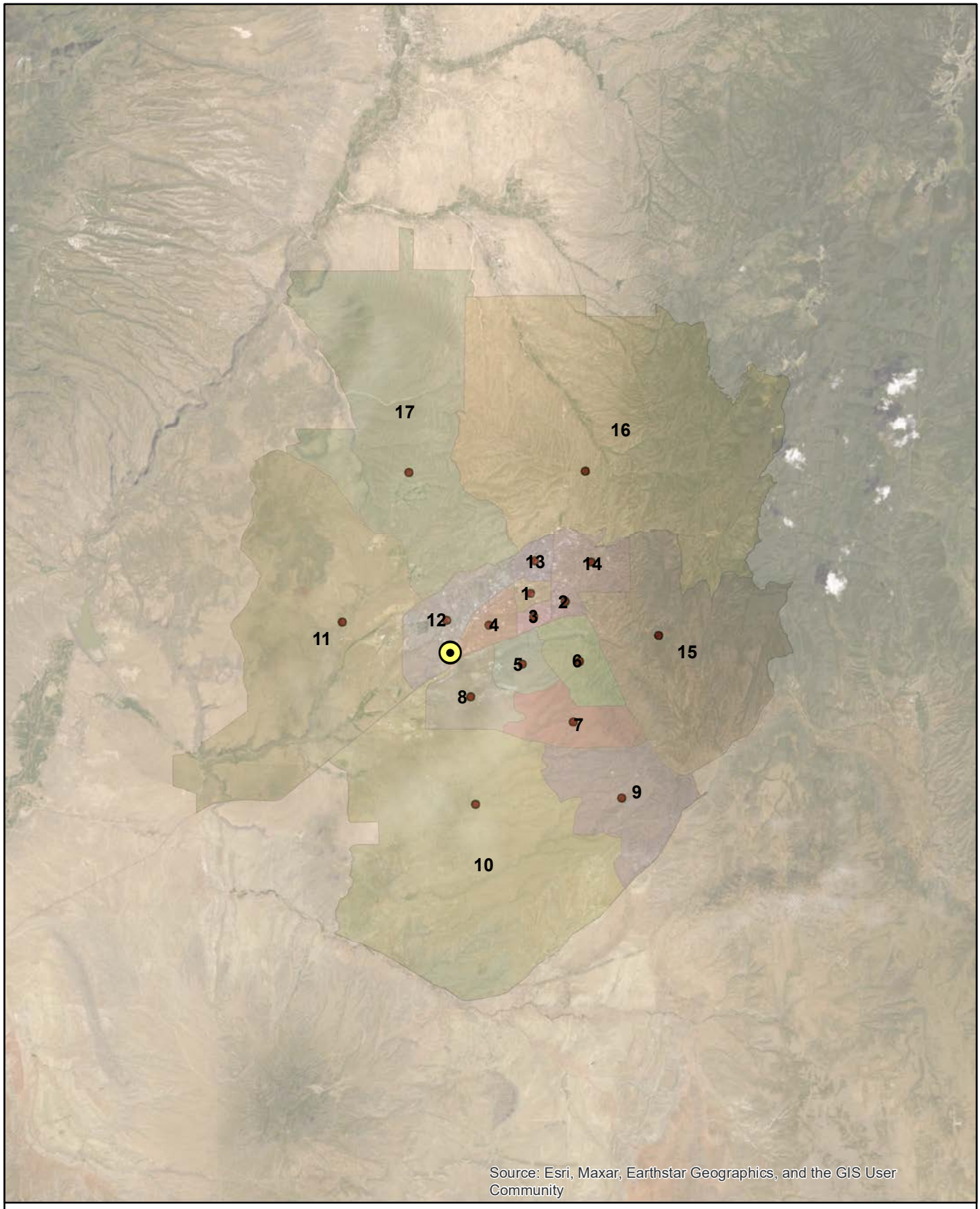
ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ESENCIA RESIDENTIAL TRIP DISTRIBUTION (PHASE 1 AND PHASE 1-2)
EMPLOYMENT BY AGGREGATED TAZ
2021

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2022	DISTANCE (D)	EMP./DIST. 2022	% 2022			
1	3,453	2,540	3,197	4.3	744	4.40%	4.40%	0.00%	100%
2	1,986	1,822	1,940	5.4	359	2.12%	2.12%	0.00%	100%
3	1,298	1,776	1,432	3.9	367	2.17%	2.17%	0.00%	100%
4	4,183	8,318	5,341	2	2,670	15.79%	15.79%	0.00%	100%
5	325	417	351	3.2	110	0.65%	0.65%	0.00%	100%
6	248	345	275	5.6	49	0.29%	0.29%	0.00%	100%
7	42	38	41	6.1	7	0.04%	0.04%	0.00%	100%
8	1,350	1,792	1,474	2.1	702	4.15%	4.15%	0.00%	100%
9	655	654	655	9.8	67	0.39%	0.39%	0.00%	100%
10	1,082	1,094	1,085	6.7	162	0.96%	0.96%	0.00%	100%
11	399	1,984	843	4.9	172	1.02%	1.02%	0.00%	100%
12	6,827	8,904	7,409	1.4	5,292	31.28%	31.28%	0.00%	100%
13	5,956	4,456	5,536	5.4	1,025	6.06%	6.06%	0.00%	100%
14	23,927	18,392	22,377	7.2	3,108	18.37%	18.37%	0.00%	100%
15	552	551	552	9.1	61	0.36%	0.36%	0.00%	100%
16	2,748	2,613	2,710	9.8	277	1.63%	1.63%	0.00%	100%
17	326	376	340	8.0	43	0.25%	0.25%	0.00%	100%
ABQ	206,042	230,011	212,753	125.0	1,702	10.06%	10.06%	0.00%	0%
									0%
TOTALS =	261,399	286,083	268,310		16,915	100.00%	100.00%		0%

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque



Bohannan Huston

N
W E
S

0 15,000 30,000 Feet

1 in = 30,608 ft

Cavan Multi Family

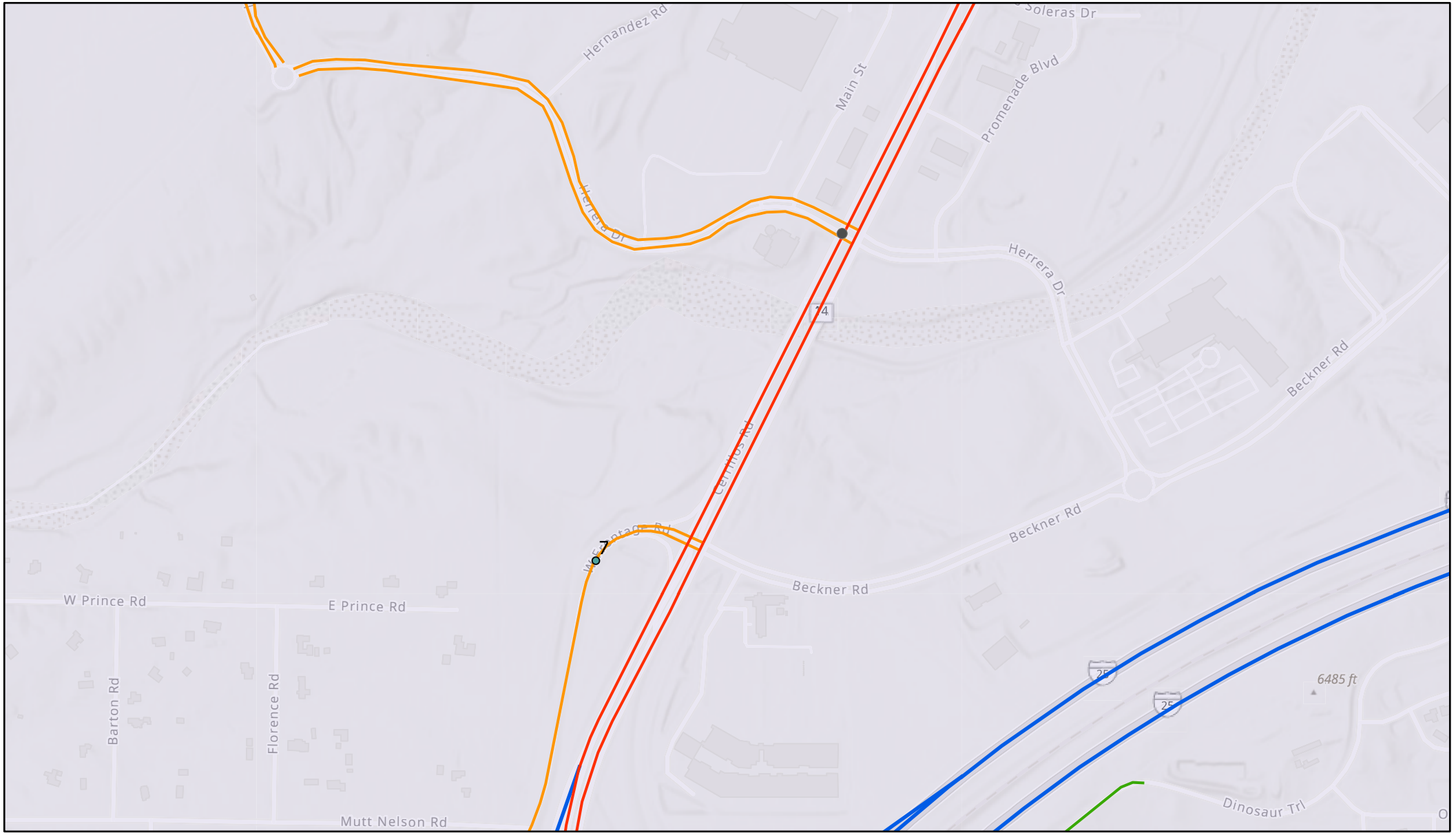
Santa Fe Region Subareas

\\A-ABQ-FS2\ABQ-Projects\20230242\TRANS\Study\Analysis\TRIP DIST\Santa Fe_Socioeconomic_Dist_Map.mxd

Author: ago

October 2022

Roadway Functional Class



9/28/2022, 1:29:34 PM

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Mileposts - 1 Mile Intervals

NMDOT Functional Class

1 - Interstate

3 - Principal Arterial - Other

5 - Major Collector

6 - Minor Collector

Urban_Area_Boundaries

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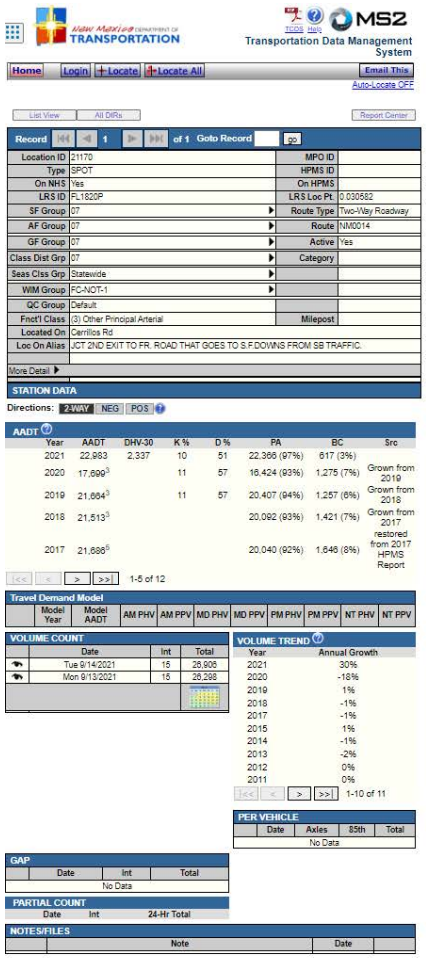
Background Traffic Growth



New Mexico DEPARTMENT OF TRANSPORTATION

MS2 Transportation Data Management System

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List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	21170	MPO ID	
Type	SPOT	HPMS ID	
On NHS	Yes	On HPMS	
LRS ID	FL1820P	LRS Loc Pt	0.030582
SF Group	07	Route Type	Two-Way Roadway
AF Group	07	Route	NM0014
GF Group	07	Active	Yes
Class Dist Grp	07	Category	
Seas Clss Grp	Statewide		
WIM Group	FC-NOT-1		
QC Group	Default		
Fnct'l Class	(3) Other Principal Arterial	Milepost	
Located On	Cerrillos Rd		
Loc On Alias	JCT 2ND EXIT TO FR. ROAD THAT GOES TO S.F.DOWNS FROM SB TRAFFIC.		
More Detail			

STATION DATA

Directions: 2-WAY | NEG | POS

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2021	22,983	2,337	10	51	22,366 (97%)	617 (3%)	
2020	17,699[3]		11	57	16,424 (93%)	1,275 (7%)	Grown from 2019
2019	21,664[3]		11	57	20,407 (94%)	1,257 (6%)	Grown from 2018
2018	21,513[3]				20,092 (93%)	1,421 (7%)	Grown from 2017 restored from 2017 HPMS Report
2017	21,686[5]				20,040 (92%)	1,646 (8%)	

1-5 of 12

Travel Demand Model

Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT

Date	Int	Total
Tue 9/14/2021	15	26,906
Mon 9/13/2021	15	26,298

VOLUME TREND

Year	Annual Growth
2021	30%
2020	-18%
2019	1%
2018	-1%
2017	-1%
2015	1%
2014	-1%
2013	-2%
2012	0%
2011	0%

1-10 of 11

PER VEHICLE

Date	Axles	85th	Total
No Data			

GAP

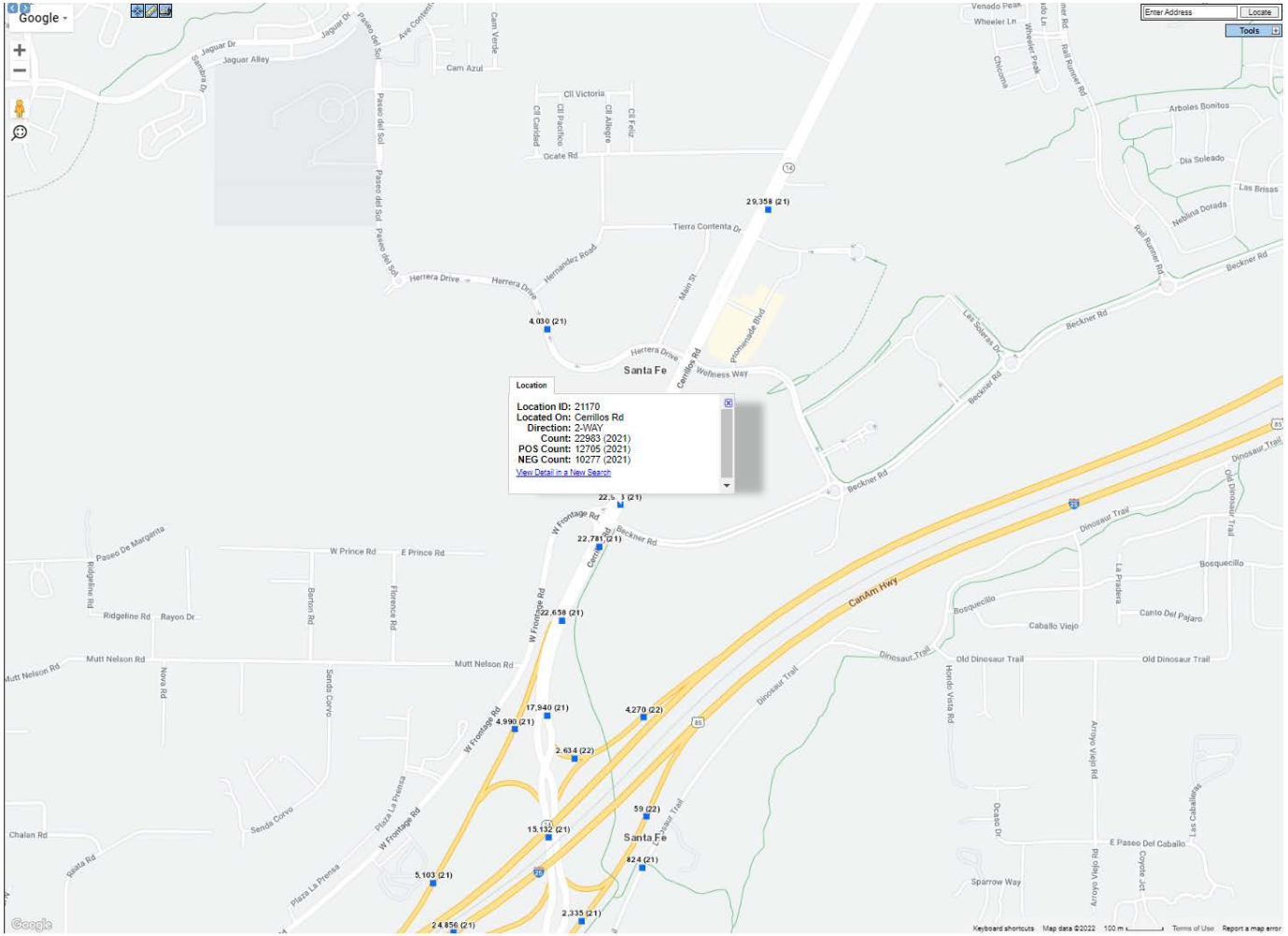
Date	Int	Total
No Data		

PARTIAL COUNT

Date	Int	24-Hr Total

NOTES/FILES

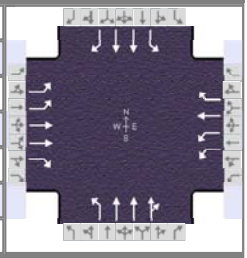
Note	Date



APPENDIX D:
2026 NO BUILD INTERSECTION CAPACITY ANALYSIS

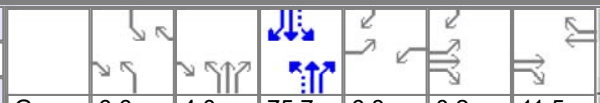
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2026 NBAM Beckner to Herrera.xus		
Project Description	2026 NBAM				

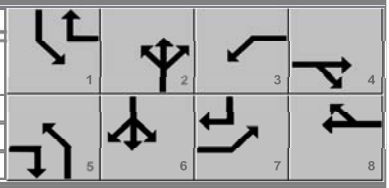


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	119	87	205	83	118	47	314	1412	136	68	744	89

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	109	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.6	4.0	75.7	6.8	0.2	11.5
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.0	17.7	10.8	17.5	14.5	85.9	10.6	82.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	6.9	8.7	5.4	11.1	10.3		4.0	
Green Extension Time (*g e*), s	0.1	0.5	0.0	0.4	0.2	0.0	0.1	0.0
Phase Call Probability	0.99	1.00	0.97	1.00	1.00		0.94	
Max Out Probability	0.07	0.01	1.00	0.11	0.87		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	140	102	98	98	139	15	354	1179	563	80	875	100
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1730	1870	1585	1753	1841	1757	1767	1766	1572
Queue Service Time (*g s*), s	4.9	3.3	6.7	3.4	9.1	1.0	8.3	15.9	15.5	2.0	16.2	2.9
Cycle Queue Clearance Time (*g c*), s	4.9	3.3	6.7	3.4	9.1	1.0	8.3	15.9	15.5	2.0	16.2	2.9
Green Ratio (*g/C*)	0.06	0.09	0.18	0.05	0.09	0.14	0.71	0.64	0.64	0.66	0.61	0.66
Capacity (*c*), veh/h	195	337	285	187	172	229	502	2345	1119	286	2139	1040
Volume-to-Capacity Ratio (*X*)	0.717	0.304	0.343	0.522	0.807	0.067	0.706	0.503	0.503	0.280	0.409	0.096
Back of Queue (*Q*), ft/ln (95 th percentile)	100.4	68.1	120.8	69.3	205.5	18.9	151.8	196.3	181.2	32.8	258.8	42.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	2.7	4.8	2.7	8.1	0.7	5.9	7.6	7.2	1.3	10.1	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.43	0.22	1.34	0.32	0.76	0.10	0.56	0.14	0.13	0.15	0.23	0.25
Uniform Delay (*d 1*), s/veh	58.0	52.8	45.0	57.5	55.7	46.2	10.8	7.6	7.2	8.8	12.9	7.7
Incremental Delay (*d 2*), s/veh	1.8	0.2	0.3	0.8	6.7	0.0	1.9	0.5	1.0	0.2	0.6	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.9	53.0	45.2	58.4	62.3	46.2	12.7	8.1	8.2	9.0	13.5	7.8
Level of Service (LOS)	E	D	D	E	E	D	B	A	A	A	B	A
Approach Delay, s/veh / LOS	53.6	D		59.8	E		8.9	A		12.6	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.61	C	2.44	B	2.57	C
Bicycle LOS Score / LOS	0.77	A	0.90	A	1.69	B	1.36	A

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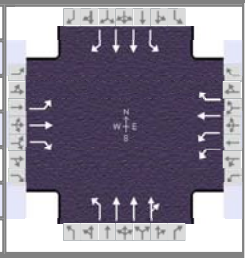
HCS Signalized Intersection Results Summary

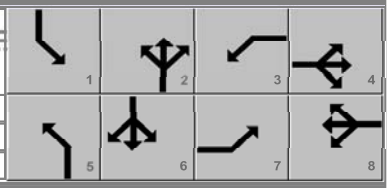
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 NBAM Beckner to Herrera.xus		
Project Description	2026 NBAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	315	115	75	199	63	45	100	1483	286	26	868	196

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	3.4	74.9	9.9	0.1	11.2
Yellow	3.0	0.0	5.0	3.0	0.0	3.0
Red	1.0	0.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	17.3	13.9	17.2	11.9	85.4	8.4	81.9
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	10.8	9.4	6.6	5.0		2.8	
Green Extension Time (g_e), s	0.0	0.6	0.5	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.98		0.63	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	366	134	87	231	73	42	116	1386	646	29	967	218
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1743	1885	1598	1753	1841	1695	1767	1766	
Queue Service Time (g_s), s	10.0	8.8		7.4	4.6	3.1	3.0	28.2	28.7	0.8	17.6	
Cycle Queue Clearance Time (g_c), s	10.0	8.8		7.4	4.6	3.1	3.0	28.2	28.7	0.8	17.6	
Green Ratio (*g/C*)	0.17	0.09		0.17	0.09	0.09	0.66	0.63	0.63	0.63	0.60	
Capacity (*c*), veh/h	273	169		402	169	143	416	2308	1063	199	2118	
Volume-to-Capacity Ratio (*X*)	1.340	0.789		0.575	0.434	0.293	0.279	0.601	0.608	0.145	0.457	
Back of Queue (*Q*), ft/ln (95 th percentile)	649.7	191.1		143.4	98.4	55.4	48.7	418.6	398	12.9	261	
Back of Queue (*Q*), veh/ln (95 th percentile)	26.0	7.5		5.7	3.9	2.2	1.9	16.2	15.9	0.5	10.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.20		0.60	0.25	0.14	0.16	0.21	0.21	0.02	0.18	
Uniform Delay (d_1), s/veh	53.1	55.7		46.8	53.9	53.2	9.5	14.0	14.1	12.3	12.4	
Incremental Delay (d_2), s/veh	175.5	3.1		0.5	0.7	0.4	0.1	1.2	2.6	0.1	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	228.6	58.8	0.0	47.3	54.6	53.6	9.6	15.1	16.6	12.4	13.0	0.0
Level of Service (LOS)	F	E	A	D	D	D	A	B	B	B	B	A
Approach Delay, s/veh / LOS	156.0	F		49.6	D		15.3	B		10.7	B	
Intersection Delay, s/veh / LOS	36.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.08	B
Bicycle LOS Score / LOS	1.46	A	1.06	A	1.67	B	1.53	B

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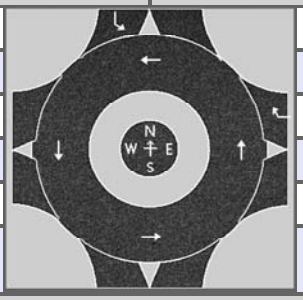
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 NO BUILD AM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					138			455					20	428		
Percent Heavy Vehicles, %					1			1					2	2		
Flow Rate (v_{PCE}), pc/h					183			603					27	574		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					786						601	
Entry Volume, veh/h					781						590	
Circulating Flow (v_c), pc/h	784			27			784			183		
Exiting Flow (v_{ex}), pc/h	757			0			630			0		
Capacity (c_{pce}), pc/h					1343						1145	
Capacity (c), veh/h					1333						1124	
v/c Ratio (x)					0.59						0.52	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					9.4						9.3	
Lane LOS					A						A	
95% Queue, veh					4.0						3.2	
Approach Delay, s/veh | LOS				9.4		A				9.3		A
Intersection Delay, s/veh | LOS	9.3						A					

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HCS Two-Way Stop-Control Report

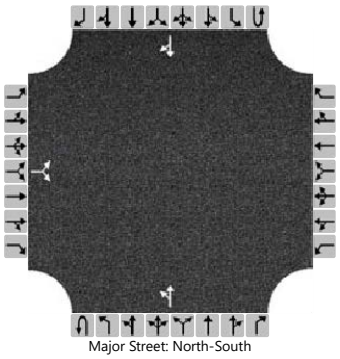
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 NO BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		172		18						7	287				208	56
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			224							8						
Capacity, c (veh/h)			459							1243						
v/c Ratio			0.49							0.01						
95% Queue Length, Q_{95} (veh)			2.6							0.0						
Control Delay (s/veh)			20.1							7.9	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		20.1								0.3						
Approach LOS		C								A						

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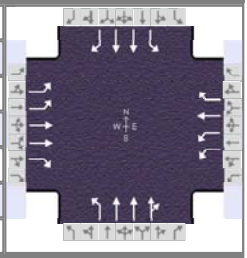
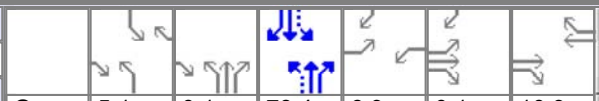
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2026 NBPM Beckner to Herrera.xus		
Project Description	2026 NBPM				

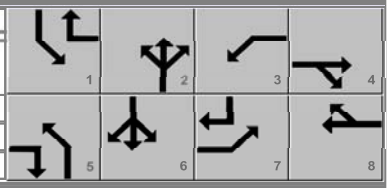


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	81	258	120	88	108	258	1040	94	36	1284	69

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	0.1	78.4	6.9	0.1	10.9
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.0	16.1	10.9	15.9	13.3	88.9	9.1	84.7
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.1	10.5	6.5	8.0	8.9		2.9	
Green Extension Time (*g e*), s	0.0	0.5	0.2	0.6	0.4	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.99	1.00	1.00		0.74	
Max Out Probability	1.00	0.01	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	144	86	120	128	94	56	301	884	425	38	1366	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1743	1885	1598	1781	1870	1797	1781	1781	1585
Queue Service Time (*g s*), s	5.1	2.8	8.5	4.5	6.0	4.0	6.9	10.3	10.5	0.9	29.0	1.9
Cycle Queue Clearance Time (*g c*), s	5.1	2.8	8.5	4.5	6.0	4.0	6.9	10.3	10.5	0.9	29.0	1.9
Green Ratio (*g/C*)	0.06	0.09	0.16	0.06	0.09	0.13	0.72	0.66	0.66	0.67	0.63	0.68
Capacity (*c*), veh/h	197	318	260	193	165	206	347	2471	1187	366	2235	1084
Volume-to-Capacity Ratio (*X*)	0.731	0.271	0.463	0.662	0.568	0.274	0.866	0.358	0.358	0.105	0.611	0.067
Back of Queue (*Q*), ft/ln (95 th percentile)	110.6	57.5	154.6	91	130	72.6	260.8	156.3	157.8	14.4	410.2	27.3
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	2.3	6.1	3.6	5.2	2.9	10.3	6.2	6.3	0.6	16.1	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.47	0.18	1.72	0.42	0.48	0.38	0.97	0.11	0.11	0.06	0.36	0.16
Uniform Delay (*d 1*), s/veh	58.0	53.2	47.4	57.9	54.8	49.2	19.9	6.7	6.9	7.3	14.1	6.5
Incremental Delay (*d 2*), s/veh	8.0	0.2	0.5	1.4	1.1	0.3	6.7	0.3	0.7	0.0	1.3	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.1	53.4	47.9	59.3	55.9	49.5	26.5	7.0	7.6	7.4	15.3	6.7
Level of Service (LOS)	E	D	D	E	E	D	C	A	A	A	B	A
Approach Delay, s/veh / LOS	56.7	E		56.2	E		10.8	B		14.7	B	
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.47	B	2.60	C
Bicycle LOS Score / LOS	0.78	A	0.95	A	1.30	A	1.71	B

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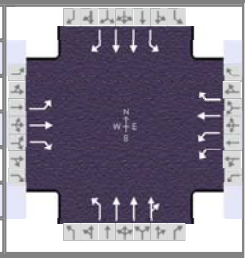
HCS Signalized Intersection Results Summary

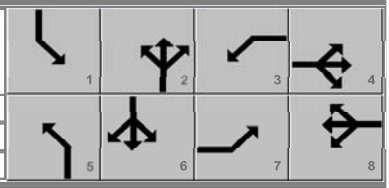
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 NBPM Beckner to Herrera.xus		
Project Description	2026 NBPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	229	36	37	247	76	134	71	1113	177	75	1254	345

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	76.7	10.0	1.3	9.5	0.0	
Yellow	3.0	5.0	3.0	0.0	3.0	0.0	
Red	1.0	2.0	1.0	0.0	3.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.5	15.3	16.8	10.5	83.7	10.6	83.7
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	5.3	11.0	10.4	3.9		4.0	
Green Extension Time (g_e), s	0.0	0.4	0.4	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.93		0.94	
Max Out Probability	1.00	0.00	0.02	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	252	40	41	271	84	108	78	993	414	79	1324	364
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1716	1856	1572	1781	1870	1559	1781	1781	
Queue Service Time (g_s), s	10.0	2.5		9.0	5.4	8.4	1.9	17.5	17.5	2.0	21.7	
Cycle Queue Clearance Time (g_c), s	10.0	2.5		9.0	5.4	8.4	1.9	17.5	17.5	2.0	21.7	
Green Ratio (*g/C*)	0.16	0.08		0.17	0.09	0.09	0.67	0.61	0.61	0.67	0.61	
Capacity (*c*), veh/h	239	142		577	160	136	326	2294	956	332	2185	
Volume-to-Capacity Ratio (*X*)	1.054	0.279		0.470	0.522	0.794	0.239	0.433	0.433	0.238	0.606	
Back of Queue (*Q*), ft/ln (95 th percentile)	297.9	53.4		173	115.4	156.9	30.5	283	248.5	32.4	242.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	11.9	2.1		6.8	4.5	6.1	1.2	11.1	9.9	1.3	9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06		0.72	0.29	0.39	0.10	0.14	0.13	0.04	0.17	
Uniform Delay (d_1), s/veh	53.5	54.5		47.2	54.6	56.0	10.1	12.7	12.7	9.3	8.9	
Incremental Delay (d_2), s/veh	73.3	0.4		0.2	1.0	3.9	0.1	0.6	1.4	0.1	1.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	126.8	54.9	0.0	47.4	55.6	60.0	10.2	13.3	14.1	9.4	9.9	0.0
Level of Service (LOS)	F	D	A	D	E	E	B	B	B	A	A	A
Approach Delay, s/veh / LOS	102.7	F		51.8	D		13.4	B		7.8	A	
Intersection Delay, s/veh / LOS	22.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.08	B
Bicycle LOS Score / LOS	1.04	A	1.25	A	1.30	A	2.01	B

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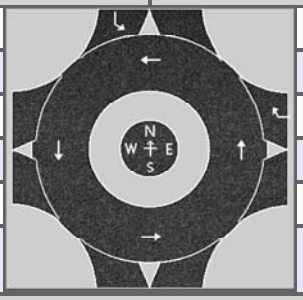
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 NO BUILD PM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					1			282					11	400		
Percent Heavy Vehicles, %					0			0					1	1		
Flow Rate (v_{PCE}), pc/h					1			350					14	496		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					351						510	
Entry Volume, veh/h					350						507	
Circulating Flow (v_c), pc/h	511			14			511			1		
Exiting Flow (v_{ex}), pc/h	497			0			364			0		
Capacity (c_{pce}), pc/h					1360						1379	
Capacity (c), veh/h					1355						1372	
v/c Ratio (x)					0.26						0.37	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.9						6.0	
Lane LOS					A						A	
95% Queue, veh					1.0						1.7	
Approach Delay, s/veh | LOS				4.9		A				6.0		A
Intersection Delay, s/veh | LOS	5.5						A					

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HCS Two-Way Stop-Control Report

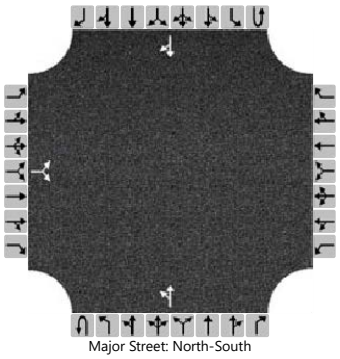
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 NO BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		77		4						19	226				246	172
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			95							22						
Capacity, c (veh/h)			404							1062						
v/c Ratio			0.24							0.02						
95% Queue Length, Q_{95} (veh)			0.9							0.1						
Control Delay (s/veh)			16.6							8.5	0.2					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		16.6								0.8						
Approach LOS		C								A						

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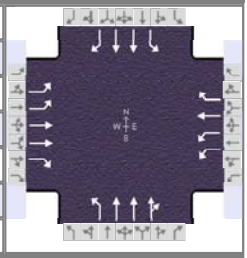
APPENDIX E:
2026 BUILD INTERSECTION CAPACITY ANALYSIS

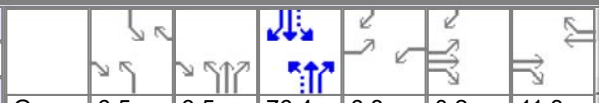
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2026 BAM Beckner to Herrera.xus		
Project Description	2026 BAM				

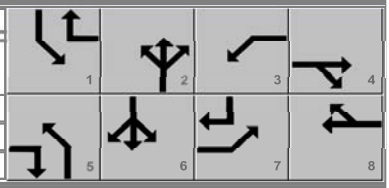


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	86	189	82	116	46	295	1303	107	67	711	88

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	109	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	3.5	76.4	6.8	0.2	11.3
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	17.5	10.8	17.3	14.1	86.2	10.5	82.7
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	6.8	7.4	5.4	10.9	9.8		4.0	
Green Extension Time (g_e), s	0.1	0.5	0.0	0.4	0.3	0.0	0.1	0.0
Phase Call Probability	0.99	1.00	0.96	1.00	1.00		0.94	
Max Out Probability	0.06	0.00	1.00	0.09	0.48		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	136	101	79	96	136	14	334	1076	517	79	836	99
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1730	1870	1585	1753	1841	1769	1767	1766	1572
Queue Service Time (g_s), s	4.8	3.3	5.4	3.4	8.9	1.0	7.8	14.2	13.8	2.0	15.1	2.8
Cycle Queue Clearance Time (g_c), s	4.8	3.3	5.4	3.4	8.9	1.0	7.8	14.2	13.8	2.0	15.1	2.8
Green Ratio (*g/C*)	0.06	0.09	0.17	0.05	0.09	0.14	0.70	0.64	0.64	0.66	0.61	0.67
Capacity (*c*), veh/h	194	330	276	187	169	227	516	2353	1131	312	2158	1048
Volume-to-Capacity Ratio (*X*)	0.705	0.306	0.286	0.516	0.806	0.062	0.648	0.457	0.457	0.253	0.388	0.094
Back of Queue (*Q*), ft/ln (95 th percentile)	97.8	67.5	97	68.4	201.5	17.5	141.9	185.9	173.1	31.4	243.3	41.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	2.7	3.8	2.7	7.9	0.7	5.5	7.2	6.9	1.2	9.5	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.42	0.21	1.08	0.32	0.75	0.09	0.53	0.13	0.12	0.14	0.22	0.24
Uniform Delay (d_1), s/veh	58.0	53.0	45.0	57.5	55.8	46.3	9.8	7.6	7.3	8.3	12.4	7.4
Incremental Delay (d_2), s/veh	1.8	0.2	0.2	0.8	5.9	0.0	1.0	0.4	0.8	0.2	0.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.8	53.2	45.2	58.4	61.7	46.4	10.8	8.0	8.1	8.4	12.9	7.6
Level of Service (LOS)	E	D	D	E	E	D	B	A	A	A	B	A
Approach Delay, s/veh / LOS	54.1	D		59.5	E		8.5	A		12.1	B	
Intersection Delay, s/veh / LOS	17.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.62	C	2.44	B	2.57	C
Bicycle LOS Score / LOS	0.75	A	0.90	A	1.59	B	1.32	A

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HCS Two-Way Stop-Control Report

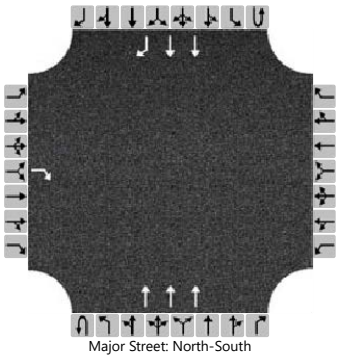
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	East Driveway @ Cerrillos
Jurisdiction	CoSF, NMDOT
East/West Street	East Right In/Right Out
North/South Street	Cerrillos (NM 14)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				5							1733				1005	11
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				5												
Capacity, c (veh/h)				490												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
Control Delay (s/veh)				12.4												
Level of Service (LOS)				B												
Approach Delay (s/veh)		12.4														
Approach LOS		B														

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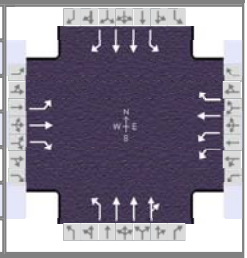
HCS Signalized Intersection Results Summary

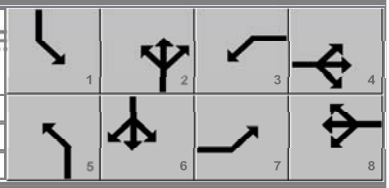
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BAM Beckner to Herrera.xus		
Project Description	2026 BAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	366	124	80	199	66	45	103	1483	286	26	874	203

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.4	74.2	9.8	0.2	11.9	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	18.0	13.8	17.9	11.9	84.7	8.5	81.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.4	9.3	6.8	5.2		2.8	
Green Extension Time (g_e), s	0.0	0.6	0.5	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.98		0.64	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	426	144	93	231	77	42	120	1386	646	29	979	227
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1743	1885	1598	1753	1841	1695	1767	1766	
Queue Service Time (g_s), s	10.0	9.4		7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.0	
Cycle Queue Clearance Time (g_c), s	10.0	9.4		7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.0	
Green Ratio (*g/C*)	0.17	0.10		0.17	0.09	0.09	0.65	0.62	0.62	0.63	0.59	
Capacity (*c*), veh/h	278	180		401	179	152	409	2288	1054	198	2099	
Volume-to-Capacity Ratio (*X*)	1.530	0.800		0.576	0.429	0.276	0.293	0.606	0.613	0.147	0.466	
Back of Queue (*Q*), ft/ln (95 th percentile)	896	202.6		142.3	102.5	55	51.4	425.7	405.2	13.3	264.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	35.8	8.0		5.6	4.1	2.2	2.0	16.5	16.2	0.5	10.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.21		0.59	0.26	0.14	0.17	0.22	0.21	0.02	0.18	
Uniform Delay (d_1), s/veh	52.8	55.3		46.3	53.4	52.6	9.8	14.4	14.5	12.7	12.6	
Incremental Delay (d_2), s/veh	255.7	3.1		0.5	0.6	0.4	0.1	1.2	2.7	0.1	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	308.5	58.4	0.0	46.8	54.0	52.9	10.0	15.6	17.1	12.8	13.3	0.0
Level of Service (LOS)	F	E	A	D	D	D	A	B	B	B	B	A
Approach Delay, s/veh / LOS	210.8	F		49.1	D		15.7	B		10.8	B	
Intersection Delay, s/veh / LOS	46.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.08	B
Bicycle LOS Score / LOS	1.58	B	1.07	A	1.67	B	1.55	B

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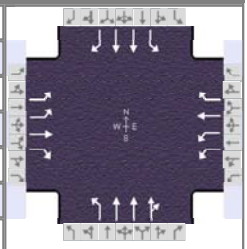
HCS Signalized Intersection Results Summary

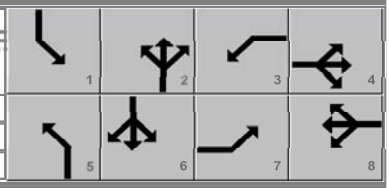
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BAM Beckner to Herrera (Dual EB Left).xus		
Project Description	2026 BAM (+Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	366	124	80	199	66	45	103	1483	286	26	874	203

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.4	74.2	9.8	0.2	11.9	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	18.0	13.8	17.9	11.9	84.7	8.5	81.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.4	9.3	6.8	5.2		2.8	
Green Extension Time (g_e), s	0.0	0.6	0.5	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.98		0.64	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	426	144	93	231	77	42	120	1386	646	29	979	227
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1743	1885	1598	1753	1841	1695	1767	1766	
Queue Service Time (g_s), s	10.0	9.4		7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.1	
Cycle Queue Clearance Time (g_c), s	10.0	9.4		7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.1	
Green Ratio (*g/C*)	0.17	0.10		0.17	0.09	0.09	0.65	0.62	0.62	0.63	0.59	
Capacity (*c*), veh/h	548	180		401	179	152	408	2288	1054	198	2099	
Volume-to-Capacity Ratio (*X*)	0.777	0.800		0.576	0.429	0.276	0.293	0.606	0.613	0.147	0.466	
Back of Queue (*Q*), ft/ln (95 th percentile)	93.1	202.6		142.3	102.5	55	51.4	425.7	405.2	13.3	266.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	8.0		5.6	4.1	2.2	2.0	16.5	16.2	0.5	10.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.21		0.59	0.26	0.14	0.17	0.22	0.21	0.02	0.18	
Uniform Delay (d_1), s/veh	50.1	55.3		46.3	53.4	52.6	9.8	14.4	14.5	12.6	12.7	
Incremental Delay (d_2), s/veh	6.3	3.1		0.5	0.6	0.4	0.1	1.2	2.7	0.1	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	56.4	58.4	0.0	46.8	54.0	52.9	10.0	15.6	17.1	12.8	13.4	0.0
Level of Service (LOS)	E	E	A	D	D	D	A	B	B	B	B	A
Approach Delay, s/veh / LOS	48.9	D		49.1	D		15.7	B		10.9	B	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.25	B
Bicycle LOS Score / LOS	1.58	B	1.07	A	1.67	B	1.55	B

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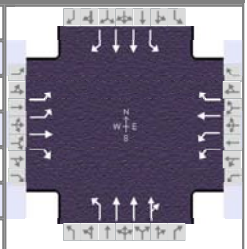
HCS Signalized Intersection Results Summary

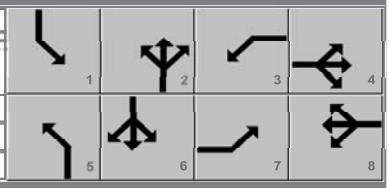
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BAM Beckner to Herrera NO free rights (Du…		
Project Description	2026 BAM (No Free Rights +Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	366	124	80	199	66	45	103	1483	286	26	874	203

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.4	74.2	9.8	0.2	11.9	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	18.0	13.8	17.9	11.9	84.7	8.5	81.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.4	9.3	6.8	5.2		2.8	
Green Extension Time (g_e), s	0.0	0.6	0.5	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.98		0.64	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	426	144	93	231	77	42	120	1386	646	29	979	227
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1743	1885	1598	1753	1841	1695	1767	1766	1610
Queue Service Time (g_s), s	10.0	9.4	6.9	7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.1	5.9
Cycle Queue Clearance Time (g_c), s	10.0	9.4	6.9	7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.1	5.9
Green Ratio (*g/C*)	0.17	0.10	0.10	0.17	0.09	0.09	0.65	0.62	0.62	0.63	0.59	0.59
Capacity (*c*), veh/h	548	180	155	401	179	152	408	2288	1054	198	2099	956
Volume-to-Capacity Ratio (*X*)	0.777	0.800	0.600	0.576	0.429	0.276	0.293	0.606	0.613	0.147	0.466	0.238
Back of Queue (*Q*), ft/ln (95 th percentile)	93.1	202.6	126.2	142.3	102.5	55	51.4	425.7	405.2	13.3	266.4	81.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	8.0	5.0	5.6	4.1	2.2	2.0	16.5	16.2	0.5	10.4	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.21	0.00	0.59	0.26	0.14	0.17	0.22	0.21	0.02	0.18	0.00
Uniform Delay (d_1), s/veh	50.1	55.3	54.2	46.3	53.4	52.6	9.8	14.4	14.5	12.6	12.7	7.8
Incremental Delay (d_2), s/veh	6.3	3.1	1.4	0.5	0.6	0.4	0.1	1.2	2.7	0.1	0.7	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	56.4	58.4	55.6	46.8	54.0	52.9	10.0	15.6	17.1	12.8	13.4	8.3
Level of Service (LOS)	E	E	E	D	D	D	A	B	B	B	B	A
Approach Delay, s/veh / LOS	56.7	E		49.1	D		15.7	B		12.4	B	
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.25	B
Bicycle LOS Score / LOS	1.58	B	1.07	A	1.67	B	1.55	B

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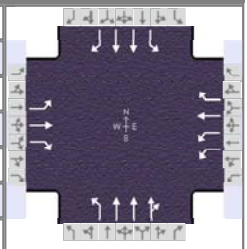
HCS Signalized Intersection Results Summary

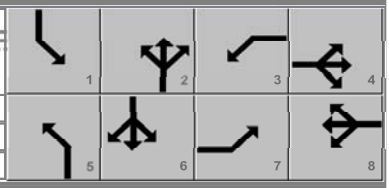
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BAM Beckner to Herrera NO free rights [NO…		
Project Description	2026 BAM (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	366	124	80	199	66	45	103	1483	286	26	874	203

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.4	74.2	9.8	0.2	11.9	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	18.0	13.8	17.9	11.9	84.7	8.5	81.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.4	9.3	6.8	5.2		2.8	
Green Extension Time (g_e), s	0.0	0.6	0.5	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.98		0.64	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	426	144	93	231	77	42	120	1386	646	29	979	227
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1610	1743	1885	1598	1753	1841	1695	1767	1766	1610
Queue Service Time (g_s), s	10.0	9.4	6.9	7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.0	5.8
Cycle Queue Clearance Time (g_c), s	10.0	9.4	6.9	7.3	4.8	3.0	3.2	28.6	29.1	0.8	18.0	5.8
Green Ratio (*g/C*)	0.17	0.10	0.10	0.17	0.09	0.09	0.65	0.62	0.62	0.63	0.59	0.59
Capacity (*c*), veh/h	278	180	155	401	179	152	409	2288	1054	198	2099	956
Volume-to-Capacity Ratio (*X*)	1.530	0.800	0.600	0.576	0.429	0.276	0.293	0.606	0.613	0.147	0.466	0.238
Back of Queue (*Q*), ft/ln (95 th percentile)	896	202.6	126.2	142.3	102.5	55	51.4	425.7	405.2	13.3	264.9	81.2
Back of Queue (*Q*), veh/ln (95 th percentile)	35.8	8.0	5.0	5.6	4.1	2.2	2.0	16.5	16.2	0.5	10.3	3.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.21	0.00	0.59	0.26	0.14	0.17	0.22	0.21	0.02	0.18	0.00
Uniform Delay (d_1), s/veh	52.8	55.3	54.2	46.3	53.4	52.6	9.8	14.4	14.5	12.7	12.6	7.7
Incremental Delay (d_2), s/veh	255.7	3.1	1.4	0.5	0.6	0.4	0.1	1.2	2.7	0.1	0.7	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	308.5	58.4	55.6	46.8	54.0	52.9	10.0	15.6	17.1	12.8	13.3	8.2
Level of Service (LOS)	F	E	E	D	D	D	A	B	B	B	B	A
Approach Delay, s/veh / LOS	218.6	F		49.1	D		15.7	B		12.3	B	
Intersection Delay, s/veh / LOS	48.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.08	B
Bicycle LOS Score / LOS	1.58	B	1.07	A	1.67	B	1.55	B

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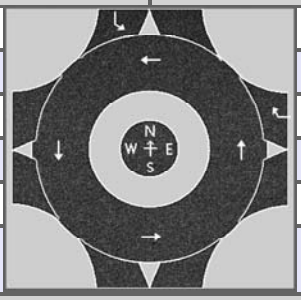
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD AM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					136			447					19	419		
Percent Heavy Vehicles, %					1			1					2	2		
Flow Rate (v_{PCE}), pc/h					180			592					25	562		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					772						587	
Entry Volume, veh/h					767						576	
Circulating Flow (v_c), pc/h	767			25			767			180		
Exiting Flow (v_{ex}), pc/h	742			0			617			0		
Capacity (c_{pce}), pc/h					1345						1149	
Capacity (c), veh/h					1336						1127	
v/c Ratio (x)					0.57						0.51	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					9.1						9.0	
Lane LOS					A						A	
95% Queue, veh					3.8						3.0	
Approach Delay, s/veh | LOS				9.1		A				9.0		A
Intersection Delay, s/veh | LOS	9.1						A					

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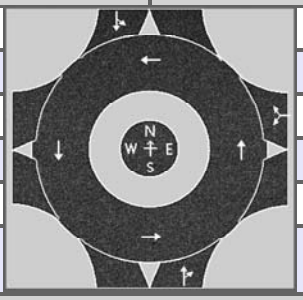
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD AM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	South Roundabout Driveway
E/W Street Name	I-25 W Frontage Rd
N/S Street Name	I-25 W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					0	287		14	0		1	449	0	66	1	
Percent Heavy Vehicles, %					2	2		2	2		2	2	2	2	2	
Flow Rate (v_{PCE}), pc/h					0	311		15	0		1	487	0	72	1	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					326			488			73	
Entry Volume, veh/h					320			478			72	
Circulating Flow (v_c), pc/h	384			1			72			311		
Exiting Flow (v_{ex}), pc/h	559			0			16			312		
Capacity (c_{pce}), pc/h					1379			1282			1005	
Capacity (c), veh/h					1352			1257			985	
v/c Ratio (x)					0.24			0.38			0.07	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.7			6.5			4.3	
Lane LOS					A			A			A	
95% Queue, veh					0.9			1.8			0.2	
Approach Delay, s/veh | LOS				4.7		A	6.5		A	4.3		A
Intersection Delay, s/veh | LOS	5.7						A					

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HCS Two-Way Stop-Control Report

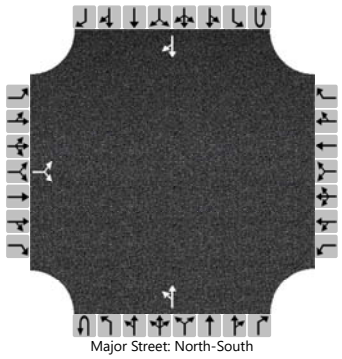
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		168		17						7	282				205	55
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			218							8						
Capacity, c (veh/h)			464							1248						
v/c Ratio			0.47							0.01						
95% Queue Length, Q_{95} (veh)			2.5							0.0						
Control Delay (s/veh)			19.4							7.9	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		19.4								0.3						
Approach LOS		C								A						

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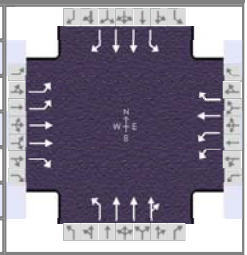
HCS Signalized Intersection Results Summary

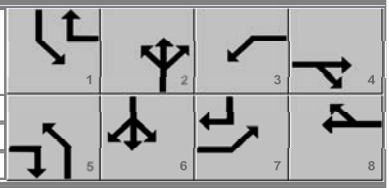
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2026 BPM Beckner to Herrera.xus		
Project Description	2026 BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	133	79	251	117	87	106	235	950	64	36	1213	67

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	3.5		79.6	6.9	10.6	0.0					
Yellow	3.0	0.0		4.3	3.0	3.0	0.0					
Red	1.0	0.0		2.0	1.0	2.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.0	15.6	10.9	15.5	12.6	89.4	9.1	85.9
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.0	10.0	6.4	7.9	8.3		2.9	
Green Extension Time (*g e*), s	0.0	0.5	0.2	0.6	0.4	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.99	1.00	1.00		0.74	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	141	84	113	124	93	54	278	797	388	38	1290	70
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1743	1885	1598	1781	1870	1818	1781	1781	1585
Queue Service Time (*g s*), s	5.0	2.7	8.0	4.4	5.9	3.8	6.3	8.9	9.1	0.9	25.8	1.8
Cycle Queue Clearance Time (*g c*), s	5.0	2.7	8.0	4.4	5.9	3.8	6.3	8.9	9.1	0.9	25.8	1.8
Green Ratio (*g/C*)	0.06	0.08	0.15	0.06	0.08	0.13	0.72	0.66	0.66	0.68	0.64	0.69
Capacity (*c*), veh/h	194	303	246	193	158	200	365	2486	1208	403	2267	1097
Volume-to-Capacity Ratio (*X*)	0.728	0.277	0.459	0.646	0.584	0.271	0.761	0.321	0.321	0.095	0.569	0.064
Back of Queue (*Q*), ft/ln (95 th percentile)	108.6	56.3	146	88.5	129.2	70.1	165.5	137.6	139.2	13.8	369.9	25.4
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	2.2	5.8	3.5	5.1	2.8	6.5	5.4	5.6	0.5	14.6	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.18	1.62	0.41	0.48	0.37	0.61	0.10	0.10	0.06	0.33	0.15
Uniform Delay (*d 1*), s/veh	58.1	53.6	48.2	57.8	55.1	49.5	15.3	6.5	6.6	6.9	12.9	6.2
Incremental Delay (*d 2*), s/veh	7.6	0.2	0.5	1.4	1.3	0.3	1.5	0.3	0.6	0.0	1.0	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	65.7	53.8	48.7	59.2	56.4	49.8	16.8	6.7	7.2	6.9	14.0	6.3
Level of Service (LOS)	E	D	D	E	E	D	B	A	A	A	B	A
Approach Delay, s/veh / LOS	57.1	E		56.4	E		8.8	A		13.4	B	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.47	B	2.60	C
Bicycle LOS Score / LOS	0.77	A	0.94	A	1.21	A	1.64	B

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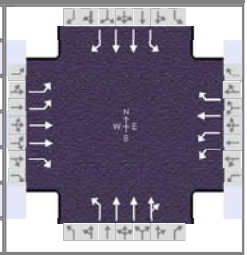
HCS Signalized Intersection Results Summary

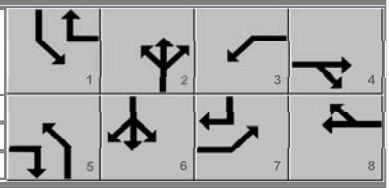
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2026 BPM Beckner to Herrera NO free rights [NO…		
Project Description	2026 BPM (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	133	79	245	117	87	106	232	941	64	36	1195	67

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	3.5		80.0	6.9	10.1	0.0					
Yellow	3.0	0.0		4.3	3.0	3.0	0.0					
Red	1.0	0.0		2.0	1.0	2.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.0	15.1	10.9	15.0	12.6	89.8	9.1	86.3
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.0	9.6	6.4	7.9	8.2		2.9	
Green Extension Time (*g e*), s	0.0	0.5	0.2	0.6	0.4	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.99	1.00	1.00		0.74	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	141	84	106	124	93	54	277	800	389	38	1271	70
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1743	1885	1598	1781	1870	1817	1781	1781	1585
Queue Service Time (*g s*), s	5.0	2.8	7.6	4.4	5.9	3.9	6.2	8.9	9.0	0.9	25.0	1.8
Cycle Queue Clearance Time (*g c*), s	5.0	2.8	7.6	4.4	5.9	3.9	6.2	8.9	9.0	0.9	25.0	1.8
Green Ratio (*g/C*)	0.06	0.08	0.15	0.06	0.08	0.12	0.72	0.67	0.67	0.68	0.64	0.70
Capacity (*c*), veh/h	194	290	240	193	152	194	373	2500	1214	404	2280	1103
Volume-to-Capacity Ratio (*X*)	0.728	0.290	0.444	0.646	0.611	0.279	0.745	0.320	0.320	0.095	0.557	0.064
Back of Queue (*Q*), ft/ln (95 th percentile)	108.6	56.5	137.8	88.5	130.1	70.4	145.7	136.4	138.4	13.5	357.6	24.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	2.2	5.5	3.5	5.2	2.8	5.7	5.4	5.5	0.5	14.1	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.18	1.53	0.41	0.48	0.37	0.54	0.09	0.10	0.06	0.32	0.15
Uniform Delay (*d 1*), s/veh	58.1	54.1	48.4	57.8	55.6	49.9	14.0	6.4	6.5	6.7	12.6	6.0
Incremental Delay (*d 2*), s/veh	7.6	0.2	0.5	1.4	1.5	0.3	1.1	0.3	0.6	0.0	1.0	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	65.7	54.3	48.9	59.2	57.1	50.2	15.1	6.6	7.1	6.8	13.6	6.2
Level of Service (LOS)	E	D	D	E	E	D	B	A	A	A	B	A
Approach Delay, s/veh / LOS	57.4	E		56.7	E		8.4	A		13.0	B	
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.47	B	2.60	C
Bicycle LOS Score / LOS	0.76	A	0.94	A	1.20	A	1.63	B

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HCS Two-Way Stop-Control Report

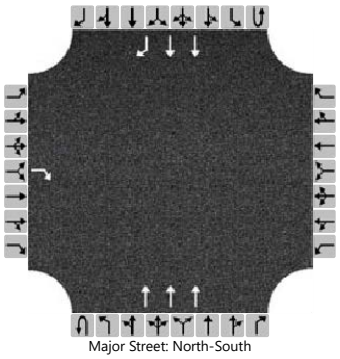
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	East Driveway @ Cerrillos
Jurisdiction	CoSF, NMDOT
East/West Street	East Right In/Right Out
North/South Street	Cerrillos (NM 14)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				3							1286				1585	34
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				3												
Capacity, c (veh/h)				307												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
Control Delay (s/veh)				16.8												
Level of Service (LOS)				C												
Approach Delay (s/veh)	16.8															
Approach LOS	C															

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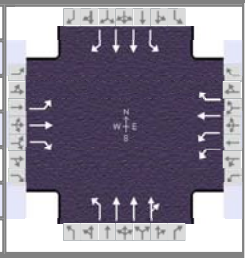
HCS Signalized Intersection Results Summary

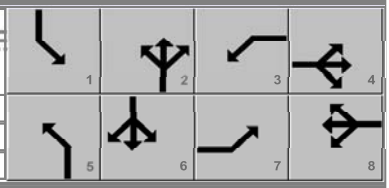
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BPM Beckner to Herrera.xus		
Project Description	2026 BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	42	41	247	87	134	82	1113	177	75	1257	369

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	0.1	76.5	10.0	1.3	9.5	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.5	15.3	16.8	10.7	83.6	10.6	83.5
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	5.3	10.9	10.4	4.2		4.0	
Green Extension Time (g_e), s	0.0	0.5	0.4	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.96		0.94	
Max Out Probability	1.00	0.00	0.02	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	290	46	45	271	96	108	90	993	414	81	1352	397
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1716	1856	1572	1781	1870	1559	1781	1781	
Queue Service Time (g_s), s	10.0	2.9		8.9	6.2	8.4	2.2	17.5	17.5	2.0	23.0	
Cycle Queue Clearance Time (g_c), s	10.0	2.9		8.9	6.2	8.4	2.2	17.5	17.5	2.0	23.0	
Green Ratio (*g/C*)	0.16	0.08		0.17	0.09	0.09	0.67	0.61	0.61	0.66	0.61	
Capacity (*c*), veh/h	230	142		568	161	136	326	2293	955	326	2179	
Volume-to-Capacity Ratio (*X*)	1.262	0.324		0.478	0.596	0.792	0.277	0.433	0.433	0.247	0.620	
Back of Queue (*Q*), ft/ln (95 th percentile)	463.8	62.5		173	133.4	156.7	35.6	283	248.5	33.2	252.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	18.6	2.5		6.8	5.2	6.1	1.4	11.1	9.9	1.3	10.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07		0.72	0.33	0.39	0.11	0.14	0.13	0.04	0.17	
Uniform Delay (d_1), s/veh	53.2	54.7		47.2	55.0	56.0	10.1	12.7	12.7	9.8	9.4	
Incremental Delay (d_2), s/veh	147.8	0.5		0.2	1.3	3.9	0.2	0.6	1.4	0.1	1.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	201.0	55.2	0.0	47.4	56.3	59.9	10.3	13.3	14.2	9.9	10.4	0.0
Level of Service (LOS)	F	E	A	D	E	E	B	B	B	A	B	A
Approach Delay, s/veh / LOS	159.6	F		52.0	D		13.4	B		8.1	A	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.08	B
Bicycle LOS Score / LOS	1.12	A	1.27	A	1.31	A	2.03	B

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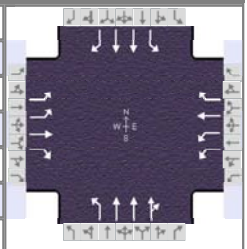
HCS Signalized Intersection Results Summary

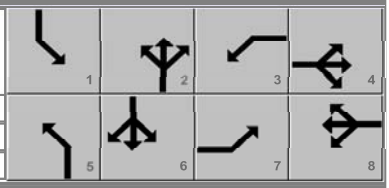
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	1.00
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BPM Beckner to Herrera (Dual EB Left).xus		
Project Description	2026 BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	42	41	247	87	134	82	1113	177	75	1257	369

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	77.4	10.0	0.5	9.6	0.0	
Yellow	3.0	5.0	3.0	0.0	3.0	0.0	
Red	1.0	2.0	1.0	0.0	3.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.6	14.5	16.0	10.6	84.4	10.6	84.4
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	10.6	5.0	10.1	9.6	4.0		4.0	
Green Extension Time (*g e*), s	0.0	0.4	0.3	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.94		0.94	
Max Out Probability	1.00	0.00	0.01	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	264	42	41	247	87	98	82	903	377	81	1352	397
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1716	1856	1572	1781	1870	1559	1781	1781	
Queue Service Time (*g s*), s	8.6	2.7		8.1	5.7	7.6	2.0	15.2	15.2	2.0	22.6	
Cycle Queue Clearance Time (*g c*), s	8.6	2.7		8.1	5.7	7.6	2.0	15.2	15.2	2.0	22.6	
Green Ratio (*g/C*)	0.16	0.08		0.16	0.08	0.08	0.67	0.62	0.62	0.67	0.62	
Capacity (*c*), veh/h	447	143		552	149	126	328	2316	965	359	2205	
Volume-to-Capacity Ratio (*X*)	0.591	0.294		0.447	0.585	0.777	0.250	0.390	0.390	0.224	0.613	
Back of Queue (*Q*), ft/ln (95 th percentile)	169	56.8		157.6	121.9	142.8	31.3	251.2	220.5	32.2	249.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.8	2.2		6.2	4.8	5.6	1.2	9.9	8.8	1.3	9.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06		0.66	0.30	0.36	0.10	0.13	0.11	0.04	0.17	
Uniform Delay (*d 1*), s/veh	48.3	54.5		47.5	55.5	56.4	9.6	11.9	12.0	8.9	9.1	
Incremental Delay (*d 2*), s/veh	1.4	0.4		0.2	1.4	3.8	0.1	0.5	1.2	0.1	1.0	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	49.7	55.0	0.0	47.7	56.8	60.2	9.8	12.4	13.1	9.0	10.1	0.0
Level of Service (LOS)	D	D	A	D	E	E	A	B	B	A	B	A
Approach Delay, s/veh / LOS	44.5	D		52.4	D		12.5	B		7.8	A	
Intersection Delay, s/veh / LOS	17.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.25	B
Bicycle LOS Score / LOS	1.06	A	1.20	A	1.24	A	1.89	B

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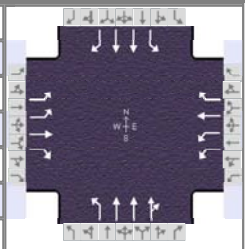
HCS Signalized Intersection Results Summary

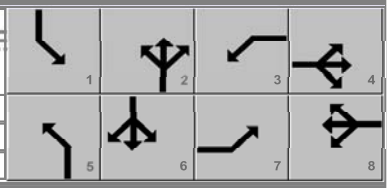
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BPM Beckner to Herrera NO free rights (Du…		
Project Description	2026 BPM (No Free Rights +Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	42	41	247	87	134	82	1113	177	75	1257	369

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	0.1	76.5	10.0	1.3	9.5						
Yellow	3.0	0.0	5.0	3.0	0.0	3.0						
Red	1.0	0.0	2.0	1.0	0.0	3.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.5	15.3	16.8	10.7	83.6	10.6	83.5
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	11.5	5.3	10.9	10.4	4.2		4.0	
Green Extension Time (*g e*), s	0.0	0.5	0.4	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.96		0.94	
Max Out Probability	1.00	0.00	0.02	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	290	46	45	271	96	108	90	993	414	81	1352	397
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1716	1856	1572	1781	1870	1559	1781	1781	1610
Queue Service Time (*g s*), s	9.5	2.9	3.3	8.9	6.2	8.4	2.2	17.5	17.5	2.0	23.0	6.8
Cycle Queue Clearance Time (*g c*), s	9.5	2.9	3.3	8.9	6.2	8.4	2.2	17.5	17.5	2.0	23.0	6.8
Green Ratio (*g/C*)	0.16	0.08	0.08	0.17	0.09	0.09	0.67	0.61	0.61	0.66	0.61	0.61
Capacity (*c*), veh/h	452	142	123	568	161	136	326	2293	955	326	2179	985
Volume-to-Capacity Ratio (*X*)	0.642	0.324	0.368	0.478	0.596	0.792	0.277	0.433	0.433	0.247	0.620	0.403
Back of Queue (*Q*), ft/ln (95 th percentile)	189.5	62.5	60.5	173	133.4	156.7	35.6	283	248.5	33.2	252.2	76.7
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	2.5	2.4	6.8	5.2	6.1	1.4	11.1	9.9	1.3	9.9	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07	0.00	0.72	0.33	0.39	0.11	0.14	0.13	0.04	0.17	0.00
Uniform Delay (*d 1*), s/veh	48.7	54.7	54.9	47.2	55.0	56.0	10.1	12.7	12.7	9.8	9.4	4.0
Incremental Delay (*d 2*), s/veh	2.4	0.5	0.7	0.2	1.3	3.9	0.2	0.6	1.4	0.1	1.0	0.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	51.1	55.2	55.6	47.4	56.3	59.9	10.3	13.3	14.2	9.9	10.3	4.9
Level of Service (LOS)	D	E	E	D	E	E	B	B	B	A	B	A
Approach Delay, s/veh / LOS	52.2	D		52.0	D		13.4	B		9.1	A	
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.25	B
Bicycle LOS Score / LOS	1.12	A	1.27	A	1.31	A	2.03	B

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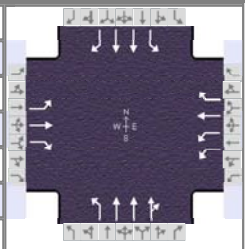
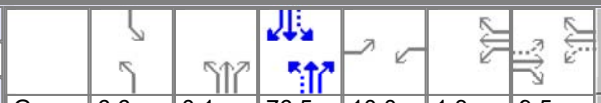
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2026 BPM Beckner to Herrera NO free rights [NO…		
Project Description	2026 BPM (No Free Rights)				

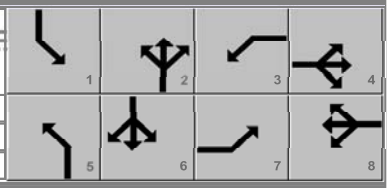


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	42	41	247	87	134	82	1113	177	75	1257	369

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.6	0.1	76.5	10.0	1.3	9.5
Yellow	3.0	0.0	5.0	3.0	0.0	3.0
Red	1.0	0.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.5	15.3	16.8	10.7	83.6	10.6	83.5
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	5.3	10.9	10.4	4.2		4.0	
Green Extension Time (g_e), s	0.0	0.5	0.4	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.96		0.94	
Max Out Probability	1.00	0.00	0.02	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	290	46	45	271	96	108	90	993	414	81	1352	397
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1610	1716	1856	1572	1781	1870	1559	1781	1781	1610
Queue Service Time (g_s), s	10.0	2.9	3.3	8.9	6.2	8.4	2.2	17.5	17.5	2.0	23.0	6.8
Cycle Queue Clearance Time (g_c), s	10.0	2.9	3.3	8.9	6.2	8.4	2.2	17.5	17.5	2.0	23.0	6.8
Green Ratio (*g/C*)	0.16	0.08	0.08	0.17	0.09	0.09	0.67	0.61	0.61	0.66	0.61	0.61
Capacity (*c*), veh/h	230	142	123	568	161	136	326	2293	955	326	2179	985
Volume-to-Capacity Ratio (*X*)	1.262	0.324	0.368	0.478	0.596	0.792	0.277	0.433	0.433	0.247	0.620	0.403
Back of Queue (*Q*), ft/ln (95 th percentile)	463.8	62.5	60.5	173	133.4	156.7	35.6	283	248.5	33.2	252.9	77
Back of Queue (*Q*), veh/ln (95 th percentile)	18.6	2.5	2.4	6.8	5.2	6.1	1.4	11.1	9.9	1.3	10.0	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07	0.00	0.72	0.33	0.39	0.11	0.14	0.13	0.04	0.17	0.00
Uniform Delay (d_1), s/veh	53.2	54.7	54.9	47.2	55.0	56.0	10.1	12.7	12.7	9.8	9.4	4.0
Incremental Delay (d_2), s/veh	147.8	0.5	0.7	0.2	1.3	3.9	0.2	0.6	1.4	0.1	1.0	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	201.0	55.2	55.6	47.4	56.3	59.9	10.3	13.3	14.2	9.9	10.4	4.9
Level of Service (LOS)	F	E	E	D	E	E	B	B	B	A	B	A
Approach Delay, s/veh / LOS	166.1	F		52.0	D		13.4	B		9.2	A	
Intersection Delay, s/veh / LOS	29.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.08	B
Bicycle LOS Score / LOS	1.12	A	1.27	A	1.31	A	2.03	B

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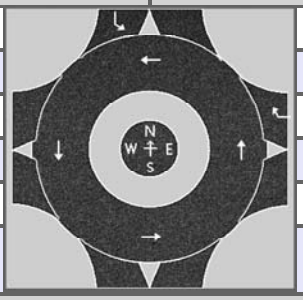
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD PM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					1			285					11	407		
Percent Heavy Vehicles, %					0			0					1	1		
Flow Rate (v_{PCE}), pc/h					1			353					14	505		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					354						519	
Entry Volume, veh/h					353						516	
Circulating Flow (v_c), pc/h	520			14			520			1		
Exiting Flow (v_{ex}), pc/h	506			0			367			0		
Capacity (c_{pce}), pc/h					1360						1379	
Capacity (c), veh/h					1355						1372	
v/c Ratio (x)					0.26						0.38	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.9						6.1	
Lane LOS					A						A	
95% Queue, veh					1.0						1.8	
Approach Delay, s/veh | LOS				4.9		A				6.1		A
Intersection Delay, s/veh | LOS	5.6						A					

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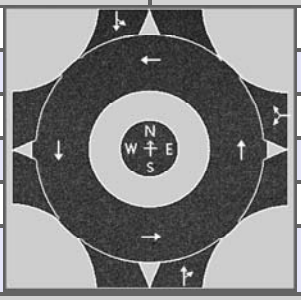
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD PM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	South Roundabout Driveway
E/W Street Name	I-25 W Frontage Rd
N/S Street Name	I-25 W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					0	425		46	0		2	281	0	45	1	
Percent Heavy Vehicles, %					2	2		2	2		2	2	2	2	2	
Flow Rate (v_{PCE}), pc/h					0	461		50	0		2	305	0	49	1	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					511			307			50	
Entry Volume, veh/h					501			301			49	
Circulating Flow (v_c), pc/h	511			2			49			461		
Exiting Flow (v_{ex}), pc/h	354			0			52			462		
Capacity (c_{pce}), pc/h					1377			1313			862	
Capacity (c), veh/h					1350			1287			845	
v/c Ratio (x)					0.37			0.23			0.06	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					6.1			4.8			4.8	
Lane LOS					A			A			A	
95% Queue, veh					1.7			0.9			0.2	
Approach Delay, s/veh | LOS				6.1		A	4.8		A	4.8		A
Intersection Delay, s/veh | LOS	5.6						A					

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HCS Two-Way Stop-Control Report

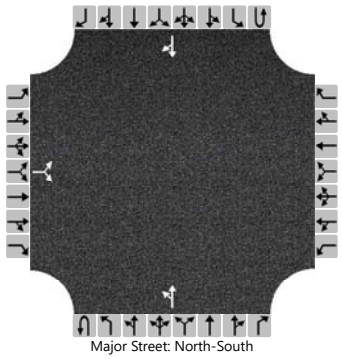
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2026
Time Analyzed	2026 BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		75		4						18	223				243	168
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			93							21						
Capacity, c (veh/h)			411							1070						
v/c Ratio			0.23							0.02						
95% Queue Length, Q_{95} (veh)			0.9							0.1						
Control Delay (s/veh)			16.3							8.4	0.2					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		16.3								0.8						
Approach LOS		C								A						

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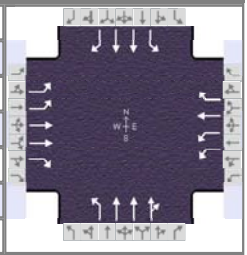
APPENDIX F:
2036 NO BUILD INTERSECTION CAPACITY ANALYSIS

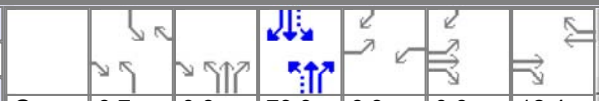
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 NBAM Beckner to Herrera.xus		
Project Description	2036 NBAM				

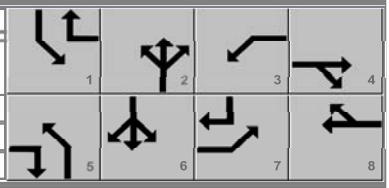


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	96	226	92	130	51	345	1553	150	75	819	98

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	109	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	0.8	73.3	6.8	0.6	12.4
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.5	19.1	10.8	18.4	15.5	84.4	10.7	79.6
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.4	10.3	5.8	12.0	11.5		4.4	
Green Extension Time (*g e*), s	0.1	0.5	0.0	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00		0.95	
Max Out Probability	0.15	0.07	1.00	0.38	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	153	113	122	108	153	20	385	1283	615	88	964	111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1730	1870	1585	1753	1841	1757	1767	1766	1572
Queue Service Time (*g s*), s	5.4	3.6	8.3	3.8	10.0	1.4	9.5	18.9	18.4	2.4	19.4	3.3
Cycle Queue Clearance Time (*g c*), s	5.4	3.6	8.3	3.8	10.0	1.4	9.5	18.9	18.4	2.4	19.4	3.3
Green Ratio (*g/C*)	0.06	0.10	0.20	0.05	0.10	0.15	0.69	0.62	0.62	0.64	0.59	0.65
Capacity (*c*), veh/h	209	375	314	189	186	242	466	2301	1098	260	2071	1016
Volume-to-Capacity Ratio (*X*)	0.733	0.301	0.389	0.572	0.822	0.083	0.826	0.558	0.560	0.339	0.465	0.109
Back of Queue (*Q*), ft/ln (95 th percentile)	109.6	74.4	149.9	77.1	230.3	24.5	179	210.2	192.8	39.1	303.3	50.5
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	3.0	6.0	3.0	9.1	1.0	6.9	8.1	7.7	1.5	11.8	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.47	0.24	1.67	0.36	0.85	0.13	0.66	0.15	0.14	0.17	0.27	0.30
Uniform Delay (*d 1*), s/veh	57.8	51.7	43.7	57.7	55.2	45.4	15.2	8.3	7.9	10.2	14.7	8.4
Incremental Delay (*d 2*), s/veh	1.9	0.2	0.3	1.0	11.7	0.1	5.3	0.5	1.0	0.3	0.8	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.7	51.9	44.0	58.7	66.9	45.5	20.5	8.8	8.9	10.5	15.5	8.6
Level of Service (LOS)	E	D	D	E	E	D	C	A	A	B	B	A
Approach Delay, s/veh / LOS	52.5	D		62.2	E		10.8	B		14.4	B	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.61	C	2.45	B	2.58	C
Bicycle LOS Score / LOS	0.81	A	0.95	A	1.81	B	1.45	A

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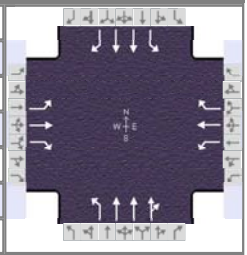
HCS Signalized Intersection Results Summary

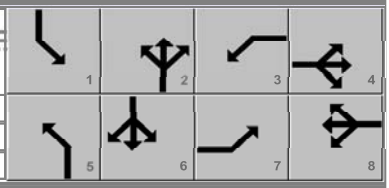
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 NBAM Beckner to Herrera NO free rights.xus		
Project Description	2036 NBAM (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	346	127	82	219	69	49	110	1631	315	29	955	215

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	66.1	10.0	3.8	12.3	
Yellow	3.0	0.0	5.0	3.0	3.0	3.0	
Red	1.0	0.0	2.0	1.0	1.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	18.3	21.8	26.0	11.9	76.2	8.7	73.1
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.7	17.4	6.7	6.1		3.0	
Green Extension Time (g_e), s	0.0	0.6	0.4	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		0.67	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	402	148	95	255	80	47	128	1522	717	32	1065	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1610	1795	1885	1598	1753	1841	1695	1767	1766	1610
Queue Service Time (g_s), s	10.0	9.7	7.1	15.4	4.7	3.1	4.1	39.3	40.8	1.0	21.6	6.4
Cycle Queue Clearance Time (g_c), s	10.0	9.7	7.1	15.4	4.7	3.1	4.1	39.3	40.8	1.0	21.6	6.4
Green Ratio (*g/C*)	0.18	0.10	0.10	0.26	0.16	0.16	0.59	0.55	0.55	0.57	0.53	0.53
Capacity (*c*), veh/h	334	184	158	339	302	256	340	2039	939	160	1867	851
Volume-to-Capacity Ratio (*X*)	1.205	0.804	0.603	0.752	0.266	0.182	0.376	0.746	0.763	0.202	0.571	0.282
Back of Queue (*Q*), ft/ln (95 th percentile)	611.9	206.5	129.2	276.5	97.9	56	70.3	587.9	574.9	18.3	295.5	88.8
Back of Queue (*Q*), veh/ln (95 th percentile)	24.5	8.1	5.2	11.0	3.9	2.2	2.7	22.8	23.0	0.7	11.5	3.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.22	0.00	1.15	0.24	0.14	0.23	0.30	0.30	0.02	0.20	0.00
Uniform Delay (d_1), s/veh	52.6	55.2	54.0	41.0	46.0	45.4	14.1	21.2	21.5	20.4	14.8	9.0
Incremental Delay (d_2), s/veh	117.3	3.1	1.4	1.3	0.2	0.1	0.3	2.5	5.9	0.2	1.1	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	169.9	58.3	55.4	42.2	46.2	45.5	14.4	23.7	27.4	20.6	15.9	9.7
Level of Service (LOS)	F	E	E	D	D	D	B	C	C	C	B	A
Approach Delay, s/veh / LOS	127.4	F		43.5	D		24.3	C		14.9	B	
Intersection Delay, s/veh / LOS	37.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.60	C	2.10	B	2.09	B
Bicycle LOS Score / LOS	1.55	B	1.12	A	1.79	B	1.64	B

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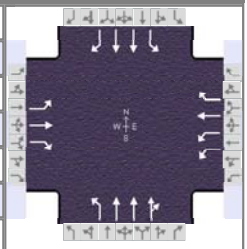
HCS Signalized Intersection Results Summary

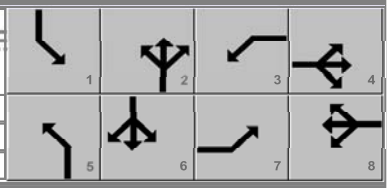
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 NBAM Beckner to Herrera.xus		
Project Description	2036 NBAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	346	127	82	219	69	49	110	1631	315	29	955	215

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	73.2	10.0	0.6	12.3	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	18.3	14.6	18.9	11.9	83.4	8.7	80.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.7	10.0	7.0	5.5		2.9	
Green Extension Time (g_e), s	0.0	0.6	0.5	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		0.67	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	402	148	95	255	80	47	128	1522	717	32	1065	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1743	1885	1598	1753	1841	1695	1767	1766	
Queue Service Time (g_s), s	10.0	9.7		8.0	5.0	3.4	3.5	34.2	35.6	0.9	20.5	
Cycle Queue Clearance Time (g_c), s	10.0	9.7		8.0	5.0	3.4	3.5	34.2	35.6	0.9	20.5	
Green Ratio (*g/C*)	0.18	0.10		0.18	0.10	0.10	0.64	0.61	0.61	0.62	0.59	
Capacity (*c*), veh/h	265	184		463	194	164	374	2250	1036	177	2069	
Volume-to-Capacity Ratio (*X*)	1.516	0.803		0.550	0.413	0.283	0.342	0.676	0.692	0.183	0.515	
Back of Queue (*Q*), ft/ln (95 th percentile)	836.5	206.5		155.6	106.2	60.6	57.2	500.8	486.2	15.1	290.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	33.5	8.1		6.2	4.2	2.4	2.2	19.4	19.4	0.6	11.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.22		0.65	0.27	0.15	0.18	0.25	0.25	0.02	0.20	
Uniform Delay (d_1), s/veh	52.4	55.2		45.4	52.5	51.8	10.9	16.1	16.4	15.3	13.2	
Incremental Delay (d_2), s/veh	250.4	3.1		0.4	0.5	0.3	0.2	1.7	3.8	0.2	0.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	302.8	58.3	0.0	45.8	53.1	52.1	11.1	17.8	20.2	15.4	14.0	0.0
Level of Service (LOS)	F	E	A	D	D	D	B	B	C	B	B	A
Approach Delay, s/veh / LOS	202.1	F		48.1	D		18.1	B		11.5	B	
Intersection Delay, s/veh / LOS	43.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.08	B
Bicycle LOS Score / LOS	1.55	B	1.12	A	1.79	B	1.64	B

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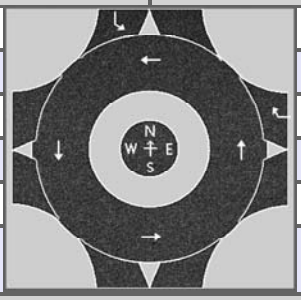
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD AM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					152			487					22	466		
Percent Heavy Vehicles, %					1			1					2	2		
Flow Rate (v_{PCE}), pc/h					201			645					29	625		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					846						654	
Entry Volume, veh/h					840						642	
Circulating Flow (v_c), pc/h	855			29			855			201		
Exiting Flow (v_{ex}), pc/h	826			0			674			0		
Capacity (c_{pce}), pc/h					1340						1124	
Capacity (c), veh/h					1330						1103	
v/c Ratio (x)					0.63						0.58	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					10.4						10.6	
Lane LOS					B						B	
95% Queue, veh					4.8						3.9	
Approach Delay, s/veh | LOS				10.4		B				10.6		B
Intersection Delay, s/veh | LOS	10.5						B					

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HCS Two-Way Stop-Control Report

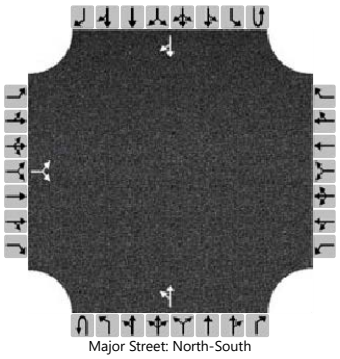
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		189		19						8	316				229	62
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			245							9						
Capacity, c (veh/h)			420							1210						
v/c Ratio			0.58							0.01						
95% Queue Length, Q_{95} (veh)			3.6							0.0						
Control Delay (s/veh)			24.8							8.0	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		24.8								0.3						
Approach LOS		C								A						

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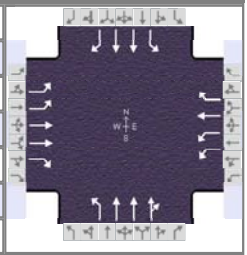
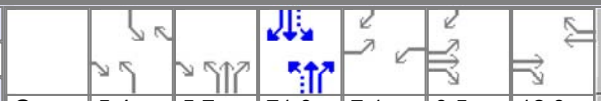
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 NBPM Beckner to Herrera.xus		
Project Description	2036 NBPM				

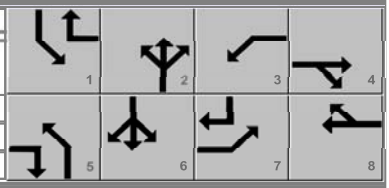


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	149	89	284	132	97	118	284	1144	103	40	1412	76

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	5.7	71.0	7.1	0.5	12.0
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.6	17.5	11.1	17.0	19.1	87.0	9.4	77.3
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.6	11.9	6.9	8.5	14.8		3.2	
Green Extension Time (g_e), s	0.0	0.6	0.2	0.7	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00		0.77	
Max Out Probability	1.00	0.04	0.00	0.01	0.65		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	159	95	148	140	103	67	331	974	468	43	1502	80
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1743	1885	1598	1781	1870	1796	1781	1781	1585
Queue Service Time (g_s), s	5.6	3.0	9.9	4.9	6.5	4.7	12.8	12.3	12.6	1.2	39.4	2.5
Cycle Queue Clearance Time (g_c), s	5.6	3.0	9.9	4.9	6.5	4.7	12.8	12.3	12.6	1.2	39.4	2.5
Green Ratio (*g/C*)	0.06	0.10	0.22	0.06	0.10	0.14	0.70	0.65	0.65	0.61	0.57	0.63
Capacity (*c*), veh/h	211	360	353	197	181	223	361	2415	1159	330	2024	997
Volume-to-Capacity Ratio (*X*)	0.750	0.263	0.419	0.712	0.569	0.301	0.918	0.403	0.403	0.129	0.742	0.080
Back of Queue (*Q*), ft/ln (95 th percentile)	125.6	62.4	178.1	100.6	142.3	85.7	455.3	178.5	178.8	19.9	558.9	37.7
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	2.5	7.1	4.0	5.6	3.4	17.9	7.0	7.2	0.8	22.0	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.53	0.20	1.98	0.47	0.53	0.45	1.69	0.12	0.13	0.09	0.49	0.22
Uniform Delay (d_1), s/veh	57.8	52.0	41.8	58.0	54.0	48.3	35.3	7.5	7.7	9.8	20.2	9.1
Incremental Delay (d_2), s/veh	10.9	0.1	0.3	1.8	1.0	0.3	18.8	0.4	0.8	0.1	2.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	68.7	52.1	42.1	59.7	55.0	48.6	54.1	7.9	8.6	9.8	22.7	9.2
Level of Service (LOS)	E	D	D	E	E	D	D	A	A	A	C	A
Approach Delay, s/veh / LOS	55.0	D		55.8	E		16.7	B		21.7	C	
Intersection Delay, s/veh / LOS	25.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.47	B	2.61	C
Bicycle LOS Score / LOS	0.82	A	1.00	A	1.38	A	1.83	B

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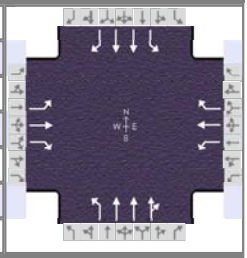
HCS Signalized Intersection Results Summary

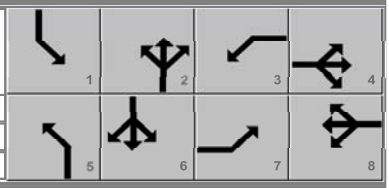
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 NBPM Beckner to Herrera NO free rights.xus		
Project Description	2036 NBPM (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	39	41	272	84	147	78	1225	194	82	1379	380

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	72.3	10.0	4.0	7.0	0.0	
Yellow	3.0	5.0	3.0	3.0	3.0	0.0	
Red	1.0	2.0	1.0	1.0	3.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	13.0	22.0	21.0	10.6	79.3	10.7	79.4
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	5.8	20.0	11.3	4.3		4.4	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.95		0.95	
Max Out Probability	1.00	0.01	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	277	43	45	299	92	122	86	1093	456	87	1457	401
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1449	1767	1856	1572	1781	1870	1559	1781	1781	1610
Queue Service Time (g_s), s	10.0	2.8	3.8	18.0	5.8	9.3	2.3	21.7	21.7	2.4	25.9	7.0
Cycle Queue Clearance Time (g_c), s	10.0	2.8	3.8	18.0	5.8	9.3	2.3	21.7	21.7	2.4	25.9	7.0
Green Ratio (*g/C*)	0.14	0.06	0.06	0.22	0.12	0.12	0.63	0.58	0.58	0.63	0.58	0.58
Capacity (*c*), veh/h	277	105	81	358	223	189	282	2165	902	288	2061	932
Volume-to-Capacity Ratio (*X*)	1.001	0.409	0.555	0.835	0.415	0.646	0.304	0.505	0.505	0.301	0.707	0.431
Back of Queue (*Q*), ft/ln (95 th percentile)	309.1	59.8	63.3	387.6	121.9	167.8	38.6	346.6	304	40.8	238.9	78.1
Back of Queue (*Q*), veh/ln (95 th percentile)	12.4	2.4	2.5	15.1	4.8	6.6	1.5	13.6	12.2	1.6	9.4	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06	0.00	1.62	0.30	0.42	0.12	0.18	0.16	0.06	0.16	0.00
Uniform Delay (d_1), s/veh	55.3	57.0	57.5	46.9	50.9	52.5	13.0	15.7	15.7	12.1	9.1	4.2
Incremental Delay (d_2), s/veh	54.5	1.0	2.2	14.8	0.5	1.4	0.2	0.8	2.0	0.1	1.4	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	109.7	58.0	59.7	61.6	51.4	53.9	13.2	16.5	17.7	12.2	10.5	5.2
Level of Service (LOS)	F	E	E	E	D	D	B	B	B	B	B	A
Approach Delay, s/veh / LOS	97.5	F		57.9	E		16.7	B		9.5	A	
Intersection Delay, s/veh / LOS	24.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.61	C	2.14	B	2.08	B
Bicycle LOS Score / LOS	1.09	A	1.33	A	1.39	A	2.16	B

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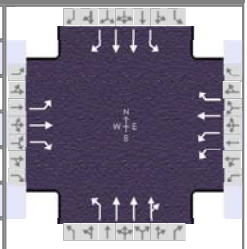
HCS Signalized Intersection Results Summary

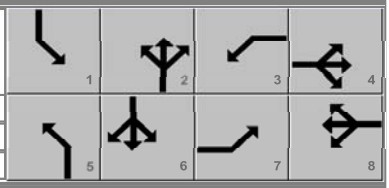
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 NBPM Beckner to Herrera.xus		
Project Description	2036 NBPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	39	41	272	84	147	78	1225	194	82	1379	380

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	75.4	10.0	2.2	9.7	0.0
Yellow	3.0	5.0	3.0	0.0	3.0	0.0
Red	1.0	2.0	1.0	0.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.7	16.2	17.9	10.6	82.4	10.7	82.4
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	5.7	11.8	11.5	4.2		4.2	
Green Extension Time (*g e*), s	0.0	0.5	0.4	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.95		0.95	
Max Out Probability	1.00	0.00	0.04	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	277	43	45	299	92	122	86	1093	456	87	1457	401
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1716	1856	1572	1781	1870	1559	1781	1781	
Queue Service Time (*g s*), s	10.0	2.7		9.8	5.9	9.5	2.2	20.5	20.5	2.2	26.7	
Cycle Queue Clearance Time (*g c*), s	10.0	2.7		9.8	5.9	9.5	2.2	20.5	20.5	2.2	26.7	
Green Ratio (*g/C*)	0.16	0.08		0.18	0.10	0.10	0.66	0.60	0.60	0.66	0.60	
Capacity (*c*), veh/h	245	146		602	177	150	288	2257	941	299	2149	
Volume-to-Capacity Ratio (*X*)	1.131	0.294		0.496	0.521	0.813	0.297	0.484	0.484	0.289	0.678	
Back of Queue (*Q*), ft/ln (95 th percentile)	371	57.8		189.3	126.5	177.4	35.1	324.2	284.6	37	271	
Back of Queue (*Q*), veh/ln (95 th percentile)	14.8	2.3		7.4	4.9	6.9	1.4	12.8	11.4	1.5	10.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06		0.79	0.32	0.44	0.11	0.16	0.15	0.05	0.19	
Uniform Delay (*d 1*), s/veh	53.4	54.4		46.4	53.8	55.4	12.1	13.9	13.9	10.6	9.9	
Incremental Delay (*d 2*), s/veh	97.4	0.4		0.2	0.9	4.0	0.2	0.7	1.8	0.1	1.1	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	150.8	54.8	0.0	46.7	54.7	59.4	12.3	14.6	15.7	10.7	11.1	0.0
Level of Service (LOS)	F	D	A	D	D	E	B	B	B	B	B	A
Approach Delay, s/veh / LOS	120.9	F		51.1	D		14.8	B		8.8	A	
Intersection Delay, s/veh / LOS	25.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.08	B
Bicycle LOS Score / LOS	1.09	A	1.33	A	1.39	A	2.16	B

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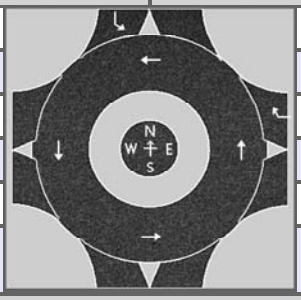
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD PM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					1			310					13	440		
Percent Heavy Vehicles, %					0			0					1	1		
Flow Rate (v_{PCE}), pc/h					1			384					16	546		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					385						562	
Entry Volume, veh/h					383						559	
Circulating Flow (v_c), pc/h	563			16			563			1		
Exiting Flow (v_{ex}), pc/h	547			0			400			0		
Capacity (c_{pce}), pc/h					1358						1379	
Capacity (c), veh/h					1352						1372	
v/c Ratio (x)					0.28						0.41	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					5.1						6.5	
Lane LOS					A						A	
95% Queue, veh					1.2						2.0	
Approach Delay, s/veh | LOS				5.1		A				6.5		A
Intersection Delay, s/veh | LOS	5.9						A					

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HCS Two-Way Stop-Control Report

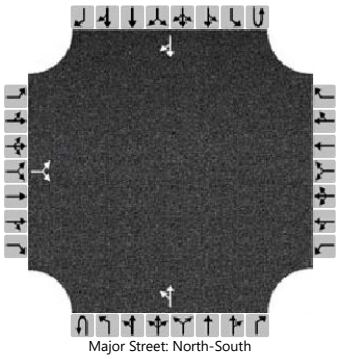
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		85		5						21	248				271	189
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			106							25						
Capacity, c (veh/h)			367							1018						
v/c Ratio			0.29							0.02						
95% Queue Length, Q_{95} (veh)			1.2							0.1						
Control Delay (s/veh)			18.7							8.6	0.2					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.7								0.9						
Approach LOS		C								A						

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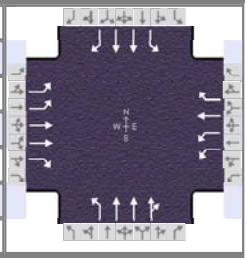
APPENDIX G:
2036 BUILD INTERSECTION CAPACITY ANALYSIS

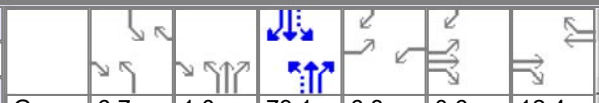
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 BAM Beckner to Herrera.xus		
Project Description	2036 BAM				

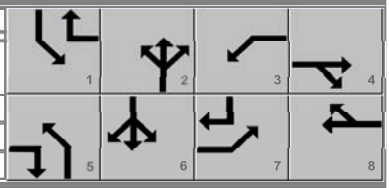


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	96	230	92	130	51	358	1592	150	75	832	98

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	109	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	1.0	73.1	6.8	0.6	12.4
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.5	19.1	10.8	18.4	15.7	84.4	10.7	79.4
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.4	10.7	5.8	12.0	11.6		4.4	
Green Extension Time (*g e*), s	0.1	0.5	0.0	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00		0.95	
Max Out Probability	0.15	0.09	1.00	0.38	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	153	113	127	108	153	20	391	1283	615	88	979	111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1730	1870	1585	1753	1841	1759	1767	1766	1572
Queue Service Time (*g s*), s	5.4	3.6	8.7	3.8	10.0	1.4	9.6	18.7	18.3	2.4	19.9	3.4
Cycle Queue Clearance Time (*g c*), s	5.4	3.6	8.7	3.8	10.0	1.4	9.6	18.7	18.3	2.4	19.9	3.4
Green Ratio (*g/C*)	0.06	0.10	0.20	0.05	0.10	0.15	0.69	0.62	0.62	0.64	0.59	0.64
Capacity (*c*), veh/h	209	376	316	189	186	242	462	2301	1099	260	2067	1014
Volume-to-Capacity Ratio (*X*)	0.733	0.301	0.402	0.572	0.822	0.083	0.846	0.558	0.560	0.339	0.474	0.109
Back of Queue (*Q*), ft/ln (95 th percentile)	109.6	74.4	156	77.1	230.2	24.5	188.5	200.8	184	39.2	309.1	50.7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	3.0	6.2	3.0	9.1	1.0	7.3	7.8	7.4	1.5	12.1	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.47	0.24	1.73	0.36	0.85	0.13	0.70	0.14	0.13	0.17	0.27	0.30
Uniform Delay (*d 1*), s/veh	57.8	51.7	43.7	57.7	55.2	45.4	16.1	8.2	7.8	10.2	14.9	8.5
Incremental Delay (*d 2*), s/veh	1.9	0.2	0.3	1.0	11.6	0.1	5.5	0.4	0.8	0.3	0.8	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.7	51.9	44.0	58.7	66.8	45.5	21.5	8.6	8.7	10.5	15.7	8.7
Level of Service (LOS)	E	D	D	E	E	D	C	A	A	B	B	A
Approach Delay, s/veh / LOS	52.4	D		62.2	E		10.8	B		14.6	B	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.61	C	2.45	B	2.58	C
Bicycle LOS Score / LOS	0.81	A	0.95	A	1.84	B	1.46	A

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HCS Two-Way Stop-Control Report

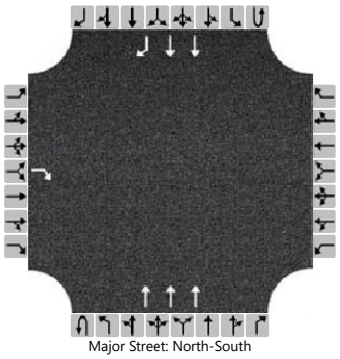
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	East Driveway @ Cerrillos
Jurisdiction	CoSF, NMDOT
East/West Street	East Right In/Right Out
North/South Street	Cerrillos (NM 14)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				5							1937				1127	11
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				5												
Capacity, c (veh/h)				444												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
Control Delay (s/veh)				13.2												
Level of Service (LOS)				B												
Approach Delay (s/veh)	13.2															
Approach LOS	B															

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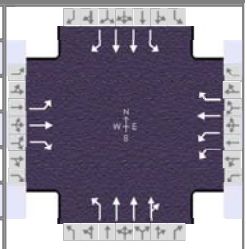
HCS Signalized Intersection Results Summary

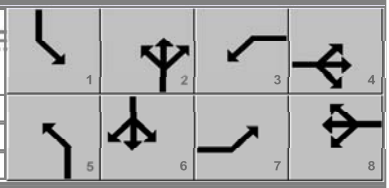
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera.xus		
Project Description	2036 BAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	397	136	87	219	73	49	113	1631	315	29	960	222

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	72.5	10.0	0.5	13.0	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	19.0	14.5	19.5	11.9	82.7	8.7	79.5
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	12.3	10.0	7.3	5.7		2.9	
Green Extension Time (g_e), s	0.0	0.7	0.5	0.7	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		0.68	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	462	158	101	255	85	47	131	1522	717	33	1076	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1743	1885	1598	1753	1841	1695	1767	1766	
Queue Service Time (g_s), s	10.0	10.3		8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.3	
Cycle Queue Clearance Time (g_c), s	10.0	10.3		8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.3	
Green Ratio (*g/C*)	0.18	0.10		0.19	0.11	0.11	0.64	0.61	0.61	0.62	0.58	
Capacity (*c*), veh/h	269	195		462	204	173	366	2230	1027	175	2050	
Volume-to-Capacity Ratio (*X*)	1.713	0.813		0.552	0.416	0.269	0.359	0.682	0.698	0.185	0.525	
Back of Queue (*Q*), ft/ln (95 th percentile)	1092.1	217.5		154.2	111.7	60.2	60.4	509.3	494.4	15.5	303.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	43.7	8.6		6.1	4.4	2.4	2.3	19.7	19.8	0.6	11.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.23		0.64	0.28	0.15	0.19	0.26	0.26	0.02	0.21	
Uniform Delay (d_1), s/veh	52.0	54.8		44.9	52.0	51.2	11.4	16.6	16.8	15.7	13.9	
Incremental Delay (d_2), s/veh	336.4	3.1		0.4	0.5	0.3	0.2	1.7	3.9	0.2	0.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	388.4	57.9	0.0	45.3	52.5	51.5	11.6	18.3	20.8	15.9	14.7	0.0
Level of Service (LOS)	F	E	A	D	D	D	B	B	C	B	B	A
Approach Delay, s/veh / LOS	261.4	F		47.6	D		18.6	B		12.0	B	
Intersection Delay, s/veh / LOS	55.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.08	B
Bicycle LOS Score / LOS	1.68	B	1.12	A	1.79	B	1.65	B

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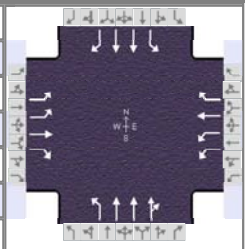
HCS Signalized Intersection Results Summary

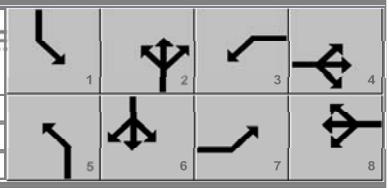
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera (+Dual EB Left).xus		
Project Description	2036 BAM (+Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	397	136	87	219	73	49	113	1631	315	29	960	222

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	72.5	10.0	0.5	13.0	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	19.0	14.5	19.5	11.9	82.7	8.7	79.5
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	12.3	10.0	7.3	5.7		2.9	
Green Extension Time (g_e), s	0.0	0.7	0.5	0.7	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		0.68	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	462	158	101	255	85	47	131	1522	717	33	1076	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1743	1885	1598	1753	1841	1695	1767	1766	
Queue Service Time (g_s), s	10.0	10.3		8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.1	
Cycle Queue Clearance Time (g_c), s	10.0	10.3		8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.1	
Green Ratio (*g/C*)	0.18	0.10		0.19	0.11	0.11	0.64	0.61	0.61	0.62	0.58	
Capacity (*c*), veh/h	530	195		462	204	173	367	2230	1027	175	2050	
Volume-to-Capacity Ratio (*X*)	0.870	0.813		0.552	0.416	0.269	0.358	0.682	0.698	0.185	0.525	
Back of Queue (*Q*), ft/ln (95 th percentile)	150.4	217.5		154.2	111.7	60.2	60.4	509.3	494.4	15.5	299.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	8.6		6.1	4.4	2.4	2.3	19.7	19.8	0.6	11.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.23		0.64	0.28	0.15	0.19	0.26	0.26	0.02	0.21	
Uniform Delay (d_1), s/veh	50.6	54.8		44.9	52.0	51.2	11.3	16.6	16.8	15.7	13.7	
Incremental Delay (d_2), s/veh	14.0	3.1		0.4	0.5	0.3	0.2	1.7	3.9	0.2	0.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	64.6	57.9	0.0	45.3	52.5	51.5	11.5	18.3	20.8	15.9	14.5	0.0
Level of Service (LOS)	E	E	A	D	D	D	B	B	C	B	B	A
Approach Delay, s/veh / LOS	54.1	D		47.6	D		18.6	B		11.9	B	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.25	B
Bicycle LOS Score / LOS	1.68	B	1.12	A	1.79	B	1.65	B

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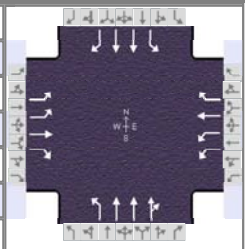
HCS Signalized Intersection Results Summary

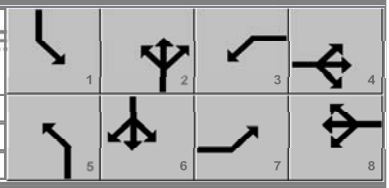
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera NO free rights (+D…		
Project Description	2036 BAM (No Free Rights +Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	397	136	87	219	73	49	113	1631	315	29	960	222

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	72.5	10.0	0.5	13.0	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	19.0	14.5	19.5	11.9	82.7	8.7	79.5
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	12.3	10.0	7.3	5.7		2.9	
Green Extension Time (g_e), s	0.0	0.7	0.5	0.7	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		0.68	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	462	158	101	255	85	47	131	1522	717	33	1076	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1743	1885	1598	1753	1841	1695	1767	1766	1610
Queue Service Time (g_s), s	10.0	10.3	7.5	8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.1	6.6
Cycle Queue Clearance Time (g_c), s	10.0	10.3	7.5	8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.1	6.6
Green Ratio (*g/C*)	0.18	0.10	0.10	0.19	0.11	0.11	0.64	0.61	0.61	0.62	0.58	0.58
Capacity (*c*), veh/h	530	195	168	462	204	173	367	2230	1027	175	2050	934
Volume-to-Capacity Ratio (*X*)	0.870	0.813	0.604	0.552	0.416	0.269	0.358	0.682	0.698	0.185	0.525	0.266
Back of Queue (*Q*), ft/ln (95 th percentile)	150.4	217.5	136.5	154.2	111.7	60.2	60.4	509.3	494.4	15.5	299.3	90.1
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	8.6	5.5	6.1	4.4	2.4	2.3	19.7	19.8	0.6	11.7	3.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.23	0.00	0.64	0.28	0.15	0.19	0.26	0.26	0.02	0.21	0.00
Uniform Delay (d_1), s/veh	50.6	54.8	53.5	44.9	52.0	51.2	11.3	16.6	16.8	15.7	13.7	8.1
Incremental Delay (d_2), s/veh	14.0	3.1	1.3	0.4	0.5	0.3	0.2	1.7	3.9	0.2	0.8	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.6	57.9	54.8	45.3	52.5	51.5	11.5	18.3	20.8	15.9	14.5	8.7
Level of Service (LOS)	E	E	D	D	D	D	B	B	C	B	B	A
Approach Delay, s/veh / LOS	61.8	E		47.6	D		18.6	B		13.5	B	
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.25	B
Bicycle LOS Score / LOS	1.68	B	1.12	A	1.79	B	1.65	B

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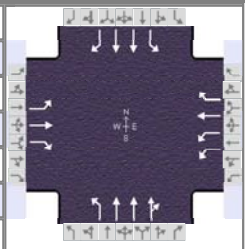
HCS Signalized Intersection Results Summary

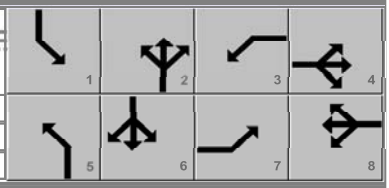
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera NO free rights.xus		
Project Description	2036 BAM (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	397	136	87	219	73	49	113	1631	315	29	960	222

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	72.5	10.0	0.5	13.0	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	19.0	14.5	19.5	11.9	82.7	8.7	79.5
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	12.3	10.0	7.3	5.7		2.9	
Green Extension Time (g_e), s	0.0	0.7	0.5	0.7	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		0.68	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	462	158	101	255	85	47	131	1522	717	33	1076	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1610	1743	1885	1598	1753	1841	1695	1767	1766	1610
Queue Service Time (g_s), s	10.0	10.3	7.5	8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.3	6.7
Cycle Queue Clearance Time (g_c), s	10.0	10.3	7.5	8.0	5.3	3.3	3.7	34.7	36.1	0.9	21.3	6.7
Green Ratio (*g/C*)	0.18	0.10	0.10	0.19	0.11	0.11	0.64	0.61	0.61	0.62	0.58	0.58
Capacity (*c*), veh/h	269	195	168	462	204	173	366	2230	1027	175	2050	934
Volume-to-Capacity Ratio (*X*)	1.713	0.813	0.604	0.552	0.416	0.269	0.359	0.682	0.698	0.185	0.525	0.266
Back of Queue (*Q*), ft/ln (95 th percentile)	1092.1	217.5	136.5	154.2	111.7	60.2	60.4	509.3	494.4	15.5	303.2	91.8
Back of Queue (*Q*), veh/ln (95 th percentile)	43.7	8.6	5.5	6.1	4.4	2.4	2.3	19.7	19.8	0.6	11.8	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.23	0.00	0.64	0.28	0.15	0.19	0.26	0.26	0.02	0.21	0.00
Uniform Delay (d_1), s/veh	52.0	54.8	53.5	44.9	52.0	51.2	11.4	16.6	16.8	15.7	13.9	8.2
Incremental Delay (d_2), s/veh	336.4	3.1	1.3	0.4	0.5	0.3	0.2	1.7	3.9	0.2	0.8	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	388.4	57.9	54.8	45.3	52.5	51.5	11.6	18.3	20.8	15.9	14.7	8.8
Level of Service (LOS)	F	E	D	D	D	D	B	B	C	B	B	A
Approach Delay, s/veh / LOS	269.1	F		47.6	D		18.6	B		13.7	B	
Intersection Delay, s/veh / LOS	56.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.26	B	2.08	B
Bicycle LOS Score / LOS	1.68	B	1.12	A	1.79	B	1.65	B

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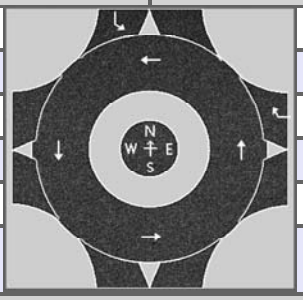
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					152			500					22	470		
Percent Heavy Vehicles, %					1			1					2	2		
Flow Rate (v_{PCE}), pc/h					201			662					29	630		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					863						659	
Entry Volume, veh/h					857						647	
Circulating Flow (v_c), pc/h	860			29			860			201		
Exiting Flow (v_{ex}), pc/h	831			0			691			0		
Capacity (c_{pce}), pc/h					1340						1124	
Capacity (c), veh/h					1330						1103	
v/c Ratio (x)					0.64						0.59	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					10.7						10.7	
Lane LOS					B						B	
95% Queue, veh					5.0						4.0	
Approach Delay, s/veh | LOS				10.7		B				10.7		B
Intersection Delay, s/veh | LOS	10.7						B					

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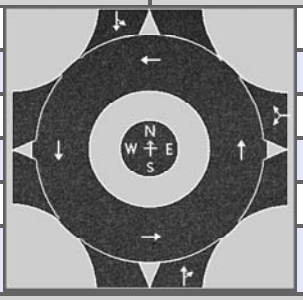
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	South Roundabout Driveway
E/W Street Name	I-25 W Frontage Rd
N/S Street Name	I-25 W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					0	321		14	0		1	504	0	66	1	
Percent Heavy Vehicles, %					2	2		2	2		2	2	2	2	2	
Flow Rate (v_{PCE}), pc/h					0	348		15	0		1	547	0	72	1	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					363			548			73	
Entry Volume, veh/h					356			537			72	
Circulating Flow (v_c), pc/h	421			1			72			348		
Exiting Flow (v_{ex}), pc/h	619			0			16			349		
Capacity (c_{pce}), pc/h					1379			1282			968	
Capacity (c), veh/h					1352			1257			949	
v/c Ratio (x)					0.26			0.43			0.08	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.9			7.1			4.5	
Lane LOS					A			A			A	
95% Queue, veh					1.1			2.2			0.2	
Approach Delay, s/veh | LOS				4.9		A	7.1		A	4.5		A
Intersection Delay, s/veh | LOS	6.1						A					

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HCS Two-Way Stop-Control Report

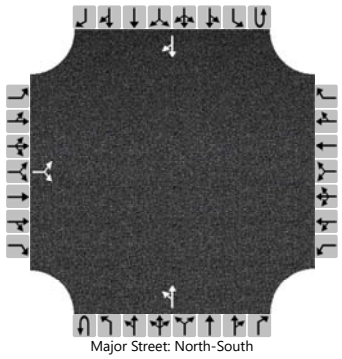
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		189		19						8	316				230	62
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			245							9						
Capacity, c (veh/h)			420							1209						
v/c Ratio			0.58							0.01						
95% Queue Length, Q_{95} (veh)			3.6							0.0						
Control Delay (s/veh)			24.9							8.0	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		24.9								0.3						
Approach LOS		C								A						

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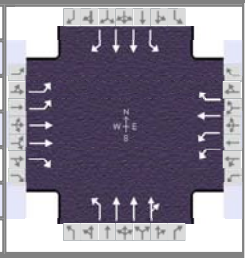
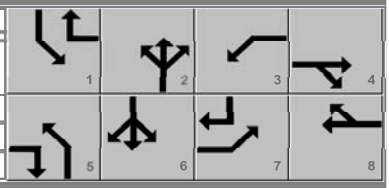
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 BPM Beckner to Herrera.xus		
Project Description	2036 BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	149	89	298	132	97	118	292	1171	103	40	1457	76

Signal Information												
Cycle, s	125.0	Reference Phase	2									
Offset, s	24	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	5.4	7.0	68.8	7.1	0.5	12.9		
				Yellow	3.0	3.0	4.3	3.0	0.0	3.0		
				Red	1.0	1.0	2.0	1.0	0.0	2.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.6	18.4	11.1	17.9	20.4	86.1	9.4	75.1
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.6	12.8	6.9	8.5	16.3		3.2	
Green Extension Time (*g e*), s	0.0	0.6	0.2	0.7	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00		0.77	
Max Out Probability	1.00	0.07	0.00	0.01	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	159	95	163	140	103	67	332	969	466	43	1550	80
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1795	1598	1743	1885	1598	1781	1870	1798	1781	1781	1585
Queue Service Time (*g s*), s	5.6	3.0	10.8	4.9	6.5	4.7	14.3	12.5	12.8	1.2	43.3	2.6
Cycle Queue Clearance Time (*g c*), s	5.6	3.0	10.8	4.9	6.5	4.7	14.3	12.5	12.8	1.2	43.3	2.6
Green Ratio (*g/C*)	0.06	0.11	0.24	0.06	0.10	0.15	0.70	0.64	0.64	0.59	0.55	0.61
Capacity (*c*), veh/h	211	385	381	197	194	234	359	2389	1148	329	1962	969
Volume-to-Capacity Ratio (*X*)	0.750	0.246	0.428	0.712	0.531	0.287	0.923	0.406	0.406	0.130	0.790	0.082
Back of Queue (*Q*), ft/ln (95 th percentile)	125.6	61.9	192.6	100.6	140.9	84.8	465	179.9	179.3	21.2	616.4	40
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	2.5	7.6	4.0	5.6	3.4	18.3	7.1	7.2	0.8	24.3	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.53	0.20	2.14	0.47	0.52	0.45	1.72	0.12	0.13	0.09	0.55	0.24
Uniform Delay (*d 1*), s/veh	57.8	51.2	40.4	58.0	53.2	47.5	39.2	7.9	8.1	10.6	22.3	9.9
Incremental Delay (*d 2*), s/veh	10.9	0.1	0.3	1.8	0.8	0.2	21.3	0.4	0.8	0.1	3.3	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	68.7	51.3	40.7	59.7	54.0	47.8	60.6	8.3	8.9	10.7	25.7	10.1
Level of Service (LOS)	E	D	D	E	D	D	E	A	A	B	C	B
Approach Delay, s/veh / LOS	53.8	D		55.3	E		18.2	B		24.5	C	
Intersection Delay, s/veh / LOS	27.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.47	B	2.62	C
Bicycle LOS Score / LOS	0.83	A	1.00	A	1.40	A	1.87	B

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HCS Two-Way Stop-Control Report

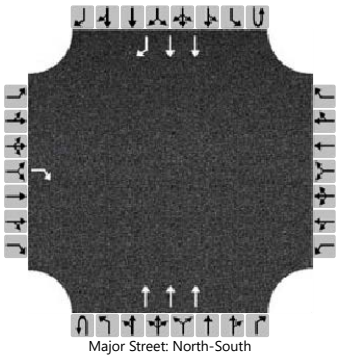
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	East Driveway @ Cerrillos
Jurisdiction	CoSF, NMDOT
East/West Street	East Right In/Right Out
North/South Street	Cerrillos (NM 14)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				3							1438				1775	34
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				3												
Capacity, c (veh/h)				263												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
Control Delay (s/veh)				18.9												
Level of Service (LOS)				C												
Approach Delay (s/veh)	18.9															
Approach LOS	C															

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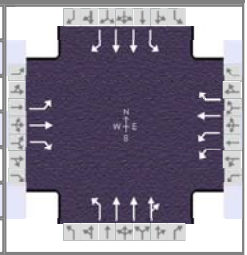
HCS Signalized Intersection Results Summary

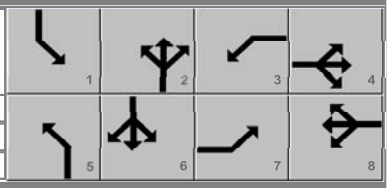
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera.xus		
Project Description	2036 BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	287	46	45	272	95	147	89	1225	194	82	1382	404

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	75.4	10.0	2.2	9.8	0.0
Yellow	3.0	5.0	3.0	0.0	3.0	0.0
Red	1.0	2.0	1.0	0.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.8	16.2	18.0	10.8	82.4	10.7	82.3
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	5.7	11.8	11.5	4.5		4.2	
Green Extension Time (*g e*), s	0.0	0.5	0.4	0.5	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		0.95	
Max Out Probability	1.00	0.00	0.04	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	315	51	49	299	104	122	98	1093	456	88	1485	434
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1716	1856	1572	1781	1870	1559	1781	1781	
Queue Service Time (*g s*), s	10.0	3.2		9.8	6.7	9.5	2.5	20.5	20.5	2.2	28.3	
Cycle Queue Clearance Time (*g c*), s	10.0	3.2		9.8	6.7	9.5	2.5	20.5	20.5	2.2	28.3	
Green Ratio (*g/C*)	0.16	0.08		0.18	0.10	0.10	0.66	0.60	0.60	0.66	0.60	
Capacity (*c*), veh/h	236	146		591	178	150	287	2255	940	294	2145	
Volume-to-Capacity Ratio (*X*)	1.336	0.345		0.506	0.588	0.811	0.341	0.485	0.485	0.300	0.693	
Back of Queue (*Q*), ft/ln (95 th percentile)	551.5	68.5		189.4	144.4	177.2	40.4	325.2	285.4	37.8	287.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	22.1	2.7		7.4	5.6	6.9	1.6	12.8	11.4	1.5	11.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07		0.79	0.36	0.44	0.13	0.16	0.15	0.05	0.20	
Uniform Delay (*d 1*), s/veh	53.2	54.6		46.4	54.2	55.4	12.3	13.9	13.9	11.1	10.5	
Incremental Delay (*d 2*), s/veh	176.9	0.5		0.2	1.2	3.9	0.3	0.7	1.8	0.1	1.1	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	230.1	55.1	0.0	46.7	55.3	59.3	12.5	14.7	15.7	11.2	11.5	0.0
Level of Service (LOS)	F	E	A	D	E	E	B	B	B	B	B	A
Approach Delay, s/veh / LOS	181.4	F		51.3	D		14.8	B		9.0	A	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.08	B
Bicycle LOS Score / LOS	1.17	A	1.35	A	1.39	A	2.18	B

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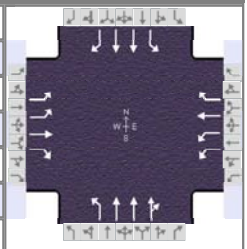
HCS Signalized Intersection Results Summary

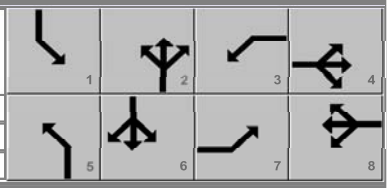
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera (+Dual EB Left).xus		
Project Description	2036 BPM (+Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	287	46	45	272	95	147	89	1225	194	82	1382	404

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	75.4	10.0	2.2	9.8	0.0
Yellow	3.0	5.0	3.0	0.0	3.0	0.0
Red	1.0	2.0	1.0	0.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.8	16.2	18.0	10.8	82.4	10.7	82.3
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	5.7	11.8	11.5	4.5		4.2	
Green Extension Time (*g e*), s	0.0	0.5	0.4	0.5	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		0.95	
Max Out Probability	1.00	0.00	0.04	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	315	51	49	299	104	122	98	1093	456	88	1485	434
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1716	1856	1572	1781	1870	1559	1781	1781	
Queue Service Time (*g s*), s	10.0	3.2		9.8	6.7	9.5	2.5	20.5	20.5	2.2	28.3	
Cycle Queue Clearance Time (*g c*), s	10.0	3.2		9.8	6.7	9.5	2.5	20.5	20.5	2.2	28.3	
Green Ratio (*g/C*)	0.16	0.08		0.18	0.10	0.10	0.66	0.60	0.60	0.66	0.60	
Capacity (*c*), veh/h	464	146		591	178	150	287	2255	940	294	2145	
Volume-to-Capacity Ratio (*X*)	0.680	0.345		0.506	0.588	0.811	0.341	0.485	0.485	0.300	0.693	
Back of Queue (*Q*), ft/ln (95 th percentile)	204.8	68.5		189.4	144.4	177.2	40.4	325.2	285.4	37.8	286.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	2.7		7.4	5.6	6.9	1.6	12.8	11.4	1.5	11.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07		0.79	0.36	0.44	0.13	0.16	0.15	0.05	0.20	
Uniform Delay (*d 1*), s/veh	49.1	54.6		46.4	54.2	55.4	12.3	13.9	13.9	11.1	10.5	
Incremental Delay (*d 2*), s/veh	3.3	0.5		0.2	1.2	3.9	0.3	0.7	1.8	0.1	1.1	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	52.4	55.1	0.0	46.7	55.3	59.3	12.5	14.7	15.7	11.2	11.5	0.0
Level of Service (LOS)	D	E	A	D	E	E	B	B	B	B	B	A
Approach Delay, s/veh / LOS	46.5	D		51.3	D		14.8	B		9.0	A	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.25	B
Bicycle LOS Score / LOS	1.17	A	1.35	A	1.39	A	2.18	B

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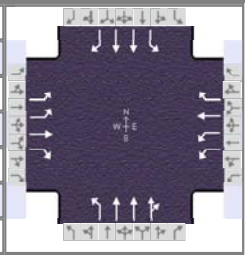
HCS Signalized Intersection Results Summary

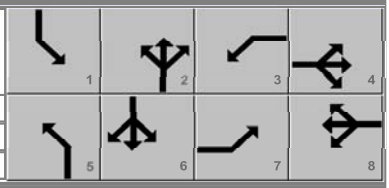
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera NO free rights (+D…		
Project Description	2036 BPM (No Free Rights +Dual EB Left)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	287	46	45	272	95	147	89	1225	194	82	1382	404

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	75.4	10.0	2.2	9.8	0.0
Yellow	3.0	5.0	3.0	0.0	3.0	0.0
Red	1.0	2.0	1.0	0.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.8	16.2	18.0	10.8	82.4	10.7	82.3
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	5.7	11.8	11.5	4.5		4.2	
Green Extension Time (*g e*), s	0.0	0.5	0.4	0.5	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		0.95	
Max Out Probability	1.00	0.00	0.04	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	315	51	49	299	104	122	98	1093	456	88	1485	434
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1716	1856	1572	1781	1870	1559	1781	1781	1610
Queue Service Time (*g s*), s	10.0	3.2	3.7	9.8	6.7	9.5	2.5	20.5	20.5	2.2	25.5	7.7
Cycle Queue Clearance Time (*g c*), s	10.0	3.2	3.7	9.8	6.7	9.5	2.5	20.5	20.5	2.2	25.5	7.7
Green Ratio (*g/C*)	0.16	0.08	0.08	0.18	0.10	0.10	0.66	0.60	0.60	0.66	0.60	0.60
Capacity (*c*), veh/h	464	146	126	591	178	150	295	2255	940	294	2145	970
Volume-to-Capacity Ratio (*X*)	0.680	0.345	0.393	0.506	0.588	0.811	0.331	0.485	0.485	0.300	0.693	0.448
Back of Queue (*Q*), ft/ln (95 th percentile)	204.8	68.5	66.4	189.4	144.4	177.2	40.4	325.2	285.4	37.9	234.2	81.7
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	2.7	2.7	7.4	5.6	6.9	1.6	12.8	11.4	1.5	9.2	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07	0.00	0.79	0.36	0.44	0.13	0.16	0.15	0.05	0.16	0.00
Uniform Delay (*d 1*), s/veh	49.1	54.6	54.8	46.4	54.2	55.4	11.4	13.9	13.9	11.1	8.5	4.0
Incremental Delay (*d 2*), s/veh	3.3	0.5	0.7	0.2	1.2	3.9	0.2	0.7	1.8	0.1	1.2	0.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	52.4	55.1	55.5	46.7	55.3	59.3	11.6	14.7	15.7	11.3	9.7	5.0
Level of Service (LOS)	D	E	E	D	E	E	B	B	B	B	A	A
Approach Delay, s/veh / LOS	53.1	D		51.3	D		14.8	B		8.7	A	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.25	B
Bicycle LOS Score / LOS	1.17	A	1.35	A	1.39	A	2.18	B

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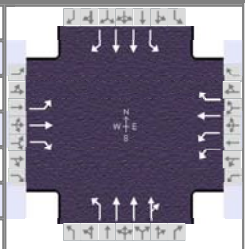
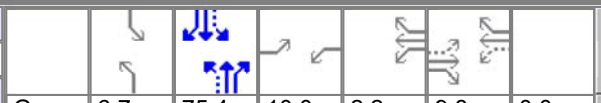
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera NO free rights.xus		
Project Description	2036 BPM (No Free Rights)				

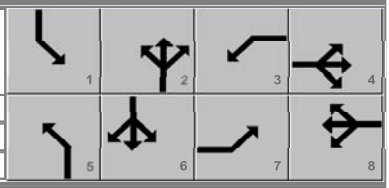


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	287	46	45	272	95	147	89	1225	194	82	1382	404

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	75.4	10.0	2.2	9.8	0.0
Yellow	3.0	5.0	3.0	0.0	3.0	0.0
Red	1.0	2.0	1.0	0.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	15.8	16.2	18.0	10.8	82.4	10.7	82.3
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	5.7	11.8	11.5	4.5		4.2	
Green Extension Time (*g e*), s	0.0	0.5	0.4	0.5	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		0.95	
Max Out Probability	1.00	0.00	0.04	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	315	51	49	299	104	122	98	1093	456	88	1485	434
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1610	1716	1856	1572	1781	1870	1559	1781	1781	1610
Queue Service Time (*g s*), s	10.0	3.2	3.7	9.8	6.7	9.5	2.5	20.5	20.5	2.2	25.3	7.6
Cycle Queue Clearance Time (*g c*), s	10.0	3.2	3.7	9.8	6.7	9.5	2.5	20.5	20.5	2.2	25.3	7.6
Green Ratio (*g/C*)	0.16	0.08	0.08	0.18	0.10	0.10	0.66	0.60	0.60	0.66	0.60	0.60
Capacity (*c*), veh/h	236	146	126	591	178	150	296	2255	940	294	2145	970
Volume-to-Capacity Ratio (*X*)	1.336	0.345	0.393	0.506	0.588	0.811	0.330	0.485	0.485	0.300	0.693	0.448
Back of Queue (*Q*), ft/ln (95 th percentile)	551.5	68.5	66.4	189.4	144.4	177.2	40.4	325.2	285.4	37.9	232.6	81
Back of Queue (*Q*), veh/ln (95 th percentile)	22.1	2.7	2.7	7.4	5.6	6.9	1.6	12.8	11.4	1.5	9.2	3.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.07	0.00	0.79	0.36	0.44	0.13	0.16	0.15	0.05	0.16	0.00
Uniform Delay (*d 1*), s/veh	53.2	54.6	54.8	46.4	54.2	55.4	11.3	13.9	13.9	11.1	8.4	4.0
Incremental Delay (*d 2*), s/veh	176.9	0.5	0.7	0.2	1.2	3.9	0.2	0.7	1.8	0.1	1.2	1.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	230.1	55.1	55.5	46.7	55.3	59.3	11.6	14.7	15.7	11.3	9.6	4.9
Level of Service (LOS)	F	E	E	D	E	E	B	B	B	B	A	A
Approach Delay, s/veh / LOS	188.0	F		51.3	D		14.8	B		8.7	A	
Intersection Delay, s/veh / LOS	31.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.30	B	2.08	B
Bicycle LOS Score / LOS	1.17	A	1.35	A	1.39	A	2.18	B

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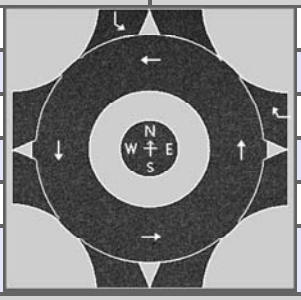
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lane Assignment							R								L	
Volume (V), veh/h					1			318					13	454		
Percent Heavy Vehicles, %					0			0					1	1		
Flow Rate (v_{PCE}), pc/h					1			394					16	563		
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1								1			
Pedestrians Crossing, p/h					0								0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763						4.9763	
Follow-Up Headway, s					2.6087						2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					395						579	
Entry Volume, veh/h					393						576	
Circulating Flow (v_c), pc/h	580			16			580			1		
Exiting Flow (v_{ex}), pc/h	564			0			410			0		
Capacity (c_{pce}), pc/h					1358						1379	
Capacity (c), veh/h					1352						1372	
v/c Ratio (x)					0.29						0.42	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					5.2						6.6	
Lane LOS					A						A	
95% Queue, veh					1.2						2.1	
Approach Delay, s/veh | LOS				5.2		A				6.6		A
Intersection Delay, s/veh | LOS	6.0						A					

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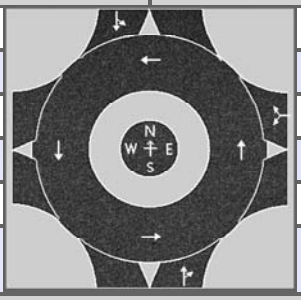
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Project Description	Cavan Multi-Family Development



Site Information

Intersection	South Roundabout Driveway
E/W Street Name	I-25 W Frontage Rd
N/S Street Name	I-25 W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					0	477		46	0		2	315	0	45	1	
Percent Heavy Vehicles, %					2	2		2	2		2	2	2	2	2	
Flow Rate (v_{PCE}), pc/h					0	518		50	0		2	342	0	49	1	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					568			344			50	
Entry Volume, veh/h					557			337			49	
Circulating Flow (v_c), pc/h	568			2			49			518		
Exiting Flow (v_{ex}), pc/h	391			0			52			519		
Capacity (c_{pce}), pc/h					1377			1313			814	
Capacity (c), veh/h					1350			1287			798	
v/c Ratio (x)					0.41			0.26			0.06	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					6.6			5.1			5.1	
Lane LOS					A			A			A	
95% Queue, veh					2.1			1.1			0.2	
Approach Delay, s/veh | LOS				6.6		A	5.1		A	5.1		A
Intersection Delay, s/veh | LOS	6.0						A					

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HCS Two-Way Stop-Control Report

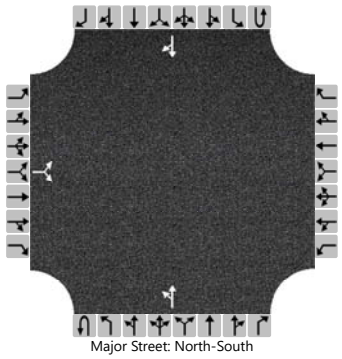
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		85		5						21	250				272	189
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			106							25						
Capacity, c (veh/h)			366							1017						
v/c Ratio			0.29							0.02						
95% Queue Length, Q_{95} (veh)			1.2							0.1						
Control Delay (s/veh)			18.8							8.6	0.3					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.8								0.9						
Approach LOS		C								A						

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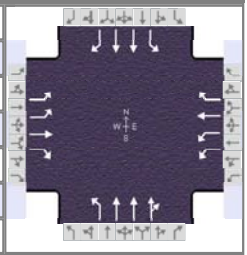
APPENDIX H:
2036 NO BUILD PTV VISUM CONNECTION INTERSECTION CAPACITY ANALYSIS

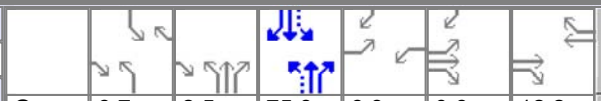
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 NBAM Beckner to Herrera.xus		
Project Description	2036 NBAM SFMPO Model				

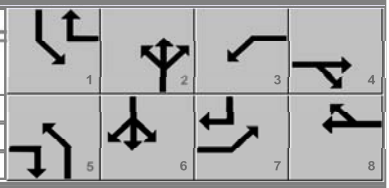


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	96	0	92	130	51	248	1553	150	75	819	98

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	109	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	2.5	75.8	6.8	0.6	12.2
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.5	18.9	10.8	18.2	13.2	84.6	10.7	82.1
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	7.4	9.1	5.8	12.0	9.0		4.2	
Green Extension Time (*g e*), s	0.1	0.3	0.0	0.2	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00		0.95	
Max Out Probability	0.15	0.01	1.00	0.27	0.81		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	153	113	0	108	153	4	285	1317	632	88	964	111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1598	1730	1870	1585	1753	1841	1758	1767	1766	1572
Queue Service Time (*g s*), s	5.4	7.1	0.0	3.8	10.0	0.2	7.0	27.9	28.1	2.2	18.5	3.2
Cycle Queue Clearance Time (*g c*), s	5.4	7.1	0.0	3.8	10.0	0.2	7.0	27.9	28.1	2.2	18.5	3.2
Green Ratio (*g/C*)	0.06	0.10	0.18	0.05	0.10	0.15	0.68	0.63	0.63	0.66	0.61	0.67
Capacity (*c*), veh/h	209	194	282	189	183	240	450	2306	1102	241	2142	1047
Volume-to-Capacity Ratio (*X*)	0.733	0.581	0.000	0.572	0.835	0.015	0.634	0.571	0.574	0.367	0.450	0.106
Back of Queue (*Q*), ft/ln (95 th percentile)	109.6	155.3	0	77.1	232	4.3	109.2	360.9	342	36.3	287.2	46.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	6.2	0.0	3.0	9.1	0.2	4.2	14.0	13.7	1.4	11.2	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.47	0.49	0.00	0.36	0.86	0.02	0.40	0.25	0.25	0.16	0.25	0.27
Uniform Delay (*d 1*), s/veh	57.8	53.5	0.0	57.7	55.4	45.1	11.1	15.5	15.6	12.2	13.3	7.5
Incremental Delay (*d 2*), s/veh	1.9	1.0	0.0	1.0	12.6	0.0	0.4	0.3	0.6	0.3	0.7	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.7	54.5	0.0	58.7	68.0	45.1	11.6	15.8	16.2	12.6	14.0	7.7
Level of Service (LOS)	E	D		E	E	D	B	B	B	B	B	A
Approach Delay, s/veh / LOS	57.5	E		63.9	E		15.4	B		13.3	B	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.31	B	2.25	B
Bicycle LOS Score / LOS	0.93	A	0.92	A	1.75	B	1.45	A

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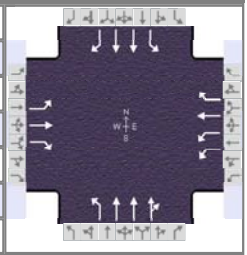
HCS Signalized Intersection Results Summary

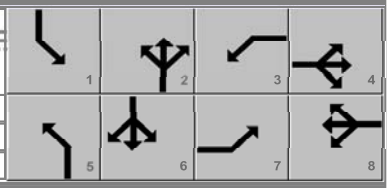
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 NBAM Beckner to Herrera.xus		
Project Description	2036 NBAM SFMPO Model				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	346	127	460	219	69	49	208	1533	315	29	578	215

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	2.4	45.3	9.0	1.0	36.1	
Yellow	3.0	4.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	43.1	13.0	42.1	16.5	59.8	9.1	52.3
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	37.9	8.4	6.0	12.4		3.6	
Green Extension Time (g_e), s	0.0	0.5	0.5	1.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	1.00	0.00	0.00	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	402	148	535	255	80	35	242	1443	673	38	754	280
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1743	1885	1598	1753	1841	1690	1767	1766	
Queue Service Time (g_s), s	10.0	7.6		6.4	4.0	2.0	10.4	45.8	47.1	1.6	16.6	
Cycle Queue Clearance Time (g_c), s	10.0	7.6		6.4	4.0	2.0	10.4	45.8	47.1	1.6	16.6	
Green Ratio (*g/C*)	0.36	0.30		0.35	0.29	0.29	0.48	0.42	0.42	0.41	0.36	
Capacity (*c*), veh/h	518	537		860	527	447	409	1588	729	142	1300	
Volume-to-Capacity Ratio (*X*)	0.776	0.275		0.296	0.152	0.078	0.591	0.909	0.924	0.266	0.580	
Back of Queue (*Q*), ft/ln (95 th percentile)	283	156.2		118	81.9	34.8	196.1	742.1	742.9	32	234.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	11.3	6.1		4.7	3.3	1.4	7.6	28.8	29.7	1.3	9.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.16		0.49	0.20	0.09	0.63	0.37	0.39	0.04	0.16	
Uniform Delay (d_1), s/veh	37.1	34.5		28.7	33.9	33.1	21.0	33.2	33.6	30.8	19.6	
Incremental Delay (d_2), s/veh	6.6	0.1		0.1	0.0	0.0	1.5	9.2	19.2	0.3	1.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	43.7	34.6	0.0	28.8	33.9	33.2	22.5	42.5	52.8	31.2	21.3	0.0
Level of Service (LOS)	D	C	A	C	C	C	C	D	D	C	C	A
Approach Delay, s/veh / LOS	20.9	C		30.3	C		43.4	D		16.1	B	
Intersection Delay, s/veh / LOS	31.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.59	C	2.31	B	2.12	B
Bicycle LOS Score / LOS	2.28	B	1.10	A	1.78	B	1.28	A

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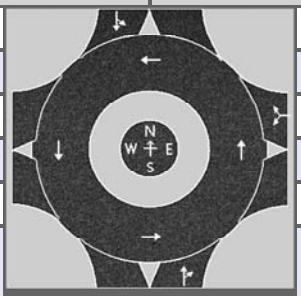
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD AM
Project Description	Cavan Multi-Family Development PTV Visum Model



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					152	0		389	0		98	0	22	88	377	
Percent Heavy Vehicles, %					1	3		1	3		3	3	2	2	3	
Flow Rate (v_{PCE}), pc/h					201	0		515	0		133	0	29	118	511	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					716			133			658	
Entry Volume, veh/h					711			129			640	
Circulating Flow (v_c), pc/h	859			162			348			201		
Exiting Flow (v_{ex}), pc/h	319			0			677			511		
Capacity (c_{pce}), pc/h					1170			968			1124	
Capacity (c), veh/h					1162			939			1094	
v/c Ratio (x)					0.61			0.14			0.59	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					10.9			5.1			10.8	
Lane LOS					B			A			B	
95% Queue, veh					4.4			0.5			4.0	
Approach Delay, s/veh | LOS				10.9	B		5.1	A		10.8	B	
Intersection Delay, s/veh | LOS	10.3						B					

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HCS Two-Way Stop-Control Report

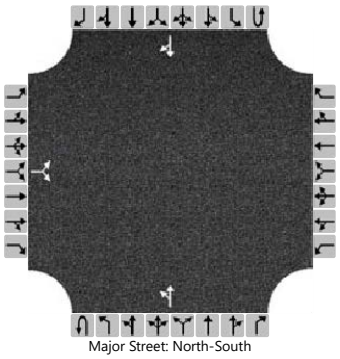
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		189		19						8	316				229	62
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			245							9						
Capacity, c (veh/h)			420							1210						
v/c Ratio			0.58							0.01						
95% Queue Length, Q_{95} (veh)			3.6							0.0						
Control Delay (s/veh)			24.8							8.0	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		24.8								0.3						
Approach LOS		C								A						

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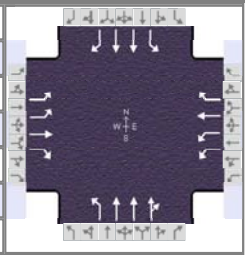
HCS Signalized Intersection Results Summary

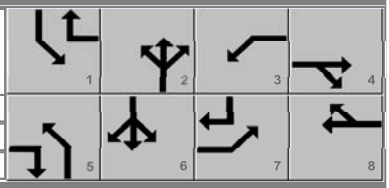
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 NBPM Beckner to Herrera.xus		
Project Description	2036 NBPM SFMPO Model				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	149	89	0	132	97	118	0	1144	103	40	1412	76

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	83.7	7.1	0.5	9.0	0.0
Yellow	3.0	4.3	3.0	0.0	3.0	0.0
Red	1.0	2.0	1.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.6	14.5	11.1	14.0	0.0	90.0	9.4	99.4
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	0.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.6	8.1	6.9	8.7			2.8	
Green Extension Time (g_e), s	0.0	0.3	0.2	0.3	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00			0.77	
Max Out Probability	1.00	0.00	0.00	0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	159	95	0	140	103	17	0	982	473	43	1502	80
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1598	1743	1885	1598	1781	1870	1801	1781	1781	1585
Queue Service Time (g_s), s	5.6	6.1	0.0	4.9	6.7	1.2	0.0	11.7	12.0	0.8	23.2	1.3
Cycle Queue Clearance Time (g_c), s	5.6	6.1	0.0	4.9	6.7	1.2	0.0	11.7	12.0	0.8	23.2	1.3
Green Ratio (*g/C*)	0.06	0.08	0.08	0.06	0.07	0.12	0.64	0.67	0.67	0.73	0.75	0.81
Capacity (*c*), veh/h	211	143	121	197	135	184	249	2506	1207	344	2654	1277
Volume-to-Capacity Ratio (*X*)	0.750	0.662	0.000	0.712	0.762	0.093	0.000	0.392	0.392	0.124	0.566	0.062
Back of Queue (*Q*), ft/ln (95 th percentile)	125.6	134.6	0	100.6	149.8	21.7	0	172.7	174	11.8	294.3	13.7
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	5.3	0.0	4.0	5.9	0.9	0.0	6.8	7.0	0.5	11.6	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.53	0.43	0.00	0.47	0.55	0.11	0.00	0.12	0.12	0.05	0.26	0.08
Uniform Delay (d_1), s/veh	57.8	56.2	0.0	58.0	57.0	49.5	0.0	6.7	6.9	5.6	7.0	2.5
Incremental Delay (d_2), s/veh	10.9	2.0	0.0	1.8	3.3	0.1	0.0	0.4	0.8	0.1	0.9	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	68.7	58.1	0.0	59.7	60.3	49.5	0.0	7.1	7.7	5.6	7.9	2.6
Level of Service (LOS)	E	E		E	E	D		A	A	A	A	A
Approach Delay, s/veh / LOS	64.7	E		59.3	E		7.3	A		7.6	A	
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.38	B	2.21	B
Bicycle LOS Score / LOS	0.91	A	0.92	A	1.21	A	1.83	B

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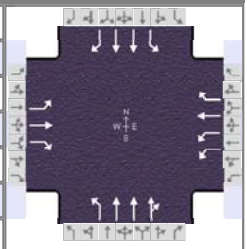
HCS Signalized Intersection Results Summary

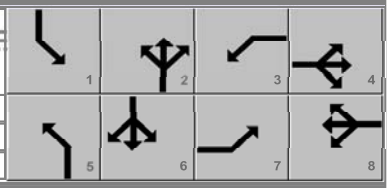
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 NBPM Beckner to Herrera.xus		
Project Description	2036 NBPM SFMPO Model				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	39	455	272	84	147	359	943	194	82	965	380

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	1.3	60.0	10.0	1.3	20.7
Yellow	3.0	3.0	5.0	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	26.7	15.3	28.0	16.1	72.3	10.7	67.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	22.7	10.9	8.7	14.1		5.3	
Green Extension Time (*g e*), s	0.0	0.0	0.4	1.4	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.02	0.01	1.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	277	43	500	299	92	96	395	872	358	94	1111	437
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870		1716	1856	1572	1781	1870	1534	1781	1781	
Queue Service Time (*g s*), s	10.0	2.4		8.9	5.4	6.7	12.1	18.2	18.2	3.3	30.5	
Cycle Queue Clearance Time (*g c*), s	10.0	2.4		8.9	5.4	6.7	12.1	18.2	18.2	3.3	30.5	
Green Ratio (*g/C*)	0.25	0.17		0.26	0.18	0.18	0.59	0.52	0.52	0.53	0.48	
Capacity (*c*), veh/h	357	310		819	326	276	349	1954	801	317	1708	
Volume-to-Capacity Ratio (*X*)	0.777	0.138		0.365	0.283	0.346	1.130	0.447	0.447	0.298	0.650	
Back of Queue (*Q*), ft/ln (95 th percentile)	183.6	51.2		168.5	112.9	118.5	519.4	308	267.2	53.4	459.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.3	2.0		6.6	4.4	4.6	20.4	12.1	10.7	2.1	18.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.05		0.70	0.28	0.30	1.68	0.16	0.14	0.07	0.32	
Uniform Delay (*d 1*), s/veh	45.1	44.5		37.9	44.7	45.2	23.9	18.6	18.6	14.3	26.5	
Incremental Delay (*d 2*), s/veh	9.5	0.1		0.1	0.2	0.3	88.3	0.7	1.8	0.2	1.5	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	54.6	44.6	0.0	38.0	44.9	45.5	112.2	19.3	20.4	14.4	28.1	0.0
Level of Service (LOS)	D	D	A	D	D	D	F	B	C	B	C	A
Approach Delay, s/veh / LOS	20.8	C		40.8	D		42.1	D		19.8	B	
Intersection Delay, s/veh / LOS	30.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.60	C	2.35	B	2.10	B
Bicycle LOS Score / LOS	1.84	B	1.29	A	1.38	A	1.78	B

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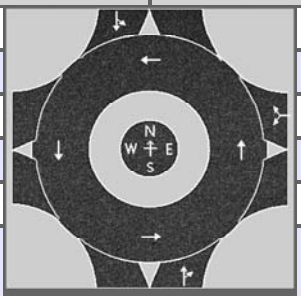
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD PM
Project Description	Cavan Multi-Family Development PTV Visum Model



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					1	0		28	0		282	0	13	26	414	
Percent Heavy Vehicles, %					0	3		0	3		3	3	1	1	3	
Flow Rate (v_{PCE}), pc/h					1	0		35	0		359	0	16	32	526	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					36			359			574	
Entry Volume, veh/h					36			349			558	
Circulating Flow (v_c), pc/h	575			375			49			1		
Exiting Flow (v_{ex}), pc/h	33			0			410			526		
Capacity (c_{pce}), pc/h					941			1313			1379	
Capacity (c), veh/h					938			1274			1341	
v/c Ratio (x)					0.04			0.27			0.42	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.2			5.3			6.7	
Lane LOS					A			A			A	
95% Queue, veh					0.1			1.1			2.1	
Approach Delay, s/veh | LOS				4.2	A		5.3	A		6.7	A	
Intersection Delay, s/veh | LOS	6.0						A					

HCS Two-Way Stop-Control Report

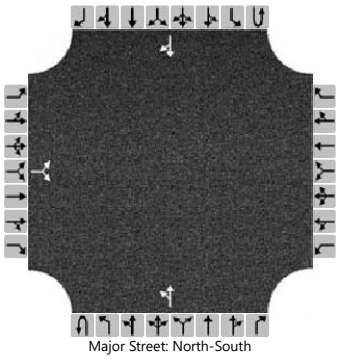
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 NO BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		85		5						21	248				271	189
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			106							25						
Capacity, c (veh/h)			367							1018						
v/c Ratio			0.29							0.02						
95% Queue Length, Q_{95} (veh)			1.2							0.1						
Control Delay (s/veh)			18.7							8.6	0.2					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.7								0.9						
Approach LOS		C								A						

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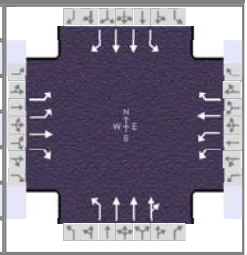
APPENDIX I:
2036 BUILD PTV VISUM CONNECTION INTERSECTION CAPACITY ANALYSIS

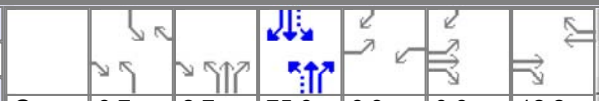
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.85
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 BAM Beckner to Herrera.xus		
Project Description	2036 BAM PTV Visum Model				

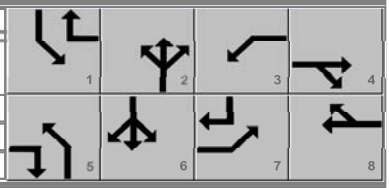


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	96	0	92	130	51	253	1592	150	75	832	98

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	109	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	2.7	75.6	6.8	0.6	12.2
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.5	18.9	10.8	18.2	13.4	84.6	10.7	81.9
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.4	9.1	5.8	12.0	9.2		4.2	
Green Extension Time (g_e), s	0.1	0.3	0.0	0.2	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00		0.95	
Max Out Probability	0.15	0.01	1.00	0.27	0.94		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	153	113	0	108	153	4	291	1346	648	88	979	111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1598	1730	1870	1585	1753	1841	1760	1767	1766	1572
Queue Service Time (g_s), s	5.4	7.1	0.0	3.8	10.0	0.2	7.2	31.3	31.3	2.2	18.9	3.2
Cycle Queue Clearance Time (g_c), s	5.4	7.1	0.0	3.8	10.0	0.2	7.2	31.3	31.3	2.2	18.9	3.2
Green Ratio (*g/C*)	0.06	0.10	0.18	0.05	0.10	0.15	0.69	0.63	0.63	0.66	0.60	0.66
Capacity (*c*), veh/h	209	194	284	189	183	240	445	2306	1103	231	2137	1045
Volume-to-Capacity Ratio (*X*)	0.733	0.581	0.000	0.572	0.835	0.015	0.653	0.584	0.587	0.382	0.458	0.106
Back of Queue (*Q*), ft/ln (95 th percentile)	109.6	155.3	0	77.1	232	4.3	119.9	441.7	414.1	36.5	293.3	47
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	6.2	0.0	3.0	9.1	0.2	4.6	17.1	16.6	1.4	11.5	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.47	0.49	0.00	0.36	0.86	0.02	0.44	0.31	0.30	0.16	0.26	0.28
Uniform Delay (d_1), s/veh	57.8	53.5	0.0	57.7	55.4	45.1	11.4	18.5	18.3	13.6	13.5	7.6
Incremental Delay (d_2), s/veh	1.9	1.0	0.0	1.0	12.6	0.0	0.8	0.5	1.0	0.4	0.7	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.7	54.5	0.0	58.7	68.0	45.1	12.2	19.0	19.2	14.0	14.2	7.8
Level of Service (LOS)	E	D		E	E	D	B	B	B	B	B	A
Approach Delay, s/veh / LOS	57.5	E		63.9	E		18.2	B		13.6	B	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.61	C	2.31	B	2.25	B
Bicycle LOS Score / LOS	0.93	A	0.92	A	1.77	B	1.46	A

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HCS Two-Way Stop-Control Report

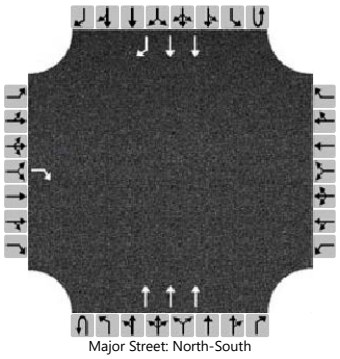
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development PTV Visum Model

Site Information

Intersection	East Driveway @ Cerrillos
Jurisdiction	CoSF, NMDOT
East/West Street	East Right In/Right Out
North/South Street	Cerrillos (NM 14)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				5							1930				1124	11
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				5												
Capacity, c (veh/h)				446												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
Control Delay (s/veh)				13.2												
Level of Service (LOS)				B												
Approach Delay (s/veh)	13.2															
Approach LOS	B															

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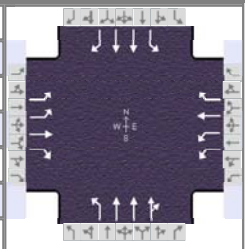
HCS Signalized Intersection Results Summary

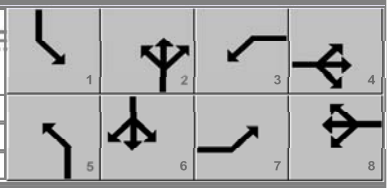
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera.xus		
Project Description	2036 BAM PTV Visum Model				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	390	136	465	219	73	49	211	1533	315	29	583	220

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	2.3	45.2	9.0	1.0	36.3	
Yellow	3.0	4.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	43.3	13.0	42.3	16.5	59.6	9.1	52.2
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	12.0	38.0	8.4	6.2	12.6		3.7	
Green Extension Time (*g e*), s	0.0	0.5	0.5	1.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	1.00	0.00	0.00	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	453	158	541	255	85	35	245	1443	673	38	762	287
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1743	1885	1598	1753	1841	1690	1767	1766	
Queue Service Time (*g s*), s	10.0	8.2		6.4	4.2	2.0	10.6	45.9	47.2	1.7	17.0	
Cycle Queue Clearance Time (*g c*), s	10.0	8.2		6.4	4.2	2.0	10.6	45.9	47.2	1.7	17.0	
Green Ratio (*g/C*)	0.36	0.30		0.35	0.29	0.29	0.47	0.42	0.42	0.41	0.36	
Capacity (*c*), veh/h	1024	539		847	530	449	405	1583	726	142	1294	
Volume-to-Capacity Ratio (*X*)	0.443	0.293		0.301	0.160	0.078	0.606	0.912	0.927	0.267	0.589	
Back of Queue (*Q*), ft/ln (95 th percentile)	211.7	167.9		117.8	86.6	34.7	200.6	746.1	746.9	32.2	237	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.5	6.6		4.7	3.4	1.4	7.8	28.9	29.9	1.3	9.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.17		0.49	0.22	0.09	0.65	0.38	0.39	0.04	0.16	
Uniform Delay (*d 1*), s/veh	30.2	34.6		28.7	33.8	33.0	21.3	33.4	33.8	31.0	19.8	
Incremental Delay (*d 2*), s/veh	0.1	0.1		0.1	0.1	0.0	1.9	9.5	19.7	0.3	1.7	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	30.3	34.7	0.0	28.8	33.9	33.0	23.1	42.9	53.5	31.3	21.5	0.0
Level of Service (LOS)	C	C	A	C	C	C	C	D	D	C	C	A
Approach Delay, s/veh / LOS	16.7	B		30.3	C		43.9	D		16.2	B	
Intersection Delay, s/veh / LOS	30.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.59	C	2.31	B	2.29	B
Bicycle LOS Score / LOS	2.39	B	1.11	A	1.79	B	1.29	A

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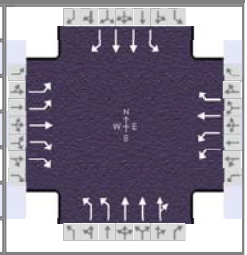
HCS Signalized Intersection Results Summary

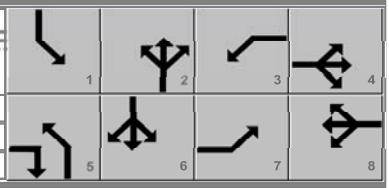
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera Overlap Dual EBR.…		
Project Description	2036 BAM PTV Visum Model (Dual EBR/NBL Overlap)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	390	136	465	219	73	49	211	1533	315	29	583	220

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	2.9	60.9	9.6	0.4	25.1	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	31.5	13.6	31.1	12.0	70.8	9.1	67.9
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	23.7	9.1	6.7	6.4		3.3	
Green Extension Time (g_e), s	0.0	1.8	0.5	1.9	0.4	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	453	158	541	255	85	35	245	1443	673	38	762	287
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1425	1743	1885	1598	1702	1841	1690	1767	1766	1610
Queue Service Time (g_s), s	10.0	9.2	21.7	7.1	4.7	2.2	4.4	39.5	40.6	1.3	17.6	13.9
Cycle Queue Clearance Time (g_c), s	10.0	9.2	21.7	7.1	4.7	2.2	4.4	39.5	40.6	1.3	17.6	13.9
Green Ratio (*g/C*)	0.28	0.20	0.26	0.28	0.20	0.20	0.54	0.51	0.51	0.53	0.49	0.49
Capacity (*c*), veh/h	831	381	740	667	379	321	786	1878	862	162	1721	784
Volume-to-Capacity Ratio (*X*)	0.545	0.415	0.730	0.382	0.224	0.109	0.312	0.768	0.781	0.233	0.443	0.367
Back of Queue (*Q*), ft/ln (95 th percentile)	51.2	191.7	298.2	134.2	98	39.3	75.9	605.5	586.5	23.3	277.9	211.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	7.5	11.9	5.3	3.9	1.6	2.9	23.5	23.5	0.9	10.9	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.20	0.00	0.56	0.24	0.10	0.24	0.31	0.31	0.03	0.19	0.00
Uniform Delay (d_1), s/veh	38.3	43.3	42.3	35.7	41.8	40.8	15.6	24.7	24.9	22.1	21.0	20.0
Incremental Delay (d_2), s/veh	0.4	0.3	0.7	0.1	0.1	0.1	0.1	3.1	7.0	0.2	0.6	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.8	43.5	42.9	35.8	41.9	40.8	15.7	27.8	31.9	22.3	21.6	21.0
Level of Service (LOS)	D	D	D	D	D	D	B	C	C	C	C	C
Approach Delay, s/veh / LOS	41.4	D		37.6	D		27.7	C		21.5	C	
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.64	C	2.60	C	2.29	B	2.56	C
Bicycle LOS Score / LOS	2.39	B	1.11	A	1.79	B	1.29	A

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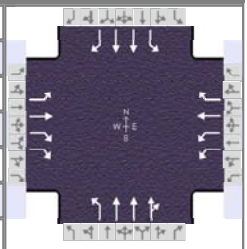
HCS Signalized Intersection Results Summary

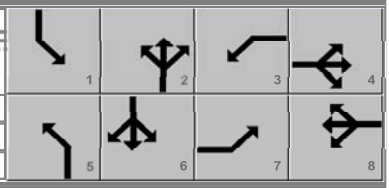
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera Dual EBR.xus		
Project Description	2036 BAM PTV Visum Model (Dual EBR)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	390	136	465	219	73	49	211	1533	315	29	583	220

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	2.3	55.2	9.6	0.4	26.3	
Yellow	3.0	4.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	32.8	13.6	32.3	16.4	69.5	9.1	62.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	25.0	9.0	6.7	11.2		3.4	
Green Extension Time (g_e), s	0.0	1.8	0.5	1.9	0.3	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	0.01	0.00	0.00	0.01		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	453	158	541	255	85	35	245	1443	673	38	762	287
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1425	1743	1885	1598	1753	1841	1690	1767	1766	1610
Queue Service Time (g_s), s	10.0	9.1	23.0	7.0	4.7	2.2	9.2	40.3	41.4	1.4	19.2	15.2
Cycle Queue Clearance Time (g_c), s	10.0	9.1	23.0	7.0	4.7	2.2	9.2	40.3	41.4	1.4	19.2	15.2
Green Ratio (*g/C*)	0.29	0.21	0.21	0.29	0.21	0.21	0.55	0.50	0.50	0.48	0.44	0.44
Capacity (*c*), veh/h	433	401	610	692	397	337	418	1842	846	159	1561	711
Volume-to-Capacity Ratio (*X*)	1.047	0.395	0.886	0.368	0.214	0.104	0.586	0.783	0.796	0.238	0.488	0.404
Back of Queue (*Q*), ft/ln (95 th percentile)	550.3	188.6	328.3	132.4	96.5	38.8	162.2	620	601.8	26	302.8	230
Back of Queue (*Q*), veh/ln (95 th percentile)	22.0	7.4	13.1	5.3	3.8	1.5	6.3	24.0	24.1	1.0	11.8	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.20	0.00	0.55	0.24	0.10	0.52	0.31	0.31	0.04	0.21	0.00
Uniform Delay (d_1), s/veh	46.3	42.2	47.6	34.8	40.8	39.8	17.5	25.7	25.9	23.6	24.8	23.7
Incremental Delay (d_2), s/veh	55.9	0.2	5.5	0.1	0.1	0.0	0.5	3.4	7.7	0.2	0.8	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	102.2	42.4	53.1	34.9	40.9	39.9	18.0	29.1	33.6	23.8	25.6	25.0
Level of Service (LOS)	F	D	D	C	D	D	B	C	C	C	C	C
Approach Delay, s/veh / LOS	71.0	E		36.7	D		29.2	C		25.4	C	
Intersection Delay, s/veh / LOS	38.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.60	C	2.29	B	2.28	B
Bicycle LOS Score / LOS	2.39	B	1.11	A	1.79	B	1.29	A

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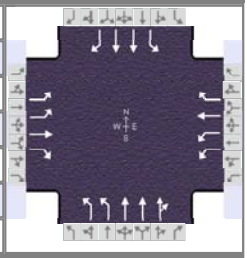
HCS Signalized Intersection Results Summary

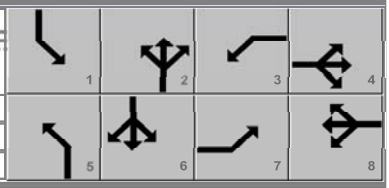
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera (Dual NB Left).xus		
Project Description	2036 BAM PTV Visum Model (Dual NBL)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	390	136	465	219	73	49	211	1533	315	29	583	220

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	3.2	49.4	9.0	1.0	36.3	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	43.3	13.0	42.3	12.3	59.6	9.1	56.4
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	38.0	8.4	6.2	7.2		3.5	
Green Extension Time (g_e), s	0.0	0.5	0.5	1.7	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	1.00	0.00	0.00	0.50		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	453	158	541	255	85	35	245	1443	673	38	762	287
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1743	1885	1598	1702	1841	1690	1767	1766	
Queue Service Time (g_s), s	10.0	8.2		6.4	4.2	2.0	5.2	45.9	47.2	1.5	13.7	
Cycle Queue Clearance Time (g_c), s	10.0	8.2		6.4	4.2	2.0	5.2	45.9	47.2	1.5	13.7	
Green Ratio (*g/C*)	0.36	0.30		0.35	0.29	0.29	0.46	0.42	0.42	0.45	0.39	
Capacity (*c*), veh/h	1024	539		847	530	449	747	1583	726	142	1429	
Volume-to-Capacity Ratio (*X*)	0.443	0.293		0.301	0.160	0.078	0.329	0.912	0.927	0.267	0.533	
Back of Queue (*Q*), ft/ln (95 th percentile)	211.7	167.9		117.8	86.6	34.7	92.7	746.1	746.9	29.7	191.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.5	6.6		4.7	3.4	1.4	3.6	28.9	29.9	1.2	7.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.17		0.49	0.22	0.09	0.30	0.38	0.39	0.04	0.13	
Uniform Delay (d_1), s/veh	30.2	34.6		28.7	33.8	33.0	20.0	33.4	33.8	30.0	14.3	
Incremental Delay (d_2), s/veh	0.1	0.1		0.1	0.1	0.0	0.1	9.5	19.7	0.3	1.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	30.3	34.7	0.0	28.8	33.9	33.0	20.1	42.9	53.5	30.3	15.6	0.0
Level of Service (LOS)	C	C	A	C	C	C	C	D	D	C	B	A
Approach Delay, s/veh / LOS	16.7	B		30.3	C		43.5	D		12.0	B	
Intersection Delay, s/veh / LOS	29.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.59	C	2.31	B	2.44	B
Bicycle LOS Score / LOS	2.39	B	1.11	A	1.79	B	1.29	A

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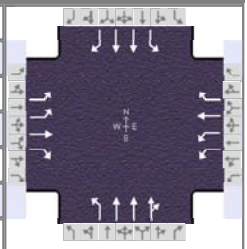
HCS Signalized Intersection Results Summary

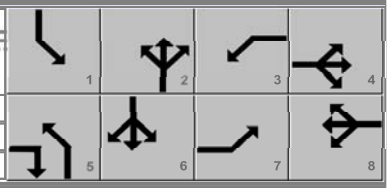
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera Overlap Single EB…		
Project Description	2036 BAM PTV Visum Model (EBR Overlap)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	390	136	465	219	73	49	211	1533	315	29	583	220

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	2.3	45.2	9.0	1.0	36.3	
Yellow	3.0	4.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	43.3	13.0	42.3	16.5	59.6	9.1	52.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	38.0	8.4	6.2	12.6		3.6	
Green Extension Time (g_e), s	0.0	0.5	0.5	1.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	1.00	0.00	0.00	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	453	158	541	255	85	35	245	1443	673	38	762	287
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1743	1885	1598	1753	1841	1690	1767	1766	1610
Queue Service Time (g_s), s	10.0	8.2	36.0	6.4	4.2	2.0	10.6	45.9	47.2	1.6	21.8	17.2
Cycle Queue Clearance Time (g_c), s	10.0	8.2	36.0	6.4	4.2	2.0	10.6	45.9	47.2	1.6	21.8	17.2
Green Ratio (*g/C*)	0.36	0.30	0.39	0.35	0.29	0.29	0.47	0.42	0.42	0.41	0.36	0.36
Capacity (*c*), veh/h	1024	539	620	847	530	449	373	1583	726	142	1294	590
Volume-to-Capacity Ratio (*X*)	0.443	0.293	0.872	0.301	0.160	0.078	0.658	0.912	0.927	0.267	0.589	0.488
Back of Queue (*Q*), ft/ln (95 th percentile)	211.7	167.9	574.1	117.8	86.6	34.7	205.6	746.1	746.9	30.8	346.7	263.2
Back of Queue (*Q*), veh/ln (95 th percentile)	8.5	6.6	23.0	4.7	3.4	1.4	8.0	28.9	29.9	1.2	13.5	10.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.17	0.00	0.49	0.22	0.09	0.66	0.38	0.39	0.04	0.24	0.00
Uniform Delay (d_1), s/veh	30.2	34.6	35.6	28.7	33.8	33.0	22.6	33.4	33.8	29.7	32.0	30.6
Incremental Delay (d_2), s/veh	0.1	0.1	10.8	0.1	0.1	0.0	3.4	9.5	19.7	0.3	1.5	2.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	30.3	34.7	46.4	28.8	33.9	33.0	26.0	42.9	53.5	29.9	33.5	32.7
Level of Service (LOS)	C	C	D	C	C	C	C	D	D	C	C	C
Approach Delay, s/veh / LOS	38.4	D		30.3	C		44.1	D		33.2	C	
Intersection Delay, s/veh / LOS	39.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.59	C	2.31	B	2.29	B
Bicycle LOS Score / LOS	2.39	B	1.11	A	1.79	B	1.29	A

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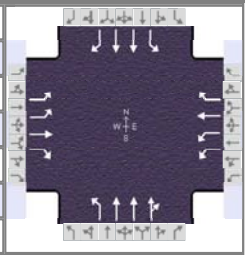
HCS Signalized Intersection Results Summary

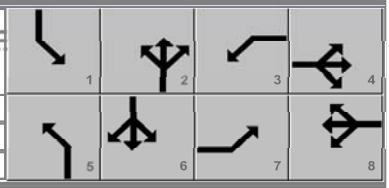
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Nov 9, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	AM	PHF	0.86
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BAM Beckner to Herrera NO free rights.xus		
Project Description	2036 BAM PTV Visum Model (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	390	136	465	219	73	49	211	1533	315	29	583	220

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	107	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	2.3	45.2	9.0	1.0	36.3	
Yellow	3.0	4.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	43.3	13.0	42.3	16.5	59.6	9.1	52.2
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	5.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	38.0	8.4	6.2	12.6		3.6	
Green Extension Time (g_e), s	0.0	0.5	0.5	1.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.73	
Max Out Probability	1.00	1.00	0.00	0.00	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	453	158	541	255	85	35	245	1443	673	38	762	287
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1743	1885	1598	1753	1841	1690	1767	1766	1610
Queue Service Time (g_s), s	10.0	8.2	36.0	6.4	4.2	2.0	10.6	45.9	47.2	1.6	21.8	17.2
Cycle Queue Clearance Time (g_c), s	10.0	8.2	36.0	6.4	4.2	2.0	10.6	45.9	47.2	1.6	21.8	17.2
Green Ratio (*g/C*)	0.36	0.30	0.30	0.35	0.29	0.29	0.47	0.42	0.42	0.41	0.36	0.36
Capacity (*c*), veh/h	1024	539	464	847	530	449	373	1583	726	142	1294	590
Volume-to-Capacity Ratio (*X*)	0.443	0.293	1.164	0.301	0.160	0.078	0.658	0.912	0.927	0.267	0.589	0.488
Back of Queue (*Q*), ft/ln (95 th percentile)	211.7	167.9	944.5	117.8	86.6	34.7	205.6	746.1	746.9	30.8	346.7	263.2
Back of Queue (*Q*), veh/ln (95 th percentile)	8.5	6.6	37.8	4.7	3.4	1.4	8.0	28.9	29.9	1.2	13.5	10.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.17	0.00	0.49	0.22	0.09	0.66	0.38	0.39	0.04	0.24	0.00
Uniform Delay (d_1), s/veh	30.2	34.6	44.5	28.7	33.8	33.0	22.6	33.4	33.8	29.7	32.0	30.6
Incremental Delay (d_2), s/veh	0.1	0.1	95.3	0.1	0.1	0.0	3.4	9.5	19.7	0.3	1.5	2.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	30.3	34.7	139.8	28.8	33.9	33.0	26.0	42.9	53.5	29.9	33.5	32.7
Level of Service (LOS)	C	C	F	C	C	C	C	D	D	C	C	C
Approach Delay, s/veh / LOS	82.3		F	30.3		C	44.1		D	33.2		C
Intersection Delay, s/veh / LOS	49.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.59	C	2.31	B	2.29	B
Bicycle LOS Score / LOS	2.39	B	1.11	A	1.79	B	1.29	A

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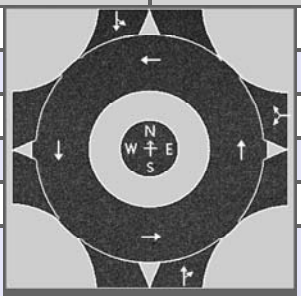
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Project Description	Cavan Multi-Family Development PTV Visum Model



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.76
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					152	0		395	0		105	0	22	90	380	
Percent Heavy Vehicles, %					1	3		1	3		3	3	2	2	3	
Flow Rate (v_{PCE}), pc/h					201	0		523	0		142	0	29	121	515	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					724			142			665	
Entry Volume, veh/h					719			138			647	
Circulating Flow (v_c), pc/h	866			171			351			201		
Exiting Flow (v_{ex}), pc/h	322			0			694			515		
Capacity (c_{pce}), pc/h					1159			965			1124	
Capacity (c), veh/h					1151			937			1094	
v/c Ratio (x)					0.62			0.15			0.59	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					11.3			5.2			10.9	
Lane LOS					B			A			B	
95% Queue, veh					4.6			0.5			4.1	
Approach Delay, s/veh | LOS				11.3		B	5.2		A	10.9		B
Intersection Delay, s/veh | LOS	10.6						B					

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HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Project Description	Cavan Multi-Family Development PTV Visum Model

Site Information

Intersection	South Roundabout Driveway
E/W Street Name	I-25 W Frontage Rd
N/S Street Name	I-25 W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	3	377	0	0	321	98	12	0	0	1	504	0	58	1	7
Percent Heavy Vehicles, %	3	3	3	3	2	2	3	2	2	3	2	2	2	2	2	3
Flow Rate (v_{PCE}), pc/h	0	3	413	0	0	348	107	13	0	0	1	547	0	63	1	8
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		416			468			548			72	
Entry Volume, veh/h		404			458			537			71	
Circulating Flow (v_c), pc/h	412			4			479			455		
Exiting Flow (v_{ex}), pc/h	1023			115			17			349		
Capacity (c_{pce}), pc/h		907			1374			847			868	
Capacity (c), veh/h		880			1344			830			850	
v/c Ratio (x)		0.46			0.34			0.65			0.08	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.8			5.8			15.2			5.0	
Lane LOS		A			A			C			A	
95% Queue, veh		2.4			1.5			4.9			0.3	
Approach Delay, s/veh | LOS	9.8	A		5.8	A		15.2	C		5.0	A	
Intersection Delay, s/veh | LOS	10.3						B					

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HCS Two-Way Stop-Control Report

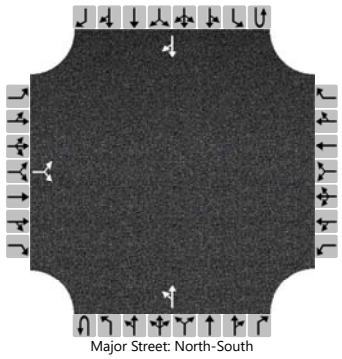
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD AM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		189		19						8	316				230	62
Percent Heavy Vehicles (%)		2		2						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			245							9						
Capacity, c (veh/h)			420							1209						
v/c Ratio			0.58							0.01						
95% Queue Length, Q_{95} (veh)			3.6							0.0						
Control Delay (s/veh)			24.9							8.0	0.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		24.9								0.3						
Approach LOS		C								A						

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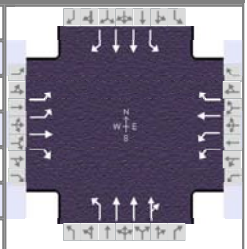
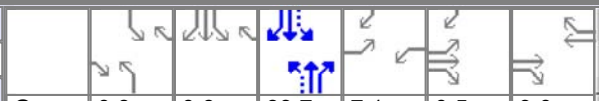
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.94
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	Cerrillos (NM 14) & Herr…	File Name	2036 BPM Beckner to Herrera.xus		
Project Description	2036 BPM PTV Visum Model				

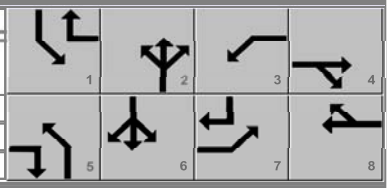


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	149	89	0	132	97	118	3	1171	103	40	1457	76

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	24	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.6	83.7	7.1	0.5	9.0
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.6	14.5	11.1	14.0	4.8	90.0	9.4	94.6
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.6	8.1	6.9	8.7	2.1		2.8	
Green Extension Time (g_e), s	0.0	0.3	0.2	0.3	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.12		0.77	
Max Out Probability	1.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	159	95	0	140	103	17	4	1002	483	43	1550	80
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1598	1743	1885	1598	1781	1870	1803	1781	1781	1585
Queue Service Time (g_s), s	5.6	6.1	0.0	4.9	6.7	1.2	0.1	11.8	12.1	0.8	28.3	1.5
Cycle Queue Clearance Time (g_c), s	5.6	6.1	0.0	4.9	6.7	1.2	0.1	11.8	12.1	0.8	28.3	1.5
Green Ratio (*g/C*)	0.06	0.08	0.08	0.06	0.07	0.12	0.68	0.67	0.67	0.73	0.71	0.77
Capacity (*c*), veh/h	211	143	132	197	135	184	224	2506	1208	338	2516	1216
Volume-to-Capacity Ratio (*X*)	0.750	0.662	0.000	0.712	0.762	0.093	0.016	0.400	0.400	0.126	0.616	0.066
Back of Queue (*Q*), ft/ln (95 th percentile)	125.6	134.6	0	100.6	149.8	21.7	1.3	174	176.3	11.8	369.1	18.8
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	5.3	0.0	4.0	5.9	0.9	0.0	6.8	7.1	0.5	14.5	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.53	0.43	0.00	0.47	0.55	0.11	0.00	0.12	0.12	0.05	0.33	0.11
Uniform Delay (d_1), s/veh	57.8	56.2	0.0	58.0	57.0	49.5	9.2	6.5	6.7	5.6	9.5	3.6
Incremental Delay (d_2), s/veh	10.9	2.0	0.0	1.8	3.3	0.1	0.0	0.4	0.9	0.1	1.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	68.7	58.1	0.0	59.7	60.3	49.5	9.2	6.9	7.6	5.7	10.7	3.7
Level of Service (LOS)	E	E		E	E	D	A	A	A	A	B	A
Approach Delay, s/veh / LOS	64.7	E		59.3	E		7.2	A		10.2	B	
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.50	B	2.61	C	2.38	B	2.22	B
Bicycle LOS Score / LOS	0.91	A	0.92	A	1.22	A	1.87	B

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HCS Two-Way Stop-Control Report

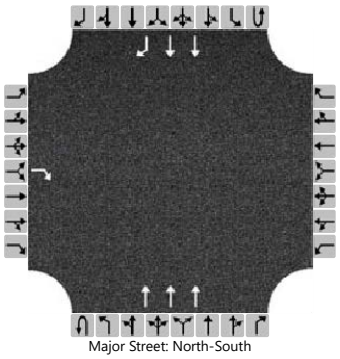
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development PTV Visum Model

Site Information

Intersection	East Driveway @ Cerrillos
Jurisdiction	CoSF, NMDOT
East/West Street	East Right In/Right Out
North/South Street	Cerrillos (NM 14)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration				R							T				T	R
Volume (veh/h)				3							1434				1766	34
Percent Heavy Vehicles (%)				2												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.94												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.32												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				3												
Capacity, c (veh/h)				265												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
Control Delay (s/veh)				18.7												
Level of Service (LOS)				C												
Approach Delay (s/veh)	18.7															
Approach LOS	C															

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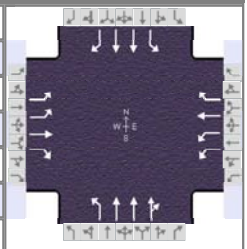
HCS Signalized Intersection Results Summary

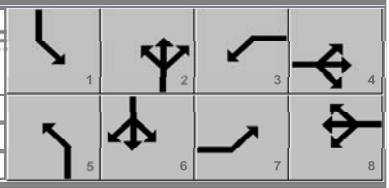
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera.xus		
Project Description	2036 BPM PTV Visum Model				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	282	46	459	272	95	147	371	943	194	82	968	395

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	1.3	60.0	10.0	1.3	20.7	
Yellow	3.0	3.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	26.7	15.3	28.0	16.1	72.3	10.7	67.0
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.1	22.7	10.9	8.7	14.1		5.3	
Green Extension Time (g_e), s	0.0	0.0	0.4	1.5	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.02	0.01	1.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	310	51	504	299	104	96	408	872	358	96	1132	462
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1716	1856	1572	1781	1870	1534	1781	1781	
Queue Service Time (g_s), s	9.1	2.9		8.9	6.1	6.7	12.1	18.2	18.2	3.3	29.0	
Cycle Queue Clearance Time (g_c), s	9.1	2.9		8.9	6.1	6.7	12.1	18.2	18.2	3.3	29.0	
Green Ratio (*g/C*)	0.25	0.17		0.26	0.18	0.18	0.59	0.52	0.52	0.53	0.48	
Capacity (*c*), veh/h	686	310		807	326	276	352	1953	801	317	1708	
Volume-to-Capacity Ratio (*X*)	0.452	0.163		0.371	0.320	0.346	1.157	0.447	0.448	0.302	0.663	
Back of Queue (*Q*), ft/ln (95 th percentile)	173.5	60.7		168.5	128.5	118.5	560.7	308	267.2	55.2	409.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.9	2.4		6.6	5.0	4.6	22.1	12.1	10.7	2.2	16.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06		0.70	0.32	0.30	1.81	0.16	0.14	0.07	0.28	
Uniform Delay (d_1), s/veh	39.2	44.7		38.0	45.0	45.2	23.9	18.6	18.6	14.5	22.4	
Incremental Delay (d_2), s/veh	0.2	0.1		0.1	0.2	0.3	97.9	0.7	1.8	0.1	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	39.4	44.8	0.0	38.1	45.2	45.5	121.8	19.4	20.4	14.6	24.0	0.0
Level of Service (LOS)	D	D	A	D	D	D	F	B	C	B	C	A
Approach Delay, s/veh / LOS	16.7	B		41.0	D		45.1	D		16.9	B	
Intersection Delay, s/veh / LOS	29.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.60	C	2.35	B	2.27	B
Bicycle LOS Score / LOS	1.91	B	1.31	A	1.39	A	1.80	B

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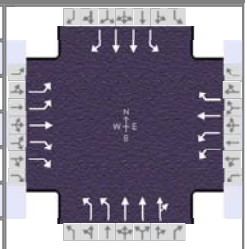
HCS Signalized Intersection Results Summary

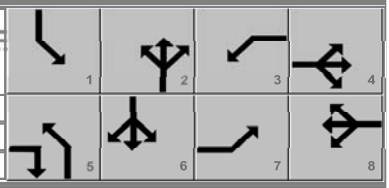
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera Overlap Dual EBR.…		
Project Description	2036 BPM PTV Visum Model (Dual EBR/NBL Overlap)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	282	46	459	272	95	147	371	943	194	82	968	395

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.6	62.7	10.0	1.3	20.7	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	26.7	15.3	28.0	13.3	72.3	10.7	69.7
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	11.1	22.4	10.9	8.7	9.0		5.2	
Green Extension Time (*g e*), s	0.0	0.0	0.4	1.6	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.02	0.01	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	310	51	504	299	104	96	408	872	358	96	1132	462
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1425	1716	1856	1572	1730	1870	1534	1781	1781	1610
Queue Service Time (*g s*), s	9.1	2.9	20.4	8.9	6.1	6.7	7.0	18.2	18.2	3.2	29.1	25.1
Cycle Queue Clearance Time (*g c*), s	9.1	2.9	20.4	8.9	6.1	6.7	7.0	18.2	18.2	3.2	29.1	25.1
Green Ratio (*g/C*)	0.25	0.17	0.24	0.26	0.18	0.18	0.58	0.52	0.52	0.56	0.50	0.50
Capacity (*c*), veh/h	686	310	685	807	326	276	641	1953	801	317	1786	808
Volume-to-Capacity Ratio (*X*)	0.452	0.163	0.737	0.371	0.320	0.346	0.636	0.447	0.448	0.302	0.634	0.572
Back of Queue (*Q*), ft/ln (95 th percentile)	173.5	60.7	294.6	168.5	128.5	118.5	119.8	308	267.2	55.4	400.9	323.4
Back of Queue (*Q*), veh/ln (95 th percentile)	6.9	2.4	11.8	6.6	5.0	4.6	4.7	12.1	10.7	2.2	15.8	12.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06	0.00	0.70	0.32	0.30	0.39	0.16	0.14	0.07	0.28	0.00
Uniform Delay (*d 1*), s/veh	39.2	44.7	43.8	38.0	45.0	45.2	18.4	18.6	18.6	14.6	22.8	21.8
Incremental Delay (*d 2*), s/veh	0.2	0.1	3.7	0.1	0.2	0.3	1.0	0.7	1.8	0.1	0.9	1.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.4	44.8	47.5	38.1	45.2	45.5	19.4	19.4	20.4	14.7	23.7	23.4
Level of Service (LOS)	D	D	D	D	D	D	B	B	C	B	C	C
Approach Delay, s/veh / LOS	44.5	D		41.0	D		19.6	B		23.1	C	
Intersection Delay, s/veh / LOS	27.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.60	C	2.35	B	2.56	C
Bicycle LOS Score / LOS	1.91	B	1.31	A	1.39	A	1.80	B

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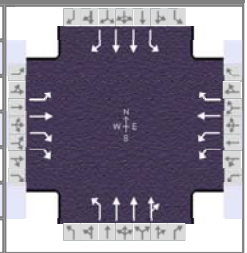
HCS Signalized Intersection Results Summary

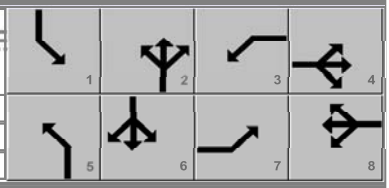
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 7:00
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera Dual EBR.xus		
Project Description	2036 BPM PTV Visum Model (Dual EBR)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	282	46	459	272	95	147	371	943	194	82	968	395

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	1.3	60.0	10.0	1.3	20.7	
Yellow	3.0	3.0	5.0	3.0	0.0	3.0	
Red	1.0	1.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	26.7	15.3	28.0	16.1	72.3	10.7	67.0
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	22.7	10.9	8.7	14.1		5.3	
Green Extension Time (g_e), s	0.0	0.0	0.4	1.6	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.02	0.01	1.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	310	51	504	299	104	96	408	872	358	96	1132	462
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1425	1716	1856	1572	1781	1870	1534	1781	1781	1610
Queue Service Time (g_s), s	10.0	2.9	20.7	8.9	6.1	6.7	12.1	18.2	18.2	3.3	30.3	26.2
Cycle Queue Clearance Time (g_c), s	10.0	2.9	20.7	8.9	6.1	6.7	12.1	18.2	18.2	3.3	30.3	26.2
Green Ratio (*g/C*)	0.25	0.17	0.17	0.26	0.18	0.18	0.59	0.52	0.52	0.53	0.48	0.48
Capacity (*c*), veh/h	347	310	472	807	326	276	347	1953	801	317	1708	772
Volume-to-Capacity Ratio (*X*)	0.893	0.163	1.069	0.371	0.320	0.346	1.175	0.447	0.448	0.302	0.663	0.598
Back of Queue (*Q*), ft/ln (95 th percentile)	275.5	60.7	430.2	168.5	128.5	118.5	575.4	308	267.2	58.8	420.1	339.3
Back of Queue (*Q*), veh/ln (95 th percentile)	11.0	2.4	17.2	6.6	5.0	4.6	22.7	12.1	10.7	2.3	16.5	13.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06	0.00	0.70	0.32	0.30	1.86	0.16	0.14	0.08	0.29	0.00
Uniform Delay (d_1), s/veh	47.3	44.7	52.2	38.0	45.0	45.2	23.8	18.6	18.6	15.5	24.8	23.7
Incremental Delay (d_2), s/veh	23.4	0.1	61.1	0.1	0.2	0.3	104.8	0.7	1.8	0.1	1.1	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	70.7	44.8	113.2	38.1	45.2	45.5	128.6	19.4	20.4	15.6	25.9	25.6
Level of Service (LOS)	E	D	F	D	D	D	F	B	C	B	C	C
Approach Delay, s/veh / LOS	94.0	F		41.0	D		46.8	D		25.3	C	
Intersection Delay, s/veh / LOS	47.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.60	C	2.35	B	2.27	B
Bicycle LOS Score / LOS	1.91	B	1.31	A	1.39	A	1.80	B

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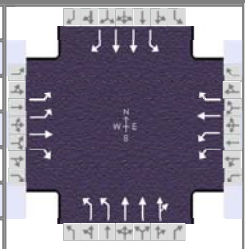
HCS Signalized Intersection Results Summary

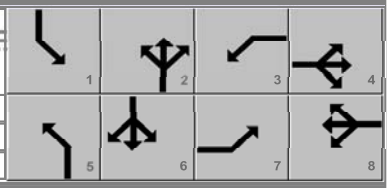
General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera (Dual NBL).xus		
Project Description	2036 BPM PTV Visum Model (Dual NBL)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	282	46	459	272	95	147	371	943	194	82	968	395

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.6	62.7	10.0	1.3	20.7	
Yellow	3.0	0.0	5.0	3.0	0.0	3.0	
Red	1.0	0.0	2.0	1.0	0.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	26.7	15.3	28.0	13.3	72.3	10.7	69.7
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.1	22.7	10.9	8.7	9.0		5.2	
Green Extension Time (g_e), s	0.0	0.0	0.4	1.5	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.02	0.01	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	310	51	504	299	104	96	408	872	358	96	1132	462
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870		1716	1856	1572	1730	1870	1534	1781	1781	
Queue Service Time (g_s), s	9.1	2.9		8.9	6.1	6.7	7.0	18.2	18.2	3.2	26.7	
Cycle Queue Clearance Time (g_c), s	9.1	2.9		8.9	6.1	6.7	7.0	18.2	18.2	3.2	26.7	
Green Ratio (*g/C*)	0.25	0.17		0.26	0.18	0.18	0.58	0.52	0.52	0.56	0.50	
Capacity (*c*), veh/h	686	310		807	326	276	660	1953	801	317	1786	
Volume-to-Capacity Ratio (*X*)	0.452	0.163		0.371	0.320	0.346	0.618	0.447	0.448	0.302	0.634	
Back of Queue (*Q*), ft/ln (95 th percentile)	173.5	60.7		168.5	128.5	118.5	119	308	267.2	51.8	364.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.9	2.4		6.6	5.0	4.6	4.7	12.1	10.7	2.0	14.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06		0.70	0.32	0.30	0.38	0.16	0.14	0.07	0.25	
Uniform Delay (d_1), s/veh	39.2	44.7		38.0	45.0	45.2	17.5	18.6	18.6	13.7	19.0	
Incremental Delay (d_2), s/veh	0.2	0.1		0.1	0.2	0.3	0.8	0.7	1.8	0.1	1.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	39.4	44.8	0.0	38.1	45.2	45.5	18.3	19.4	20.4	13.8	20.3	0.0
Level of Service (LOS)	D	D	A	D	D	D	B	B	C	B	C	A
Approach Delay, s/veh / LOS	16.7	B		41.0	D		19.3	B		14.4	B	
Intersection Delay, s/veh / LOS	19.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.63	C	2.60	C	2.35	B	2.42	B
Bicycle LOS Score / LOS	1.91	B	1.31	A	1.39	A	1.80	B

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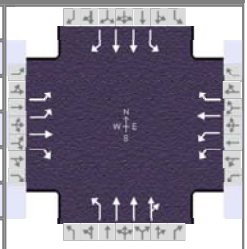
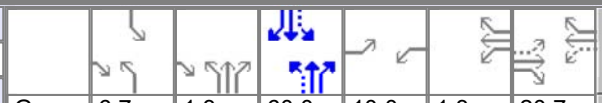
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera Overlap Single EB…		
Project Description	2036 BPM PTV Visum Model Overlap				

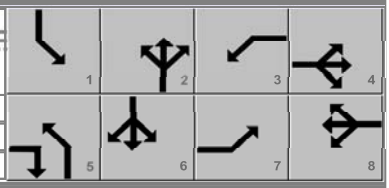


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	282	46	459	272	95	147	371	943	194	82	968	395

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	1.3	60.0	10.0	1.3	20.7
Yellow	3.0	3.0	5.0	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	26.7	15.3	28.0	16.1	72.3	10.7	67.0
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.1	22.7	10.9	8.7	14.1		5.3	
Green Extension Time (g_e), s	0.0	0.0	0.4	1.5	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.02	0.01	1.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	310	51	504	299	104	96	408	872	358	96	1132	462
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1716	1856	1572	1781	1870	1534	1781	1781	1610
Queue Service Time (g_s), s	9.1	2.9	20.7	8.9	6.1	6.7	12.1	18.2	18.2	3.3	29.0	23.9
Cycle Queue Clearance Time (g_c), s	9.1	2.9	20.7	8.9	6.1	6.7	12.1	18.2	18.2	3.3	29.0	23.9
Green Ratio (*g/C*)	0.25	0.17	0.26	0.26	0.18	0.18	0.59	0.52	0.52	0.53	0.48	0.48
Capacity (*c*), veh/h	686	310	422	807	326	276	352	1953	801	317	1708	772
Volume-to-Capacity Ratio (*X*)	0.452	0.163	1.195	0.371	0.320	0.346	1.157	0.447	0.448	0.302	0.663	0.598
Back of Queue (*Q*), ft/ln (95 th percentile)	173.5	60.7	917.1	168.5	128.5	118.5	560.7	308	267.2	55.2	409.1	306.8
Back of Queue (*Q*), veh/ln (95 th percentile)	6.9	2.4	36.7	6.6	5.0	4.6	22.1	12.1	10.7	2.2	16.1	12.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06	0.00	0.70	0.32	0.30	1.81	0.16	0.14	0.07	0.28	0.00
Uniform Delay (d_1), s/veh	39.2	44.7	46.1	38.0	45.0	45.2	23.9	18.6	18.6	14.5	22.4	19.7
Incremental Delay (d_2), s/veh	0.2	0.1	108.7	0.1	0.2	0.3	97.9	0.7	1.8	0.1	1.5	2.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.4	44.8	154.8	38.1	45.2	45.5	121.8	19.4	20.4	14.6	24.0	22.3
Level of Service (LOS)	D	D	F	D	D	D	F	B	C	B	C	C
Approach Delay, s/veh / LOS	107.0	F		41.0	D		45.1	D		23.0	C	
Intersection Delay, s/veh / LOS	48.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.60	C	2.35	B	2.27	B
Bicycle LOS Score / LOS	1.91	B	1.31	A	1.39	A	1.80	B

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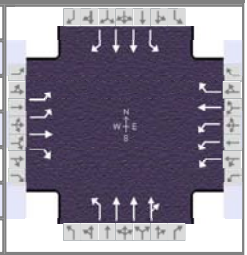
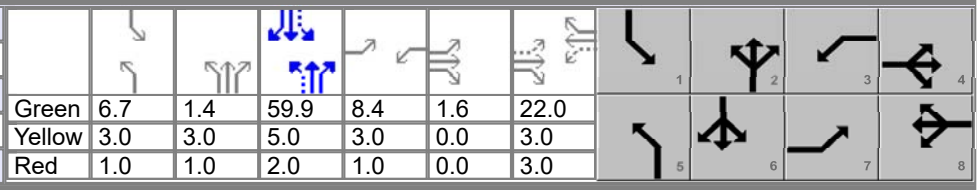
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	0.250
Analyst	AG	Analysis Date	Dec 12, 2022	Area Type	Other
Jurisdiction	CoSF, NMDOT	Time Period	PM	PHF	0.91
Urban Street	NM 14 (Cerrillos)	Analysis Year	2036	Analysis Period	1> 4:30
Intersection	NM 14 (Cerrillos) & I-25…	File Name	2036 BPM Beckner to Herrera NO free rights.xus		
Project Description	2036 BPM PTV Visum Model (No Free Rights)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	282	46	459	272	95	147	371	943	194	82	968	395

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	39	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	1.4	59.9	8.4	1.6	22.0
Yellow	3.0	3.0	5.0	3.0	0.0	3.0
Red	1.0	1.0	2.0	1.0	0.0	3.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	29.6	12.4	28.0	16.1	72.3	10.7	66.9
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	7.0	4.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.0	25.6	7.8	8.7	14.2		5.3	
Green Extension Time (g_e), s	0.0	0.0	0.5	1.5	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.96	
Max Out Probability	1.00	1.00	0.00	0.01	1.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	310	51	504	299	104	96	408	872	358	96	1132	462
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1870	1610	1716	1856	1572	1781	1870	1534	1781	1781	1610
Queue Service Time (g_s), s	9.0	2.8	23.6	5.8	6.1	6.7	12.2	18.2	18.2	3.3	29.1	23.9
Cycle Queue Clearance Time (g_c), s	9.0	2.8	23.6	5.8	6.1	6.7	12.2	18.2	18.2	3.3	29.1	23.9
Green Ratio (*g/C*)	0.26	0.19	0.19	0.24	0.18	0.18	0.59	0.52	0.52	0.53	0.48	0.48
Capacity (*c*), veh/h	726	353	304	1120	326	276	352	1954	801	317	1706	771
Volume-to-Capacity Ratio (*X*)	0.427	0.143	1.659	0.267	0.320	0.346	1.157	0.447	0.447	0.302	0.664	0.599
Back of Queue (*Q*), ft/ln (95 th percentile)	170.7	58.7	1384.3	110.9	128.5	118.5	559.3	308	267.2	55.3	409.4	306.9
Back of Queue (*Q*), veh/ln (95 th percentile)	6.8	2.3	55.4	4.3	5.0	4.6	22.0	12.1	10.7	2.2	16.1	12.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.06	0.00	0.46	0.32	0.30	1.80	0.16	0.14	0.07	0.28	0.00
Uniform Delay (d_1), s/veh	38.1	42.3	50.7	38.1	45.0	45.2	23.8	18.6	18.6	14.5	22.5	19.8
Incremental Delay (d_2), s/veh	0.1	0.1	310.9	0.0	0.2	0.3	97.9	0.7	1.8	0.1	1.5	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.3	42.3	361.6	38.2	45.2	45.5	121.7	19.3	20.4	14.7	24.0	22.3
Level of Service (LOS)	D	D	F	D	D	D	F	B	C	B	C	C
Approach Delay, s/veh / LOS	227.1	F		41.0	D		45.0	D		23.0	C	
Intersection Delay, s/veh / LOS	70.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.60	C	2.50	C	2.27	B
Bicycle LOS Score / LOS	1.91	B	1.31	A	1.39	A	1.80	B

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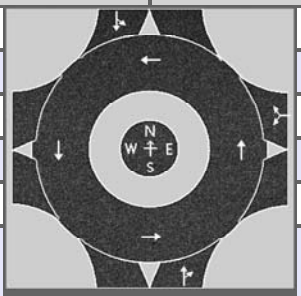
HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Project Description	Cavan Multi-Family Development PTV Visum Model



Site Information

Intersection	Paseo del Sol & Herrera
E/W Street Name	Herrera Drive
N/S Street Name	Paseo del Sol
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.81
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LR				TR				LT	
Volume (V), veh/h					1	0		32	0		287	0	13	32	422	
Percent Heavy Vehicles, %					0	3		0	3		3	3	1	1	3	
Flow Rate (v_{PCE}), pc/h					1	0		40	0		365	0	16	40	537	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					41			365			593	
Entry Volume, veh/h					41			354			577	
Circulating Flow (v_c), pc/h	594			381			57			1		
Exiting Flow (v_{ex}), pc/h	41			0			421			537		
Capacity (c_{pce}), pc/h					936			1302			1379	
Capacity (c), veh/h					932			1264			1342	
v/c Ratio (x)					0.04			0.28			0.43	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					4.3			5.4			6.8	
Lane LOS					A			A			A	
95% Queue, veh					0.1			1.2			2.2	
Approach Delay, s/veh | LOS				4.3	A		5.4	A		6.8	A	
Intersection Delay, s/veh | LOS	6.2						A					

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HCS Roundabouts Report

General Information

Analyst	AG
Agency or Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Project Description	Cavan Multi-Family Development PTV Visum Model

Site Information

Intersection	South Roundabout Driveway
E/W Street Name	I-25 W Frontage Rd
N/S Street Name	I-25 W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	CoSF, NMDOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	8	414	0	0	477	282	38	0	0	2	315	0	40	1	5
Percent Heavy Vehicles, %	3	3	3	3	2	2	3	2	2	3	2	2	2	2	2	3
Flow Rate (v_{PCE}), pc/h	0	9	454	0	0	518	309	41	0	0	2	342	0	43	1	5
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		463			868			344			49	
Entry Volume, veh/h		450			848			337			48	
Circulating Flow (v_c), pc/h	562			11			506			827		
Exiting Flow (v_{ex}), pc/h	839			314			52			519		
Capacity (c_{pce}), pc/h		778			1365			824			594	
Capacity (c), veh/h		755			1333			807			581	
v/c Ratio (x)		0.60			0.64			0.42			0.08	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		14.5			10.5			9.7			7.2	
Lane LOS		B			B			A			A	
95% Queue, veh		4.0			4.9			2.1			0.3	
Approach Delay, s/veh | LOS	14.5	B		10.5	B		9.7	A		7.2	A	
Intersection Delay, s/veh | LOS	11.3						B					

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HCS Two-Way Stop-Control Report

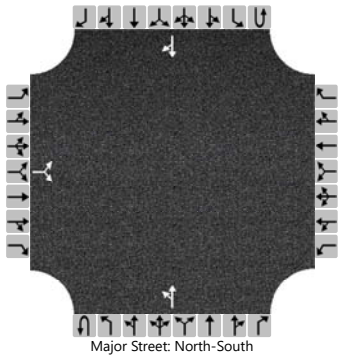
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	11/9/2022
Analysis Year	2036
Time Analyzed	2036 BUILD PM
Intersection Orientation	North-South
Project Description	Cavan Multi-Family Development

Site Information

Intersection	West Frontage & Mutt Nels
Jurisdiction	CoSF, NMDOT
East/West Street	Mutt Nelson Rd
North/South Street	I-25 W Frontage Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		85		5						21	250				272	189
Percent Heavy Vehicles (%)		1		1						4						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			106							25						
Capacity, c (veh/h)			366							1017						
v/c Ratio			0.29							0.02						
95% Queue Length, Q_{95} (veh)			1.2							0.1						
Control Delay (s/veh)			18.8							8.6	0.3					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)		18.8								0.9						
Approach LOS		C								A						

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APPENDIX J:
SAMM DECELERATION LANE CRITERIA

Table 17.B-2
Criteria for Deceleration Lanes on
URBAN MULTI-LANE HIGHWAYS

Turning Volume [1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Volume in the Adjacent Through Lane (vphpl) [2]			Minimum Volume in the Adjacent Through Lane (vphpl) [2]		
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥ 56	Required	Required	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

K. Speed Change Lanes: Speed change lanes should be designed based on the following specifications. The criteria for determining the need for speed change lanes are described in Section 17. Schematic illustrations of speed-change lanes are included in Appendix E.

(1) Length of Deceleration Lanes: Deceleration lanes typically consist of three components: transition taper, deceleration distance, and queue storage. Each of these components are described below. Deceleration lanes should be designed so that a turning vehicle will develop a speed differential of 10 mph or less at the point it clears the through traffic lane. The length of the lane should allow the vehicle to come to a comfortable stop prior to reaching the end of the expected queue in the lane. Table 18.K-1 contains standard deceleration distances and transition tapers. Vehicle queue storage lengths are discussed in Paragraph 18.K.1.c.

Table 18.K-1
Deceleration and Acceleration Lengths (feet)

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

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

(a) Transition Taper: Deceleration tapers should be straight line tapers with rounded beginning and ending points. Deceleration taper lengths and ratios are provided in Table 18.K-1. Deceleration taper lengths do not require adjustment for grade. Exceptions to the deceleration tapers in Table 18.K-1 include:

i. On urban highways with posted speed limits between 45 mph and 55 mph, left-turn deceleration tapers may be designed using 300-foot radius/600-foot radius asymmetric reverse curve tapers according to the width of the speed-change lane and/or median.

F.H.W.A. Region No.	STATE	N.M.P.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	I-025-5 (32)272		29	442

ENGINEERS INC.
CONSULTING ENGINEERS

PLAN — SURVEYED, PLOTTED, GRID CHECKED, ALIGNMENT CHECKED, MT. OF MW CHECKED, NOTE BOOK NO. 6812/2, DATE 1-69

PROFILE — SURVEYED, PLOTTED, GRID CHECKED, NOTE BOOK NO. 2137-2, DATE 1-69

CONTOUR MAP — STRUCTURE NOTATION NO.

STRUCT. NO. 38 ⑦
DA: 50 AC. Q50 = 52 cfs H.W. = 3.4
STA 92+00 - 39+14 - BUILD 42' x 30.4' C.P. (NORM.) - EXTENDS UNDER SBL
SBL 56'-6" SKEWED RAMP "A" W. FR. RD. W/ES = 1 27½° FLT. - BUILD EC-61 LT 1 BUILD INLET AT 20+10.25
SEE EE: E5-1; EC-61

STRUCT. NO. 39 W. FR. RD. BUILD 1-45° C.P. (SEE SHT. 24) PCC 14+38.83

STRUCT. NO 40 CA=56 Ac Q50=92cfs H.W.=4.4'- ST. 1. 103+88 E MED. S.P. 14 - BUILD 1-48" C.P. (NORM.) STA 103+63 - BUILD MDI-1, TYPE II w/1-24"Ø 60 C.P. GRAIN TO 45° C.P. OUTLET 74' RT. & N.B.L. - BUILD GROUTED RIP-RAP RUNDOWN 65'+/-

STA 104+46.45 BUILD 7.6 AT W.F.R.D. - BUILD 8'Ø CATTLE GUARD W. 24' W.F. R/W

NOTE: SEE SHTS 50 & PLANS FOR POINT CONSTR. DETAILS FOR NBL & SBL OF S.R. 14 AND FOR W. FR. RD. & S.B.M. INTERSECTION DETAILS

NOTE: FOR EARTHWORK COMPUTATIONS SEE NOTE SHT NO 26

EST. AOT, (1993)
1403 (50% DHV)
592 / 758
9137 — 8365 — 9208
180 / 85
318
110

TRUE NORTH

STA. 107+60.06 END ACC. CONTROL - BEG. R/W

BUILD EASY RIDING CONN.

BEGIN WEST FRONTAGE ROAD (UNIT B)

SEE SHEETS 83, 84, 85 FOR WEST FRONTAGE ROAD (UNIT B)

(TO REMAIN) 1-36'x85' RCBC & 1-36'x52' RCBC

4 BK.

BUILD WING FENCE

STA. 99+00 MEDIAN 40' SHR
SHC NB CBC IN PLACE
EXTEND LT. WITH SHOULDER
CBC'S OF SPECIAL DESIGN
CONSTRUCT NEW HDWL. AT
EXTENSION (TO REMAIN)

(REM BY CONTR) 1-5'x8'RCBC W/ 1-36"x52" C.P.

(REM BY CONTR) 4 B.W. (GOOD) 4 P.W. - 1 TEL CABLE

PT. - 181+74.69

U.S. 85 TO ALBUQUERQUE

U.S. 85 TO SANTA FE

EXIST. SBL

EXIST. NBL

N 26° 24' 33" E

N 32° 30' 30" E

N 05° 05' 59" W

N 18° 01' 54" E

N 11° 10' 14" W

S 11° 10' 14" E

SR 14

1-36"x85' RCBC (REM BY CONTR)

RAMP "B"

RAMP "C"

RAMP "A"

ACCESS CONTROL

RIW MKR. 69+14.40 RAMP "B"

S.P. 13-NBL - PT 150+88.83

39+10.8 NBL W/D FOR PAINT 1225

(REM BY CONTR) 8'Ø (GOOD) (REM. BY CONTR)

RIW MKR. 106+00

10'x6' CATTLE GUARD TO BE REMOVED

U.S. 85 & MED - EQC. 114+47.25 = 1570+62.19 ORIG. U.S. 85 END CONSTRUCTION

POT 104+60.06 E S.R. 14 & MED.
POT. 19+93.39 W. FR. RD.
STA. 104+00 175' RT.
END ACCESS CONTROL - BEG. R/W

R/W MKRS RT. & LT. TIE THE NEW FENCE TO EXISTING FENCE

B.M. R/W MKR. 100' RT. STA 1572+38.5 SBL EL. = 6394.49'

SBL STA. 1571+21.6 - BEG. BRIDGE 5960 (TO REMAIN)

1572+41.0 - END BRIDGE

1572+75 - END BRIDGE

DESIGN HIGH WATER ELEVATION = 6385.42

E. 6385.42

NOTE: EXISTING PAVEMENT ELEVATIONS AHEAD OF STA. 107+28.06 WERE TAKEN FROM BOOK 2137-L ELEV'S BACK WERE PLOTTED FROM CONTOUR MAPS.

FIELD ADJUST GRADES TO MATCH EXISTING PAVEMENT FOR EASY RIDING CONN.

+0.46% — +2.00% — -0.30% — +0.54% — -1.04%

K = 0.7 — K = 1.9 — K = 10.3

SSD = 60' — SSD = 110'

100'-BUILD (-4.2%) C.P. — 100'-BUILD (-1.48%) C.P. — +00-BUILD (-1.48%) C.P.

"CAVE" MD = 3.17' — "CAVE" MD = 3.17'

GR. PT. MED. STA 101+47.98 — -END RAMP B

P.V.C. — P.V.T. — P.V.C. — P.V.T.

STA 107+28.06 BK. = EQUATION (FOR EXIST. PVMNT ELEVS) STA. 166+00 AHD.

600' V.C. M.O. = +1.70'

STA. 1/46+67.25 BK. = EQUATION (FOR EXIST. PVMNT ELEVS) STA. 1570+62.19 AHD.

6430 / 6420 / 6410 / 6400

SBL / NBL

STATE ROAD 14

PLATE 1. PLAN-PROFILE
EDWIN A. ERBE CO.

MICROFILMED

N.M.P. I-025-5(32)272

PROJECT NO. _____ SHEET NO. 29

F H W A Region No	STATE	N. M. P.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	I-025-5 (32) 272		24	442

WEST FRONTAGE ROAD UNIT II @ STATE ROAD 14 INTCH.

PLAN
SCALE 1" = 50'

SECTION A-A

PROFILE
SCALES 1" = 100' HOR. 1" = 10' VERT.

NOTE: EARTHWORK QUANTITIES FOR WEST FR RD. ARE INCLUDED WITH QUANTITIES FOR SBL

ACCESS CONTROL LINE 2

EST. ADT. (1993) 1403 (50% DHV)

STA. 17+91.99 END CONSTR. W. FR. RD UNIT 2.

SEE SHT. 61 OF PLANS FOR INTERSECTION DETAILS (20' SCALE)

CONST LINE 'A'
PI 2+27.26
Δ 50°20'43"
D 38°37.2"
T 705.0'
L 1318.0'
R 150.00'

CONST LINE 'A'
PI 0+78.87
Δ 15°40'33"
D 10°00'
T 78.87
L 156.76
R 572.958'

CONST LINE 'B'
PI 1+96.16
Δ 117°05'23"
D 474.65°
T 196.16'
L 245.23'
R 120.00'

WEST FR. RD
PI 17+17.74
Δ 89°30'58" RT
D 80.834°
T 271.67
L 428.82
R 275.00

CONST LINE 'B'
PI 1+96.16
Δ 16°54'17" RT.
D 10°00'
T 85.14
L 169.04
R 572.958

PT. 15+61.97

PT. 18+74.69

PT 2+45.23 END CONST LINE "B" 62' LT STA 103+08.8' SR 14 ℄ MED

PT. 12+88.56

RW MKR 14+45.87

RW MKR 17+91.99

RW MKR 1+50 PI. 2+72.4 Δ 22°27'00" D 8°00' 5.00' L R 1145.916

RW MKR 4+42.00 PT. 4+56.34 N. STA. 3+88.05 W. FR RD

RW MKR 4+56.34 STA. 3+88.05 W. FR RD

PC 0+00 BEGIN CONSTRUCTION W. FR RD (UNIT 2)

PC 0+00 BEG. CONST LINE 'B' 16 PT POC 17+67.467 ℄ W FR RD

POC 3+65.38 END CONST LINE 'A' 16 PT POC 17+59.60 ℄ W FR RD

PC 0+00 BEG CONST LINE 'A' 62' LT STA 107+33.5 SR 14 ℄ MEDIAN

POT. 19+33.39 WEST FR RD.
POT. 104+60.06 SR. 14 ℄ MED.

N 26° 24' 33" E

BUILT EARTH SLOPE

BUILT 6:1 SLOPE

BUILT 4:1 SLOPE

BUILT 3:1 SLOPE

BUILT 2:1 SLOPE

BUILT 1:1 SLOPE

BUILT 1:2 SLOPE

BUILT 1:3 SLOPE

BUILT 1:4 SLOPE

BUILT 1:6 SLOPE

BUILT 1:10 SLOPE

BUILT 1:15 SLOPE

BUILT 1:20 SLOPE

BUILT 1:30 SLOPE

BUILT 1:40 SLOPE

BUILT 1:50 SLOPE

BUILT 1:75 SLOPE

BUILT 1:100 SLOPE

BUILT 1:150 SLOPE

BUILT 1:200 SLOPE

BUILT 1:300 SLOPE

BUILT 1:400 SLOPE

BUILT 1:500 SLOPE

BUILT 1:600 SLOPE

BUILT 1:700 SLOPE

BUILT 1:800 SLOPE

BUILT 1:900 SLOPE

BUILT 1:1000 SLOPE

BUILT 1:1100 SLOPE

BUILT 1:1200 SLOPE

BUILT 1:1300 SLOPE

BUILT 1:1400 SLOPE

BUILT

APPENDIX K:
CRASH DATA

2017 Crash Data

FID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	GIS_Route	GIS_Milepo	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light
20044	710118769	2017-03-14	2017	March	18:51	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DRIVE		NM 14	47	S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Following Too Closely	Clear	Dawn
20078	710119948	2017-01-09	2017	January	17:00	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Not Lighted
20145	710124523	2017-01-07	2017	January	15:57	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DRIVE		NM 14	47	S			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Other Mechanical Defect	Clear	Daylight
25668	710314107	2017-04-13	2017	April	22:30	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	S			0	0	0	0	0	5	5	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Driver Inattention	Clear	Dark-Lighted
26290	710315827	2017-07-03	2017	July	14:00	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CROSSING AT CHAMISO	HERRERA DRIVE		NM 14	47	SE			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Following Too Closely	Clear	Daylight
26776	710317001	2017-06-06	2017	June	12:10	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	HERRERA RD	CERRILLOS RD		NM 14	47	E			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	None	Clear	Daylight
26808	710317129	2017-09-27	2017	September	18:50	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DRIVE		NM 14	47	NE			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Disregarded Traffic Signal	Raining	Dark-Lighted
26919	710317575	2017-09-26	2017	September	21:35	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	NW			0	0	3	1	4	1	5	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Raining	Dark-Lighted
27251	710318469	2017-09-18	2017	September	15:07	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS ROAD	HERRERA DRIVE		NM 14	47	S	South		0	0	0	1	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight
27787	710122806	2017-10-06	2017	October	8:11	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DRIVE	HERRERA DRIVE	NM 14	47	N	South	100 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Improper Lane Change	Clear	Daylight
31715	710318468	2017-08-28	2017	August	16:54	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR	HERRERA DR	NM 14	47	S	North	200 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
32480	710382158	2017-05-06	2017	May	12:56	Saturday	NEW MEXICO STATE POLICE (NMSP)	SANTA FE	SANTA FE	CROSSING AT CHAMISO	CERRILLOS ROAD	CERRILLOS ROAD	NM 14	47	W	West		0	0	0	0	0	3	3	3	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight
33259	710318500	2017-10-20	2017	October	18:34	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA ROAD	HERRERA ROAD	NM 14	47	S	South	400 FT	0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Dark-Lighted
33434	710318879	2017-11-28	2017	November	17:08	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR.	HERRERA DR.	NM 14	47	N	North	447 FT	0	0	0	1	1	2	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Dark-Lighted
8689	710316431	2017-12-31	2017	December	11:30	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD	BECKNER ROAD	NM 14	47	N	South	0.1 MI	0	0	0	0	0	1	1	1	Property Damage Only Crash	Fixed Object	Fixed Object - Drain or Drain Cover (Man Hole)	Excessive Speed	Other	Daylight
10594	710312182	2017-02-22	2017	February	2:08	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	CERRILLOS ROAD/ BECKNER ROAD	CERRILLOS ROAD/ BECKNER ROAD	NM 14	47	S	South	0.25 MI	0	0	0	1	1	0	1	1	Injury Crash	Fixed Object	Fixed Object - Median Raised Or Curb	Alcohol/Drug Involved	Clear	Dark-Not Lighted
17550	710316662	2017-06-16	2017	June	13:18	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	BECKNER ROAD	CERRILLOS RD	CERRILLOS AND BECKNER	NM 14	47	W	East	10 FT	0	0	0	0	0	5	5	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Vehicle Backing	Improper Backing	Clear	Daylight
20024	710117675	2017-03-25	2017	March	17:36	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight
20628	710315922	2017-03-24	2017	March	10:29	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	W FRONTAGE RD	CERRILLOS RD	CERRILLOS RD	NM 14	47	E	West	25 FT	0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
25891	710314846	2017-06-20	2017	June	8:50	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD	CERRILLOS/BECKNER	NM 14	47	S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight
26559	710316569	2017-04-27	2017	April	13:06	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	NE			0	0	0	1	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Other Improper Driving	Clear	Daylight
26684	710316778	2017-09-01	2017	September	15:16	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	N			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
27037	710317853	2017-07-21	2017	July	17:52	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	WEST FRONTAGE ROAD	CERRILLOS RD		NM 14	47	W	West		0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
27572	710319497	2017-11-25	2017	November	15:42	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	S			0	0	0	2	2	1	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight
27893	710315237	2017-11-16	2017	November	17:14	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	BECKNER ROAD	CERRILLOS RD.	CERRILLOS RD.	NM 14	47	E	West	100 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Dark-Not Lighted
32147	710318871	2017-11-01	2017	November	12:43	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER RD.	BECKNER RD.	NM 14	47	N	South	227 FT	0	0	1	0	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
33674	710315161	2017-02-16	2017	February	6:57	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	BEKNER RD	CERRILLOS ROAD	CERRILLOS ROAD	NM 14	47	E	East	500 FT	0	0	0	0	0	4	4	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Made Improper Turn	Clear	Daylight
25460	710312338	2017-03-19	2017	March	3:59	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	FRONTAGE RD	MUTT NELSON	FRONTAGE RD AND MUTT NELSON	NM 14	47	N	North		0	0	1	0	1	0	1	1	Injury Crash	Other (Non-Collision)	Non-Collision - All Other/Not Stated	Defective Tires	Clear	Dark-Not Lighted
25498	710312886	2017-04-09	2017	April	3:35	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	WEST FRONTAGE RD.	MUTT NELSON RD.	INTERSECTION OF W. FRONTAGE/MUTT NELSON	NM 14	47	N	North		0	0	0	0	0	1	1	1	Property Damage Only Crash	Fixed Object	Fixed Object - Guard Rail at Bridge or Culvert	Alcohol/Drug Involved	Clear	Dark-Not Lighted
25574	710313562	2017-03-05	2017	March	13:54	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	MUTT NELSON ROAD	W. FRONTAGE ROAD		NM 14	47	S			0	0	0	0	0	1	1	1	Property Damage Only Crash	Fixed Object	Fixed Object - Sign or Sign Post (Traffic)	Avoid No Contact - Other	Clear	Daylight
25706	710314325	2017-01-23	2017	January	17:57	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	WEST FRONTAGE	MUTT NELSON RD		NM 14	47	SW			0	0	1	1	2	0	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction	None	Clear	Dark-Not Lighted
26878	710317444	2017-07-20	2017	July	22:33	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	MUTT NELSON ROAD	W. FRONTAGE ROAD		NM 14	47	S	South		0	0	0	2	2	2	4	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	None	Clear	Dark-Not Lighted

2018 Crash Data

FID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	GIS_Route	GIS_Milepo	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light
39533	710320195	2018-07-29	2018	July	10 a.m.	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	FRONTAGE RD	MUTT NELSON				S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight
39534	710587507	2018-04-03	2018	April	5 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	MUTT NELSON RD		WEST FRONTAGE RD			E	West	5 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39535	710588518	2018-07-16	2018	July	1 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	W FRONTAGE RD	MUTT NELSON				N			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight
39537	710589638	2018-10-13	2018	October	12 p.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	MUTT NELSON	FRONTAGE ROAD				E			0	0	0	0	0	4	4	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39579	23474033	2018-08-18	2018	August	12 a.m.	Saturday	SANTA FE COUNTY SHERIFFS OFFICE	SANTA FE	SANTA FE	CERILLOS RD	BECKNER RD		NM 14	47	N			0	0	0	0	0	1	1	1	Property Damage Only Crash	Fixed Object	Fixed Object - Sign or Sign Post (Traffic)	Driver Inattention	Clear	Dark-Not Lighted
39580	710314416	2018-09-19	2018	September	6 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Raining	Dark-Not Lighted
39581	710316437	2018-01-21	2018	January	12 p.m.	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER	NM 14	47	S	North	100 FT	0	0	0	1	1	2	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight
39582	710317088	2018-05-04	2018	May	11 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD	CERRILLOS AND BECKNER ROAD	NM 14	47	W	South	20 FT	0	0	0	2	2	2	4	3	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Clear	Dark-Lighted
39583	710320070	2018-01-24	2018	January	12 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	BECKNER ROAD		CERRILLOS RD	NM 14	47	E	West	60 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39584	710320108	2018-09-19	2018	September	5 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	N	East		0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Disregarded Traffic Signal	Raining	Dusk
39585	710587557	2018-06-06	2018	June	3 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	BECKNER RD		CERRILLOS RD	NM 14	47	W	East	350 FT	0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Failed to Yield Right of Way	Clear	Daylight
39586	710588128	2018-06-06	2018	June	4 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	N	South	25 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39587	710588408	2018-07-19	2018	July	6 p.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	S			0	0	0	1	1	3	4	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39588	710588534	2018-09-03	2018	September	10 a.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	N	North		0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight
39589	710588919	2018-11-27	2018	November	7 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	BECKNER ROAD	CERRILLOS RD	CERRILLOS ROAD AND BECKNER	NM 14	47	N			0	0	0	0	0	4	4	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Other Improper Driving	Clear	Dark-Lighted
39590	710319644	2018-01-05	2018	January	5 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	NEW MEXICO HIGHWAY - 599	WEST FRONTAGE ROAD	W FRONTAGE RD	NM 14	47	N	East	35 FT	0	0	0	0	0	4	4	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Dark-Lighted
39591	710317551	2018-01-25	2018	January	6 a.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD			NM 14	47	N			0	0	0	1	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Dawn
39642	710125342	2018-06-12	2018	June	4 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	SE			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39643	710313365	2018-05-05	2018	May	9 p.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	S			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Driver Inattention	Clear	Dark-Lighted
39644	710318389	2018-06-25	2018	June	2 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	S			0	0	1	0	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight
39645	710318395	2018-01-06	2018	January	10 p.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DRIVE		NM 14	47	N			0	0	0	3	3	0	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Disregarded Traffic Signal	Clear	Dark-Lighted
39646	710319897	2018-01-02	2018	January	1 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DRIVE	NM 14	47	S	South	20 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	None	Clear	Daylight
39647	710319971	2018-01-23	2018	January	6 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS ROAD	HERRERA RD		NM 14	47	99			0	0	0	0	0	1	1	1	Property Damage Only Crash	Fixed Object	Fixed Object - Sign or Sign Post (Traffic)	Other Improper Driving	Clear	Dark-Lighted
39648	710314415	2018-09-11	2018	September	8 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR.		NM 14	47	N			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Dark-Not Lighted
39649	710588505	2018-07-23	2018	July	12 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	NE	Northeast	604 FT	0	0	0	1	1	0	1	1	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	None	Clear	Daylight
39650	710588567	2018-07-10	2018	July	6 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	HERRERA DRIVE		CERRILLOS RD.	NM 14	47	E	East	20 FT	0	0	0	2	2	1	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
39651	710588716	2018-10-22	2018	October	5 a.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD	HERERRA AND CERRILLOS	NM 14	47	E	East	50 FT	0	0	1	0	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Clear	Dark-Lighted
39652	710589344	2018-10-21	2018	October	9 p.m.	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DRIVE	NM 14	47	W	West	1000 FT	0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Lighted
39653	710589994	2018-11-23	2018	November	9 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	S	North	10 FT	0	0	0	1	1	2	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Dark-Lighted

2019 Crash Data

FID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	Route	MilePost	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light
17955	710312472	2019-03-12	2019	March	3 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD			NM 14	47	SW			0	0	0	2	2	1	3	2 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Raining	Daylight
34137	710588385	2019-06-21	2019	June	12 a.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	S	N	5 FT	0	0	0	0	1	2	3	2 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Dark-Lighted
34313	710589646	2019-01-31	2019	January	6 p.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD		NM 14	47	N	N		0	0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Not Lighted
34316	710589650	2019-02-24	2019	February	3 p.m.	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DRIVE		NM 14	47	SW			0	0	0	0	0	7	7	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/All Others	Failed to Yield Right of Way	Clear	Daylight
34349	710589822	2019-09-13	2019	September	7 a.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	HERRERA RD	CERRILLOS RD		NM 14	47	E			0	0	1	0	1	0	1	1 Injury Crash	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Other Improper Driving	Clear	Daylight
34407	710590295	2019-03-22	2019	March	8 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD			NM 14	47	SE	SE		0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Improper Lane Change	Clear	Dark-Lighted
34470	710590526	2019-01-21	2019	January	10 a.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR.		NM 14	47	S			0	0	0	2	2	2	4	2 Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Failed to Yield Right of Way	Clear	Daylight
34707	710591155	2019-10-04	2019	October	4 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR	CERRILLOS RD AND HERRERA DR	NM 14	47	S		0 FT	0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight
34825	710591396	2019-03-11	2019	March	4 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	N	S	30 FT	0	0	0	0	0	6	6	3 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
34911	710591521	2019-05-13	2019	May	2 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	HERRERA RD		CERRILLOS RD AND HERRERA	NM 14	47	W	W	1000 FT	0	0	0	0	0	1	1	1 Property Damage Only Crash	Other (Object)	Other Object - All Other	Driver Inattention	Clear	Daylight
35345	710592331	2019-11-05	2019	November	11 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA RD	CERRILLOS RD AND HERRERA	NM 14	47	N	S	25 FT	0	0	0	0	0	4	4	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
35699	710593180	2019-12-09	2019	December	5 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR		NM 14	47	NE			1	0	0	0	0	1	2	2 Fatal Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Lighted
35731	710593271	2019-10-26	2019	October	11 a.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS ROAD	HERRERA DRIVE		NM 14	47	N			0	0	0	0	0	4	4	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/All Others	None	Clear	Daylight
35765	710593447	2019-11-01	2019	November	6 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA ST	NM 14	47	S	N	5 FT	0	0	0	1	1	4	5	2 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Dark-Lighted
35770	710593453	2019-11-15	2019	November	10 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DRIVE	NM 14	47	S	N	5 FT	0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Dark-Lighted
35848	710593630	2019-11-26	2019	November	8 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	HERRERA DR		CERRILLOS RD	NM 14	47	W	W	560 FT	0	0	0	0	0	1	1	1 Property Damage Only Crash	Fixed Object	Fixed Object - Median Raised Or Curb	None	Clear	Daylight
35952	710594068	2019-12-17	2019	December	10 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	N	N	110 FT	0	0	0	0	0	3	3	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Driver Inattention	Clear	Daylight
39779	710627070	2019-12-07	2019	December	5 p.m.	Saturday	NEW MEXICO STATE POLICE (NMSP)	SANTA FE	SANTA FE	CERRILLOS RD	WELLNESS WAY	CERRILLOS RD AND WELLNESS WAY INTERSECTION	NM 14	47	S	S	100 FT	0	0	0	1	1	1	2	2 Injury Crash	Other Vehicle	Left Blank	Driver Inattention	Clear	Dark-Lighted
18012	710316303	2019-11-02	2019	November	1 p.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD	INTERSECTION CERRILLOS/BECKNER	NM 14	47	N		0 FT	0	0	0	3	3	0	3	2 Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Clear	Daylight
18119	710319303	2019-02-20	2019	February	7 a.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	N			0	0	0	1	1	1	2	2 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Dawn
34605	710590900	2019-11-20	2019	November	3 a.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	NE	NE		0	0	0	1	1	2	3	2 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Disregarded Traffic Signal	Clear	Dark-Lighted
34840	710591412	2019-03-05	2019	March	3 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER	NM 14	47	N	S	500 FT	0	0	0	1	1	0	1	1 Injury Crash	Rollover	Rollover - On The Road	Alcohol/Drug Involved	Clear	Daylight
34862	710591435	2019-04-17	2019	April	5 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	E			0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Clear	Daylight
34952	710591563	2019-03-28	2019	March	7 a.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER	NM 14	47	NE	SW	552 FT	0	0	0	7	7	1	8	4 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight
35096	710591781	2019-06-05	2019	June	4 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	S	N	30 FT	0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
35311	710592296	2019-08-01	2019	August	12 p.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	N	S	30 FT	0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
35407	710592512	2019-07-23	2019	July	10 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	N	S	800 FT	0	0	0	0	0	3	3	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Other - No Driver Error	Clear	Daylight
35653	710593058	2019-12-10	2019	December	2 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER ROAD	NM 14	47	S	N	150 FT	0	0	1	0	1	1	2	2 Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight
17960	710312479	2019-05-20	2019	May	6 p.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	WEST FRONTAGE ROAD		MUTT NELSON	NM 14	47	S	E	80 FT	0	0	0	0	0	2	2	2 Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Failed to Yield Right of Way	Raining	Daylight

2020 Crash Data

UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	Route	MilePost	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light
710318199	1/2/2020	2020	January	5 p.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	S	N	500	0	0	0	2	2	1	3	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Clear	Dusk
710590073	5/20/2020	2020	May	2 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	EAST FRONTAGE RD	CERRILLOS RD		NM 14	47	E			0	1	0	2	3	0	3	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	**Left Blank**	Clear	Daylight
710592448	2/8/2020	2020	February	12 a.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	TURQUOISE TR NE		EAST FRONTAGE ROAD	NM 14	47	E	E	600	0	0	0	0	0	1	1	1	On Roadway	Overturn/Rollover	Overturn/Rollover - On The Road	**Left Blank**	Clear	Dark-Lighted
710593246	3/6/2020	2020	March	11 a.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILOS RD SW		BECKNER RD	NM 14	47	SW	SW	1000	0	0	0	0	0	3	3	3	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Clear	Daylight
710593299	5/17/2020	2020	May	1 p.m.	Sunday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	W FRONTAGE RD	MUTT NELSON				N	S	3	0	0	0	0	0	4	4	2	On Roadway	Other Vehicle	Other Vehicle - One Vehicle/Stopped Traffic	**Left Blank**	Clear	Daylight
710593774	1/28/2020	2020	January	2 p.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER	NM 14	47	S	N	20	0	0	0	1	1	0	1	1	Off Roadway	Fixed Object	Fixed Object - Light Standard (Light Pole)	**Left Blank**	Clear	Daylight
710594081	1/15/2020	2020	January	2 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	S	N	225	0	0	0	1	1	1	2	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Clear	Daylight
710594366	3/2/2020	2020	March	10 a.m.	Monday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	S			0	0	0	0	1	1	2	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Clear	Daylight
710594618	2/4/2020	2020	February	8 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	I 25 FRONTAGE RD		MUTT NELSON ROAD			N	S	100	0	0	0	4	4	0	4	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Front-to-Front	Blowing Snow	Daylight
710594649	2/11/2020	2020	February	11 a.m.	Tuesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	S	N	30	0	0	0	0	0	2	2	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Snowing	Daylight
710595117	3/12/2020	2020	March	8 a.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	MUTT NELSON ROAD		I 25 FRONTAGE ROAD			E	W	20	0	0	0	0	0	2	2	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Clear	Daylight
710595255	4/24/2020	2020	April	3 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DRIVE	NM 14	47	S	S	25	0	0	0	2	2	1	3	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Front-to-Rear	Clear	Daylight
710595256	4/25/2020	2020	April	11 a.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DRIVE	NM 14	47	N	N	50	0	0	0	0	0	2	2	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Sideswipe	Clear	Daylight
710596443	7/11/2020	2020	July	9 a.m.	Saturday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD		NM 14	47	NE			0	0	0	0	1	1	1	2	2	On Roadway	Left Blank	Left Blank	Front-to-Rear	Clear	Daylight
710596868	10/8/2020	2020	October	7 p.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	WEST FRONTAGE		NM 14	47	S	S	100	0	0	0	0	0	1	1	1	On Roadway	Left Blank	Left Blank	**Left Blank**	Clear	Dark-Lighted
710627073	1/9/2020	2020	January	8 a.m.	Thursday	NEW MEXICO STATE POLICE (NMSP)	SANTA FE	SANTA FE	CERRILLOS RD	BECKNER ROAD	CERRILLOS RD AND BECKNER RD	NM 14	47	N	S	0	0	0	0	1	2	3	2	5	3	On Roadway	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	**Left Blank**	Clear	Daylight
710748652	8/19/2020	2020	August	9 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER ROAD	NM 14	47	E	SW	0.35	0	0	0	0	0	2	2	2	On Roadway	Left Blank	Left Blank	Sideswipe	Clear	Dark-Lighted
710749604	12/2/2020	2020	December	9 a.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	I 25 NORTH-BD FW	CERRILLOS RD/ INTERSTATE 25 NORTH	NM 14	47	S	S		0	0	0	0	0	3	3	2	On Roadway	Left Blank	Left Blank	Front-to-Rear	Snowing	Daylight
710749672	12/30/2020	2020	December	1 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		HERRERA DR	NM 14	47	S	N	80	0	0	0	0	0	5	5	3	On Roadway	Left Blank	Left Blank	Front-to-Rear	Clear	Daylight
710749794	10/14/2020	2020	October	12 p.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	S	N	10	0	0	0	1	1	4	5	2	On Roadway	Left Blank	Left Blank	Front-to-Rear	Clear	Daylight
710749900	10/30/2020	2020	October	7 p.m.	Friday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD	HERRERA DR		NM 14	47	S	W		0	0	0	1	1	3	4	3	On Roadway	Left Blank	Left Blank	Front-to-Rear	Clear	Dark-Lighted
710750132	11/12/2020	2020	November	3 p.m.	Thursday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	N	S	80	0	0	0	0	0	2	2	2	On Roadway	Left Blank	Left Blank	Sideswipe	Clear	Daylight
710750134	11/25/2020	2020	November	11 a.m.	Wednesday	SANTA FE POLICE DEPARTMENT	SANTA FE	SANTA FE	CERRILLOS RD		BECKNER RD	NM 14	47	S	N	5	0	0	0	0	0	2	2	2	On Roadway	Left Blank	Left Blank	Sideswipe	Clear	Daylight

Bungalows on Cerrillos

SANTA FE, NEW MEXICO

PROJECT TEAM:

OWNER:	CAVAN COMPANIES 15300 N 90TH STREET SCOTTSDALE, AZ 85260 (480) 627-7000 CONTACT: DAVE CAVAN
ARCHITECTURAL:	MOORADIAN & ASSOCIATES 1955 W. GRANT RD. – SUITE 100 TUCSON, AZ 85745 (505) 977-9868 CONTACT: DANIEL CUCCI
CIVIL ENGINEER:	TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NM 87109 (505) 858-3100 CONTACT: RONALD R BOHANNAN
ELECTRICAL ENGINEER:	WRIGHT ENGINEERING CORPORATION 165 E. CHILTON DR CHANDLER, AZ 85225 (480) 497-5829 CONTACT: KIMBALL WILLIAMS
LANDSCAPE ARCHITECT:	COLEMAN DESIGN GROUP, PLLC 111 E. DUNLOP AVE, SUITE 1-107 PHOENIX, AZ 85020 (602) 432-5507 CONTACT: JOHN B. COLEMAN, RLA

SHEET LIST

SET UPDATE/ISSUE DATE: 04 APRIL 2024 OCR

CIVIL

	DP1	DEVELOPMENT PLAN
	DP2	PHASING PLAN
	-	EXISTING CONDITIONS AND LEGAL LOT INFORMATION
	SP1	SUMMARY PLAT/LOT SPLIT
	N1	GENERAL CONSTRUCTION NOTES
	N2	CITY OF SANTA FE CONSTRUCTION NOTES
	-	SURVEY SHEET #1
	-	SURVEY SHEET #2
	MU1	UTILITY PLAN
	MU2	SANITARY SEWER PLAN
	MU3	SANITARY SEWER PLAN & PROFILE
	MU4	SANITARY SEWER PLAN & PROFILE
	MU5	SANITARY SEWER PLAN & PROFILE
	MU6	SANITARY SEWER PLAN & PROFILE
	GR1	GRADING PLAN
	GR2	GRADING NOTES & DETAILS
	GR3	GRADING PLAN
	GR4	GRADING PLAN
	GR5	STORM SEWER PLAN & PROFILE
	GR6	STORM SEWER PLAN & PROFILE
	GR7	STORM SEWER PLAN & PROFILE
	SA1	SLOPE ANALYSIS
	SA2	NATURAL SLOPES GREATER THAN 30%
	PAV1	PAVING PLAN
	WP1	WATER PLAN
	DET1	CONSTRUCTION DETAILS
	F01	FIRE ONE PLAN
	SW1	EROSION CONTROL PLAN
	SW2	EROSION CONTROL NOTES
	SW3	EROSION CONTROL DETAILS
NEW	E2	COMMON OPEN SPACE
	E1	TOTAL OPEN SPACE
	-	TREE SURVEY

LANDSCAPING OVERVIEW

NEW	E2	CONCEPTUAL LANDSCAPE PLAN
	E1	TRAIL HEAD ELEVATION
	L-1.00	OVERALL LANDSCAPE PLAN
	L- 1.01	PLANTING LEGEND

PHASE 1 LANDSCAPING

L0.00	LANDSCAPE PLANS COVER SHEET
L0.01	PLANTING NOTES
L0.02	IRRIGATION NOTES
L1.00	MASTER WALL PLAN
L2.00	HARDSCAPE REFERENCE PLAN
L2.01	HARDSCAPE PLAN
L2.02	HARDSCAPE PLAN
L2.03	HARDSCAPE PLAN
L2.04	HARDSCAPE PLAN
L2.05	HARDSCAPE PLAN
L2.06	HARDSCAPE PLAN
L2.07	HARDSCAPE PLAN
L2.08	AMENITY ENLARGMENTS
L3.01	HARDSCAPE DETAILS
L3.02	HARDSCAPE DETAILS
L3.03	HARDSCAPE DETAILS
L3.04	HARDSCAPE DETAILS
L3.05	HARDSCAPE DETAILS
L3.06	BOCCE COURT DETAILS
L4.00	PLANTING REFERENCE PLAN
L4.01	PLANTING PLAN
L4.02	PLANTING PLAN
L4.03	PLANTING PLAN
L4.04	PLANTING PLAN
L4.05	PLANTING PLAN
L4.06	PLANTING PLAN
L4.07	PLANTING PLAN
L5.01	PLANTING DETAILS
L6.00	TREE REMOVAL PLAN
L7.00	IRRIGATION REFERENCE PLAN
L7.01	IRRIGATION PLAN
L7.02	IRRIGATION PLAN
L7.03	IRRIGATION PLAN
L7.04	IRRIGATION PLAN
L7.05	IRRIGATION PLAN
L7.06	IRRIGATION PLAN
L7.07	IRRIGATION PLAN
L8.01	IRRIGATION DETAILS
L8.02	IRRIGATION DETAILS
L8.03	IRRIGATION DETAILS
L8.04	IRRIGATION DETAILS
L9.01	SPECIFICATIONS
L9.02	SPECIFICATIONS
L9.03	SPECIFICATIONS

PHASE 2 LANDSCAPING

L0.00	LANDSCAPE PLANS COVER SHEET
L0.01	PLANTING NOTES
L0.02	IRRIGATION NOTES
L1.00	MASTER WALL PLAN
L2.00	HARDSCAPE REFERENCE PLAN
L2.01	HARDSCAPE PLAN
L2.02	HARDSCAPE PLAN
L2.03	AMENITY ENLARGMENTS
L3.01	HARDSCAPE DETAILS
L3.02	HARDSCAPE DETAILS
L3.03	HARDSCAPE DETAILS
L3.04	HARDSCAPE DETAILS
L4.00	PLANTING REFERENCE PLAN
L4.01	PLANTING PLAN
L4.02	PLANTING PLAN
L5.01	PLANTING DETAILS
L6.00	IRRIGATION REFERENCE PLAN
L6.01	IRRIGATION PLAN
L6.02	IRRIGATION PLAN
L7.01	IRRIGATION DETAILS
L7.02	IRRIGATION DETAILS
L7.03	IRRIGATION DETAILS
L8.01	SPECIFICATIONS
L8.02	SPECIFICATIONS
L8.03	SPECIFICATIONS

PHASE 1 ELECTRICAL

SE1.1	ELECTRICAL COVER SHEET
SE2.1	SES KEY MAP
SE2.2	ELECTRICAL SITE PLAN
SE2.3	ELECTRICAL SITE PLAN
SE2.4	ELECTRICAL SITE PLAN
SE2.5	ELECTRICAL SITE PLAN
SE2.6	ELECTRICAL SITE PLAN
SE3.1	LIGHTING KEY MAP
SE3.2	LIGHTING SITE PLAN
SE3.3	LIGHTING SITE PLAN
SE3.4	LIGHTING SITE PLAN
SE3.5	LIGHTING SITE PLAN
SE3.6	LIGHTING SITE PLAN
SE4.1	ELECTRICAL SINGLE LINE DIAGRAMS

PHASE 2 ELECTRICAL

SE1.1	ELECTRICAL COVER SHEET
SE2.1	SES KEY MAP
SE2.2	ELECTRICAL SITE PLAN
SE2.3	ELECTRICAL SITE PLAN
SE3.1	LIGHTING KEY MAP
SE3.2	LIGHTING SITE PLAN
SE3.3	LIGHTING SITE PLAN
SE4.1	ELECTRICAL SINGLE LINE DIAGRAMS

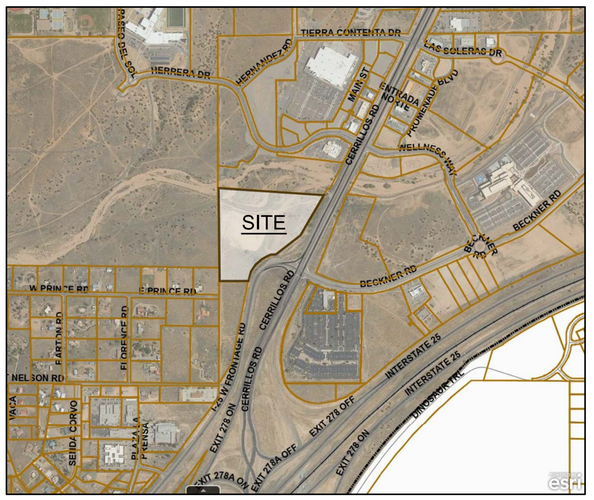
PHOTOMETRIC

PH1	PHOTOMETRIC COVER SHEET
PH2	PHOTOMETRIC CALCULATIONS
PH3	PHOTOMETRIC CALCULATIONS
PH4	PHOTOMETRIC CALCULATIONS
PH5	PHOTOMETRIC CALCULATIONS
PH6	PHOTOMETRIC CALCULATIONS
PH7	PHOTOMETRIC CUT SHEETS & DETAILS
PH8	PHOTOMETRIC CUT SHEETS & DETAILS

ARCHITECTURAL

A1.1	1BR1 FLOOR PLAN
A1.2	1BR1 EXTERIOR ELEVATIONS
A2.1	1BR2 FLOOR PLAN
A2.2	1BR2 EXTERIOR ELEVATIONS
A3.1	2BR1 FLOOR PLAN
A3.2	2BR1 EXTERIOR ELEVATIONS
A4.1	2BR2 FLOOR PLAN
A4.2	2BR2 EXTERIOR ELEVATIONS
A5.1	3BR2 FLOOR PLAN
A5.2	3BR2 EXTERIOR ELEVATIONS
A6.1	FARMHOUSE FLOOR PLAN
A6.2	FARMHOUSE EXTERIOR ELEVATIONS
A6.3	FARMHOUSE EXTERIOR ELEVATIONS

VICINITY MAP:



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NEAL J. ROTH NEW MEXICO 27692 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project: BUNGALOWS AT CERRILLOS
Santa Fe, New Mexico
Client: BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
BID	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-COVER
DRAWN BY: D.S.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title: COVER SHEET

Drawing No.: A0.1
SHEET OF

Plot date: 7/14/2023 4:00 PM User: danie
File: c:\Users\danie\mooradian dropbox\daniel cucci\mooradian\jobs\40007\architecture\drawing\40007a-cover
Layout: ARCH

PHASE 1

DEVELOPMENT PLAN-SITE PLAN
BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD,
SANTA FE, NM 87507

PHASE 2

EXTEND PEDESTRIAN ACCESS PARALLEL TO CERRILLOS RD TO THE INTERSECTION WITH HERRERA DRIVE. INSTALL 6' OF SIDEWALK WITH 5' LANDSCAPE BUFFER BETWEEN SIDEWALK AND CURB.

NEW I-25 FRONTAGE RD

NEW COMMERCIAL LOT TO BE PLATTED FOR FUTURE USE. NMDOT ROW TO BE DEDICATED WITH PLAT

CERRILLOS RD

LOT 2 ENTRADA CENTENTA (12/30/2016, 812-10)

LOT 1, LANDS OF McCASLAND ENTERPRISES, INC (05/15/2020, 862-24)

KEYED NOTES

1. UNIDIRECTIONAL ACCESSIBLE RAMP SEE DETAIL SHEET
2. ACCESSIBLE PARKING PER ADA REQUIREMENTS
3. CURB AND GUTTER (TYP) SEE DETAIL SHEET
4. BICYCLE RACK
5. 5' CONCRETE SIDEWALK
6. 4' CONCRETE SIDEWALK AT ENTRANCE (TYP)
7. PERIMETER SCREEN WALL
8. RETAINING WALL
9. 8' ASPHALT TRAIL EXTENSION
10. PARKING CANOPY
11. DUMPSTER W/RECYCLE ENCLOSURE
12. VEHICULAR GATE
13. MONUMENT SIGN
14. ALLEY GUTTER
15. COVERED GARAGES
16. DOG PARK AREA
17. PONDING AREA
18. REFUGE ISLAND PER NMDOT STANDARDS
19. ADA CURB RAMP PER NMDOT STANDARDS
20. CONTINENTAL CROSS WALK MARKINGS 10 FT WIDE
21. ADA PEDESTRIAN SWITCHBACK RAMP
22. 8' WIDE DG TRAIL

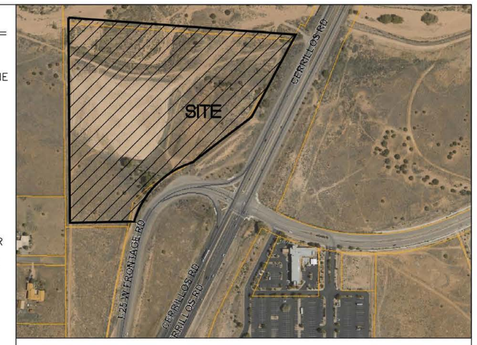
N

60 30 0 30 60

SCALE: 1"=60'

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING SIDEWALK
- EXISTING LANE
- EXISTING STRIPING
- PHASE LINE



VICINITY MAP

EXISTING LEGAL DESCRIPTION:

TRACT A, A REPLAT OF LOTS 2, 3 AND 4 AS SHOWN ON THE PLAT OF SURVEY RECORDED IN PLAT BOOK 685, PAGE 048 OF THE RECORDS OF SANTA FE COUNTY.

DRAINAGE FACILITIES MAINTENANCE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER 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, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. 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 ENGINEERS' RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS 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(S).
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6 INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC 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 AND ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

DRAINAGE FACILITIES DESIGN NOTE

ALL STORM WATER DETENTION/RETENTION AREAS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2 (D)(4)(C)(II)

GENERAL NOTES

A. SOLID WASTE COLLECTION WILL BE PROVIDED BY SF SOLID WASTE COLLECTION.
B. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC. (WALL PACKS SHALL BE SHIELDED)
C. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015.
D. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
E. THIS SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET IFC REQUIREMENTS.
F. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10%.
G. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 POUNDS.
H. THE PROJECT IS SERVED BY A PRIVATE SANITARY SEWER COLLECTION SYSTEM.

GUNNISON'S PRAIRIE DOG NOTE

THIS PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8. 12).

NOTARIZED STORMWATER AGREEMENT

STORMWATER AGREEMENT: PROPERTY OWNER(S) HERE BY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY THE PROPERTY OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HERE BY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND (3) TO LIEN PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
OWNERS PRINTED NAME

_____
OWNERS SIGNATURE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS DAY OF _____, 20_____ (OR EQUAL)

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

DUST CONTROL NOTE

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 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:

- 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 ENTRAINED BY VEHICLES.
- 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.
- HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
- 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):

- 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.
- WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
- VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
- SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
- 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.
- SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

SITE DATA

PROPOSED USAGE	MULTI-FAMILY
PROPOSED LOT AREA	666,955 SF (15.31 ACRES)
ZONING	C-2

UNIT DATA

PHASE 1

UNIT TYPE	UNIT AREA (SF)	UNIT COUNT	TOTAL AREA (SF)
1 BED	790	14	11,060
1 BED 2 STORY.	1020	24	24,480
2 BED	1100	7	7,700
2 BED 2 STORY.	1400	50	70,000
3 BED 2 STORY.	1750	16	28,000
CLUBHOUSE AND AMENITIES			4,000
COVERED GARAGES			8,500
TOTAL		111	153,740

PHASE 2

UNIT TYPE	UNIT AREA (SF)	UNIT COUNT	TOTAL AREA (SF)
1 BED	790	0	0
1 BED 2 STORY.	1020	18	18,360
2 BED	1100	2	2,200
2 BED 2 STORY.	1400	8	11,200
3 BED 2 STORY.	1750	2	3,500
COVERED GARAGES			1,700
TOTAL		30	36,960

NOTE: TOTAL SQUARE FOOTAGE NOT TO EXCEED 200,000

PARKING DATA

PARKING DATA PHASE 1

PARKING REQUIRED (PHASE 1)
14 UNITS < 800 SF @ 1.25 SPACE/UNIT = 18
31 UNITS 800-1,200 SF @ 1.5 SPACE/UNIT = 47
66 UNITS > 1,200 SF @ 2 SPACE/UNIT = 132
TOTAL REQUIRED= 197 SPACES

PARKING PROVIDED (PHASE 1) 237 SPACES
ACCESSIBLE PARKING REQUIRED 7 SPACES
ACCESSIBLE SPACES PROVIDED 7 SPACES

PARKING REQUIRED (PHASE 2)
0 UNITS < 800 SF @ 1.25 SPACE/UNIT = 0
20 UNITS 800-1,200 SF @ 1.5 SPACE/UNIT = 30
10 UNITS > 1,200 SF @ 2 SPACE/UNIT = 20
TOTAL REQUIRED= 50 SPACES

PARKING PROVIDED (PHASE 2) 63 SPACES
ACCESSIBLE PARKING REQUIRED 1 SPACES
ACCESSIBLE SPACES PROVIDED 1 SPACES (8 TOTAL)

BICYCLE SPACES REQUIRED 12
BICYCLE SPACES PROVIDED 12

INCLUDED:
144 CANOPIES
8 ADA SPACES (3 COVERED)
36 GARAGES
171 REGULAR
ALL STANDARD PARKING SPACES ARE 19 FT X 8.5 FT

OPEN SPACE

REQUIRED OPEN SPACE = 250 SF PER UNIT
250 SF * 141 UNITS = 35,250 SF
PROVIDED OPEN SPACE = 372,854 SF
REQUIRED COMMON AREA OPEN SPACE = 50% OF OPEN SPACE PROVIDED:
50% * 372,854 SF = 186,427
PROVIDED COMMON OPEN SPACE = 273,094 SF

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-07-23
RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
DEVELOPMENT PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 12/07/2023
SHEET #: DP-1
JOB #: 2022025

PHASE 2

PHASE 1

NEW COMMERCIAL LOT TO BE PLATED FOR FUTURE USE, NMDOT ROW TO BE DEDICATED WITH PLAT

NEW I-25 FRONTAGE RD

CERRILLOS RD

LOT 2 ENTRADA CONTENTA (12/30/2016, 812-10)

LOT 1, LANDS OF McCASLAND ENTERPRISES, INC (05/15/2020, 862-24)

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING SIDEWALK
- EXISTING LANE
- EXISTING STRIPING
- PHASE LINE

SITE DATA

PHASE 1
TOTAL NUMBER OF UNITS = 111

PHASE 2
TOTAL NUMBER OF UNITS = 30

TOTAL UNIT COUNT = 141

N

60 30 0 30 60

SCALE: 1"=60'

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PHASING PLAN

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SHEET #: DP-2
JOB #: 2022025

EXISTING CONDITIONS

DEVELOPMENT PLAN-SITE PLAN
BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD
CASE #

CITY OF SANTA FE JURISDICTION
SECTION 18, TOWNSHIP 16N, RANGE 9E

PROPERTY INFORMATION

ZONING:	C-2
OVERLAYS:	N/A
HISTORICAL STATUS:	N/A
LOT(S) SIZE:	19.218 ACRES
EXISTING STRUCTURE SQ.FT.:	NONE

ENGINEER'S SEAL
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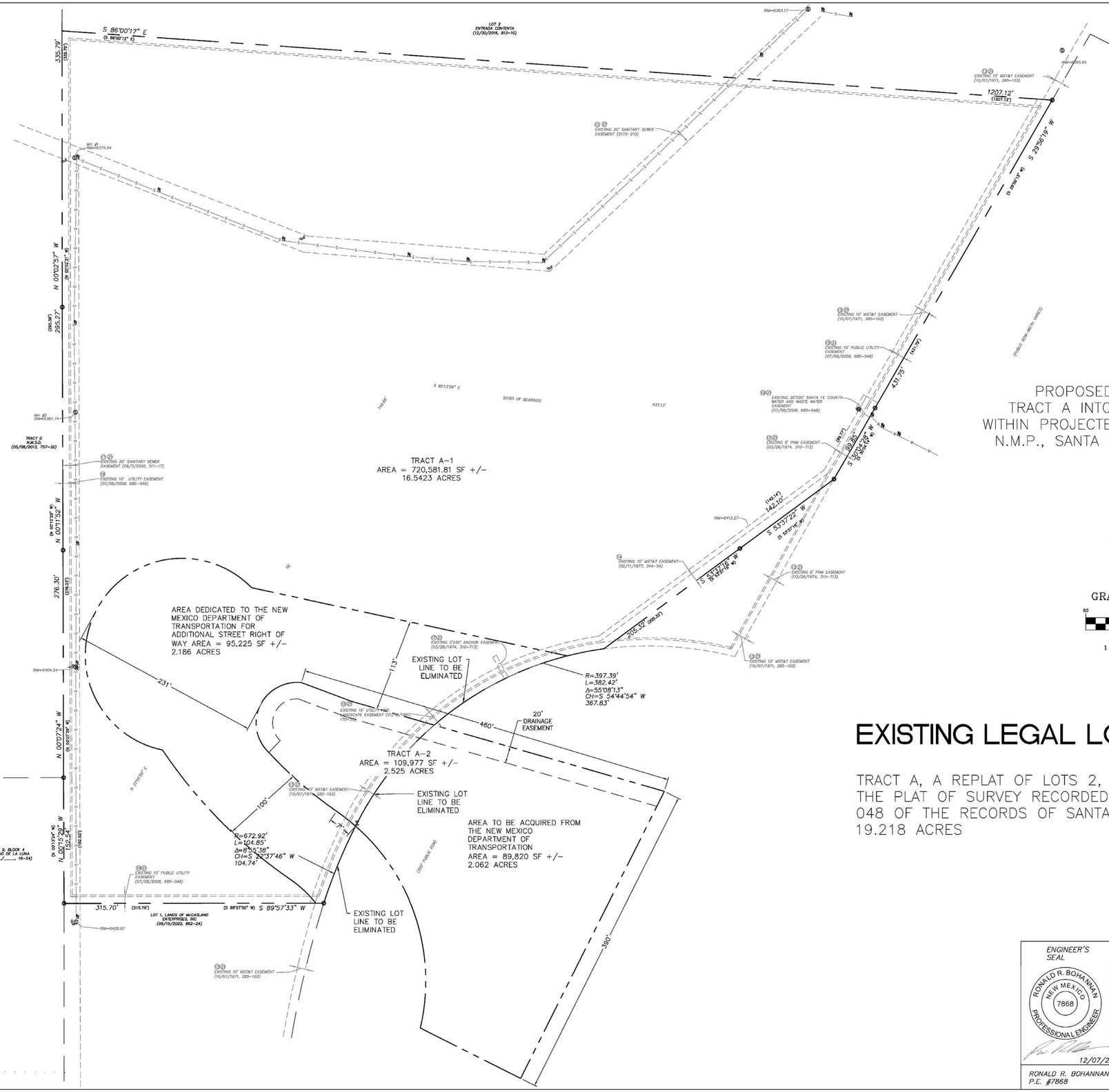
NEW MEXICO
7868
PROFESSIONAL ENGINEER

7-5-23
RONALD R. BOHANNAN
P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME: BUNGALOWS ON CERRILLOS
DRAWING TYPE: EXISTING CONDITIONS
DRAWING DATE: 05-09-23

SHEET 2



PROPOSED SUMMARY PLAT OF
TRACT A INTO TRACTS A-1 AND A-2
WITHIN PROJECTED SECTION 18, T16N, R9E,
N.M.P., SANTA FE COUNTY, NEW MEXICO.

N

GRAPHIC SCALE

60 0 30 60

(IN FEET)
1 inch = 60 ft.

EXISTING LEGAL LOT INFORMATION

TRACT A, A REPLAT OF LOTS 2, 3 AND 4 AS SHOWN ON THE PLAT OF SURVEY RECORDED IN PLAT BOOK 685, PAGE 048 OF THE RECORDS OF SANTA FE COUNTY COMPRISED OF 19.218 ACRES

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

12/07/23

RONALD R. BOHANNAN
P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME: BUNGALOWS ON CERRILLOS
DRAWING TYPE: PROPOSED SUMMARY PLAT
DRAWING DATE: 05-09-23

GENERAL NOTES

1. ALL WORK DETAILED ON THESE PLANS, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF SANTA FE STANDARD DRAWINGS AND SPECIFICATIONS LATEST EDITION, AND WILL BE REFERRED TO HEREIN AS "STANDARD SPECIFICATIONS"

2. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.

3. CONTRACTOR SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OWNER AND ENGINEER FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

4. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.

5. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER (OR PROJECT MANAGER) NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE CITY MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY ENGINEER AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. ONLY THE CITY SHALL REPLACE SURVEY MONUMENTS. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATIONS OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED.

6. EXISTING UTILITY LINE LOCATIONS ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND LINES MAY EXIST WHERE NONE ARE SHOWN. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES. CONTRACTOR SHALL THEN EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL PERTINENT EXISTING UTILITIES AND/OR OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY. CONTRACTOR SHALL THEN COORDINATE RELOCATION OF UTILITY LINES WITH UTILITY COMPANIES AS REQUIRED. ANY DAMAGE CAUSED BY FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY EXISTING UTILITIES IS THE FULL RESPONSIBILITY OF THE CONTRACTOR.

7. CONTRACTOR SHALL ASSIST THE ENGINEER/INSPECTOR IN THE RECORDING OF DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF SANTA FE FOR THE PREPARATION OF "AS BUILT" DRAWINGS. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.

8. CONTRACTOR SHALL ASSUME FINANCIAL RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENT, PAVEMENT MARKINGS, SIGNAGE, CURB AND GUTTER, HANDICAP RAMPS, AND SIDEWALK DURING CONSTRUCTION APART FROM THOSE SECTIONS INDICATED ON THE PLANS, AND SHALL REPAIR OR REPLACE, PER THE STANDARD SPECIFICATIONS, ANY SUCH DAMAGE.

9. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.

10. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AND MAINTAIN ALL CONSTRUCTION SIGNING UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY AND OTHER JURISDICTIONAL AUTHORITIES WHERE APPLICABLE.

11. CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PROPERTY AND/OR PROJECT LIMITS SHOWN. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS IS THE RESPONSIBILITY OF THE CONTRACTOR, INCLUDING ANY SUCH COSTS INCURRED.

12. REMOVALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

WATER AND SEWER

1. ALL WORK REGARDING PUBLIC WATER AND PUBLIC SANITARY SEWER INFRASTRUCTURE DETAILED ON THESE PLANS TO BE PERFORMED UNDER THIS CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED HERON, BE CONSTRUCTED IN ACCORDANCE WITH APWA'S NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 1987 EDITION INCLUDING LATEST PUBLISHED AMENDMENTS.

2. ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING. EXISTING VALVES AND MANHOLES SHALL NOT BE BURIED OR PAVED OVER BUT RIMS SHALL BE ADJUSTED TO MATCH NEW GRADE PER CITY OF SANTA FE STANDARD DRAWINGS.

3. NON-RESIDENTIAL USERS SHALL COORDINATE WITH THE CITY PRETREATMENT ENGINEER TO ENSURE THE PROPER IMPROVEMENTS ARE IN PLACE FOR THE DEVELOPMENT FOR DISCHARGE INTO THE PUBLIC SANITARY SEWER COLLECTION SYSTEM.

4. NON-RESIDENTIAL USERS SHALL COORDINATE WITH THE CITY WATER DEPARTMENT TO ENSURE THE PROPER IMPROVEMENTS ARE IN PLACE FOR THE TO ENSURE PROPER BACKFLOW CONTAINMENT IS IN PLACE FOR THE WATER SYSTEM.

5. MANHOLE RIMS, FIRE HYDRANT ELEVATIONS, AND FLANGE ELEVATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY AND ADJUST TO FINAL PAVEMENT OR SURFACE GRADES.

6. THE CONTRACTOR SHALL COORDINATE WITH THE CITY WATER DEPARTMENT SEVEN (7) DAYS IN ADVANCE OF PERFORMING WORK THAT WILL AFFECT THE PUBLIC WATER OR SANITARY SEWER INFRASTRUCTURE. WORK REQUIRING SHUTOFF OF FACILITIES DESIGNATED AS MASTER PLAN FACILITIES MUST BE COORDINATED WITH THE CITY WATER DEPARTMENT 14 DAYS IN ADVANCE OF PERFORMING SUCH WORK.

7. PROPOSED WATERLINE MATERIALS SHALL BE PVC PIPE MEETING AWWA C-900: DR18 REQUIREMENTS (6" – 12") OR DUCTILE IRON PIPE MEETING AWWA C-150 REQUIREMENTS (6" – 48"),

8. ALL WATERLINE FITTINGS, VALVES, BENDS, TEES, CROSSES AND APPURTENANCES SHALL HAVE RESTRAINED JOINTS UNLESS OTHERWISE NOTED ON THE PLANS. THE JOINT RESTRAINT REQUIREMENTS SHOULD BE DELINEATED WITHIN A JOINT RESTRAINT TABLE.

9. ALL SANITARY SEWER LINE STATIONING REFERS TO SANITARY SEWER CENTERLINE STATIONING, EXCEPT WHEN PROFILED WITHIN A PROPOSED OR EXISTING STREET, WHERE STREET STATIONING SHALL GOVERN.

10. ALL PROPOSED SANITARY SEWER SLOPES SHALL BE VERIFIED DURING CONSTRUCTION TO MEET THE APPROVED DESIGN. AS-BUILT SLOPES SHALL BE RECORDED FOR EACH LINE SEGMENT.

11. ALL FINAL BACKFILL FOR TRENCHES SHALL BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY PER ASTM D-1557 AND AS DIRECTED BY STANDARD SPECIFICATIONS SECTION 701.14.2 AND STANDARD DRAWING NUMBER 2465.

12. ELECTRONIC MARKER SPHERES (EMS) WILL BE PLACED ACCORDING TO CITY SPECIFICATIONS. THE CONTRACTOR SHALL INSTALL A 4" X 4" X5' POST AND EMS AT THE END OF EACH SANITARY SEWER SERVICE.

13. TRACER WIRE SHALL BE INCLUDED FOR ALL PUBLIC WATER AND SEWER MAINS AND FOR WATER SERVICES IN ACCORDANCE WITH CITY DETAILS.

14. CONTRACTOR SHALL PROVIDE THE PROPOSED HYDRO TESTING PLANS TO THE CITY INSPECTORS FOR APPROVAL PRIOR TO BEGINNING TESTING OPERATIONS.

15. AT UTILITY CROSSINGS, WHERE LESS THAN 18" OF VERTICAL SEPARATION FROM STORM DRAIN PIPING OR STRUCTURES IS PROPOSED, LEAN FILL CONSTRUCTION SHALL BE USED TO PROTECT THE WATER OR SEWER LINE. LEAN FILL SHALL EXTEND A PERPENDICULAR DISTANCE OF 5 FEET ON EACH SIDE OF THE STORM PIPE OR STRUCTURE.

16. ALL WATER AND SANITARY SEWER INFRASTRUCTURE SHALL BE CONSTRUCTED UTILIZING MATERIALS LISTED IN THE APPROVED PRODUCTS LIST AND BE CONSTRUCTED PER THE MOST CURRENT CITY STANDARD DETAILS AND SPECIFICATIONS. MATERIAL SUBMITTALS SHALL BE PROVIDED PRIOR TO CONSTRUCTION FOR ENGINEER TO REVIEW PRIOR TO THE START OF CONSTRUCTION.

17. THE CONTRACTOR SHALL RECORD THE MATERIALS UTILIZED FOR WATER SERVICE CONNECTIONS INCLUDING THE PUBLIC SERVICE LINE AND THE PRIVATE SERVICE LINE. THE MATERIALS USED FOR CONSTRUCTION SHALL BE NOTED ON THE PLANS.

TRANSPORTATION

1. ANY STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH THERMO-PLASTIC REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.

2. REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALKS SHALL BE TO THE NEAREST JOINT.

3. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE PUBLIC RIGHT-OF-WAY.

4. CURB AND GUTTER, SIDEWALKS, AND DRIVE PADS SHALL MATCH THE LINE AND GRADE OF ABUTTING EXISTING AREAS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.

5. THE SUBGRADE PREP SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK.

6. CONTRACTOR TO TEST SUBGRADE R-VALUE PRIOR TO CONSTRUCTION. IN THE EVENT THE R-VALUE IS LESS THAN 50, REMOVE 2 FEET OF SUBGRADE MATERIAL AND IMPORT MATERIAL WITH R-VALUE GREATER THAN 50 OR CONTACT THE ENGINEER IMMEDIATELY SO THE PAVEMENT SECTION CAN BE MODIFIED.

7. AT ALL PAVEMENT REMOVAL AND REPLACEMENTS, SAW-CUT EDGES SHALL BE STRAIGHT AND CLEAN, AND LONGITUDINAL JOINTS SHALL NOT BE PLACED WITHIN WHEEL PATHS. PATCHES SHALL BE REGULAR AND SQUARE OR RECTANGULAR, WITH FOUR STRAIGHT SIDES. FINISHED PAVEMENT SURFACE SHALL BE FLUSH WITH EXISTING PAVEMENT SURFACE, WITH NO SPILLOVER OF ASPHALT OR TACK COAT. CARE MUST BE TAKEN TO AVOID DAMAGING THE INTEGRITY OR APPEARANCE OF SURROUNDING PAVEMENTS; IF DAMAGED, THE ENTIRE SURFACE PATCH MUST BE EXPANDED TO COVER DAMAGES.

8. CONTRACTOR WILL ENSURE THE ASPHALT HAS A SMOOTH, UNIFORM EDGE WHEN REMOVING AND REPLACING CURB AND GUTTER. IF THE ASPHALT EDGE IS NOT SMOOTH AND UNIFORM, CONTRACTOR WILL SAW CUT AND REPLACE A ONE-FOOT STRIP OF ASPHALT ALONG THE FULL SECTION BEING REPLACED WITH THE APPROPRIATE PAVING SECTION BASED ON ROADWAY CLASSIFICATION.

HYDROLOGY

1. ALL STORM DRAINS SHALL BE RCP CLASS III UNLESS OTHERWISE NOTED ON THE PLANS.

2. RCP SHALL BE INSTALLED SO THAT THE JOINT GAP AT THE HOME POSITION SHALL CONFORM TO THE APPROVED MANUFACTURER'S RECOMMENDATION. MANUFACTURER'S RECOMMENDED JOINT GAP TOLERANCES FOR EACH PIPE SIZE AND TYPE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF PIPE. RCP JOINTS SHALL NOT BE GROUTED UNLESS DIRECTED BY THE ENGINEER AND WITH CITY APPROVAL.

OTHER COMMON NOTES

1. ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE ACCOMPLISHED IN ACCORDANCE WITH OSHA 29CFR 1926.650 SUBPART P.

2. WHEN DISTURBING MORE THAN ¾ ACRES,CONTRACTOR SHALL SECURE A NOTICE OF INTENT (NOI) PRIOR TO BEGINNING CONSTRUCTION.

3. IN ADVANCE OF CONSTRUCTION, CONTRACTOR SHALL DETERMINE IF OVERHEAD UTILITY LINES, SUPPORT STRUCTURES, POLES, GUYS, ETC. ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTION TO CONSTRUCTION OPERATIONS IS EVIDENT, CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ANY COST ASSOCIATED WITH THIS EFFORT SHALL BE THE RESPONSIBILITY OF CONTRACTOR.

4. PNM WILL PROVIDE AT NO COST TO THE CITY OR THE CONTRACTOR THE REQUIRED PERSONNEL FOR INSPECTION OR OBSERVATION DEEMED NECESSARY BY PNM WHILE THE CONTRACTOR IS EXPOSING PNM'S CABLES. HOWEVER, THE CONTRACTOR SHALL BE CHARGED THE TOTAL COST ASSOCIATED WITH REPAIRS TO ANY DAMAGED CABLES OR FOR ANY COST ASSOCIATED WITH SUPPORTING OR RELOCATING THE POLES AND CABLES DURING CONSTRUCTION.

5. CONTRACTOR SHALL SUPPORT AND PROTECT ALL EXISTING, UNDERGROUND UTILITY LINES WHICH BECOME EXPOSED DURING CONSTRUCTION. PAYMENT FOR SUPPORTING WORK SHALL BE INCIDENTAL TO WATERLINE AND/OR SEWER LINE COSTS.

6. CONTRACTOR IS TO SUPPORT, PROTECT, AND MAINTAIN THE INTEGRITY OF ALL UNDERGROUND TELEPHONE, ELECTRIC CABLES AND CABLE TELEVISION UTILITIES AT NO ADDITIONAL COST TO THE OWNER. CABLE IS TO BE SUPPORTED AT A MAXIMUM SPACING OF FIFTEEN (15) FEET. CONTRACTOR SHALL COORDINATE WITH AND MAKE NECESSARY PAYMENT (IF ANY) TO UTILITY OWNER FOR DE-ENERGIZATION OF CABLES OR SUPPORT OF CABLES BY THE UTILITY OWNER.

7. CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY OR PRIVATE ROADWAY EASEMENTS TO PREVENT ANY EXCAVATED MATERIAL BEING WASHED DOWN THE STREET OR INTO ANY PUBLIC DRAINAGE FACILITY.

8. CONTRACTOR SHALL CONDUCT ALL WORK IN A MANNER WHICH WILL MINIMIZE INTERFERENCE WITH LOCAL TRAFFIC.

9. ALL CONFLICTING EXISTING SIGNS, MARKERS, DELINEATORS, ETC., WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED, STORED AND RE-SET BY THE CONTRACTOR.

10. DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL AND UNSUITABLE MATERIAL SHALL BE ARRANGED BY THE CONTRACTOR IN COMPLIANCE WITH ALL APPLICABLE ENVIRONMENTAL REGULATIONS. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR COSTS ASSOCIATED WITH OBTAINING A DISPOSAL SITE AND HAUL THERETO.

11. IF CULTURAL RESOURCES, SUCH AS HISTORIC OR PREHISTORIC ARTIFACTS, OR HUMAN REMAINS ARE DISCOVERED DURING EXCAVATION OR CONSTRUCTION, WORK SHALL CEASE AND THE CONSTRUCTION ENGINEER SHALL NOTIFY THE COUNTY OFFICE OF THE MEDICAL EXAMINER AT (505) 272-3053. IF THE MEDICAL EXAMINER DETERMINES THAT HUMAN REMAINS ARE NOT PRESENT, THE CONSTRUCTION ENGINEER SHALL NOTIFY THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AT 827-6320.

GENERAL NOTES USED SELECTIVELY, BASED ON SCOPE OF WORK

1. WORK AFFECTING ARTERIAL ROADWAYS MAY REQUIRE TWENTY-FOUR-HOUR CONSTRUCTION.
2. TWO WEEKS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHOULD NOTIFY THE TRANSIT DEPARTMENT OF ANY IMPACT THE PROPOSED PROJECT WILL HAVE ON THE TRANSIT SYSTEM SUCH AS CAUSING A DETOUR, OR CAUSE THE CLOSING OR RELOCATION OF A BUS STOP.

3. STREET NAME SIGNS, REGULATORY SIGNAGE, AND ANY NECESSARY STRIPING ON PRIVATE STREETS ARE THE DEVELOPER'S RESPONSIBILITY.

4. IN ALL AREAS WHERE PUBLIC STREETS OR INFRASTRUCTURE ARE TO BE CONSTRUCTED OVER FILLS, THE GEOTECHNICAL ENGINEER SHALL CERTIFY THAT PLACEMENT, COMPACTION, AND ALL OTHER WORK HAS BEEN COMPLETED IN ACCORDANCE WITH CITY SPECIFICATIONS. SAID CERTIFICATION, ALONG WITH SUPPORTING TESTING DOCUMENTATION, SHALL BE PROVIDED TO THE CONSTRUCTION ENGINEER PRIOR TO OR AT THE PRE-CONSTRUCTION CONFERENCE BEFORE WORK ORDER CONSTRUCTION.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-07-23

RONALD R. BOHANNAN
P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

GENERAL CONSTRUCTION NOTES

TIERRA WEST, LLC
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DRAWN BY: RMG

DATE: 12/07/2023

SHEET #: N-1

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CITY CONSTRUCTION NOTES

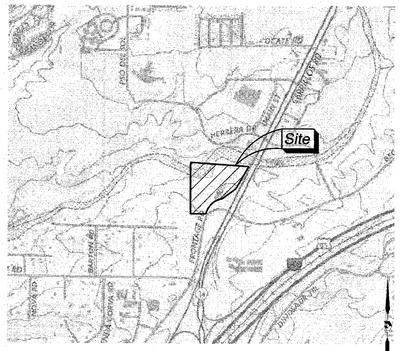
1. All construction shall conform to the requirements of City of Santa Fe standard drawings and specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA'S New Mexico standard specifications for public works construction, 1987 edition including latest publish amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation 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 requirements as determined by the project engineer and approved by City Planning and Land Use Department's permit and development review divisions technical review staff (P&DR).
6. The project plans shall be approved for construction by the P&DR's Engineering supervisor prior to any construction activity in scheduling a preconstruction meeting. The engineering supervisor may by written authorization, designate others to administrator duties described herein.
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 onsite 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. Call 505-955-6585 to schedule the pre-construction meeting a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory for the project engineer (who shall conduct the meeting, contractor, P&DR technical review staff, and applicable staff from City street, water, and wastewater management divisions. The owner and subcontractors are encouraged to attend. At this meeting, a specific P&DR staff member will be assigned as the point of contact with the contractor.
9. Grading permits obtained on an "at risk" basis are not subject, nor take the place of, a pre-construction meeting required above.
10. The contractor shall provide a list of contacts to personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24-hour basis.
11. 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 statements giving the mailing date.
12. The contractor shall be responsible for maintaining the integrity of all underground utilities during the course 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 excavations is required. Maintenance of utility locates shall be continued throughout the project life.
13. 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 engineering supervisor for approval. Upon approval, said changes may be incorporated into the project.
14. Final record drawings reflecting substantial changes to the original design drawings, shall be submitted by the owners engineer for approval to the engineering supervisor for permanent filing in the City Planning Department. Said plans shall be approved by applicable City divisions prior to final acceptance of project work for maintenance responsibility in 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.
15. Curb cuts shown in the original, approved construction drawings will require an "access permit" issued by the City Trafficked Engineer prior to construction. Curbs cuts found to be necessary that were not included in the original approved construction drawings will require a change order that includes an "access permit" from the City Engineer. Call 505-955-6631 for information.
16. Parallel water and sanitary sewer (SAS) Utilities shall have a minimum horizontal spacing of 10 feet and vertical spacing of 3 feet wherein the waterline is above the SAS line. Installation will be in separate trenches. Should encountered field conditions exist that prevent maintaining the separation distances and relationship, a change order shall be initiated that provides for alternative protective measures and submitted for approval to the engineering supervisor via the City Water and Wastewater Management divisions.
17. Sanitary sewer lateral construction must be constructed under separate permit (secondary) for SAS hook-up. The contractor shall obtain the permit prior to any construction and must be obtained at the permit desk at City Hall; providing street address for each hook-up. Upon payment of fees the permit form will be immediately generated which shall be kept on site. Call 505-955-6945 for permit information and 505-955-6646 for inspection of each visible, connected lateral.
18. 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 marshalling yard(s) unless legal easement(s)/agreements(s) is/are executed and approved by the engineering supervisor.
19. 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 there on. Call 505-955-6945 for permit information.
20. All cut and fill slopes, including setback requirements, shall conform to the requirements of: 20.1 Santa Fe City codes article 14-8 (Development and Design Standards);
    - 20.2 Chapter 33 of the uniform building code, 1997 edition unless otherwise noted on the approved construction plans; and
    - 20.3 In the case of conflicts between these two specifications, City code shall prevail.
21. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
22. Material quality testing shall be completed by the owner, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico professional engineer.
23. 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, NM 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the preconstruction 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 report shall be faxed 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 preconstruction meeting if not noted on the approved project plans.
24. Compaction testing of soil and similar materials, including optimum moisture density relationships, shall be performed in accordance with the referenced specification 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 or similar material.
25. 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 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:
    - 25.1. A compressive strength of 3,000 psi in 28 calendar days
    - 25.2. Seven (7) bags of cementitious material per cubic yard of concrete
    - 25.3. Twenty (20.0) percent of less of flyash material substitution for cement
    - 25.4. Maximum aggregate size ¾"
    - 25.5. Air entrainment content ranging between 4.0 and 7.0 percent at the point concrete delivery into forms.
26. 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 set per calendar day, whichever is greatest. 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.
27. 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 two written direction from the City Traffic Engineer who may be reached at 505-955-6631.
28. Site erosion and or sediment control, as per approved plan, shall be installed, maintained, and removed by the contractor. Inspection by the P&DR staff or applicable best management practices (BMP) is required prior to any grading activity; call 505-955-6646 to arrange for said inspection. The contractor's attention is directed to the SSHBC's section 603 for other requirements relating to dust abatement and similar issues.
29. 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.
30. 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.
31. ASTM, ASSHTO, or independent laboratory certifications of material compliance are to be provided to P&DR staff prior to bringing applicable material onsite.
32. Aggregate Bass course material shall conform to the SSHBC's section 304 using gradation 1.
33. Hot mix asphalt proposed to be used for the project shall conform to a mixed design prepared by a New Mexico professional engineer conforming to SSHBC's section 420 using aggregate classifications 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 specific mix having a prior approval by P&DR.
34. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length except for HMA material in which case provide one test for every 100 linear feet of lay down machine pass.
35. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
36. 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 misplaced 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.
37. 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 locations. All debris and or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
38. Interim terrain and stormwater management inspection shall be arranged for at the following events:
    - 38.1 Completion of temporary erosion control best management installations and prior to any earth work (clearing, grubbing, etc.)
    - 38.2 Final stormwater management features are constructed.
    - 38.3 Final site restoration measures are completed.
    - 38.4 Further construction or insurance of any permits shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspection shall be scheduled by calling 505-955-6646.
39. The contractor shall make a 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 punch list and provided to the contractor for correction. When all punch list 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, and acceptance letter will be provided wherein all work will be excepted for maintenance by the City and the commencement of the warranty period initiated.
40. Not used.
41. 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.
42. 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.
43. All manholes shall be constructed in accordance with the "standard manhole detail sheet" shown on the City standard drawings.
44. A copy of the approved plans shall be available at the construction site at all times during work hours.
45. All modifications to the sanitary sewer plans must be reviewed and approved by the City's wastewater management division prior to construction.
46. Additional general notes are contained in the standard City detail sheets for sanitary sewer construction.
47. 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).
48. All 4 inch and 6 inch diameter gravity sewer pipe shall be private. No private sewer systems shall use larger than a 6 inch diameter pipe. No public gravity sewer line to be excepted by the City of Santa Fe for permanent maintenance shall be less than 8 inches diameter.
49. No concrete encasement of new or existing public sewer pipe will be allowed unless approved by the City of Santa Fe wastewater management division.
50. Core drilling is required for all new connections to an existing manhole.
51. No Public sewer mainline or manhole will be allowed under or within any storm water detention/retention pond.
52. Prior to paving over any sanitary sewer lines, submit TV 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.
53. All sewer manholes with sewer lines 12 inches in diameter and larger are required to have approved vented and locking manholes.
54. 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.
55. 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 centerline of the access road. Sewer easements are to be a minimum of 20 feet in width.
56. Off-road sanitary sewer- call the wastewater management division at 505-955-4646 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.
57. 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.
58. 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 waste water management division.
59. Water meters will not be placed until a final acceptance letter has been issued by the waste water division for all on-site sanitary sewer needed in order for the project to connect to the sanitary sewer system.
60. 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.
61. 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 TV 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.
62. The contractor shall call the wastewater management division (Luke Gray at 505-955-4646) 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 inspection. Note: The City's plumbing and mechanical inspectors and will inspect the individual sewer service taps and laterals, which connect to the public sanitary sewer.
63. The existing sanitary sewer line must be TV 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.
64. 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 connects 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 a type approved by the City of Santa Fe plumbing code.
65. A minimum 12 inches of vertical clearance shall be provided between the sewer line and storm drain piping.
66. All pressure sewer systems shall be hydrostatically tested per city of Santa Fe requirements. The test is to be witnessed and certified by the project manager. 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.
67. No public pressure sewer system piping may be installed in a common trench with other utilities.
68. 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 grader will not be made without approval from the wastewater management division.
69. Sewer backwater check valves shall be required on private sewer service laterals for the city of Santa Fe plumbing code.
70. Any 8 inch public sanitary sewer mainline placed with a grade of less than 0.60% shall be removed and reconstructed at the contractors expense. All public sanitary sewer main lines with slopes of less than 1% require a minimum Class C bedding with select granular material foundation.
71. 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.
72. 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 closeout with the City of Santa Fe.
73. All sewer line crossings of rivers, streams, arroyos, drainage channels, etc. shall require a basis of design analysis prepared by a licensed engineer.
74. 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 specification.
75. Terminal flushing connections and in-line flushing connection are required on all low pressure sewer systems. The maximum spacing between in-line flushing connections shall be 500 feet. Distances greater than 500 feet between low pressure sewer in-line flushing connections shall be approved by the wastewater division.
76. Sewer backflow check valves are required on private sewer service laterals for the City's plumbing code. Final determination shall be made by the City of Santa Fe plumbing inspection division.

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-07-23
RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
CITY OF SANTA FE CONSTRUCTION NOTES

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 12/07/2023
SHEET #: N-2
JOB #: 2022025


Site
PERSEA DR
CERRILLOS RD
RODEO RD
FRONTAGE RD
CAMINO ENTRADA
CAMINO CARLOS REY
CAMINO ALTO
CAMINO ENCANTADO
CAMINO CRUZ BLANCA
CAMINO LA TIERRA
CAMINO CRISTOBAL
CAMINO CRISTOBAL OESTE
CAMINO CRISTOBAL ESTE
CAMINO CRISTOBAL SUR
CAMINO CRISTOBAL NORTE
CAMINO CRISTOBAL CENTRO
CAMINO CRISTOBAL PONIENTE
CAMINO CRISTOBAL ORIEN

ALTA/NSPS Land Title Survey

Tract A
Lands of Beaver Motors

Santa Fe County, New Mexico
November 2022

Tract A
AREA=19.2169 ACRES±
837,090 SQ. FT.±
VACANT LAND–NO STRUCTURES

MH NO. 1	TYPE: SAS
MATERIAL: CLAY	
RIM EL.=6375.54	
E–INV. EL.=6363.67	
W–INV. EL.=6363.49	
S–INV. EL.=6365.71	

MH NO. 2	TYPE: SAS
MATERIAL: 8" CLAY	
RIM EL.=6387.74	
S–INV. EL.=6378.08	
N–INV. EL.=6377.93	

Legend

- N 90°00'00" E — MEASURED BEARING AND DISTANCES
- (N 90°00'00" E) — RECORD BEARINGS AND DISTANCES
- FOUND AND USED MONUMENT AS DESIGNATED
- DENOTES NO. 5 REBAR WITH PINK PLASTIC CAP "PS 11893" SET THIS SURVEY
- GROUND CONTROL POINT SET THIS SURVEY
- FOUND RIGHT OF WAY T-RAIL AS DESIGNATED
- UTILITY POLE
- GUY WIRE
- ELECTRIC BOX
- ELECTRIC METER
- LIGHT POLE
- PULLBOX
- TELEPHONE PEDESTAL
- UNKNOWN PEDESTAL
- SANITARY SEWER CARSONITE MARKER
- WATER METER
- WATER VALVE
- TRAFFIC SIGNAL BOX
- LIGHT BOX
- TRAFFIC LIGHT
- SANITARY SEWER MANHOLE
- UNKNOWN MANHOLE
- SIGN
- CURB INLET
- CURB AND GUTTER
- OVERHEAD UTILITY LINE
- SANITARY SEWER LINE
- CHAIN LINK FENCE
- WIRE FENCE
- EDGE OF ASPHALT

SCALE: 1"=50'

COORDINATE AND DIMENSION INFORMATION					
STATE PLANE ZONE: NM-C	GRID/GROUND COORDINATES: GRID	GEOID: GEIOD 18			
HORIZONTAL DATUM: NAD83	VERTICAL DATUM: NAVD88	ROTATION ANGLE: 0°.00'.00.00"	MATCHES DRAWING UNITS: YES		
CONTROL USED: NATIONAL GEODETIC SURVEY		BASE POINT FOR SCALING AND/OR ROTATION: N = 0, E = 0			
COMBINED SCALE FACTOR: GRID TO GROUND: 1.0003979174 GROUND TO GRID: 0.9996022408	DISTANCE ANNOTATION: GROUND	BEARING ANNOTATION: GRID	ELEVATION TRANSLATION: ±0.00'	ELEVATIONS VALID: YES	

PLSS INFORMATION					
LAND GRANT: N/A					
SECTION: 18	TOWNSHIP: 16 NORTH	RANGE: 9 EAST	MERIDIAN: NMPM	SUBDIVISION NAME: LANDS OF BEAVER MOTORS	ADDRESS: 8201 CERRILLOS ROAD
CITY: N/A		COUNTY: SANTA FE	STATE: NM	UPC: 1049094044177000000	

PROPERTY INFORMATION
PROPERTY OWNER: GIFT FUND LLC

PRECISION SURVEYS, INC.
OFFICE LOCATION:
9200 San Mateo Boulevard, NE
Albuquerque, NM 87113
505.856.5700 PHONE
505.856.7900 FAX

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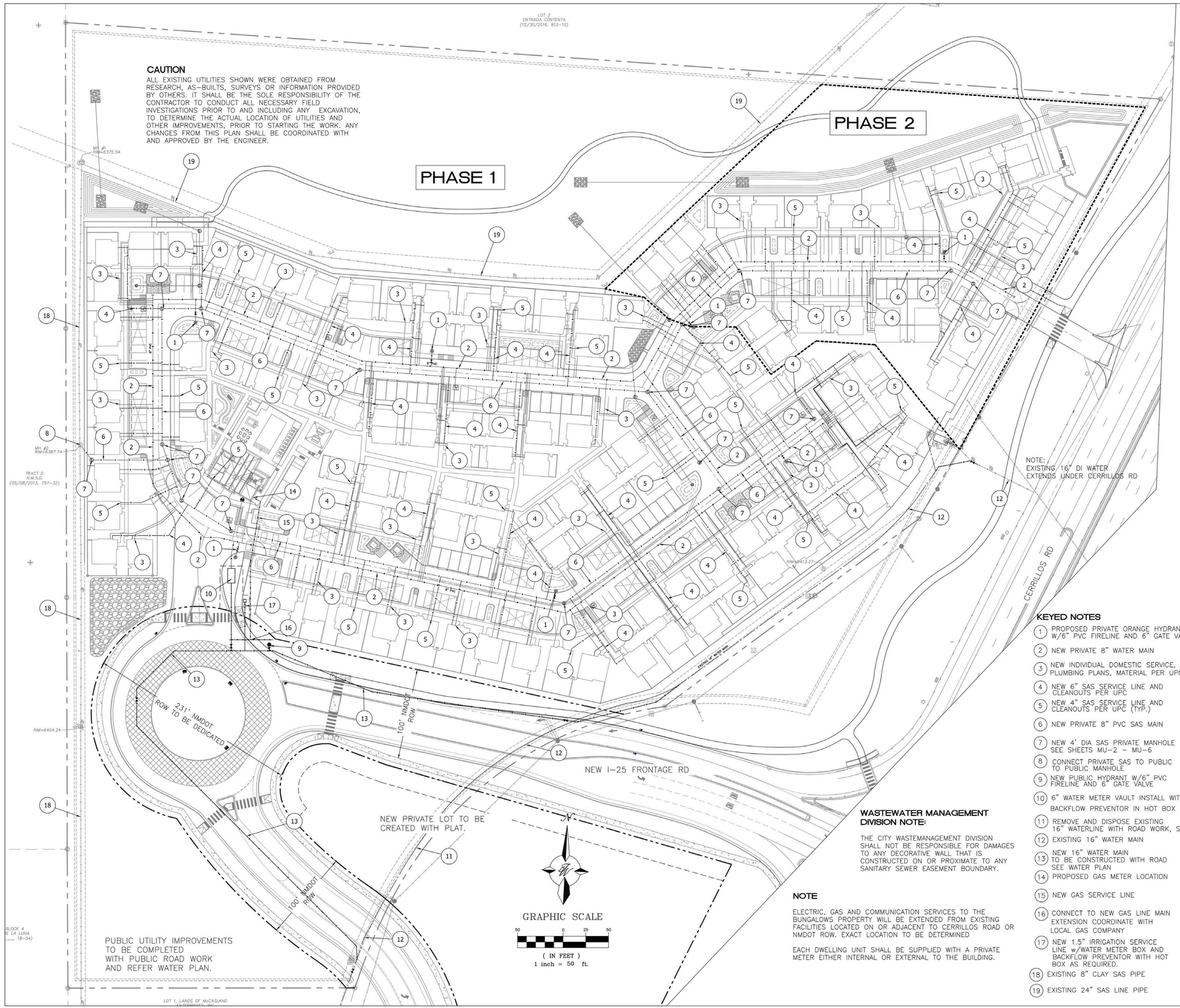
PROJECT INFORMATION	
CREW/TECH: MT	DATE OF SURVEY: 07/17/2022
DRAWN BY: JK	CHECKED BY: LM
PSI JOB NO.: 228193AL	SHEET NUMBER: 2 OF 2



GENERAL UTILITY NOTES:

1. ALL WATER AND SEWER UTILITY WORK TO BE DONE IN ACCORDANCE WITH CITY OF SANTA FE STANDARDS AND SPECIFICATIONS LATEST EDITION.
2. 4' MINIMUM BURY REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
3. REFERENCE PLUMBING PLANS FOR WATER LINE RISER LOCATIONS. BACKFLOW PREVENTOR LOCATED INSIDE BUILDING UNLESS OTHERWISE NOTED ON THIS PLAN
4. CLEAN OUTS ARE TO BE BUILT PER UNIFORM PLUMBING CODE STANDARDS AT LOCATIONS INDICATED AND AT MID RUN IF LONGER THAN 100'
5. ALL PLUMBING PIPE MATERIAL TO BE USED PER UPC.
6. FIRE LINE AND DOMESTIC WATERLINE MUST HAVE BACKFLOW PREVENTORS PER UPC. TO BE PROVIDED IN THE BUILDING UNLESS OTHERWISE NOTED ON THIS PLAN
7. ALL EX. SD INLETS AND MH'S SHALL HAVE CONCRETE COLLARS POURED AND BE ADJUSTED TO FINISHED GRADE.
8. ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE CARRIED-OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.650 SUBPART P.
9. ALL UTILITY DISTANCES SHOWN ARE FOR REFERENCE ONLY.
10. PNM HAS NUMEROUS ELECTRIC FACILITIES AT THIS SITE CURRENTLY SERVING EXISTING CUSTOMERS. THE APPLICANT SHALL COORDINATE WITH PNM REGARDING THESE EXISTING FACILITIES. ANY RELOCATION, CHANGES OR REALIGNMENT OF EXISTING ELECTRIC UTILITIES WILL BE THE DEVELOPER EXPENSE. IN SOME CASES, RELOCATION OR CHANGES TO EXISTING FACILITIES MAY NOT BE FEASIBLE DUE TO PHYSICAL, USE OR SAFETY CLEARANCE CONSTRAINTS.
11. PNM WILL REVIEW ALL TECHNICAL NEEDS, ISSUES AND SAFETY CLEARANCES FOR ITS ELECTRIC POWER SYSTEMS. ANY EXISTING AND PROPOSED PUBLIC UTILITY EASEMENTS SHALL BE INDICATED ON THE SITE PLAN UTILITY SHEET PNM'S STANDARD FOR PUBLIC UTILITY EASEMENTS IS 10 FEET IN WIDTH TO ENSURE ADEQUATE, SAFE CLEARANCES.
12. SCREENING SHALL BE DESIGNED TO ALLOW FOR ACCESS TO UTILITY FACILITIES. IT IS NECESSARY TO PROVIDE ADEQUATE CLEARANCE OF TEN FEET SURROUNDING ALL GROUND-MOUNTED UTILITIES FOR SAFE OPERATION, MAINTENANCE AND REPAIR PURPOSES.

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- PHASE LINE
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- EXISTING ELECTRICAL UTILITIES
- EDGE OF ASPHALT
- EXISTING SAS
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- SANITARY SEWER SERVICE LINE
- GAS LINE
- DOMESTIC WATER SERVICE LINE
- PROPOSED HYDRANT
- NEW SAS MANHOLE
- NEW WATER VALVE

KEYED NOTES

1. PROPOSED PRIVATE ORANGE HYDRANT W/6" PVC FIRELINE AND 6" GATE VALVE
2. NEW PRIVATE 8" WATER MAIN
3. NEW INDIVIDUAL DOMESTIC SERVICE, REFER PLUMBING PLANS, MATERIAL PER UPC (TYP)
4. NEW 6" SAS SERVICE LINE AND CLEANOUTS PER UPC
5. NEW 4" SAS SERVICE LINE AND CLEANOUTS PER UPC (TYP.)
6. NEW PRIVATE 8" PVC SAS MAIN
7. NEW 4' DIA SAS PRIVATE MANHOLE SEE SHEETS MU-2 - MU-6
8. CONNECT PRIVATE SAS TO PUBLIC TO PUBLIC MANHOLE
9. NEW PUBLIC HYDRANT W/6" PVC FIRELINE AND 6" GATE VALVE
10. 6" WATER METER VAULT INSTALL WITH BACKFLOW PREVENTOR IN HOT BOX
11. REMOVE AND DISPOSE EXISTING 16" WATERLINE WITH ROAD WORK, SEE WATER PLAN.
12. EXISTING 16" WATER MAIN
13. NEW 16" WATER MAIN TO BE CONSTRUCTED WITH ROAD SEE WATER PLAN
14. PROPOSED GAS METER LOCATION
15. NEW GAS SERVICE LINE
16. CONNECT TO NEW GAS LINE MAIN EXTENSION COORDINATE WITH LOCAL GAS COMPANY
17. NEW 1.5" IRRIGATION SERVICE LINE W/WATER METER BOX AND BACKFLOW PREVENTOR WITH HOT BOX AS REQUIRED.
18. EXISTING 8" CLAY SAS PIPE
19. EXISTING 24" SAS LINE PIPE

WASTEWATER MANAGEMENT DIVISION NOTE:

THE CITY WASTEMANAGEMENT DIVISION SHALL NOT BE RESPONSIBLE FOR DAMAGES TO ANY DECORATIVE WALL THAT IS CONSTRUCTED ON OR PROXIMATE TO ANY SANITARY SEWER EASEMENT BOUNDARY.

NOTE

ELECTRIC, GAS AND COMMUNICATION SERVICES TO THE BUNGALOWS PROPERTY WILL BE EXTENDED FROM EXISTING FACILITIES LOCATED ON OR ADJACENT TO CERRILLOS ROAD OR NMDOT ROW. EXACT LOCATION TO BE DETERMINED

EACH DWELLING UNIT SHALL BE SUPPLIED WITH A PRIVATE METER EITHER INTERNAL OR EXTERNAL TO THE BUILDING.

ENGINEER'S SEAL
RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER
12-07-23
RONALD R. BOHANNAN
P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

UTILITY PLAN

DRAWN BY: RMG
DATE: 12/07/2023
2022040-MU
SHEET #: MU-1
JOB #: 2022025

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
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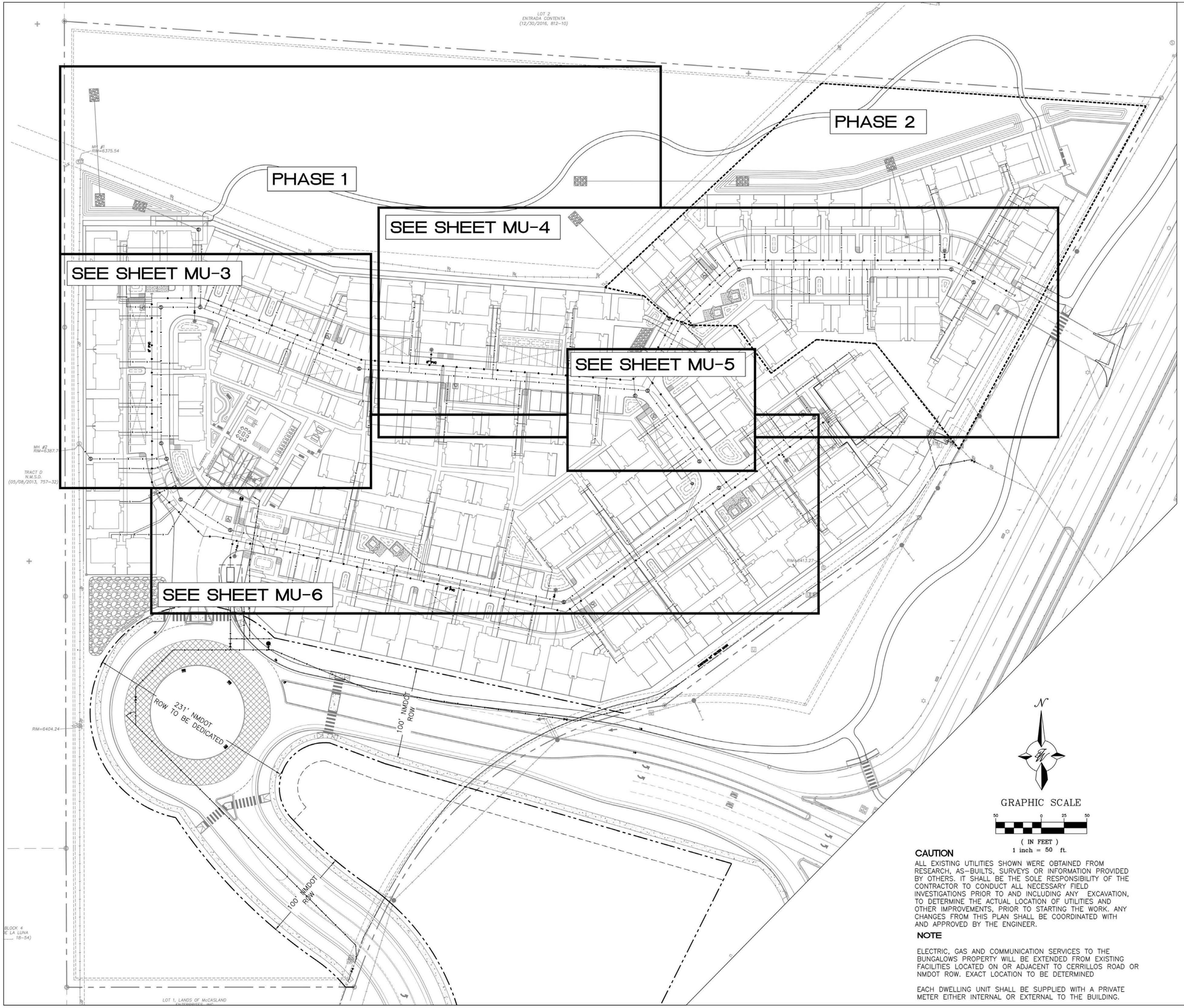

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LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- PHASE LINE
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- SANITARY SEWER SERVICE LINE
- DOMESTIC WATER SERVICE LINE
- PROPOSED HYDRANT
- NEW SAS MANHOLE
- NEW WATER VALVE

WASTEWATER MANAGEMENT DIVISION NOTE:

THE CITY WASTEMANAGEMENT DIVISION SHALL NOT BE RESPONSIBLE FOR DAMAGES TO ANY DECORATIVE WALL THAT IS CONSTRUCTED ON OR PROXIMATE TO ANY SANITARY SEWER EASEMENT BOUNDARY.

N

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

NOTE

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EACH DWELLING UNIT SHALL BE SUPPLIED WITH A PRIVATE METER EITHER INTERNAL OR EXTERNAL TO THE BUILDING.

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

12-07-23

RONALD R. BOHANNAN
P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

SANITARY SEWER PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

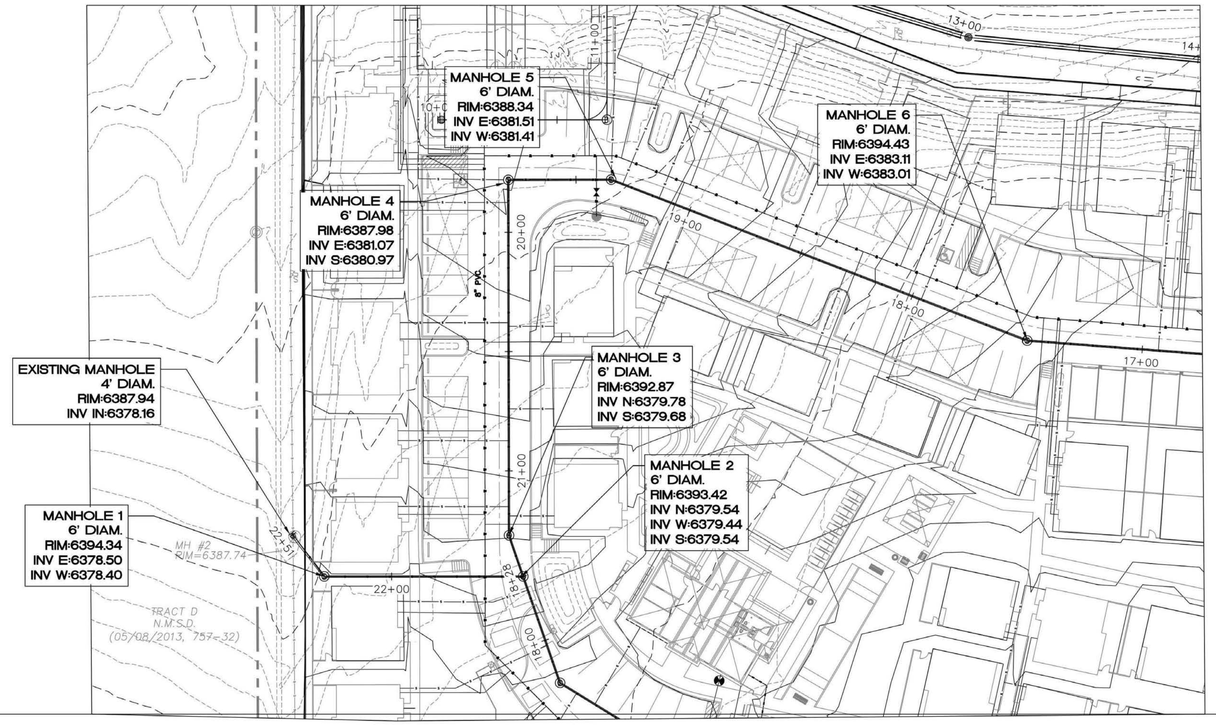
DRAWN BY: RMG

DATE: 12/07/2023

2022040-MU

SHEET # MU-2

JOB # 2022025



WASTEWATER MANAGEMENT DIVISION NOTE:

THE CITY WASTEMANAGEMENT DIVISION SHALL NOT BE RESPONSIBLE FOR DAMAGES TO ANY DECORATIVE WALL THAT IS CONSTRUCTED ON OR PROXIMATE TO ANY SANITARY SEWER EASEMENT BOUNDARY.

N

GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

NOTE

ELECTRIC, GAS AND COMMUNICATION SERVICES TO THE BUNGALOWS PROPERTY WILL BE EXTENDED FROM EXISTING FACILITIES LOCATED ON OR ADJACENT TO CERRILLOS ROAD OR NMDOT ROW. EXACT LOCATION TO BE DETERMINED

EACH DWELLING UNIT SHALL BE SUPPLIED WITH A PRIVATE METER EITHER INTERNAL OR EXTERNAL TO THE BUILDING.

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- PHASE LINE
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- SANITARY SEWER SERVICE LINE
- DOMESTIC WATER SERVICE LINE
- PROPOSED HYDRANT
- NEW SAS MANHOLE
- NEW WATER VALVE

GENERAL UTILITY NOTES:

1. ALL WATER AND SEWER UTILITY WORK TO BE DONE IN ACCORDANCE WITH CITY OF SANTA FE STANDARDS AND SPECIFICATIONS LATEST EDITION.
2. 4' MINIMUM BURY REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
3. REFERENCE PLUMBING PLANS FOR WATER LINE RISER LOCATIONS. BACKFLOW PREVENTOR LOCATED INSIDE BUILDING UNLESS OTHERWISE NOTED ON THIS PLAN
4. CLEAN OUTS ARE TO BE BUILT PER UNIFORM PLUMBING CODE STANDARDS AT LOCATIONS INDICATED AND AT MID RUN IF LONGER THAN 100'
5. ALL PLUMBING PIPE MATERIAL TO BE USED PER UPC.
6. FIRE LINE AND DOMESTIC WATERLINE MUST HAVE BACKFLOW PREVENTORS PER UPC. TO BE PROVIDED IN THE BUILDING UNLESS OTHERWISE NOTED ON THIS PLAN
7. ALL EX. SD INLETS AND MH'S SHALL HAVE CONCRETE COLLARS POURED AND BE ADJUSTED TO FINISHED GRADE.
8. ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE CARRIED-OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.650 SUBPART P.
9. ALL UTILITY DISTANCES SHOWN ARE FOR REFERENCE ONLY.
10. PNM HAS NUMEROUS ELECTRIC FACILITIES AT THIS SITE CURRENTLY SERVING EXISTING CUSTOMERS. THE APPLICANT SHALL COORDINATE WITH PNM REGARDING THESE EXISTING FACILITIES. ANY RELOCATION, CHANGES OR REALIGNMENT OF EXISTING ELECTRIC UTILITIES WILL BE THE DEVELOPER EXPENSE. IN SOME CASES, RELOCATION OR CHANGES TO EXISTING FACILITIES MAY NOT BE FEASIBLE DUE TO PHYSICAL, USE OR SAFETY CLEARANCE CONSTRAINTS.
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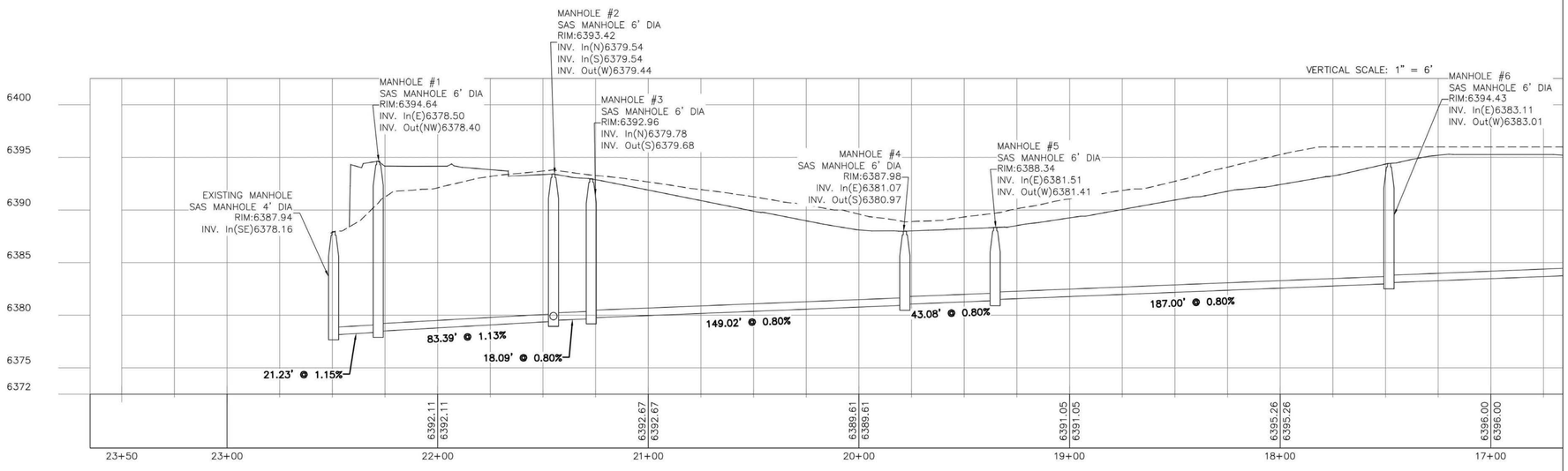

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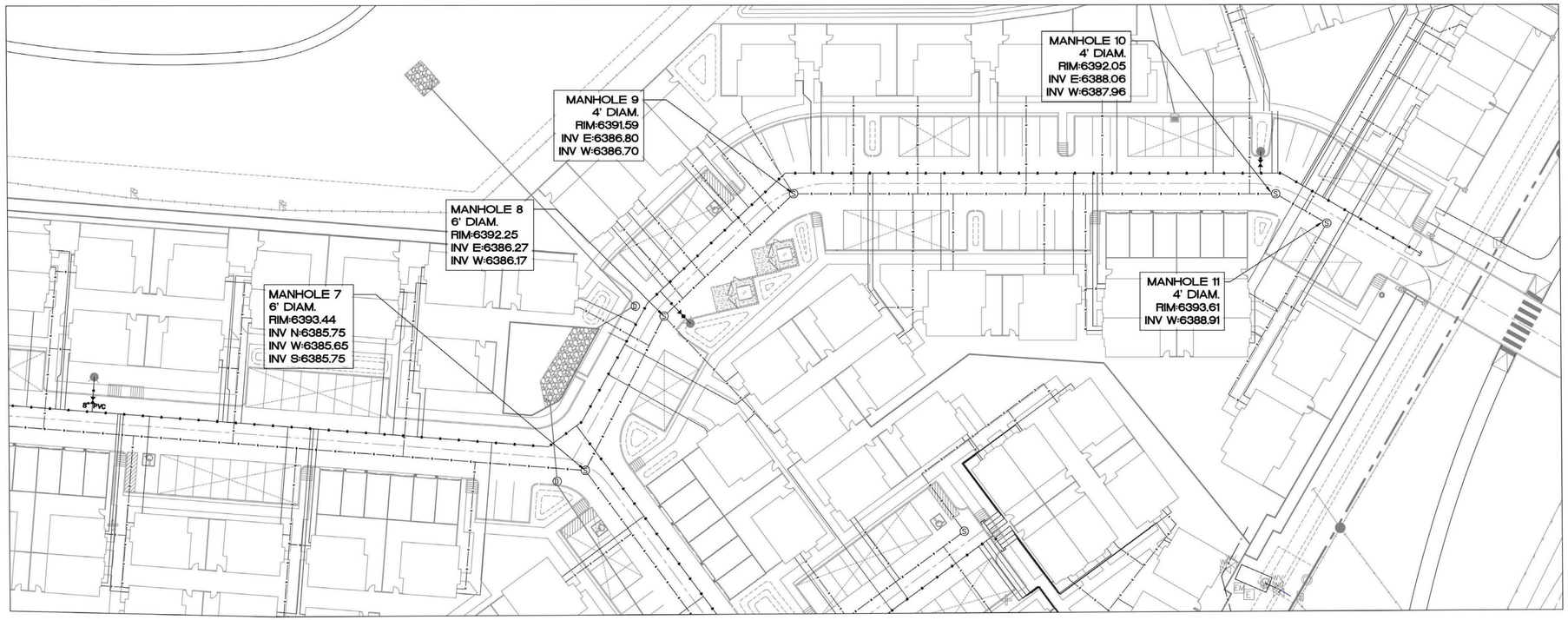

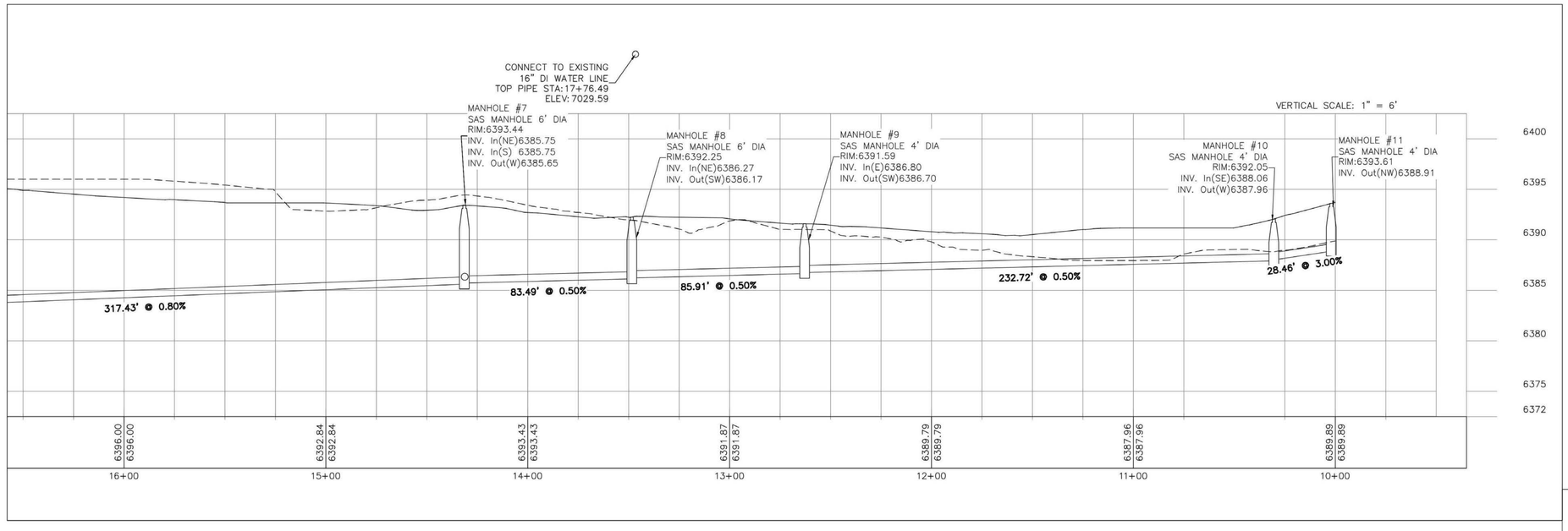

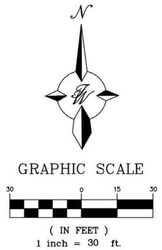

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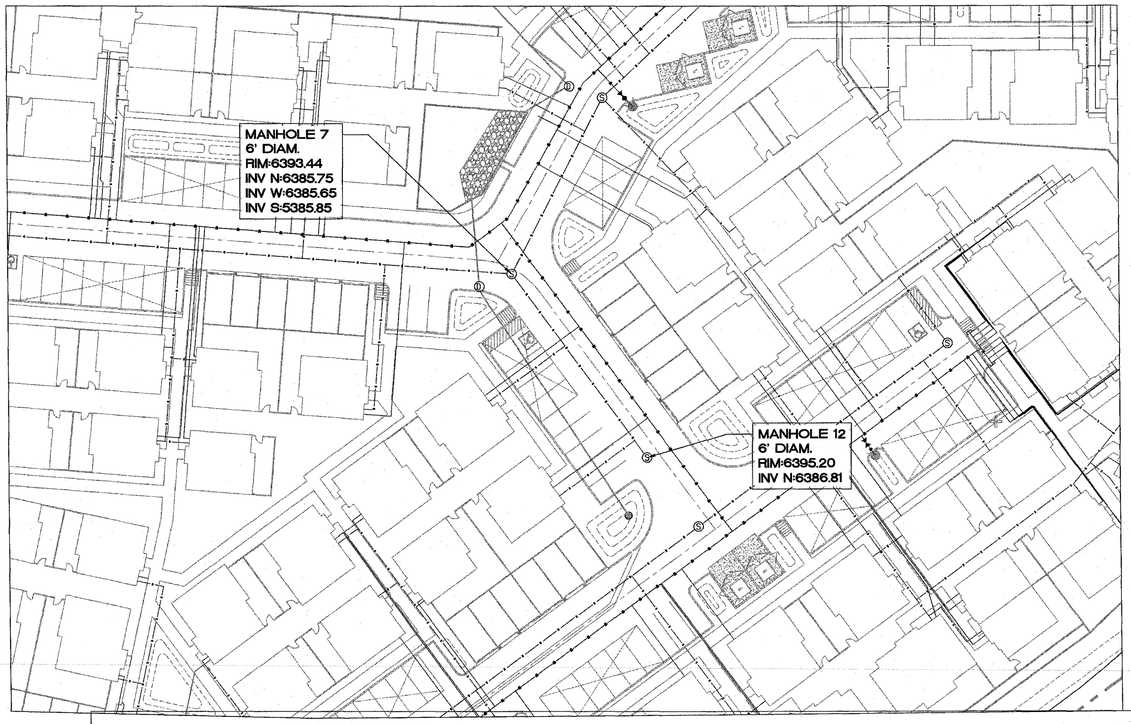

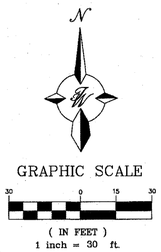

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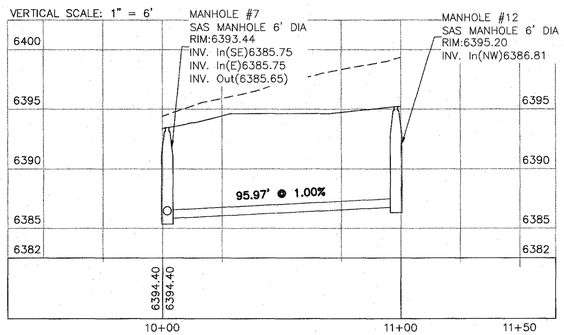

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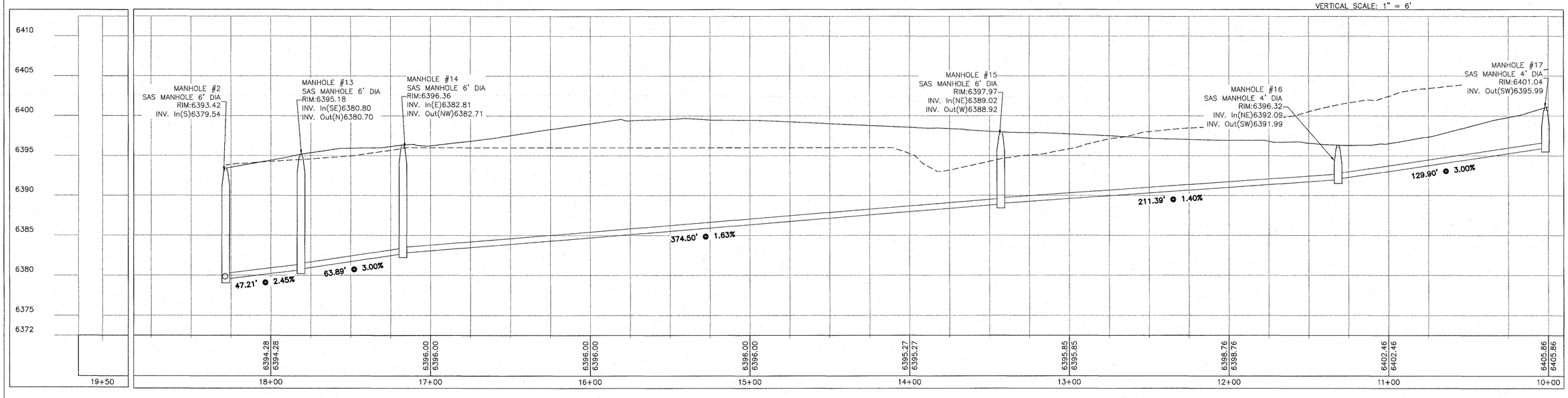
VERTICAL SCALE: 1" = 6'



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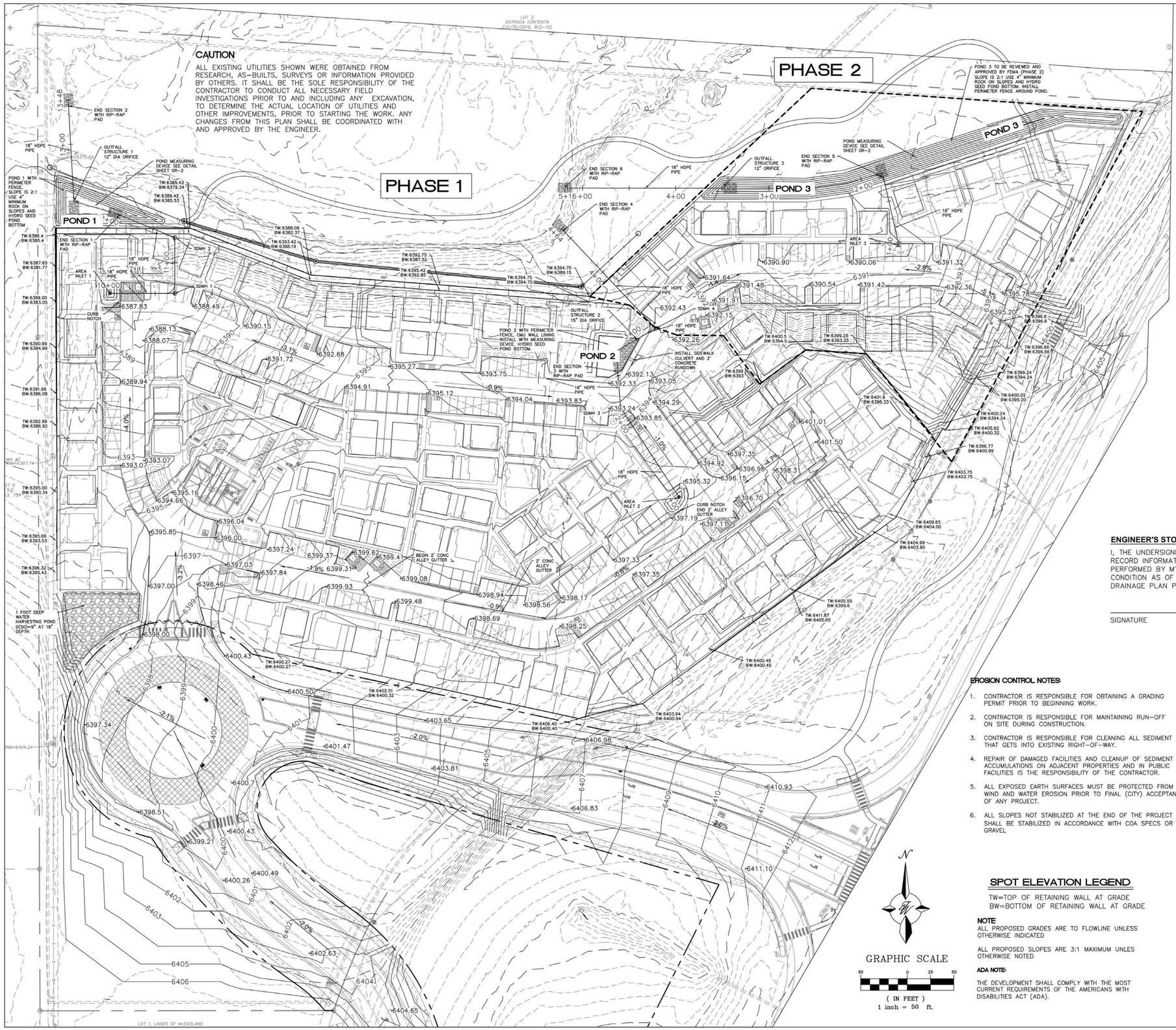


LEGEND

CURB & GUTTER	x 5048.25 SPOT ELEVATION
BOUNDARY LINE	FLOW ARROW
EASEMENT	EXISTING CURB & GUTTER
PHASE LINE	FEMA FLOOD PLAIN LIMIT
BUILDING	5010 EXISTING CONTOUR MAJOR
SIDEWALK	5011 EXISTING CONTOUR MINOR
RETAINING WALL	x 5048.25 EXISTING SPOT ELEVATION
5010 CONTOUR MAJOR	STORM DRAIN
5011 CONTOUR MINOR	GRADE BREAK

STRUCTURE TABLE

STRUCTURE	SIZE/TYPE	RIM	INVERT
END SECTION 1	18"	N/A	6374.16
END SECTION 2	18"	N/A	6372.16
END SECTION 3	18"	N/A	6388.55
END SECTION 4	18"	N/A	6383.28
END SECTION 5	24"	N/A	6385.00
END SECTION 6	24"	N/A	6381.96
OUTLET 1	18"	N/A	6373.58
OUTLET 2	18"	N/A	6386.00
OUTLET 3	18"	N/A	6385.47

POND TABLE

POND	TOP	BOTTOM	MWSE	MAX VOL (AC FT)	POND VOL (CU FT)	MAX Q (cfs)
1	6378	6373	6377.28	0.2220	7695	7.25
2	6390.75	6384.75	6390.61	0.1928	8400	13.51
3	6390	6385	6388.16	0.5386	23464	4.84

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION

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

SIGNATURE NMPE#_____ DATE

EROSION CONTROL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A GRADING PERMIT PRIOR TO BEGINNING WORK.
2. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RUN-OFF ON SITE DURING CONSTRUCTION.
3. CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL SEDIMENT THAT GETS INTO EXISTING RIGHT-OF-WAY.
4. REPAIR OF DAMAGED FACILITIES AND CLEANUP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND IN PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
5. ALL EXPOSED EARTH SURFACES MUST BE PROTECTED FROM WIND AND WATER EROSION PRIOR TO FINAL (CITY) ACCEPTANCE OF ANY PROJECT.
6. ALL SLOPES NOT STABILIZED AT THE END OF THE PROJECT SHALL BE STABILIZED IN ACCORDANCE WITH COA SPECS OR ¾" GRAVEL

NOTICE TO CONTRACTORS

1. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.
2. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HERON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF SANTA FE SPECIFICATIONS
3. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 765-1234, FOR LOCATION OF EXISTING UTILITIES.
4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL CONNECTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
5. BACKFILL COMPACTION SHALL BE ACCORDING TO TRAFFIC/STREET USE.
6. MAINTENANCE OF THESE FACILITIES SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY SERVED.
7. WORK ON ARTERIAL STREETS MAY BE PERFORMED ON A 24-HOUR BASIS.

SPOT ELEVATION LEGEND

TW=TOP OF RETAINING WALL AT GRADE
BW=BOTTOM OF RETAINING WALL AT GRADE

NOTE
ALL PROPOSED GRADES ARE TO FLOWLINE UNLESS OTHERWISE INDICATED

ALL PROPOSED SLOPES ARE 3:1 MAXIMUM UNLES OTHERWISE NOTED

ADA NOTE:
THE DEVELOPMENT SHALL COMPLY WITH THE MOST CURRENT REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA).

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-07-23
RONALD R. BOHANNAN P.E. #7868

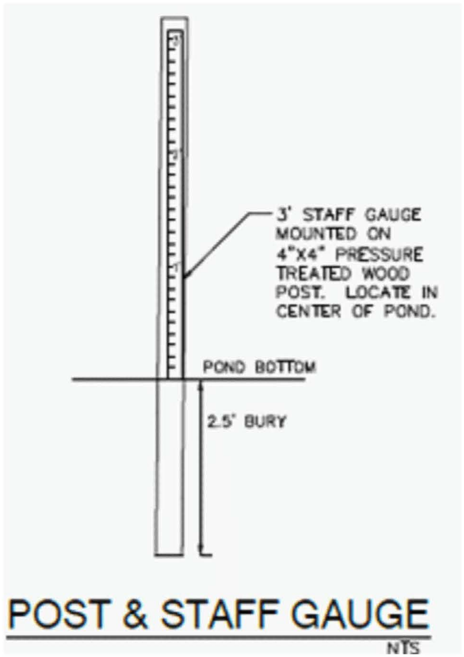
BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

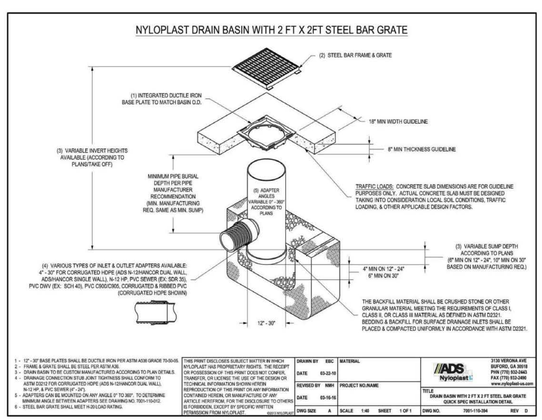
GRADING PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

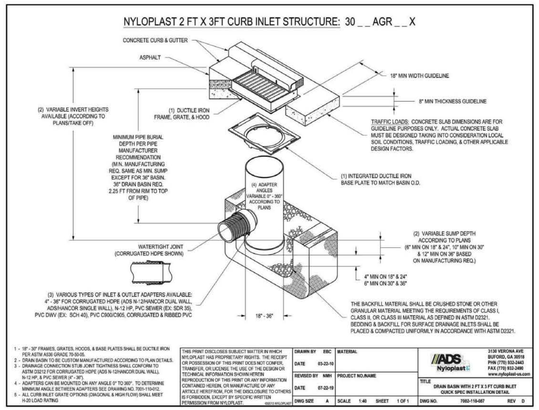
DRAWN BY: RMG
DATE: 12/07/2023
2022040-GR
SHEET #: GR-1
JOB #: 2022025



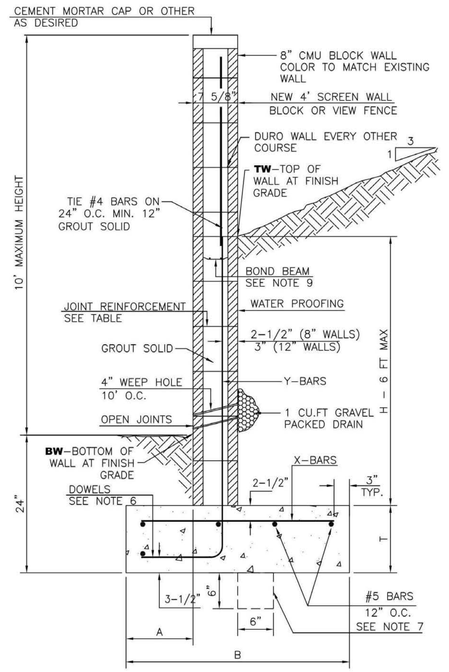
POND MEASURING DEVICE DETAIL
SCALE: NTS



DRAINAGE BASIN DETAIL
SCALE: NTS



CURB INLET DETAIL
SCALE: NTS



RETAINING WALL DETAIL
NTS

8 INCH REINFORCED CONCRETE MASONRY WALL

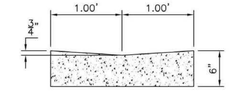
H	A	B	T	Y–BARS	X–BARS
ft.–in.	in.	ft.–in.	in.		
2'–0"	8"	2'–0"	9"	#4 @32" O.C.	
2'–8"	8"	2'–0"	9"	#4 @32" O.C.	#4 @24" O.C.
3'–4"	8"	2'–4"	9"	#4 @32" O.C.	#4 @24" O.C.
4'–0"	10"	2'–8"	9"	#4 @32" O.C.	#4 @24" O.C.
4'–8"	12"	3'–4"	10"	#5 @32" O.C.	#4 @18" O.C.
5'–4"	14"	3'–10"	10"	#6 @16" O.C.	#4 @18" O.C.
6'–0"	16"	4'–8"	12"	#6 @ 8" O.C.	#4 @12" O.C.

12 INCH REINFORCED CONCRETE MASONRY WALL

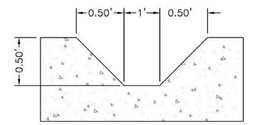
H	A	B	T	Y–BARS	X–BARS
ft.–in.	in.	ft.–in.	in.		
5'–4"	14"	3'–8"	10"	#6 @18" O.C.	#4 @24" O.C.
6'–0"	15"	4'–2"	12"	#4 @16" O.C.	#4 @18" O.C.
6'–8"	16"	4'–6"	12"	#6 @24" O.C.	#5 @18" O.C.
7'–4"	18"	4'–10"	12"	#6 @16" O.C.	#5 @18" O.C.
8'–0"	20"	5'–4"	12"	#7 @18" O.C.	#6 @12" O.C.
8'–8"	20"	5'–8"	12"	#7 @16" O.C.	#6 @12" O.C.

GENERAL NOTES:

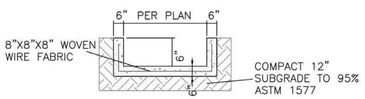
1. ALL CONCRETE IS TO BE 4000 PSI @ 28 DAYS.
2. MINIMUM COMPACTION UNDER FOOTINGS IS TO BE 95% PER ASTM. D 1557 FOR A DEPTH OF 12" MOISTURE CONTENT IS TO BE ± 2.0%.
3. BACK FILL AGAINST WALLS IS TO BE HAND–PLACED AND COMPACTED.
4. ALL BARS ARE TO BE GRADE 60, ASTM 615.
5. TRUSS TYPE DUR–O–WALL EVERY OTHER COURSE.
6. DOWELS SHALL BE AT LEAST EQUAL IN SIZE AND SPACING TO V–BARS, SHALL PROJECT A MINIMUM OF 30 BAR DIA. INTO THE FILLED BLOCK CORES, AND SHALL EXTEND TO THE TOE OF THE FOOTING.
7. PROVIDE KEY FOR 8" AND 12" WALLS WHERE H EXCEEDS 6'–0"
8. USE EITHER EXPANSION JOINTS ON 20' CENTERS OR PILASTERS EVERY 16'.
9. BOND BEAM, 1–#4 BARS FOR WALLS UNDER 3'–4", 2–#4 BARS FOR WALLS UNDER 5'–4", 2–#5 BARS FOR WALLS OVER 5'–4".



CONCRETE ALLEY GUTTER DETAIL
SCALE: NTS

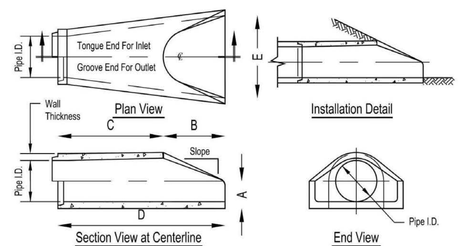


CURB NOTCH
NTS



CONCRETE RUNDOWN (4000 psi)
NTS

Flared End Section
12" - 72" Diameter Pipe



Pipe Inner Diameter (inches)	Wall Thickness (inches)	A (inches)	B (inches)	C (inches)	D (inches)	E (inches)	Slope
12	2	4	24	48 7/8	72 7/8	30	3:1
15	2 1/4	6	27	46	73	30	3:1
18	2 1/2	9	27	46	73	36	3:1
24	3	9 1/2	43 1/2	30	73 1/2	48	3:1
30	3 1/2	12	54	19 3/4	73 3/4	60	3:1
36	4	15	63	34 3/4	97 3/4	72	3:1
42	4 1/2	21	63	35	98	78	3:1
48	5	24	72	26	98	84	3:1
54	5 1/2	27	65	35	100	90	2.4:1
60	6	30	60	39	99	96	2:1
66	6 1/2	32	78	21	99	102	2:1
72	7	34	78	21	99	108	2:1

Dimensions may vary depending upon equipment availability.

Notes:
1. Produced to meet ASTM specifications.
2. Contact a Concrete Pipe Division representative for details not listed on this sheet.

Rinker 024

FLARED END SECTION DETAIL
SCALE: NTS

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12–07–23

RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

GRADING NOTES
GRADING DETAILS

TIERRA WEST, LLC
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ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 12/07/2023
2022040–GR
SHEET #: GR–2
JOB #: 2022025

POND 1
POND 2
POND 3
MH #1
RIM=6375.54
1" CURB CUT
2" SIDEWALK CULVERT CURB CUT
-1.1%
-2.0%
-3.1%
-0.4%
-1.9%
-0.9%
-1.6%
-4.0%
-0.3%
-2.4%
-3.6%
-3.2%
-5.0%
-0.6%
-1.0%
-2.8%
-2.7%
-2.1%
-1.8%
-2.3%
-1.5%
-3.8%
-2.2%
-2.9%
-1.7%
-2.6%
-1.2%
-2.5%
-1.4%
-2.0%
-1.3%
-0.8%
-1.5%
-2.4%
-1.8%
-2.1%
-1.7%
-2.2%
-1.6%
-2.3%
-1.9%
-2.4%
-2.5%
-2.6%
-2.7%
-2.8%
-2.9%
-3.0%
-3.1%
-3.2%
-3.3%
-3.4%
-3.5%
-3.6%
-3.7%
-3.8%
-3.9%
-4.0%
-4.1%
-4.2%
-4.3%
-4.4%
-4.5%
-4.6%
-4.7%
-4.8%
-4.9%
-5.0%
-5.1%
-5.2%
-5.3%
-5.4%
-5.5%
-5.6%
-5.7%
-5.8%
-5.9%
-6.0%
-6.1%
-6.2%
-6.3%

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- PHASE LINE
- BUILDING
- SIDEWALK
- RETAINING WALL
- 5010 CONTOUR MAJOR
- 5011 CONTOUR MINOR
- x 5048.25 SPOT ELEVATION
- FLOW ARROW
- EXISTING CURB & GUTTER
- FEMA FLOOD PLAIN LIMIT
- 5010 EXISTING CONTOUR MAJOR
- 5011 EXISTING CONTOUR MINOR
- x 5048.25 EXISTING SPOT ELEVATION
- STORM DRAIN
- GRADE BREAK

NOTE
ALL PROPOSED GRADES ARE TO FLOWLINE UNLESS OTHERWISE INDICATED

ADD 0.50 FOR TOP OF CURB

N

GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

CAUTION

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12-07-23

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BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

GRADING PLAN

DRAWN BY: RMG

DATE: 12/07/2023

2022040-GR

SHEET # GR-4

JOB # 2022025

TIERRA WEST, LLC
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ALBUQUERQUE, NEW MEXICO 87109
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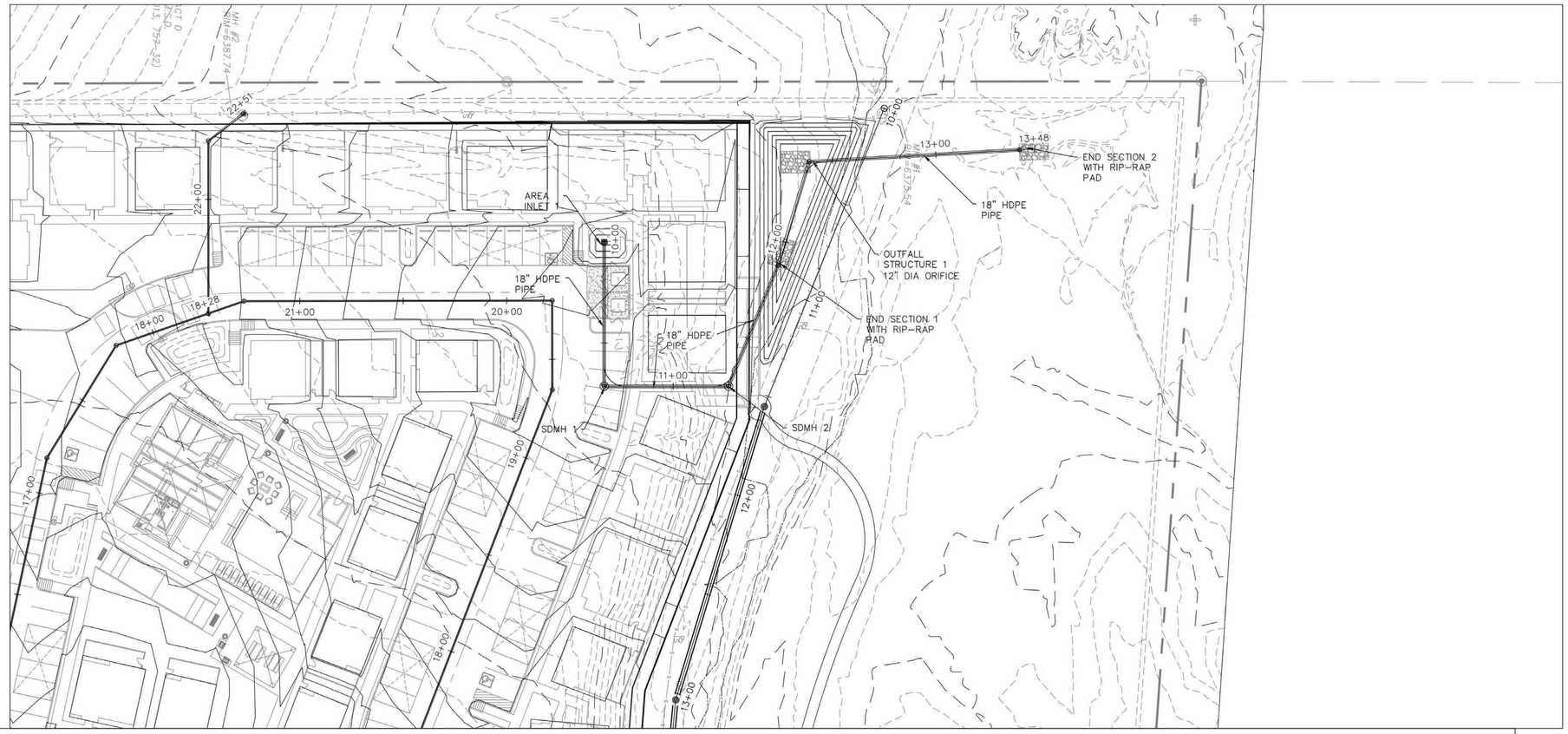

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
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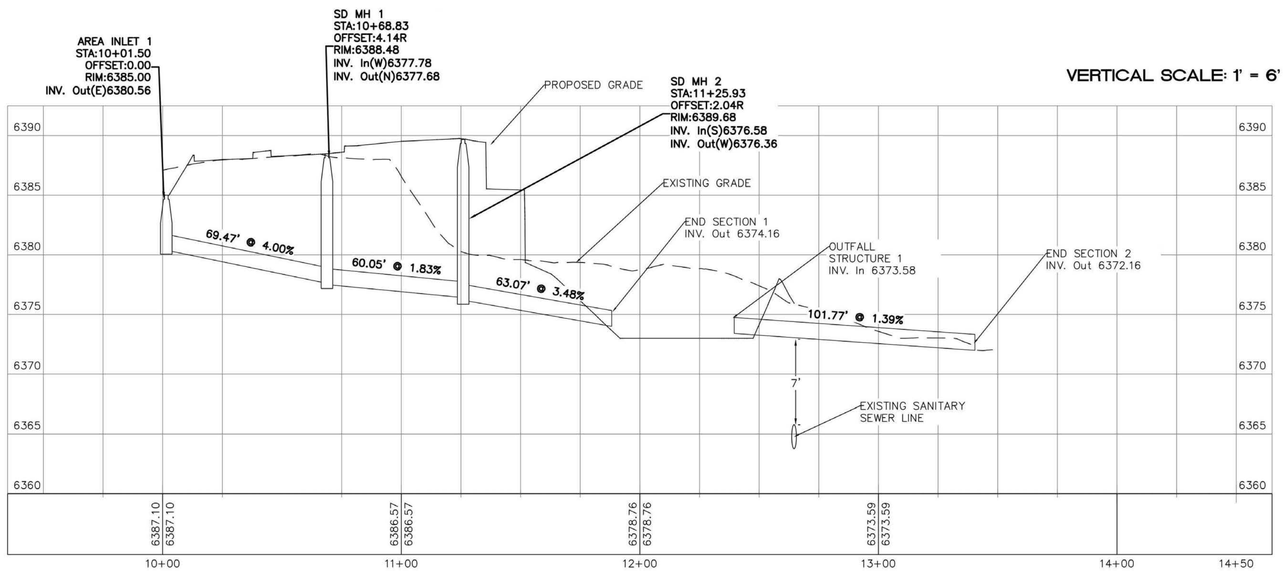

VERTICAL SCALE: 1' = 6'

GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

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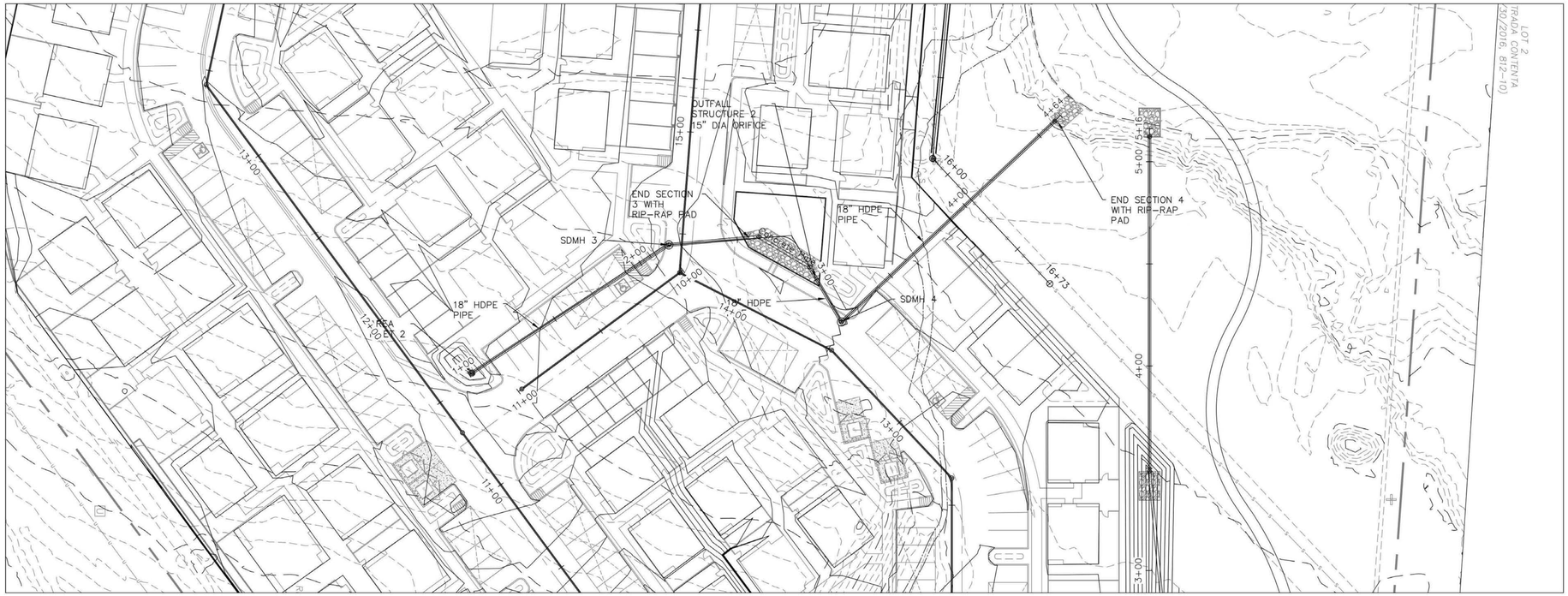
12-07-23
RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
STORM SEWER PLAN AND PROFILE

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 12/07/2023
2022040-GR
SHEET #: GR-5
JOB #: 2022025



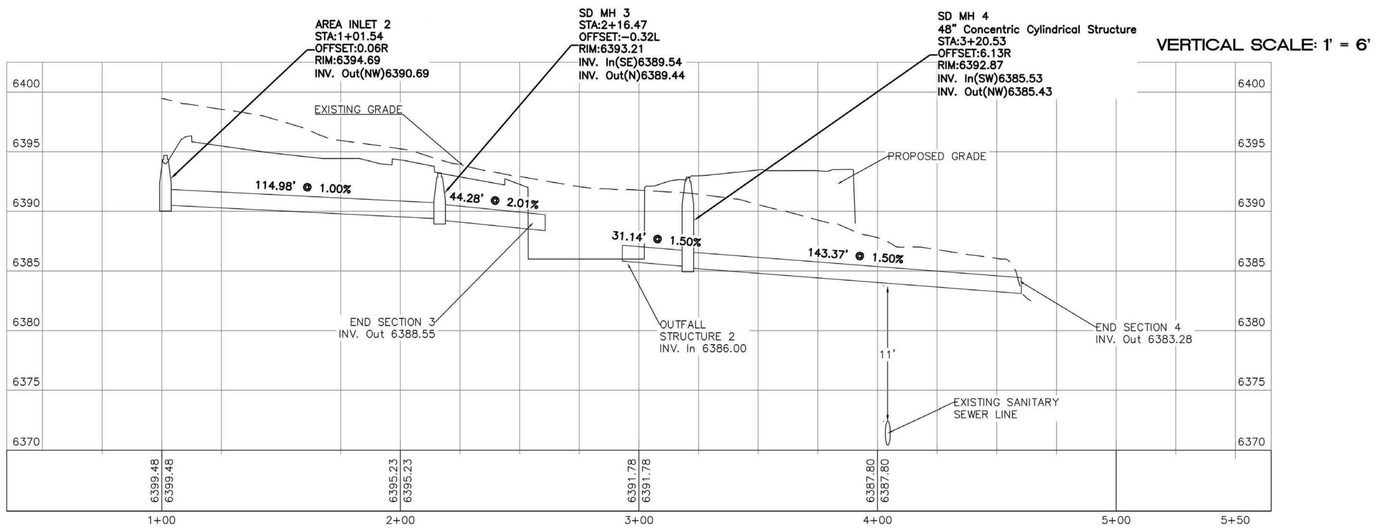
LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- PHASE LINE
- BUILDING
- SIDEWALK
- RETAINING WALL
- 5010 CONTOUR MAJOR
- 5011 CONTOUR MINOR
- × 5048.25 SPOT ELEVATION
- FLOW ARROW
- EXISTING CURB & GUTTER
- FEMA FLOOD PLAIN LIMIT
- 5010 EXISTING CONTOUR MAJOR
- 5011 EXISTING CONTOUR MINOR
- × 5048.25 EXISTING SPOT ELEVATION
- STORM DRAIN
- GRADE BREAK

GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.



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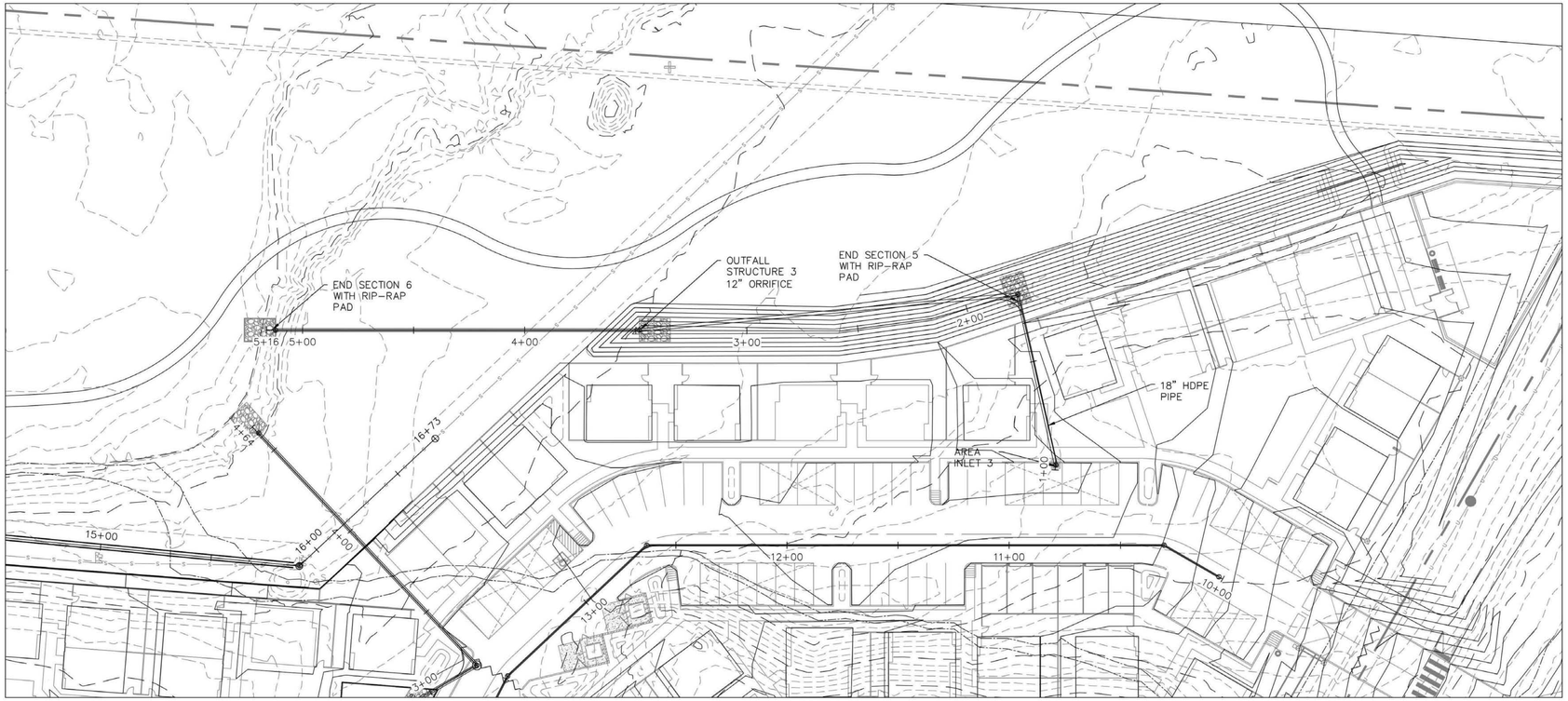
DRAWN BY: RMG
DATE: 12/07/2023
2022040-GR
SHEET #: GR-6
JOB #: 2022025



LEGEND

- CURB & GUTTER
- BOUNDARY LINE
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N

GRAPHIC SCALE

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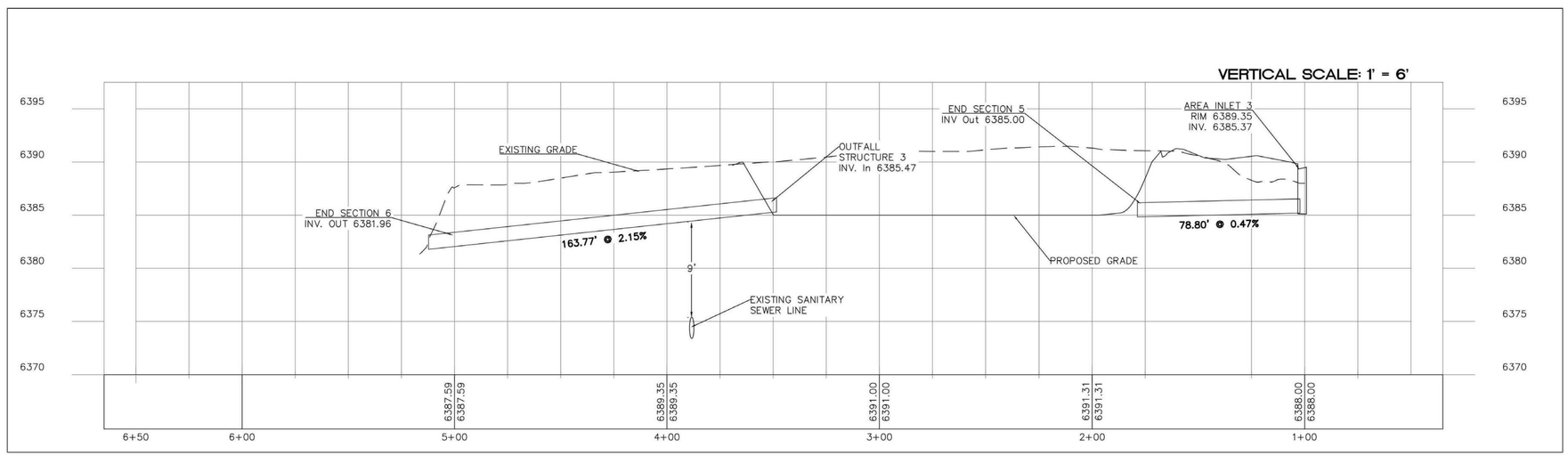

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STORM SEWER PLAN AND PROFILE

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DRAWN BY: RMG

DATE: 12/07/2023

2022040-GR

SHEET #: GR-7

JOB #: 2022025

Area with natural slopes greater than 30%. Approximately 4,765 sf

Tract A
AREA=19.2169 ACRES±
837,090 SQ. FT.±
VACANT LAND--NO STRUCTURES

Cerrillos Road
(PUBLIC ROW WIDTH VARIES)

I-25 West Frontage Road
(200' PUBLIC ROW)

Point of Beginning

SCALE: 1"=50'

Legend

N 90°00'00" E	MEASURED BEARING AND DISTANCES
(N 90°00'00" E)	RECORD BEARINGS AND DISTANCES
○	FOUND AND USED MONUMENT AS DESIGNATED
◉	DENOTES NO. 5 REBAR WITH PINK PLASTIC CAP "PS 11993" SET THIS SURVEY
✛	GROUND CONTROL POINT SET THIS SURVEY
⧖	FOUND RIGHT OF WAY T-RAIL AS DESIGNATED
●	UTILITY POLE
	GUY WIRE
E	ELECTRIC BOX
EM	ELECTRIC METER
☼	LIGHT POLE
PB	PULLBOX
T	TELEPHONE PEDESTAL
U	UNKNOWN PEDESTAL
	SANITARY SEWER CARSONITE MARKER
W	WATER METER
W	WATER VALVE
TS	TRAFFIC SIGNAL BOX
	LIGHT BOX
	TRAFFIC LIGHT
S	SANITARY SEWER MANHOLE
U	UNKNOWN MANHOLE
	SIGN
	CURB INLET
	TREE
	CURB AND GUTTER
OHU	OVERHEAD UTILITY LINE
SS	SANITARY SEWER LINE
	CHAIN LINK FENCE
	WIRE FENCE
	EDGE OF ASPHALT

ALTA/NSPS Land Title Survey

Tract A
Lands of Beaver Motors

Santa Fe County, New Mexico
December 2022

COORDINATE AND DIMENSION INFORMATION				PLSS INFORMATION				PROPERTY INFORMATION	
STATE PLANE ZONE: NM-C	GRID /GROUND COORDINATES: GRID	GEOID: GEIOD 18		LAND GRANT: N/A				PROPERTY OWNER: GIFT FUND LLC	
HORIZONTAL DATUM: NAD83	VERTICAL DATUM: NAVD88	ROTATION ANGLE: 0° 00' 00.00"	MATCHES DRAWING UNITS: YES	SECTION: 18	TOWNSHIP: 16 NORTH	RANGE: 9 EAST	MERIDIAN: NMPM	SUBDIVISION NAME: LANDS OF BEAVER MOTORS	ADDRESS: 8201 CERRILLOS ROAD
CONTROL USED: NATIONAL GEODETIC SURVEY		BASE POINT FOR SCALING AND/OR ROTATION: N = 0 E = 0		CITY: N/A		COUNTY: SANTA FE	STATE: NM	UPC: 1049094044177000000	
COMBINED SCALE FACTOR: GRID TO GROUND: 1.0003979174 GROUND TO GRID: 0.9996022408		DISTANCE ANNOTATION: GROUND							
		BEARING ANNOTATION: GRID	ELEVATION TRANSLATION: ±0.00'	ELEVATIONS VALID: YES					

PRECISION SURVEYS, INC.
OFFICE LOCATION:
9200 San Mateo Boulevard, NE
Albuquerque, NM 87113
505.856.5700 PHONE
505.856.7900 FAX

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PROJECT INFORMATION	
CREW/TECH: MT	DATE OF SURVEY: 07/17/2022
DRAWN BY: JK	CHECKED BY: LM
PSI JOB NO.: 226193AL	SHEET NUMBER: 2 OF 2

SA-2: Natural Slope greater than 30%

Area with natural slopes greater than 30%. Approximately 4,765 sf

Tract A
AREA=19.2169 ACRES±
837,090 SQ. FT.±
VACANT LAND–NO STRUCTURES

Cerrillos Road
(CLASSIC ARTERIAL ROADWAY)

West Frontage Road
(NOT PUBLIC ROW)

SCALE: 1"=50'

Legend

N 90°00'00" E	MEASURED BEARING AND DISTANCES
(N 90°00'00" E)	RECORD BEARINGS AND DISTANCES
	FOUND AND USED MONUMENT AS DESIGNATED
	DENOTES NO. 5 REBAR WITH PINK PLASTIC CAP "PS 11993" SET THIS SURVEY
	GROUND CONTROL POINT SET THIS SURVEY
	FOUND RIGHT OF WAY T-RAIL AS DESIGNATED
	UTILITY POLE
	GUY WIRE
E	ELECTRIC BOX
EM	ELECTRIC METER
	LIGHT POLE
	PULLBOX
T	TELEPHONE PEDESTAL
U	UNKNOWN PEDESTAL
	SANITARY SEWER CARSONITE MARKER
	WATER METER
WV	WATER VALVE
	TRAFFIC SIGNAL BOX
	LIGHT BOX
	TRAFFIC LIGHT
	SANITARY SEWER MANHOLE
	UNKNOWN MANHOLE
	SIGN
	CURB INLET
	CURB AND GUTTER
U	OVERHEAD UTILITY LINE
S	SANITARY SEWER LINE
C	CHAIN LINK FENCE
X	WIRE FENCE
	EDGE OF ASPHALT

ALTA/NSPS Land Title Survey

Tract A
Lands of Beaver Motors

Santa Fe County, New Mexico
September 2022

COORDINATE AND DIMENSION INFORMATION						PLSS INFORMATION				PROPERTY INFORMATION	
STATE PLANE ZONE: NM-C	GRID/GROUND COORDINATES: GRID	GEOID: GEIOD 18				LAND GRANT: N/A				PROPERTY OWNER: GIFT FUND LLC	
HORIZONTAL DATUM: NAD83	VERTICAL DATUM: NAVD88		ROTATION ANGLE: 0° 00' 00.00"	MATCHES DRAWING UNITS: YES		SECTION: 18	TOWNSHIP: 16 NORTH	RANGE: 9 EAST	MERIDIAN: NMPM	SUBDIVISION NAME: LANDS OF BEAVER MOTORS	ADDRESS: 8201 CERRILLOS ROAD
CONTROL USED: NATIONAL GEODETIC SURVEY			BASE POINT FOR SCALING AND/OR ROTATION: N = 0 E = 0			CITY: N/A		COUNTY: SANTA FE	STATE: NM	UPC: 1049094044177000000	
COMBINED SCALE FACTOR: GRID TO GROUND: 1.0003979174 GROUND TO GRID: 0.9996022408		DISTANCE ANNOTATION: GROUND									
		BEARING ANNOTATION: GRID	ELEVATION TRANSLATION: ±0.00'	ELEVATIONS VALID: YES							

PRECISION SURVEYS, INC.
OFFICE LOCATION: 9200 San Mateo Boulevard, NE Albuquerque, NM 87113
505.856.5700 PHONE
505.856.7900 FAX

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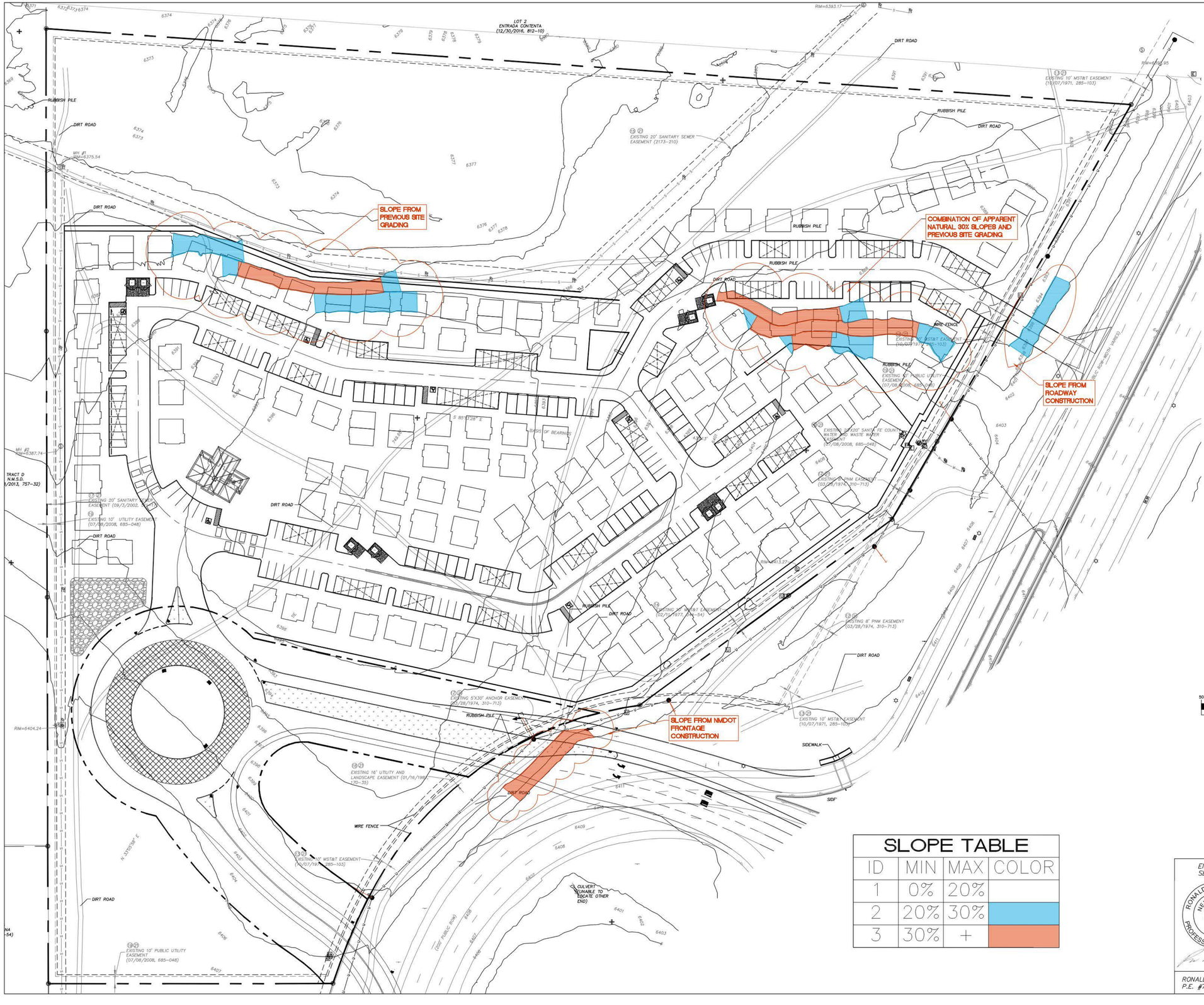
PROJECT INFORMATION	
CREW/TECH: MT	DATE OF SURVEY: 07/17/2022
DRAWN BY: JK	CHECKED BY: LM
PSI JOB NO.: 228193AL	SHEET NUMBER: 2 OF 2



SITE DESCRIPTION

THE SITE CONSISTS OF APPROXIMATELY 19.2 ACRES OF UNDEVELOPED VACANT LAND LOCATED NORTHWEST OF WEST FRONTAGE ROAD AND CERRILLOS ROAD, NEW MEXICO. THE NORTHERN ADJOINING PROPERTY CONSISTS OF VACANT DESERT LAND FOLLOWED BY THE ARROYO DE LOS CHAMISOS WASH. THE EAST AND SOUTHEAST ADJOINING PROPERTIES CONSIST OF VACANT DESERT LAND FOLLOWED BY THE WEST FRONTAGE ROAD AND CERRILLOS ROAD ROADWAYS. VACANT LAND AND SINGLE-FAMILY RESIDENCES ARE DEPICTED ON THE WESTERN ADJOINING PROPERTIES.

BASED ON REVIEW OF HISTORICAL AERIAL PHOTOGRAPHS AVAILABLE FROM GOOGLE EARTH, THE SITE CONTAINED VACANT DESERT LAND WITH NATIVE VEGETATION FROM 1935 TO 1996. DIRT ACCESS ROADS TRAVERSING THROUGH THE NORTH-CENTRAL PORTION, WESTERN, AND EASTERN BOUNDARIES OF THE SITE APPEAR FROM 2001 TO 2008. SOME OF THESE ACCESS ROADS APPEAR TO BE RAISED FROM THE EXISTING GRADE SEEN IN PREVIOUS PHOTOGRAPHS. DURING THIS TIME, NUMEROUS STOCKPILES CONTAINING SOIL AND VARIOUS DEBRIS EXISTED IN THE NORTHEAST SECTION OF THE SITE AND APPROXIMATELY FIVE STORAGE CONTAINERS ARE SHOWN IN THE SOUTHEAST PORTION OF THE SITE. BY 2008, THE STORAGE CONTAINERS ARE NO LONGER PRESENT IN AERIAL PHOTOGRAPHS. FROM 2009 TO 2011, THE STOCKPILES NO LONGER APPEAR ON THE SITE, AND A LARGE AREA OF SPREAD FILL IS OBSERVED IN THE CENTRAL PORTION OF THE SITE. BY JUNE 2011, THERE ARE LARGE CLEARINGS OF VEGETATION ON THE EAST AND NORTHEAST PORTIONS OF THE SITE, AS WELL AS ALONGSIDE THE APPARENT ACCESS ROAD FROM CERRILLOS ROAD TO THE LARGE AREA OF SPREAD FILL ON THE CENTRAL PORTION OF THE SITE. BY OCTOBER 2013, THESE AREAS CONTAIN EITHER ADDITIONAL SPREAD FILL OR DISTURBED NATIVE SOIL. THE SITE HAS REMAINED VACANT DESERT LAND WITH NATIVE VEGETATION AND SPREAD FILL AND DISTURBED NATIVE SOIL IN RECENT PHOTOGRAPHS. ACCORDING TO GOOGLE EARTH, THE ELEVATION OF THE SITE RANGES FROM 6,378 TO 6,415 FEET ABOVE MEAN SEA LEVEL (MSL) AND TOPOGRAPHY GENERALLY DIRECTS SURFACE RUNOFF FROM SOUTH TO THE NORTH AND WEST.

ANNEXATION NOTE

ON THE 12TH OF FEBRUARY OF 2014 AN ANNEXATION AGREEMENT WAS EXECUTED BETWEEN THE CITY OF SANTA FE AND THE PREVIOUS LAND OWNER BEAVER MOTORS LLC. THE AGREEMENT SATED THAT A VARIANCE WAS APPROVED TO SECTION 14-8.2(B)(3) TERRAIN MANAGEMENT REGULATIONS ALLOWING THE DISTURBANCE OF SLOPES THAT ARE 30 PERCENT OR GREATER CONSISTING OF 5,020 SQUARE FEET, A VARIANCE WAS DEEMED APPROPRIATE AND WILL HAVE NO ADVERSE EFFECTS ON NEIGHBORING PROPERTIES.

THE DOCUMENT WAS RECORDED IN THE COUNTY OF SANTA FE ON THE 18TH DAY OF FEBRUARY, 2014 AT 02:43:49 PM AND WAS DULY RECORDED AS INSTRUMENT #1730261 .

N

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

SLOPE TABLE

ID	MIN	MAX	COLOR
1	0%	20%	
2	20%	30%	
3	30%	+	

ENGINEER'S SEAL
RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER
7-5-23
RONALD R. BOHANNAN
P.E. #7868

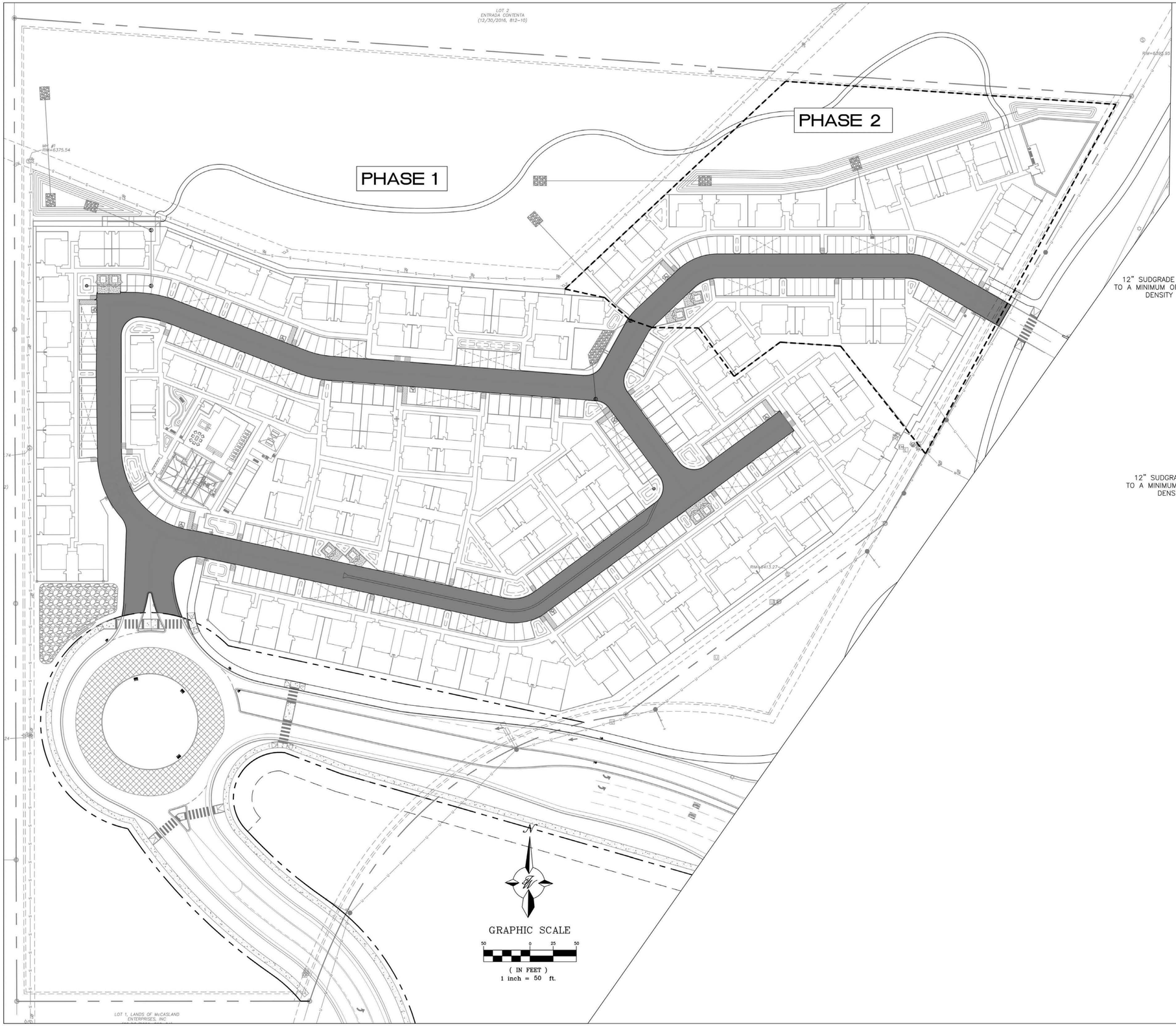
BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
SLOPE ANALYSIS

DRAWN BY: RMG
DATE: 07/06/2023

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

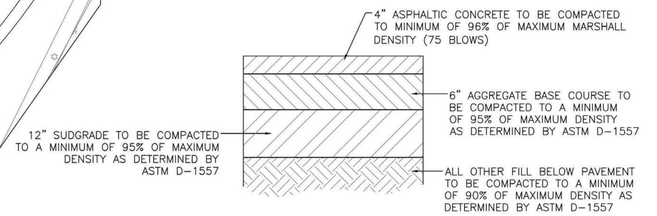
SHEET # SA-1

JOB # 2022025



LEGEND

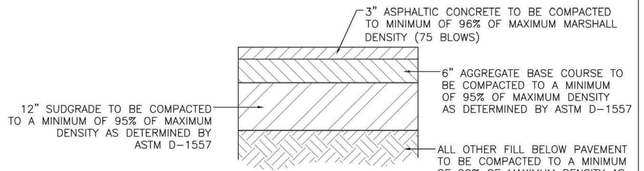
- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE
- ACCESS ROAD PAVING
- PARKING PAVING



AUTOMOBILE DRIVEWAYS AND AREAS SUBJECT TO SEMI-TRUCKS TYPICAL PAVING SECTION

NTS

REFER GEOTECHNICAL REPORT BY GEOTEK
DATED JUNE 21, 2022 No. 2209-ABR



AUTOMOBILE PARKING TYPICAL PAVING SECTION

NTS

REFER GEOTECHNICAL REPORT BY GEOTEK
DATED JUNE 21, 2022 No. 2209-ABR

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-07-23

RONALD R. BOHANNAN
P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

PAVING PLAN

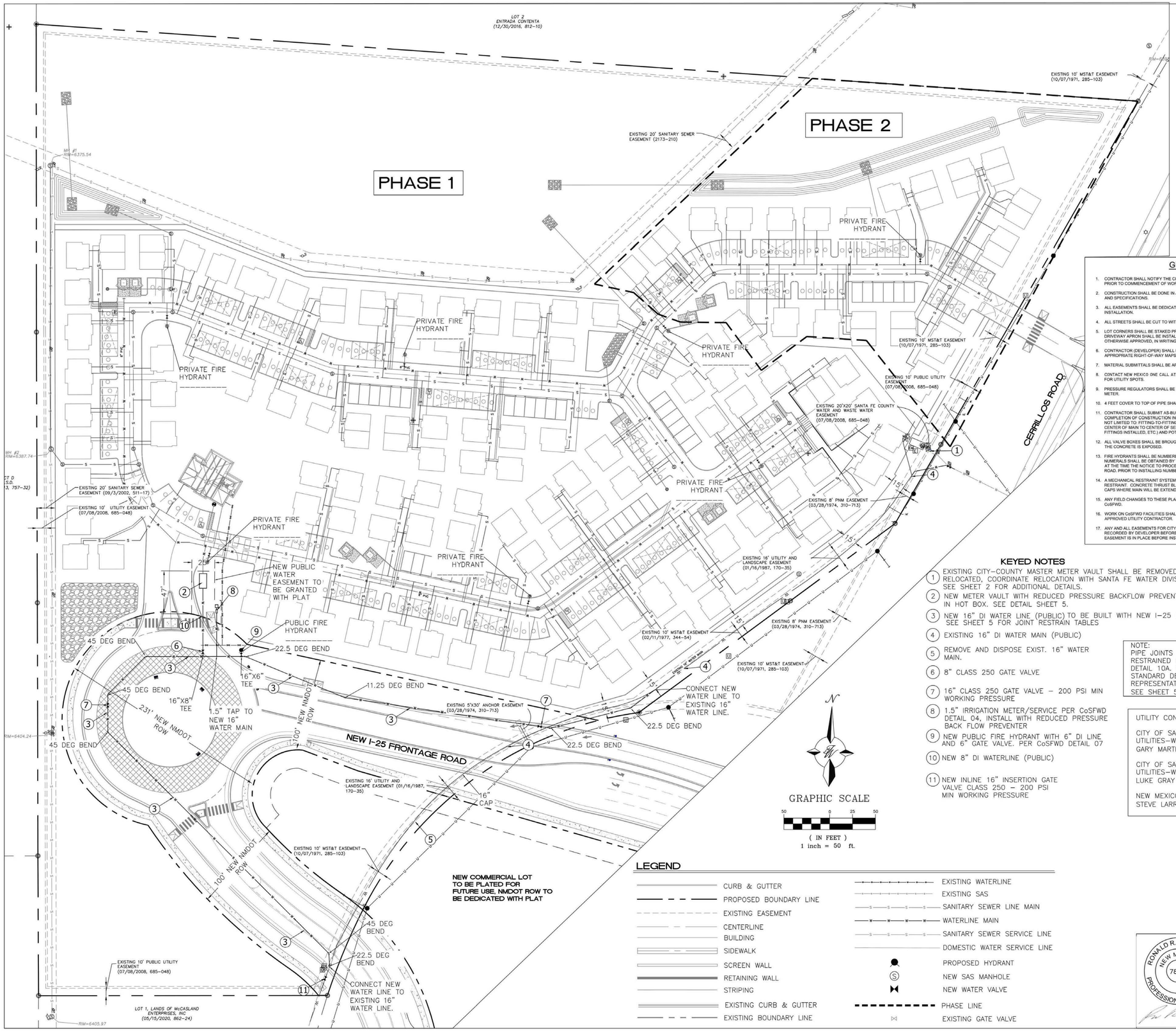
TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

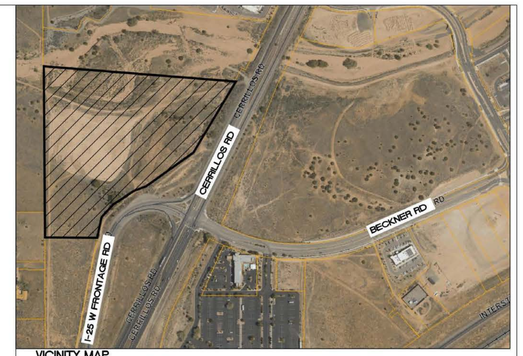
DRAWN BY: RMG

DATE: 12/07/2023

SHEET #: PAV-1

JOB #: 2022025





VICINITY MAP

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.

KEYED NOTES

1. EXISTING CITY-COUNTY MASTER METER VAULT SHALL BE REMOVED AND RELOCATED, COORDINATE RELOCATION WITH SANTA FE WATER DIVISION. SEE SHEET 2 FOR ADDITIONAL DETAILS.
2. NEW METER VAULT WITH REDUCED PRESSURE BACKFLOW PREVENTER IN HOT BOX. SEE DETAIL SHEET 5.
3. NEW 16" DI WATER LINE (PUBLIC) TO BE BUILT WITH NEW I-25 FRONTAGE SEE SHEET 5 FOR JOINT RESTRAIN TABLES
4. EXISTING 16" DI WATER MAIN (PUBLIC)
5. REMOVE AND DISPOSE EXIST. 16" WATER MAIN.
6. 8" CLASS 250 GATE VALVE
7. 16" CLASS 250 GATE VALVE – 200 PSI MIN WORKING PRESSURE
8. 1.5" IRRIGATION METER/SERVICE PER CoSFWD DETAIL 04, INSTALL WITH REDUCED PRESSURE BACK FLOW PREVENTER
9. NEW PUBLIC FIRE HYDRANT WITH 6" DI LINE AND 6" GATE VALVE. PER CoSFWD DETAIL 07
10. NEW 8" DI WATERLINE (PUBLIC)
11. NEW INLINE 16" INSERTION GATE VALVE CLASS 250 – 200 PSI MIN WORKING PRESSURE

NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS. SEE SHEET 5 FOR 16" RESTRAIN TABLES

UTILITY CONTACT INFORMATION

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES-WATER DIVISION
GARY MARTINEZ (505) 670-0480

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES-WASTE WATER DIVISION
LUKE GRAY (505) 955-4646

NEW MEXICO GAS COMPANY
STEVE LARRANGA (505) 412-2904

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING WATERLINE
- EXISTING SAS
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- SANITARY SEWER SERVICE LINE
- DOMESTIC WATER SERVICE LINE
- PROPOSED HYDRANT
- NEW SAS MANHOLE
- NEW WATER VALVE
- PHASE LINE
- EXISTING GATE VALVE

DOMESTIC & IRRIGATION SERVICE TABLE PHASE 1 AND PHASE 2

SERVICE ADDRESS	STREET NAME	SERVICE SIZE & TYPE (DS OR IR)	METER SIZE
27794	I-25 FRONTAGE	8" DS/FIRE	6"
27794	I-25 FRONTAGE	1.5" IR	1.5"

FIRE DESIGN TABLE

SERVICE SIZE	REQ'D FLOW* GPM	RESIDUAL PRESSURE PSI	BUILDING(S) SERVED
SEE DOM. & IRR. SERVICE TABLE	1000	85	BUNGALOW'S/CLUBHOUSE

A FIRE SERVICE IS DEDICATED FOR AUTOMATIC FIRE SPRINKLER SYSTEMS. ALL FIRE SERVICES MUST BE EQUIPPED WITH A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER WITH DETECTOR ASSEMBLY (RPDA). THE BACKFLOW PREVENTER MUST BE LOCATED WITHIN 30' OF THE CONNECTION TO THE WATER MAIN. BACKFLOW PREVENTERS MUST BE LISTED AS APPROVED BY THE UNIVERSITY OF SOUTHERN CALIFORNIA FOUNDATION FOR CROSS CONNECTION CONTROL AND HYDRAULIC RESEARCH

IT IS THE PROPERTY OWNER'S RESPONSIBILITY TO INSTALL, MAINTAIN AND INSPECT PRIVATE FIRE HYDRANTS AND PRIVATE FIRE MAINS IN ACCORDANCE WITH RESPONDING FIRE AGENCY'S ADOPTED FIRE CODE, NFPA 24 AND 25 AND ADDITIONAL POLICIES ISSUED BY THE RESPONDING FIRE AGENCY

*PEAK FLOW IN GALLONS PER MINUTE

*RESIDUAL PRESSURE IN POUNDS PER SQUARE INCH AT THE LISTED FIRE FLOW AT THE POINT OF CONNECTION TO MAIN

RECORD DRAWING

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		

2022025-WATER-PLAN

BUNGALOW'S ON CERILLOS WATER PLAN

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5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
03/28/24

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE _____
DATE _____

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
013/014	T16N,R9E,S18	

INSPECTOR
DATE: 2023
17

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING WATERLINE
- EXISTING SAS
- SANITARY SEWER LINE MAIN
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- PROPOSED HYDRANT
- NEW SAS MANHOLE
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- PHASE LINE
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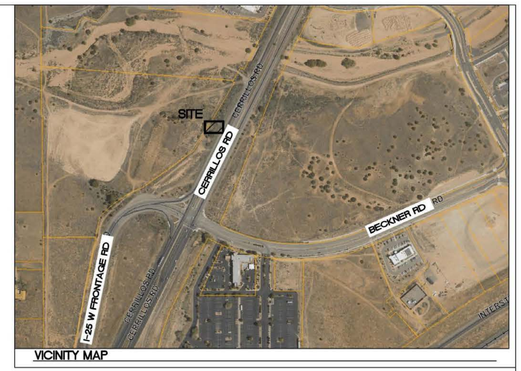
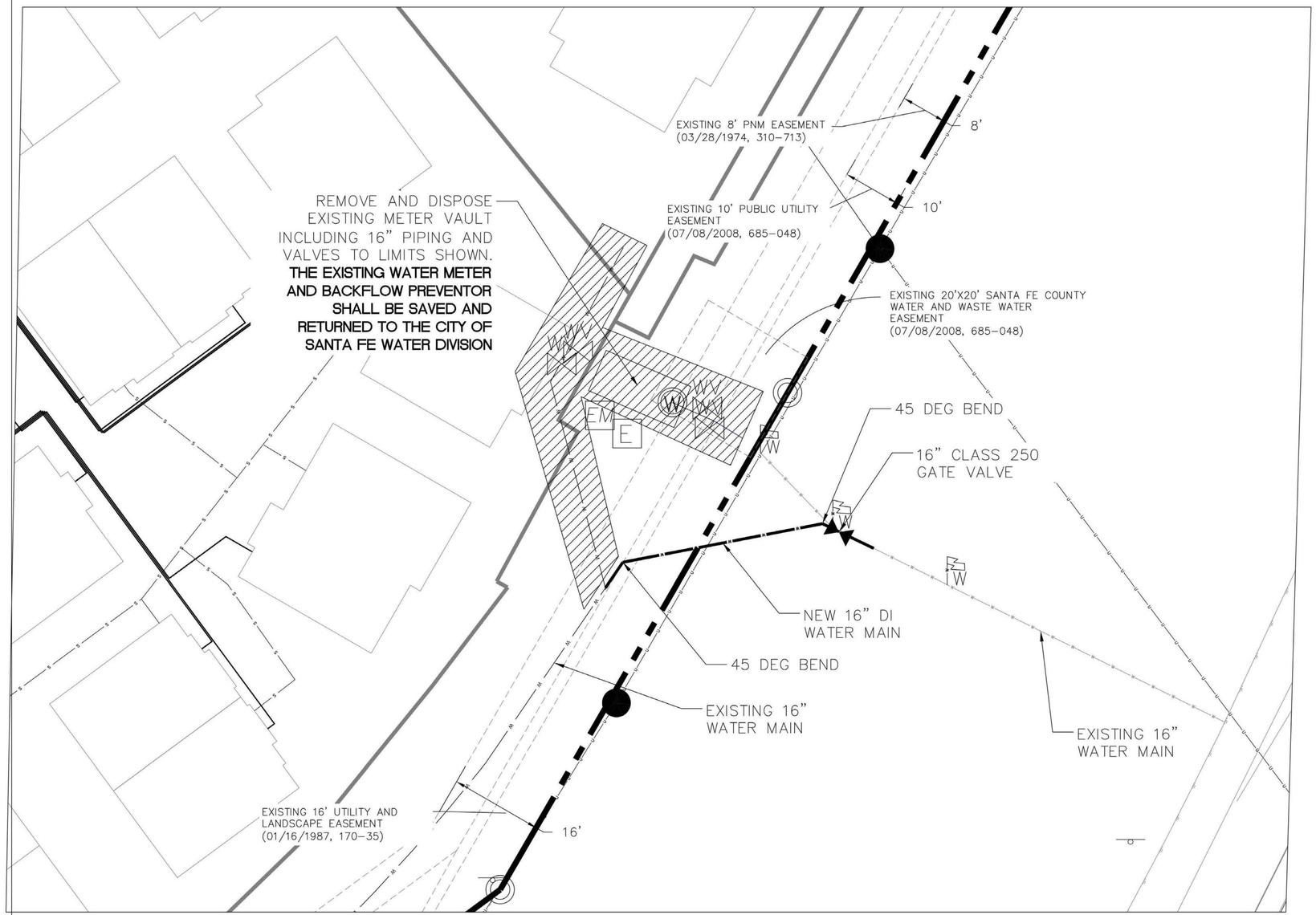


VICINITY MAP



N

GRAPHIC SCALE

10 0 5 10

(IN FEET)
1 inch = 10 ft.

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NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS. SEE SHEET 5 FOR 16" RESTRAIN TABLES

UTILITY CONTACT INFORMATION

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WATER DIVISION
GARY MARTINEZ (505) 670-0480

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WASTE WATER DIVISION
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NEW MEXICO GAS COMPANY
STEVE LARRANGA (505) 412-2904

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ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		

2022025–WATER–PLAN

BUNGALOW'S ON CERILLOS
WATER PLAN

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INSPECTOR
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2023

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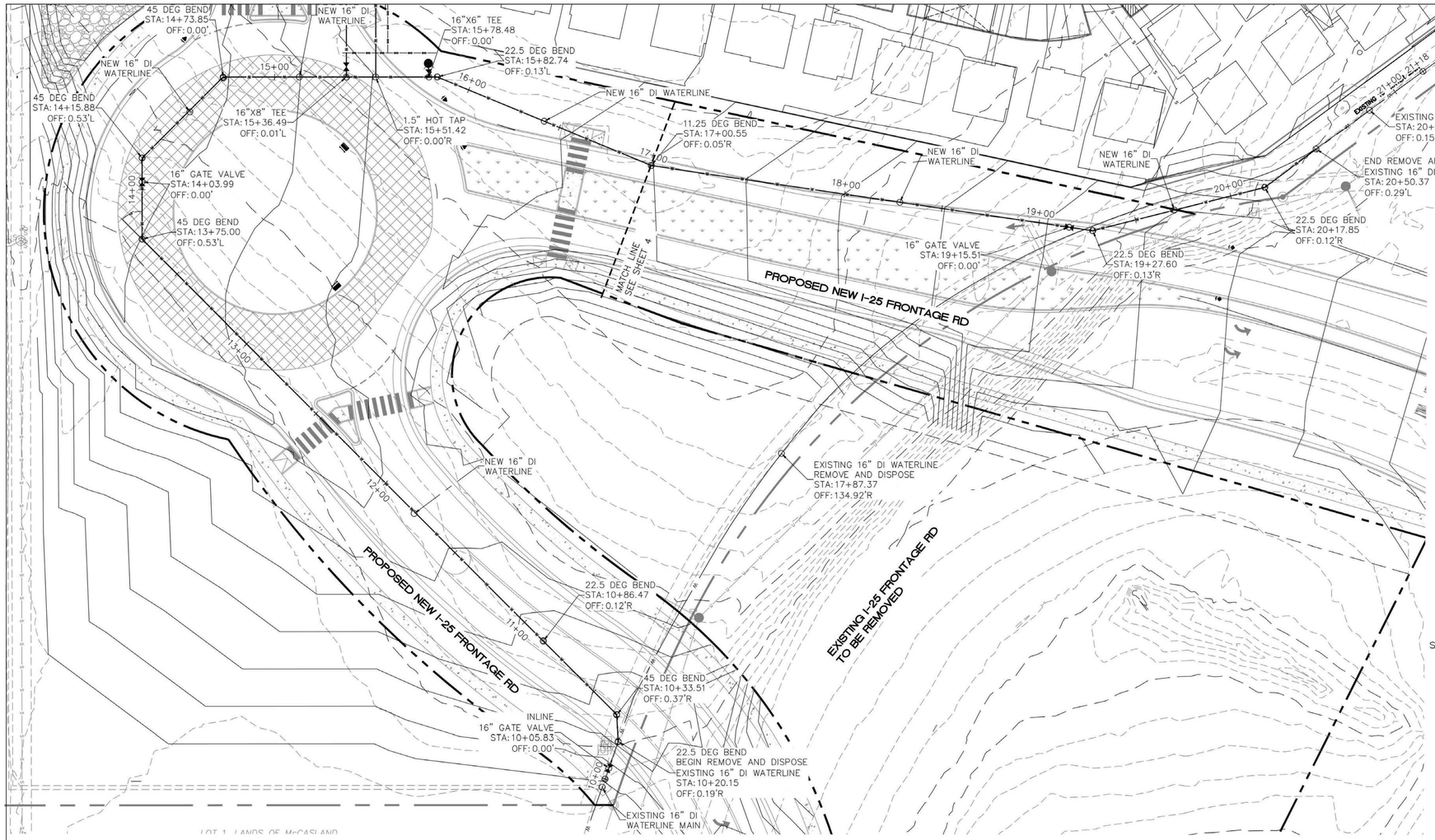

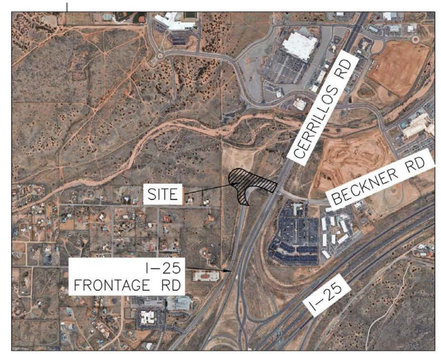

VICINITY MAP N.T.S.

NOTE:
ALL WATERLINES SHALL BE CONSTRUCTED OF POLY WRAPPED DUCTILE IRON

NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS SEE SHEET 5 FOR 16" RESTRAIN TABLES

UTILITY CONTACT INFORMATION

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WATER DIVISION
GARY MARTINEZ (505) 670–0480

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WASTE WATER DIVISION
LUKE GRAY (505) 955–4646

NEW MEXICO GAS COMPANY
STEVE LARRANGA (505) 412–2904

LEGEND

- PROPERTY LINE
- EASEMENT
- NEW WATERLINE
- EXISTING UNDERGROUND UTILITIES
- EXISTING WATER LINE
- EXISTING SAS LINE
- SAS MANHOLE
- NEW FIRE HYDRANT
- NEW WATER METER
- NEW BACKFLOW PREVENTER
- NEW GATE VALVE
- EXISTING POWER POLE & GUY WIRE

SCALE: HORIZ. 1"=30'
VERT. 1"=6'

GRAPHIC SCALE
30 15 0 15 30
SCALE: 1"=30'

RECORD DRAWING

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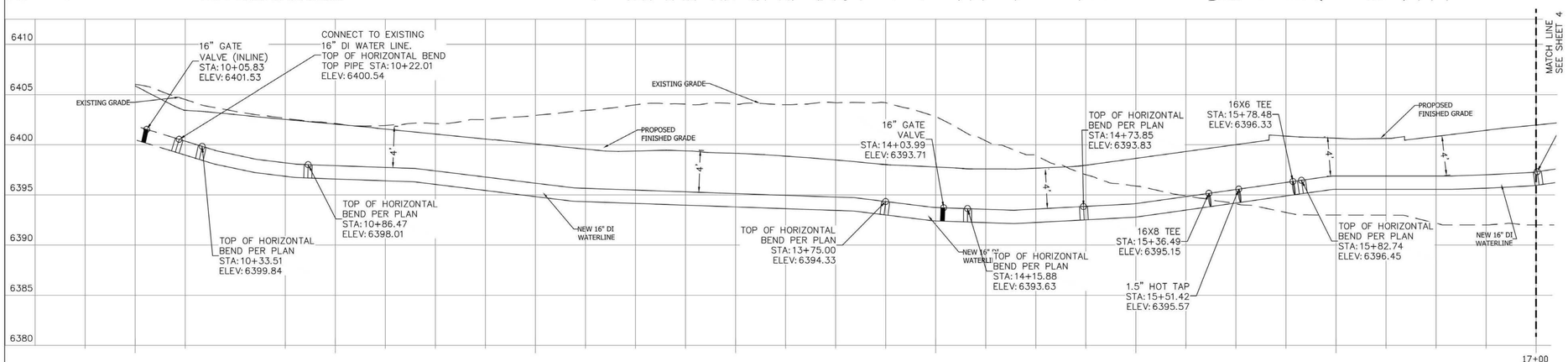
ENGINEER PE DATE



RECORD MAPPING

	BY	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

2022025_UTIL_FRONTAGE

BUNGALOW'S ON CERRILLOS
SANTA FE, NM

PUBLIC WATER PLAN AND PROFILE

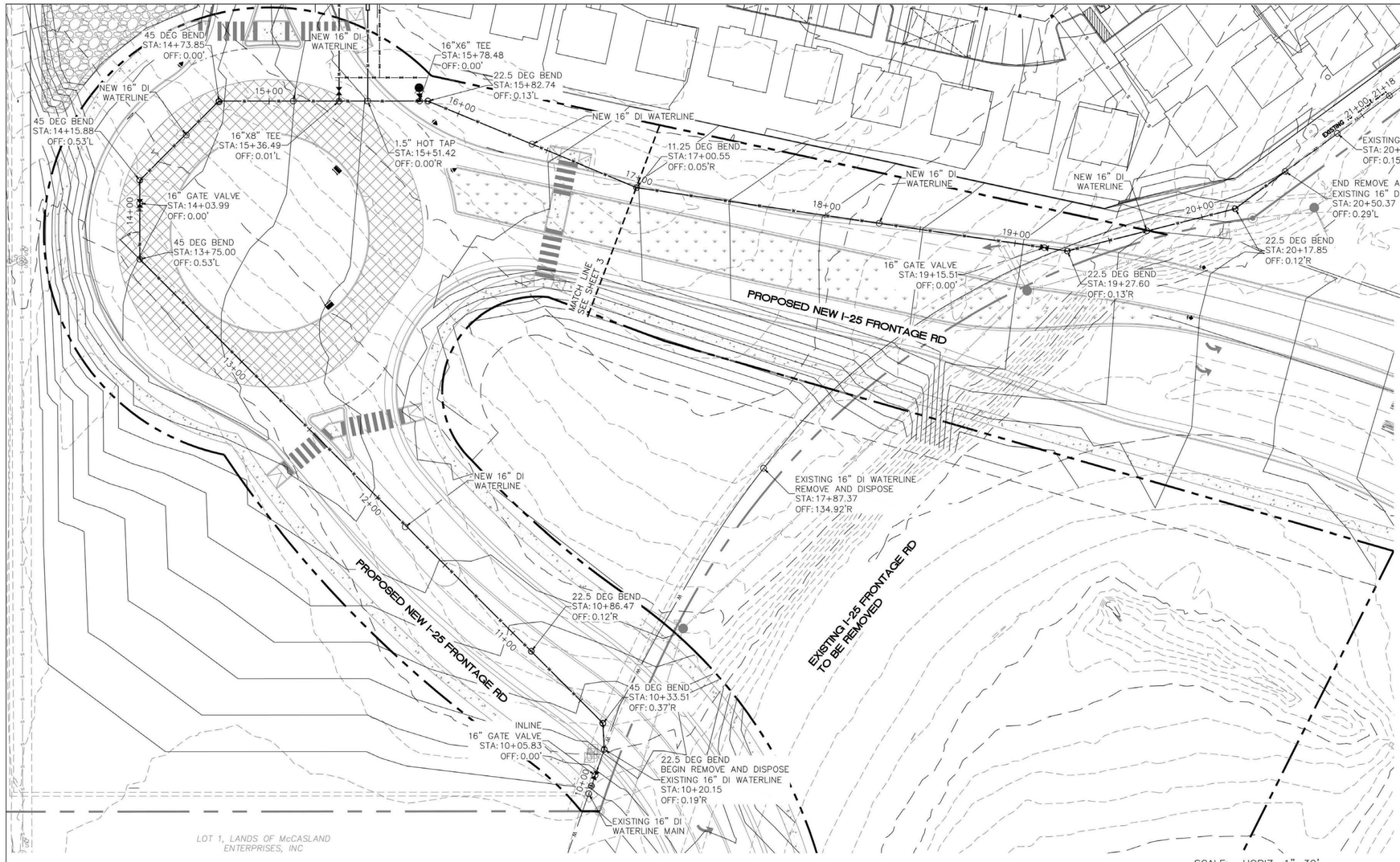
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
03/28/24

PLAT RECORDING INFORMATION
BOOK
PAGE
FILE
DATE

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
"013/014"	T16N,R9E,S18	#_____

INSPECTOR
DATE:
2023
17



VICINITY MAP N.T.S.

NOTE:
ALL WATERLINES SHALL BE CONSTRUCTED OF POLY WRAPPED DUCTILE IRON

NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS SEE SHEET 5 FOR 16" RESTRAIN TABLES

UTILITY CONTACT INFORMATION

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LEGEND

- PROPERTY LINE
- EASEMENT
- NEW WATERLINE
- EXISTING UNDERGROUND UTILITIES
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- NEW WATER METER
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- NEW GATE VALVE
- EXISTING POWER POLE & GUY WIRE

GRAPHIC SCALE
30 15 0 15 30
SCALE: 1"=30'

RECORD DRAWING

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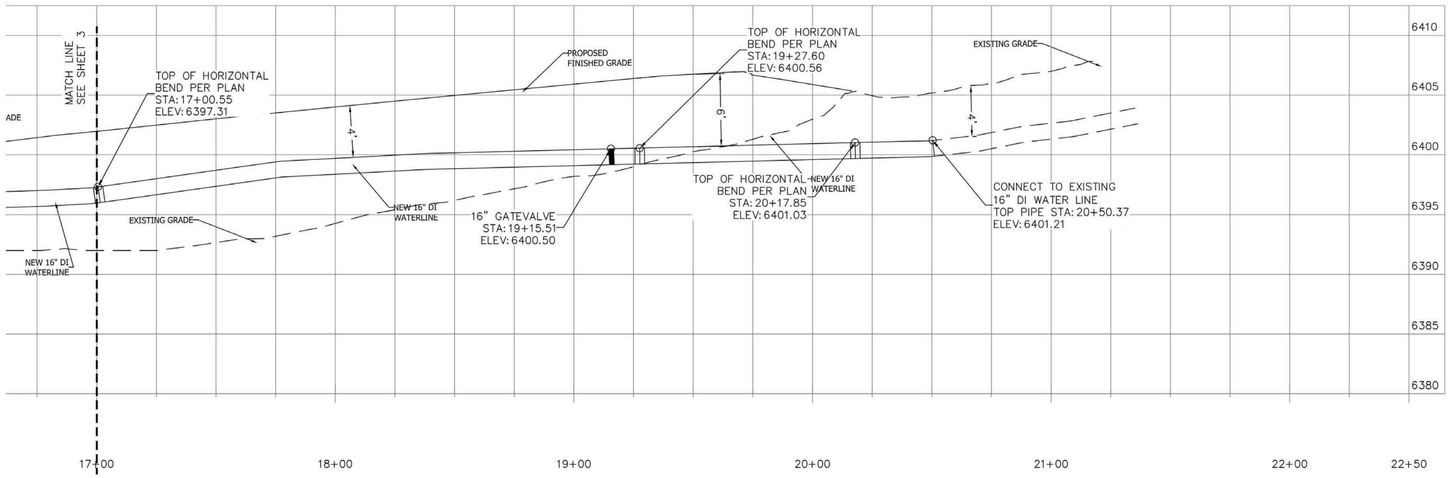
ENGINEER PE DATE

RECORD MAPPING

	BY	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		



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2022025_UTIL_FRONTAGE

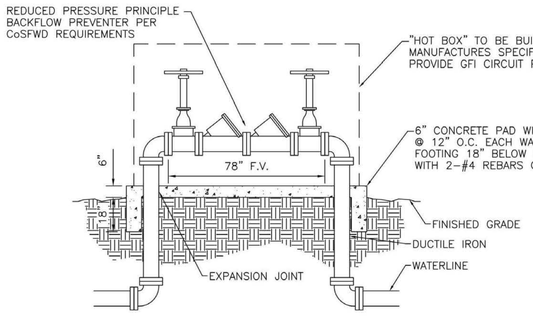
BUNGALOW'S ON CERRILLOS
SANTA FE, NM

PUBLIC WATER PLAN AND PROFILE

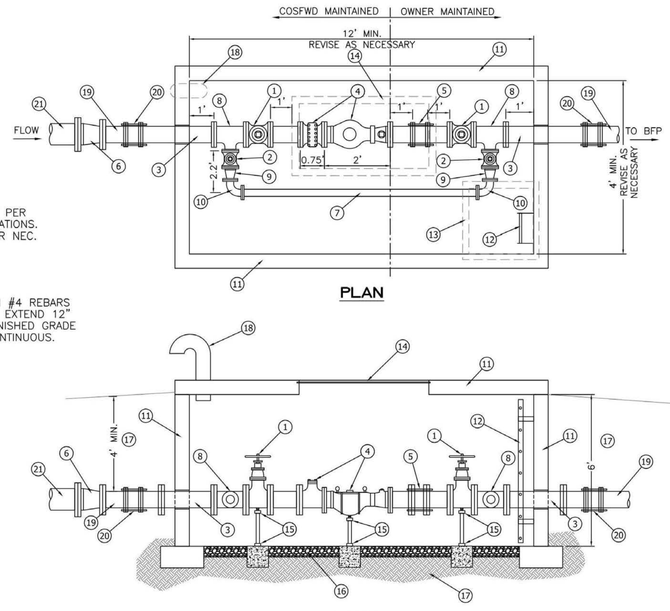
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
03/28/24

PLAT RECORDING INFORMATION	APPROVED		INSPECTOR
BOOK	CITY OF SANTA FE WATER DIVISION	DATE	DATE:
PAGE	SANTA FE FIRE DEPARTMENT	DATE	2023
FILE DATE	AERIAL '013/014'	TOWNSHIP RANGE SECTION T16N,R9E,S18	WORK ORDER NO. #_____

17



BACKFLOW DEVICE DETAIL
NTS



6" DOMESTIC/FIRE MASTER METER
NTS

MASTER METER DETAIL KEYED NOTES:

1. INSTALL 6" GATE VALVE FLANGED.
2. INSTALL 4" GATE VALVE FLANGED.
3. INSTALL 6" DUCTILE IRON PIPE SPOOL FLANGED & PLAIN END.
4. INSTALL A 6" ENDURO MODEL 2800D WATER METER ASSEMBLY W/ A 6" NEPTUNE MODEL 5200-201 STRAINER BOTH FURNISHED, INSTALLED AND MAINTAINED BY COSFWD.
5. INSTALL 6" ROMAC STYLE DJ400 DISMANTLING JOINT.
6. INSTALL 8"x6" DUCTILE IRON FLANGED REDUCER.
7. INSTALL 3" DUCTILE IRON PIPE SPOOL FLANGE.
8. INSTALL 6"x4" DUCTILE IRON FLANGED TEE.
9. INSTALL 4"x3" DUCTILE IRON FLANGED REDUCER.
10. INSTALL 3"-90° DUCTILE IRON BEND.
11. INSTALL PREFABRICATED VAULT WITH FOOTINGS. CONTRACTOR TO SUBMIT SHOP DRAWINGS AND STRUCTURAL ENGINEERING CALCULATIONS FOR APPROVAL PRIOR TO FABRICATION OF VAULT.
12. INSTALL HALLIDAY ALUMINUM LADDER SERIES L18 WITH L1E LADDER EXTENSION WITH SAFETY POST OR USF FABRICATION EQUAL.
13. INSTALL HALLIDAY ANGLE FRAME ACCESS DOOR, MODEL NO. S1S3636 OR USF FABRICATION EQUAL.
14. INSTALL HALLIDAY ANGLE FRAME ACCESS DOOR, MODEL NO. S1S3672 OR USF FABRICATION EQUAL.
15. INSTALL ADJUSTABLE PIPE SUPPORT WITH SADDLE TO MATCH PIPE SIZE WITH 12"x12"x12" CONCRETE SUPPORTS (TYPICAL).
16. GRAVEL FLOOR ¾" CRUSHED – 6" THICK.
17. COMPACTED BACKFILL IN ACCORDANC WITH CITY STANDARDS.
18. INSTALL 8" VENT WITH SCREEN.
19. 6" WATERLINE.
20. SOLID SLEEVE CONNECTION BETWEEN DUCTILE IRON PIPE AND SUPPLY PIPE.
21. 8" WATERLINE.

VICINITY MAP

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.

THE FOLLOWING TABLES WERE CREATED USING EBAA IRON INC. SOFTWARE FOR RESTRAINING JOINTS WITH THESE CRITERIA:

DEPTH OF BURY: 4.0' MINIMUM
SAFETY FACTOR: 1.5 TO 1
PIPE MATERIAL: DI
SOIL TYPE: SM-SILTY SAND
TEST PRESSURE: 150 PSI
TRENCH TYPE 3: PIPE BEDDED IN 4" MINIMUM LOOSE SOIL BACKFILL LIGHTLY CONSOLIDATED TO TOP OF PIPE

THESE LENGTHS WILL BE AFFECTED IF THE TYPE OF MATERIAL, GREATER DEPTH OF BURY, ETC. CHANGES. THESE MUST BE RECALCULATED BY THE DESIGN ENGINEER PRIOR TO CONSTRUCTION.

RESTRAINED JOINT LENGTHS FOR TEES*

SIZE	LENGTH ALONG RUN**					
	10'	8'	6'	4'	2'	0'
16x16x8	1	1	6	16	26	36
16X16X6	1	1	1	1	14	27

*RESTRAINTS ONLY PLACED ON THE BRANCH
**LENGTH ALONG RUN REFERS TO THE LENGTH OF PIPE ON EITHER SIDE OF THE TEE BEFORE THE NEXT JOINT.

RESTRAINED JOINT LENGTHS FOR HORIZONTAL BENDS, VALVES, AND DEAD ENDS (EACH SIDE)

SIZE	HORIZONTAL BENDS				VALVES
	90°	45°	22-1/2°	11-1/4°	DEAD END
16	36	15	8	4	65

16" JOINT RESTRAIN TABLE
NTS

NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS SEE SHEET 5 FOR 16" RESTRAIN TABLES

UTILITY CONTACT INFORMATION

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NEW MEXICO GAS COMPANY
STEVE LARRANGA (505) 412-2904

RECORD DRAWING

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
03/28/24

2022025-WATER-PLAN

BUNGALOW'S ON CERILLOS WATER PLAN

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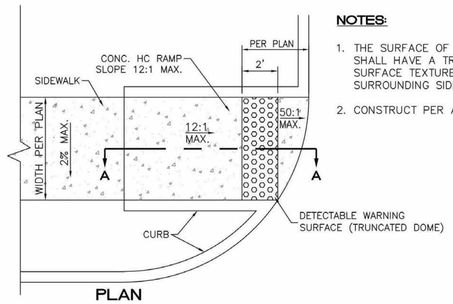
www.tierrawestllc.com

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE _____
DATE _____

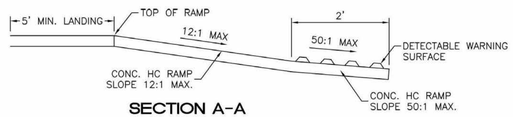
APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
013/014	T16N,R9E,S18	

INSPECTOR
DATE: _____
2023
17



PLAN



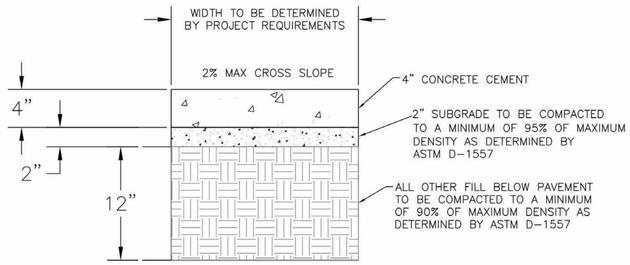
SECTION A-A

UNIDIRECTIONAL HC RAMP

NOT TO SCALE

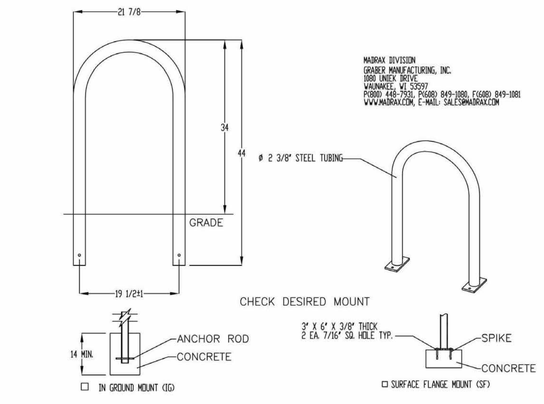
NOTES:

1. THE SURFACE OF RAMP AND SIDES SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. CONSTRUCT PER A.D.A. STANDARDS.



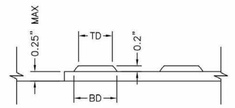
CONCRETE SIDEWALK SECTION

ALL SIDEWALKS SHALL BE ADA COMPLIANT



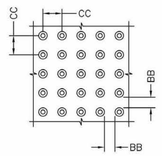
BIKE RACK DETAIL

NTS



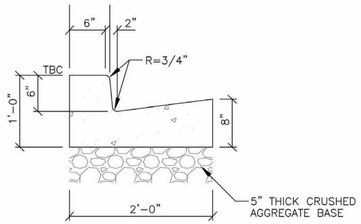
DOME SECTION

BD – BASE DIAMETER 0.9" MIN
TD – TOP DIAMETER 50% OF BD MIN TO 65% OF BD MAX



DOME SPACING

CC – CENTER TO CENTER SPACING 2.35"
BB – BASE TO BASE SPACING 1.48" MIN



STANDARD CURB AND GUTTER

NTS

Racks:

- Inverted U type bicycle racks are the required bicycle parking rack.
- Each rack must be securely anchored and accommodate a bicycle frame where one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
- A space of two (2) feet by six (6) feet (12 square feet) must be provided for each required bicycle parking space so that a bicycle six (6) feet long can be securely held with two points supported so that the bicycle cannot be pushed, or fall in a way that would damage the bicycle frame, wheel, or components.
- All racks must provide two points of contact with the frame at least 6" apart horizontally.
- If a bicycle corral is sought within a public street right-of-way, all design elements shall be developed in coordination with and approved by the city of Santa Fe public works department and parking division.

Distance to other racks:

- Racks placed parallel to each other (side by side) must be at least thirty-six (36) inches apart, this includes rack units sold as multiple units attached together.
- Racks aligned end to end must be at least ninety-six (96) inches apart.

Distance from wall:

- Racks placed perpendicular to a wall must be at least forty-eight (48) inches from the wall to the nearest vertical component of the rack.
- Racks parallel to a wall must be at least thirty-six (36) inches from the wall.

Distance from curb:

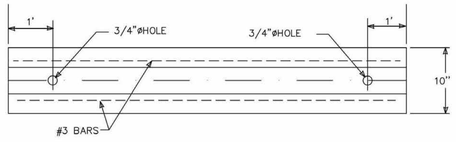
- Racks placed perpendicular to a curb must be at least forty-eight (48) inches from the curb to the nearest vertical component of the rack.
- Racks placed parallel to a curb must be at least twenty-four (24) inches from the curb to the rack.

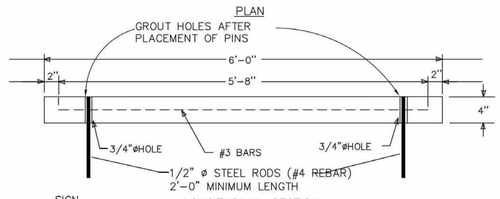
Distance from pedestrian aisle:

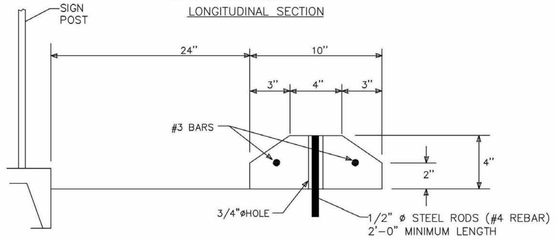
- Rack units perpendicular to a pedestrian aisle must be at least forty-eight (48) inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least sixty (60) inches wide.

Parking and maneuvering areas:

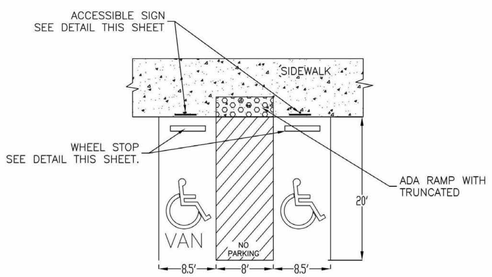
- Each required bicycle parking space must be accessible without needing to move another bicycle.
- There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow for maneuvering of the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk.
- The area devoted to bicycle parking must be hard surfaced.







WHEEL STOP

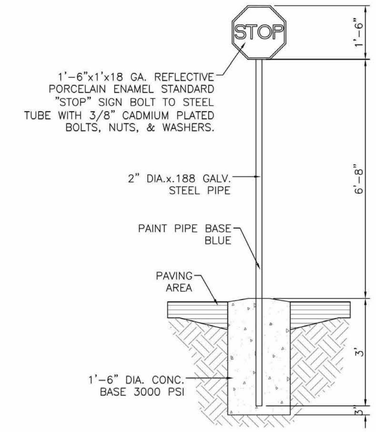


NOTES:

1) International Symbol of Accessibility shall be painted on the pavement at rear of space, white symbol on blue background.
2) Parking space lines and diagonal striping to be painted blue.
3) Access aisle shall have the words "NO PARKING" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space so as to be close to where an adjacent vehicle's rear tires would be placed.
4) ADA parking areas – not to exceed a slope greater than 2% in any direction

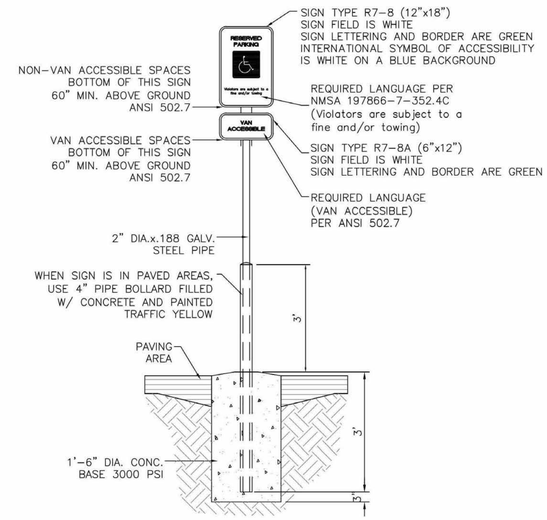
(1) HC PARKING DETAIL

SCALE: NTS



STOP SIGN

1/2" = 1'-0"



ACCESSIBLE PARKING SIGN

NTS

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-07-23
RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
CONSTRUCTION DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: RMG
DATE: 12/07/2023
SHEET #: DET-1
JOB #: 2022025

LOT 2
ENTRADA CONTENTA
(12/30/2016, 812-10)

LEGAL DESCRIPTION:

T16N R 9E S18 19.218AC TR A

TOTAL PROPERTY: 837,136 S.F., 19.218 ACRES

PHASE 1

PHASE 2

INSTALL NEW FIRE HYDRANT w/6" GATE VALVE

NEW PRIVATE 8" PVC WATER MAIN

26' FIRELANE

KNOX BOX + PREMISE ID

6" PVC FIRE LINE WITH PIV

INSTALL FDC

PRIMARY VEHICLE ACCESS, ALL AUTOMATIC GATES SHALL BE INSTALLED WITH OPTICOM SYSTEM APPROVED BY THE SANTA FE FIRE MARSHALS OFFICE

NEW 6" FIRE AND DOMESTIC COMBINATION WATER METER ASSEMBLY

INSTALL NEW FIRE HYDRANT w/6" GATE VALVE

VEHICLE ACCESS w/GATE. INSTALL KNOX BOX

EXISTING 16" DI WATER MAIN

LOT 1, LANDS OF McCASLAND ENTERPRISES, INC. (05/15/2020, 862-24)

GRAPHIC SCALE

50 0 25 50

(IN FEET)

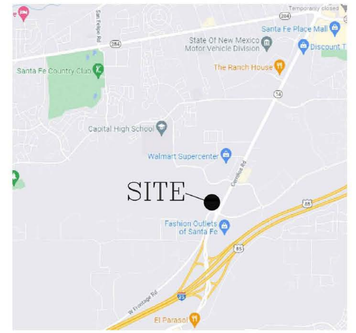
1 inch = 50 ft.

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- PHASE LINE
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- SANITARY SEWER SERVICE LINE
- DOMESTIC WATER SERVICE LINE
- PROPOSED HYDRANT
- NEW SAS MANHOLE
- NEW WATER VALVE
- FIRE ACCESS LANE (ASPHALT)

CLUBHOUSE DATA
BUILDING FOOTPRINT= 2,500 SF
OCCUPANCY TYPE = A-3
CONSTRUCTION TYPE = V-B
SPRINKLERED
FIRE-FLOW = 375 GPM PER TABLE B105.1(2) AND B105.2 (IFC-2015)

RESIDENTIAL DATA
MAX BUILDING FOOTPRINT= 1,750 SF
OCCUPANCY TYPE = R-3
CONSTRUCTION TYPE = V-B
NOT-SPRINKLERED
FIRE-FLOW = 1,000 GPM PER TABLE B105.1(1) (IFC-2015)



VICINITY MAP:

FIRE PLAN NOTES

1. R313.1 AUTOMATIC FIRE SPRINKLERS SYSTEMS IN TOWNHOUSES AND ONE AND TWO-FAMILY DWELLINGS ARE NOT REQUIRED WHEN THE UNITS ARE NOT MORE THAN THREE STORIES ABOVE GRADE PLANE IN HEIGHT AND THAT HAVE A SEPARATE MEANS OF EGRESS AND THEIR ACCESSORY STRUCTURES.
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. FIRE APPARATUS ACCESS SHALL HAVE AN UNOBSTRUCTED WIDTH NOT LESS THAN 20 FEET EXCLUSIVE OF SHOULDERS AND UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET 6 INCHES. (IFC 2015 SECTION 503.2.1)
4. FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING OF ANY NEW CONSTRUCTION (IFC 2015 SECTION 503.1.1)
5. ON SITE FIRE LANE ROAD SHALL BE MARKED ON BOTH SIDES, AS DIRECTED BY FIRE MARSHALL
6. FIRE APPARATUS ACCESS ROADS SHALL NOT EXCEED 10 PERCENT IN GRADE AND SHALL HAVE AN ALL WEATHER DRIVING SURFACE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 75000 LBS
7. KEY BOX (KNOX BOX) SHALL BE MOUNTED BETWEEN 4 AND 6 FEET ABOVE GRADE AND SHALL BE ILLUMINATED.
8. MAX DWELLING UNIT HEIGHT IS 26-FT OR 2.5 STORIES HIGH.
9. 507.5 FIRE HYDRANT SYSTEMS. FIRE HYDRANT SYSTEMS SHALL COMPLY WITH SECTIONS 507.5.1 THROUGH 507.5.6.
10. 507.5.1 WHERE REQUIRED. WHERE A PORTION OF THE FACILITY O BUILDING HEREAFTER CONSTRUCTED OR MOVED INTO OR WITHIN TH JURISDICTION IS MORE THAN 400 FEET (122 M) FROM A HYDRANT ON FIRE APPARATUS ACCESS ROAD, AS MEASURED BY AN APPROVED ROUT AROUND THE EXTERIOR OF THE FACILITY OR BUILDING.
11. SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS A PER IFC (APPENDIX B)
12. SHALL MEET THE 150 FEET DRIVEWAY REQUIREMENTS MUST BE MET A PER IFC, OR AN EMERGENCY TURN-AROUND THAT MEETS THE IFC REQUIREMENTS SHALL BE PROVIDED. (AS PER APPENDIX D TABLE D103.4)
13. SHALL COMPLY WITH D105 AERIAL FIRE APPARATUS ACCESS ROADS (WIDTH AND PROXIMITY TO BUILDING)
14. SHALL COMPLY WITH SECTION D106 MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS.
15. 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.
16. 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.
17. SHALL MEET THE IFC CODE REQUIREMENTS 2015 EDITION OR THE MOST CURRENT EDITION THE GOVERNING BODY HAS ADOPTED AT THE TIME OF PERMITTING.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-07-23

RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

FIRE ONE PLAN

DRAWN BY: RMG

DATE: 12/07/2023

2022025-FO

SHEET # FO-1

JOB # 2022025

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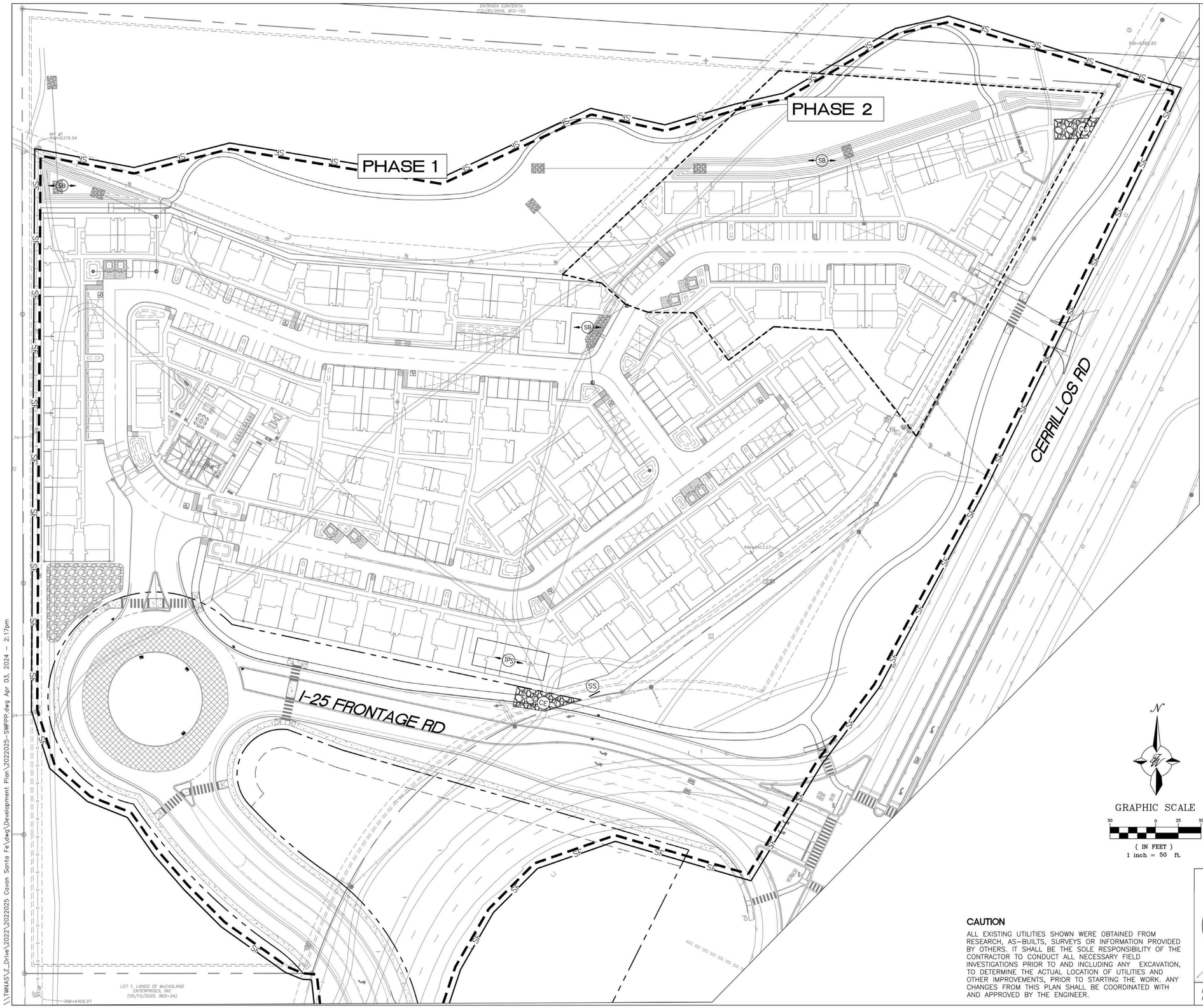

EROSION NOTES

- TPS — TEMPORARY PARKING AND STORAGE
- LIMITS OF DISTURBANCE
- SB — TEMPORARY SEDIMENT BASIN

EROSION DETAILS

- CE — TEMPORARY STONE CONSTRUCTION EXIT
- SF — TEMPORARY SILT FENCE
- SS — SWPPP SIGN
- SF — SILT FENCE
- CE — CONSTRUCTION EXIT
- IP — INLET PROTECTION

SEQUENCE OF CONSTRUCTION:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES
2. POST PUBLIC NOTICE PER DETAILS
3. INSTALL DOWN GRADIENT PERIMETER CONTROLS
4. THE ENTIRE SITE WILL BE GRADED TO DRAIN TO THE PROPOSED PONDS AT ALL TIMES DURING CONSTRUCTION. INSTALL SEDIMENT BASINS PRIOR TO CLEARING REST OF THE SITE.
5. NOTIFY SWPPP COMPLIANCE INSPECTOR OF COMPLETION OF ABOVE.
6. BEGIN SOIL DISTURBING ACTIVITIES
7. PROVIDE TEMPORARY STABILIZATION OF DISTURBED AREAS OR STOCKPILES
8. INSTALL UNDERGROUND UTILITIES
9. FINISH GRADING THE SITE
10. PAVE COMMON ACCESS DRIVE AISLES AND SIDEWALKS
11. INSTALL LANDSCAPING ON SITE.

GROUND COVER (PRE-CONSTRUCTION)

THE PRE-CONSTRUCTION GROUND COVER CONSISTS OF A MIXTURE OF PREVIOUS GRADING WHICH CONSISTS OF NON NATIVE FILL, GRADING FOR UNPAVED ACCESS ROADS AND UTILITIES AS WELL AS UNCOMPACTED SOIL WITH NATIVE GRASSES, WEEDS, AND SHRUBS.

STORMWATER TEAM MEMBERS

BMP INSTALLATION, MAINTENANCE AND CORRECTIVE ACTIONS
INSPECTIONS NAME TBD
PHONE
EMAIL

INSPECTIONS NAME TBD
PHONE
EMAIL

LIST OF OPERATORS

OPERATOR 1 NAME TBD
PHONE
EMAIL

OPERATOR 2 NAME
PHONE
EMAIL

OPERATOR 3 NAME
PHONE
EMAIL

SWPPP PURPOSE

THE PURPOSE OF THIS SWPPP IS TO APPLY SWPPP CONTROLS THAT ARE REQUIRED DURING DEVELOPMENT OF SITE AND PUBLIC RIGHT OF WAYS.

N

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

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RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-07-23
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BUNGALOWS ON CERRILLOS
27794 W I-25 FRONTAGE RD, SANTA FE
EROSION CONTROL PLAN

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DRAWN BY: RMG
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2022025-SW
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GENERAL EROSION NOTES:

A. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THE SWPPP BOOK, THE GENERAL CONSTRUCTION PERMIT, THIS DRAWING ("TEMPORARY EROSION CONTROL AND SEDIMENTATION PLAN"), STANDARD DETAILS ("TEMPORARY EROSION CONTROL AND SEDIMENTATION DETAILS"), EPA NOTICE OF INTENT PERMIT AND ALL SUBSEQUENT REPORTS, CORRECTIVE ACTIONS AND EROSION CONTROL RELATED DOCUMENTS.

B. ALL OPERATORS AS DESIGNATED, CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH SITE ACTIVITIES RELATED TO STORM WATER POLLUTION PREVENTION SHALL REVIEW A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP), THE CONSTRUCTION GENERAL PERMIT, THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES), THE CLEAN WATER ACT OF 1972 AND BECOME FAMILIAR WITH THEIR CONTENTS.

C. THE OPERATOR IN CONTROL OF DAILY SITE ACTIVITIES SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS THAT MAY OCCUR AT NO ADDITIONAL COST TO PROJECT OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

D. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO ALL FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. OPERATOR WITH CONTROL OF DAILY SITE ACTIVITIES SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY, LOCAL JURISDICTIONAL AUTHORITY OR SWPPP COMPLIANCE INSPECTOR.

E. THE TEMPORARY EROSION CONTROL AND SEDIMENTATION PLAN IS A WORKING DOCUMENT AND IS REQUIRED TO BE UPDATED WITHIN 24 HOURS OF ANY CHANGES WHEN BMP'S ARE REPAIRED, RELOCATED OR REMOVED BY NOTING ON THE PLAN THE AREAS AND DATES OF THE REPAIRS, RELOCATIONS OR REMOVALS. AN ACTIVE COPY OF THE PLAN SHALL BE POSTED IN THE JOB SITE TRAILER ONSITE AND MUST BE MAINTAINED CURRENT AT ALL TIMES.

F. CONTRACTOR SHALL MINIMIZE CLEARING AND EARTH DISTURBANCE TO THE MAXIMUM ACREAGE AS REQUIRED BY THE EPA CONSTRUCTION GENERAL PERMIT.

G. CONTRACTOR SHALL DENOTE ON THIS PLAN, THE LOCATION OF TEMPORARY PARKING, STORAGE, PORTABLE SANITARY FACILITIES, OFFICE TRAILERS, AND ALL SUPPORT AREAS. RELOCATIONS OF EACH SHALL ALSO BE DOCUMENTED AS THEY OCCUR.

H. ALL WASH OUT WATER USED FOR CONCRETE, MASONRY, PAINT AND OTHER MATERIALS SHALL HAVE ADEQUATE SIGNAGE WITH PROPER CONTAINMENT AND DISPOSED OF PROPERLY WHEN CAPACITY REACHES 50% OR PER VENDOR RECOMMENDATIONS. VENDORS AND TRADESMEN SHALL BE INFORMED OF THE REQUIREMENTS TO USE THE WASH OUT.

I. A SPILL KIT SHALL BE READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS. A DISCHARGE OF ANY MATERIAL IN A QUANTITY THAT MAY WITHIN REASONABLE PROBABILITY CAUSE, INJURE OR BE DETRIMENTAL TO HUMAN HEALTH, ANIMAL OR PLANT LIFE, OR PROPERTY; OR INTERFERE WITH THE PUBLIC WELFARE MUST BE REPORTED TO THE NEW MEXICO ENVIRONMENTAL DEPARTMENT HOTLINE AT (505) 827-9329 FOR EMERGENCIES OR FOR NON EMERGENCIES AT (866)-428-6535. IF UNSURE IF THE SPILL IS OF A SIGNIFICANT QUANTITY, THE SPILL SHOULD BE REPORTED TO THE HOTLINE AND INFORMATION PROVIDED WITH DETAILS OF THE SPILL FOR FURTHER ACTIONS.

J. DUST DURING CONSTRUCTION OPERATIONS SHALL BE FREQUENTLY CONTROLLED BY WATER SUPPRESSION METHODS ONLY, EARTH DISTURBING OPERATIONS SHALL CEASE IF HIGH WINDS ABOVE 35 MPH ARE PRESENT. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS IS STRICTLY PROHIBITED. OTHER CHEMICALS USED FOR DUST SUPPRESSION MUST BE APPROVED BY THE EPA PRIOR TO THEIR USE.

K. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED, COVERED, LEAK PROOF CONTAINERS. CONTAINERS SHALL BE DISPOSED OF PROPERLY WHEN CAPACITY IS REACHED. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER.

L. ALL STORM WATER POLLUTION PREVENTION MEASURES AND CONTROLS PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED PER THE SEQUENCE OF CONSTRUCTION AS NOTED.

M. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS BEEN TEMPORARILY SUSPENDED FOR 14 DAYS, SHALL HAVE TEMPORARILY STABILIZATION IN PLACE NO LATER THAN 14 DAYS FROM THE LAST DATE OF CONSTRUCTION ACTIVITY OCCURRING THESE AREAS.

N. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL HAVE PERMANENT CONTROLS IN PLACE NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

O. IF THE ACTION OF VEHICLES OR EQUIPMENTS TRAVELING OVER THE CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD FROM LEAVING THE SITE, THEN THE LENGTH OF THE EXIT SHOULD BE EXTENDED TO PROVIDE ADDITIONAL TIRE ROTATIONS, LARGER ROCK MAY BE USED TO CREATE A SUFFICIENT JARRING MOTION OR INSTALL A TIRE WASH OFF WITH A SEDIMENT TRAP BEFORE LEAVING THE SITE.

P. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

Q. THE OPERATOR IN CHARGE OF THE DAILY SITES ACTIVITIES WILL BE RESPONSIBLE FOR REMOVING SEDIMENT OR SOILS ACCUMULATING MORE THAN 50% OF THE DESIGN CAPACITY IN DETENTION PONDS, SILT FENCING OR OTHER SIMILAR EROSION CONTROLS.

R. ON-SITE & OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES, AS REQUIRED PER THE CONSTRUCTION GENERAL PERMIT. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE ESC PLAN AND PERMITTED IN ACCORDANCE WITH LOCAL AUTHORITIES HAVING JURISDICTIONAL CONTROL.

S. SLOPES SHALL BE LEFT WITH CROSS SLOPE GRADING PATTERN AND IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION RILLS. EXCESSIVE SLOPES MAY REQUIRE ADDITIONAL INDUSTRY STANDARD CONTROLS TO PREVENT EROSION.

T. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE OPERATOR IN CONTROL OF THE SITE'S DAILY ACTIVITIES SHALL BE RESPONSIBLE FOR ADJUSTING AND MAINTAINING ALL EROSION CONTROL TO PREVENT EROSION.

U. ALL DISTURBED AREAS SHALL BE SUPPRESSED BY WATER AND ALL CONTROLS LEFT IN GOOD WORKING CONDITION AT THE END OF EACH WORKING DAY, THIS INCLUDES REPLACEMENT OF SILT FENCING AND/OR OTHER SURFACE CONTROLS, TRACK OUT SWEPT CLEAN, BACKFILL OF OPEN TRENCHES AND ANY OTHER EROSION CONTROLS.

ESC PLAN STANDARD NOTES:

1. ALL EROSION AND SEDIMENT CONTROL (ESC WORK) ON THESE PLANS, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON SHALL BE PERMITTED, CONSTRUCTED, INSPECTED, AND MAINTAINED IN ACCORDANCE WITH:
   a. THE CITY ORDINANCE,
   b. THE EPA'S 2022 CONSTRUCTION GENERAL PERMIT (CGP), AND
2. ALL BMP'S MUST BE INSTALLED PRIOR TO BEGINNING ANY EARTH MOVING ACTIVITIES EXCEPT AS SPECIFIED HEREON IN THE PHASING PLAN. CONSTRUCTION OF EARTHEN BMPS'S SUCH AS SEDIMENT TRAPS, SEDIMENT BASINS, AND DIVERSION BERMS SHALL BE COMPLETED AND INSPECTED PRIOR TO ANY OTHER CONSTRUCTION OR EARTHWORK. SELF-INSPECTION IS REQUIRED AFTER INSTALLATION OF THE BMP'S AND PRIOR TO BEGINNING CONSTRUCTION.
3. SELF-INSPECTIONS – AT A MINIMUM A ROUTINE COMPLIANCE SELF-INSPECTION IS REQUIRED TO REVIEW THE PROJECT FOR COMPLIANCE WITH THE CONSTRUCTION GENERAL PERMIT ONCE EVERY 14 DAYS AND AFTER ANY PRECIPITATION EVENT OF ¼ INCH OR GREATER UNTIL THE SITE CONSTRUCTION HAS BEEN COMPLETED AND THE SITE DETERMINED AS STABILIZED BY THE CITY. REPORTS OF THESE INSPECTIONS SHALL BE KEPT BY THE PERSON OR ENTITY AUTHORIZED O DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST.
4. CORRECTIVE ACTION REPORTS MUST BE KEPT BY THE PERSON OR ENTITY AUTHORIZED TO DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST.
5. STABILIZATION REPORTS MUST BE KEPT BY THE PERSON OR ENTITY AUTHORIZED TO DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST. REPORTS SHOULD INCLUDE RECORDS OF WEED REMOVAL PER CITY ORDINANCE (9-8-1), STERILIZATION, SOIL TEST RESULTS AND RECOMMENDATION, MATERIALS AND MANUFACTURER'S SPECIFICATIONS FOR APPLICATION RATES, ESTIMATED FUNCTIONAL LONGEVITY, METHODS OF APPLICATION, INSPECTION AND MAINTENANCE. THE REDUCED SELF-INSPECTION SCHEDULE IN CGP 4.4.1 APPLIES TO STABILIZED AREA AND ANY DAMAGED OR WORN STABILIZATION MUST BE IDENTIFIED IN THE REPORTS ALONG WITH WEED PROBLEMS. CORRECTIVE ACTIONS FOR STABILIZATION SHALL BE DOCUMENTED IN A STABILIZATION REPORT INCLUDING ACTUAL RATES AND DATES OF STABILIZATION, AND THE MATERIALS AND MANUFACTURER'S SPECIFICATIONS USED.
6. BMP'S SHALL BE INSPECTED AND MAINTAINED UNTIL ALL DISTURBED AREAS ARE STABILIZED IN ACCORDANCE WITH THE FINAL STABILIZATION CRITERIA (CGP 2.2.14.b). GENERALLY, ALL DISTURBED AREAS, OTHER THAN STRUCTURES AND IMPERVIOUS SURFACES, MUST HAVE UNIFORM PERENNIAL VEGETATION THAT PROVIDES 70 PERCENT OR MORE OF THE COVER PROVIDED BY NATIVE VEGETATION OR SEED THE DISTURBED AREA AND PROVIDE NON-VEGETATIVE MULCH THAT PROVIDES COVER AT LEAST THREE YEARS WITHOUT ACTIVE MAINTENANCE. FINAL STABILIZATION MUST BE APPROVED BY THE CITY OF SANTA FE PRIOR TO REMOVAL OF BMP'S AND DISCONTINUATION OF INSPECTIONS.

NATURE AND EXTENT OF CONSTRUCTION ACTIVITIES:

NATURE OF CONSTRUCTION ACTIVITIES: MASS ROUGH GRADING OF THE SITE, INSTALLATION OF UTILITIES (WATER AND SANITARY SEWER) AND PAVING OF INTERNAL DRIVE AISLES, PARKING AND SIDEWALKS, BUILDING CONSTRUCTION AND LANDSCAPING AND OFFSITE IMPROVEMENTS.

PROPERTY SIZE: 16.54 ACRES

DISTURBED AREA SIZE: 15.46 ACRES

MAXIMUM DISTURBED AREA SIZE: 15.46 ACRES

PROJECT SCHEDULE: SCHEDULE LENGTHS ARE TBD, SEE SEQUENCE OF CONSTRUCTION THIS SHEET SW-1 FOR SCHEDULE TASKS DESCRIPTION.

CONSTRUCTION PHASE: THE FIRST PHASE OF CONSTRUCTION, CONSISTS OF BUILDING CONSTRUCTION, TRENCHING AND INSTALLING UTILITIES FOR SERVICE AND PAVING OF PARKING AND DRIVEWAYS TO THE PROPERTY.

BMP MAINTENANCE:

ALL MEASURES STATED IN THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR UNTIL FINAL STABILIZATION OF THE SITE IS ACHIEVED. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSPECTED AT THE END OF THE WORKDAY BY A QUALIFIED MEMBER OF THE SWPPP COMPLIANCE TEAM.

THE OPERATOR WITH CONTROL OF THE SITES DAILY ACTIVITIES IS RESPONSIBLE TO MAINTAIN, CLEAN AND REPAIR EROSION CONTROLS IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED, IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION. SEDIMENT SHALL BE REMOVED TO INSURE PROPER FLOWS. INLET PROTECTION TYPES MAY NEED TO BE MODIFIED DURING THE CONSTRUCTION PROGRESS.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND OF VEGETATION IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RE-SEEDED AS NEEDED.
3. SILT FENCES, WADDLES OR OTHER CONTROLS SHALL BE REPLACED OR REPAIRED TO PROPER FUNCTIONING CONDITION, IF DAMAGED. SEDIMENT AND SOIL SHALL BE REMOVED WHEN REACHES ONE-HALF THE HEIGHT OF THE CONTROL.
4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADWAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING, EXTENDING OR OTHER MODIFICATIONS TO THE CONSTRUCTION EXITS AS CONDITIONS DEMAND. SITE TRAFFIC SHOULD BE LIMITED TO THE CONTROLLED EXITS ONLY.
5. SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%
6. REFERENCE THE SWPPP BOOK FOR ALL EROSION CONTROL MAINTENANCE PROCEDURES AND FREQUENCIES. CONSULT THE SWPPP PREPARER WITH ANY QUESTIONS REGARDING THIS SWPPP AND ITS REQUIREMENTS.

EROSION CONTROL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TOPSOIL DISTURBANCE PERMIT FROM THE LOCAL JURISDICTIONAL AUTHORITY PRIOR TO BEGINNING WORK.
2. THE OPERATOR WITH CONTROL OF THE DAILY SITES ACTIVITIES IS RESPONSIBLE FOR MAINTAINING RUN-OFF AND RUN ON OF SITE DURING CONSTRUCTION.
3. THE OPERATOR WITH CONTROL OF THE DAILY SITES ACTIVITIES IS RESPONSIBLE FOR CLEANING ALL SEDIMENT THAT GETS INTO EXISTING RIGHT-OF-WAY. REPAIR OF DAMAGED FACILITIES AND CLEANUP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND IN PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
4. ALL EXPOSED EARTH SURFACES MUST HAVE APPROPRIATE CONTROLS TO PROTECT FROM WIND AND WATER EROSION DURING ALL PHASES OF THE PROJECT.
5. STOCKPILES INACTIVE FOR 14 DAYS ARE REQUIRED TO HAVE TEMPORARY STABILIZATION OR APPROPRIATE COVER TO CONTROL WIND AND WATER EROSION.
6. THE OPERATOR WITH CONTROL OF THE DAILY SITES ACTIVITIES IS REQUIRED TO MAINTAIN ALL SITE BMP'S IN GOOD CONDITION FOR THE DURATION OF THE PROJECT UNTIL A NOTICE OF TERMINATION IS ACCEPTED BY THE EPA.
7. IF SITE EARTH DISTURBANCES EXCEED 5 ACRES AT ANY ONE TIME, TEMPORARY AND/OR PERMANENT STABILIZATION MUST BE COMPLETED WITHIN 7 DAYS WHEN AREA BECOMES INACTIVE OR EARTH DISTURBING ACTIVITIES ARE COMPLETE. SITE EARTH DISTURBANCES OF LESS THAN 5 ACRES, HAVE 14 DAYS TO PROVIDE TEMPORARY OR PERMANENT STABILIZATION WHEN AREA BECOMES INACTIVE OR EARTH DISTURBING ACTIVITIES ARE COMPLETE.

ENGINEER'S SEAL

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7-5-23

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EROSION CONTROL NOTES

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DRAWN BY: RMG

DATE: 07/06/2023

2022025-SW

SHEET # SW-2

JOB # 2022025

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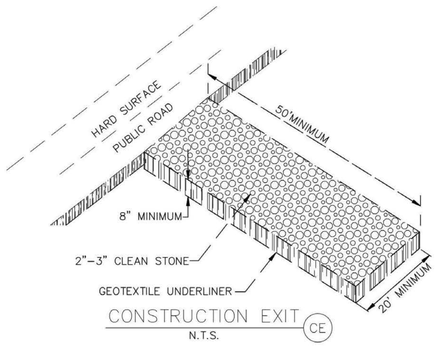

CONSTRUCTION EXIT (CE)
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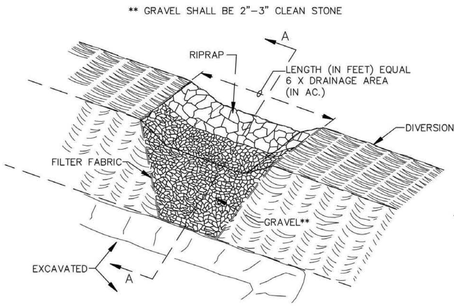
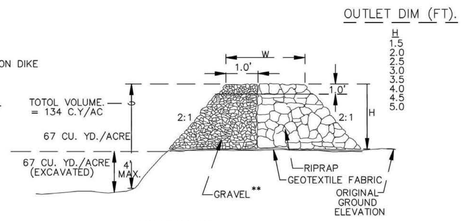
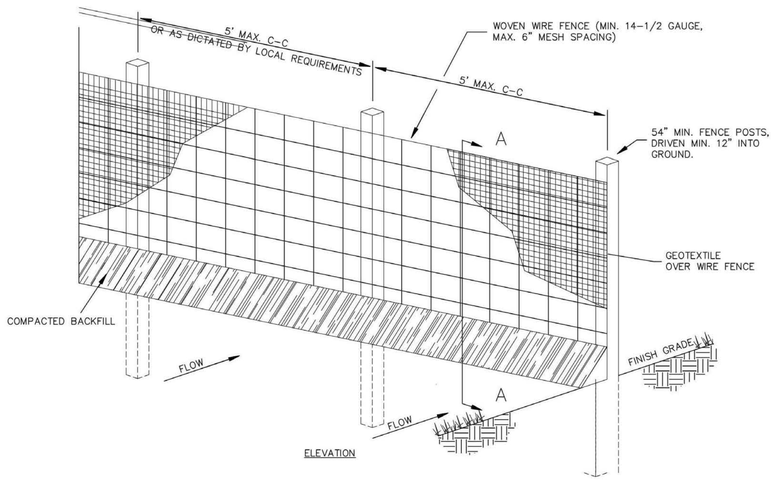




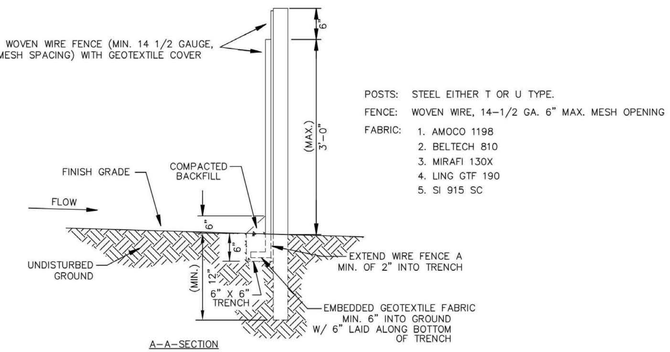
SECTION A–A

OUTLET (PERSPECTIVE)

TEMPORARY SEDIMENT TRAP (ST)
N.T.S.



ELEVATION



A–A–SECTION

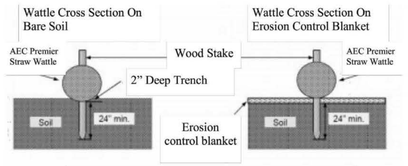
POSTS: STEEL EITHER T OR U TYPE.

FENCE: WOVEN WIRE, 14–1/2 GA. 6" MAX. MESH OPENING

FABRIC:
1. AMOCO 1198
2. BELTECH 810
3. MIRAFI 130X
4. LING GTF 190
5. SI 915 SC

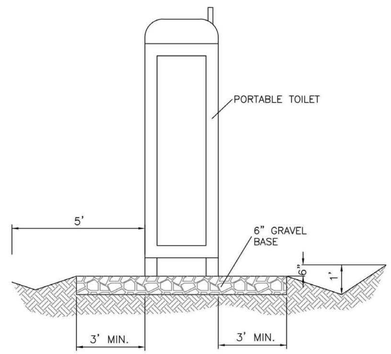
1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES.
2. GEOTEXTILE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
5. ALL SILT FENCE SHALL INCLUDE WIRE SUPPORT UNLESS INDICATED OTHERWISE

SEDIMENTATION/SILT FENCE WITH WIRE SUPPORT (SF)
N.T.S.

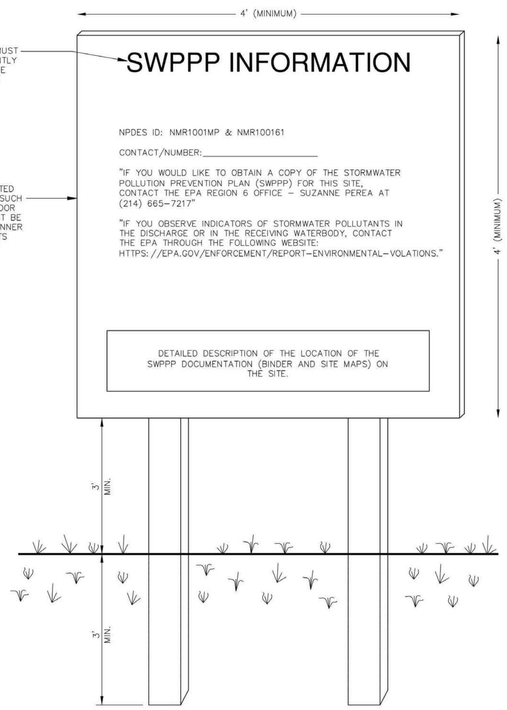


Notes:
1. Ends of wattles shall be turned slightly up slope, against flow
2. Ends shall extend minimum of 6 inches above top of wattle at centerline overflow

WATTLE DETAIL
FOR LINEAR CONSTRUCTION (W)

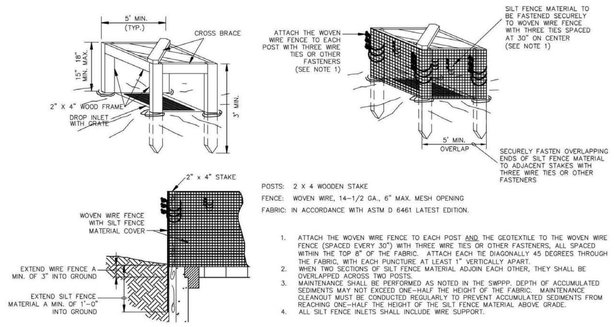


PORTABLE TOILET CONTAINMENT DETAIL



NOTES:
1) THE SWPPP INFORMATION SIGN MUST BE LOCATED NEAR THE CONSTRUCTION EXIT OF THE SITE, SUCH THAT IT IS ACCESSIBLE AND VIEWABLE BY THE GENERAL PUBLIC, BUT NOT OBSTRUCTING VIEWS AS TO CAUSE A SAFETY HAZARD.
2) ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES THROUGHOUT CONSTRUCTION AND UNTIL THE NOTICE–OF–TERMINATION (NOT) IS FILED FOR THE PERMIT.
3) CONTRACTOR SHALL POST OTHER STORM WATER AND/OR EROSION AND SEDIMENT CONTROL RELATED PERMITS ON THE SIGN AS REQUIRED BY THE GOVERNING AGENCY.
4) SIGN SHALL BE LOCATED OUTSIDE OF PUBLIC RIGHT–OF–WAY AND EASEMENTS UNLESS APPROVED BY THE GOVERNING AGENCY.
5) CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THE SWPPP INFORMATION SIGN.

SWPPP INFORMATION SIGN (SS)
N.T.S.



POSTS: 2 X 4 WOODEN STAKE

FENCE: WOVEN WIRE, 14–1/2 GA., 6" MAX. MESH OPENING

FABRIC: IN ACCORDANCE WITH ASTM D 6461 LATEST EDITION.

1. ATTACH THE WOVEN WIRE FENCE TO EACH POST AND THE GEOTEXTILE TO THE WOVEN WIRE FENCE (SPACED EVERY 30") WITH THREE WIRE TIES OR OTHER FASTENERS, ALL SPACED WITHIN THE TOP 8" OF THE FABRIC. ATTACH EACH TIE DIAGONALLY 45 DEGREES THROUGH THE FABRIC, WITH EACH PUNCTURE AT LEAST 1" VERTICALLY APART.
2. WHEN TWO SECTIONS OF SILT FENCE MATERIAL ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED ACROSS TWO POSTS.
3. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE SWPPP. DEPTH OF ACCUMULATED SEDIMENTS MAY NOT EXCEED ONE–HALF THE HEIGHT OF THE FABRIC. MAINTENANCE CLEANOUT MUST BE CONDUCTED REGULARLY TO PREVENT ACCUMULATED SEDIMENTS FROM REACHING ONE–HALF THE HEIGHT OF THE SILT FENCE MATERIAL ABOVE GRADE.
4. ALL SILT FENCE INLETS SHALL INCLUDE WIRE SUPPORT.

SILT FENCE INLET PROTECTION (IP6)
N.T.S.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

7–5–23

RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERRILLOS

27794 W I-25 FRONTAGE RD, SANTA FE

EROSION CONTROL DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

DRAWN BY: RMG

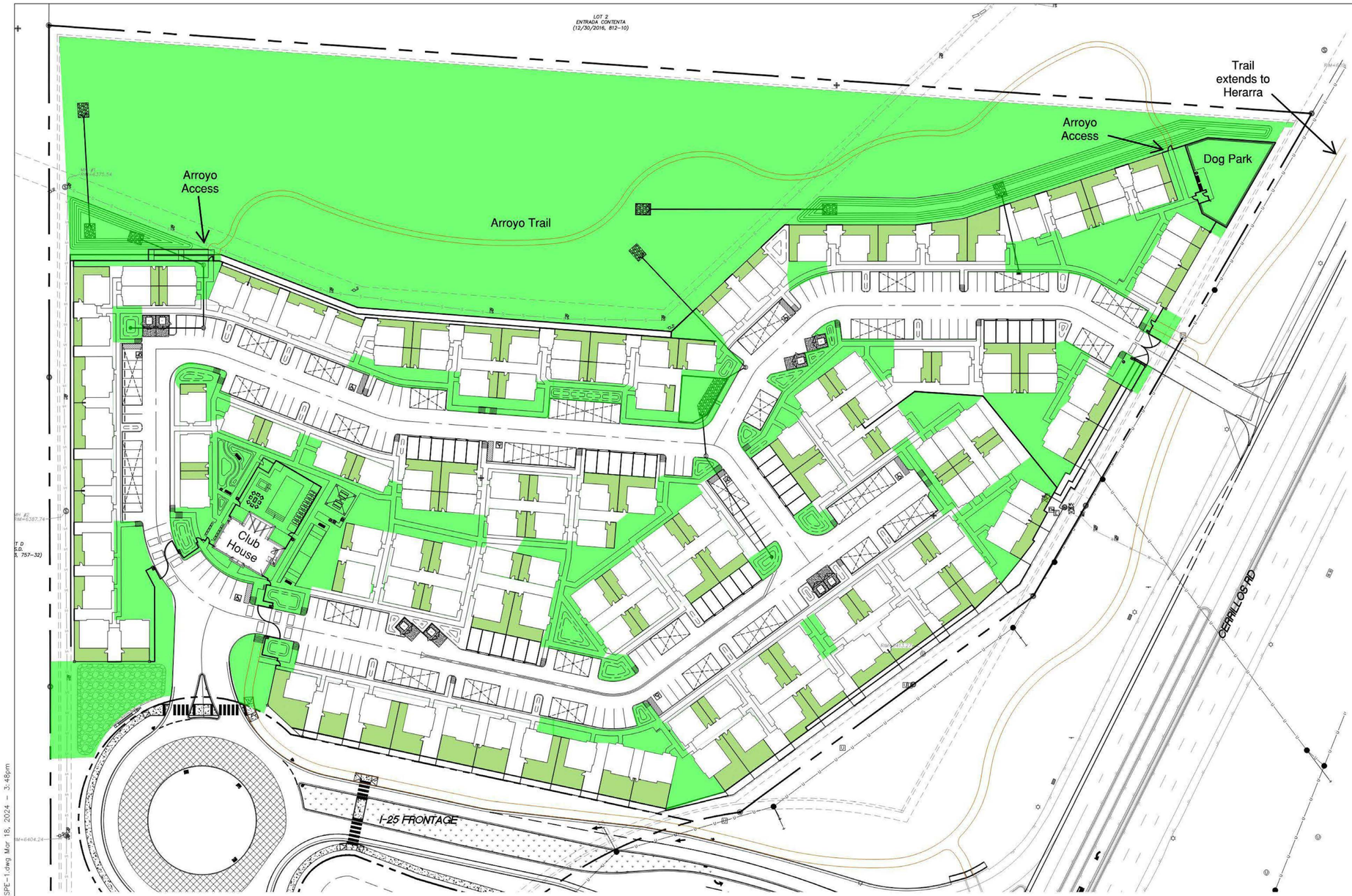
DATE: 07/06/2023

2022025–SW

SHEET #: SW–3

JOB #: 2022025

\\TWNAS\Z_Drive\2022\2022025 Cavan Santa Fe\dwg\Development Plan\2022025–SWPPP.dwg Jul 06, 2023 – 1:46pm



TOTAL OPEN SPACE REQUIREMENTS

OPEN SPACE REQUIREMENT FOR MULTI-FAMILY RESIDENTIAL
=250 SF * # DWELLING UNITS
=250 SF * 141
=32,250 SF

OPEN SPACE PROVIDED
=372,854 SF

COMMON OPEN SPACE REQUIREMENT (50% OF OPEN SPACE PROVIDED)
=50% * OPEN SPACE
=50% * 372,854 SF
=186,427 SF

COMMON OPEN SPACE PROVIDED (GREEN HATCH)
= 273,094 SF

PRIVATE OPEN SPACE PROVIDED (DARK GREEN HATCH)
AVERAGE YARD SIZE = 360 SF
AVG YARD * DWELLING UNITS = 360 SF * 141
= 50,760 SF

LEGEND

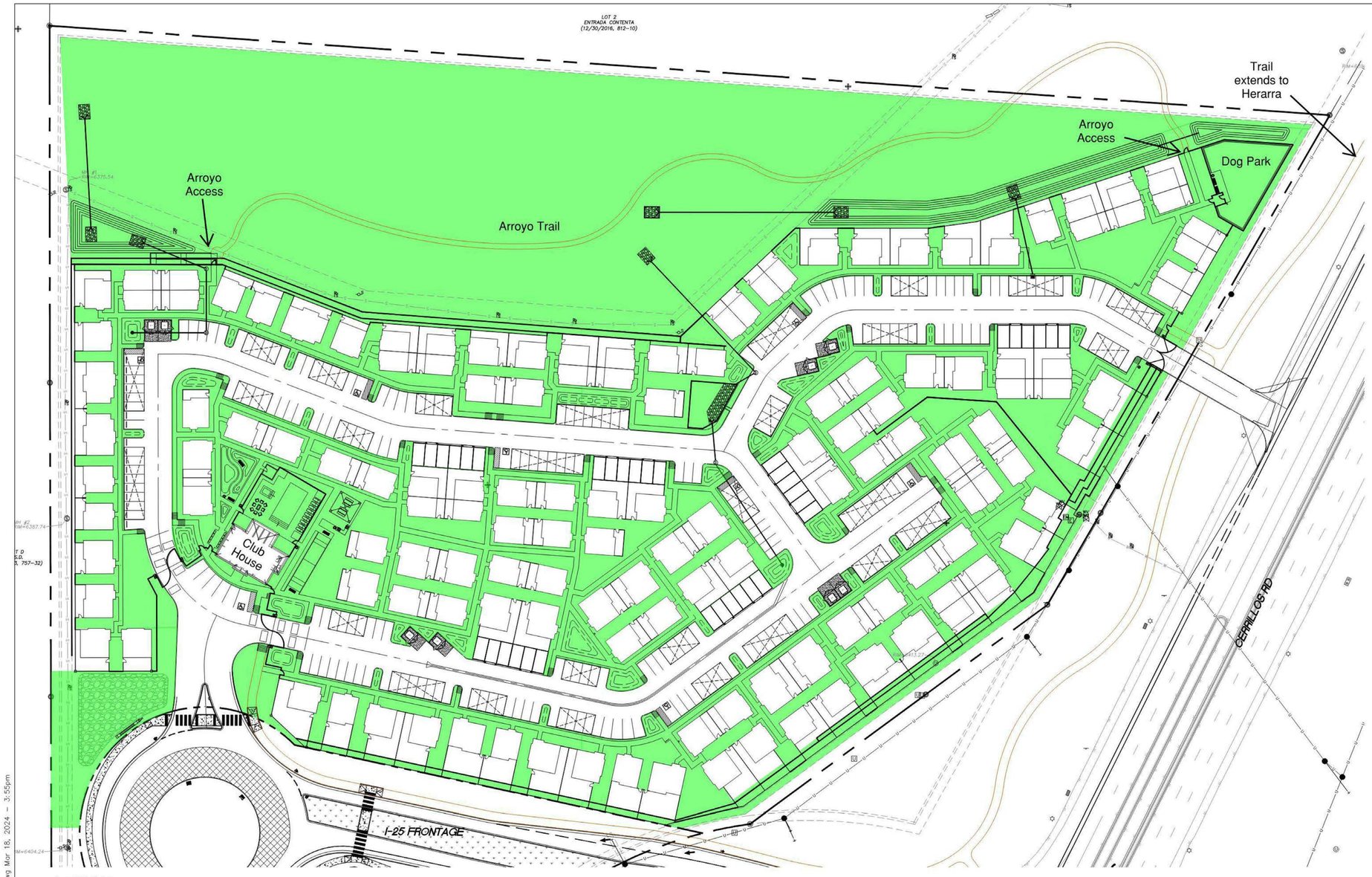
COMMON OPEN SPACE

BACKYARD

Common Open Space and Private Yard Exhibit

ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 03/18/2024 RONALD R. BOHANNAN P.E. #7868	BUNGALOWS ON CERILLOS SANTA FE, NM **COM OPEN SPACE W/ PRIVATE PATIO YARD SPACE EXHIBIT**	DRAWN BY LN DATE 03/13/2024 2022025_SPE-1 SHEET # **E2**
	TIERRA WEST, LLC 5571 MIDWAY PARK PLACE NE ALBUQUERQUE, NM 87109 (505) 858-3100 www.tierrawestllc.com	JOB # 2022025

\\TWNAS\Z_Drive\2022\2022025 Covan Santo Fe\dwg\EPC\2022025_SPE-1.dwg Mar 18, 2024 - 3:48pm



LEGEND

OPEN SPACE

TOTAL OPEN SPACE REQUIREMENTS

OPEN SPACE REQUIREMENT FOR MULTI-FAMILY RESIDENTIAL
=250 SF * # DWELLING UNITS
=250 SF * 141
=32,250 SF

OPEN SPACE PROVIDED (GREEN HATCH)
=372,854 SF

Total Open Space Exhibit

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
03/18/2024
RONALD R. BOHANNAN P.E. #7868

BUNGALOWS ON CERILLOS
SANTA FE, NM

TOTAL OPEN SPACE EXHIBIT

TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NM 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY
LN
DATE
03/13/2024
2022025_SPE-1
SHEET #
E1
JOB #
2022025

\\TWNAS\Z_Drive\2022\2022025 Covan Santa Fe\dwg\EPC\2022025_SPE-1.dwg Mar 18, 2024 - 3:55pm

Tree Survey

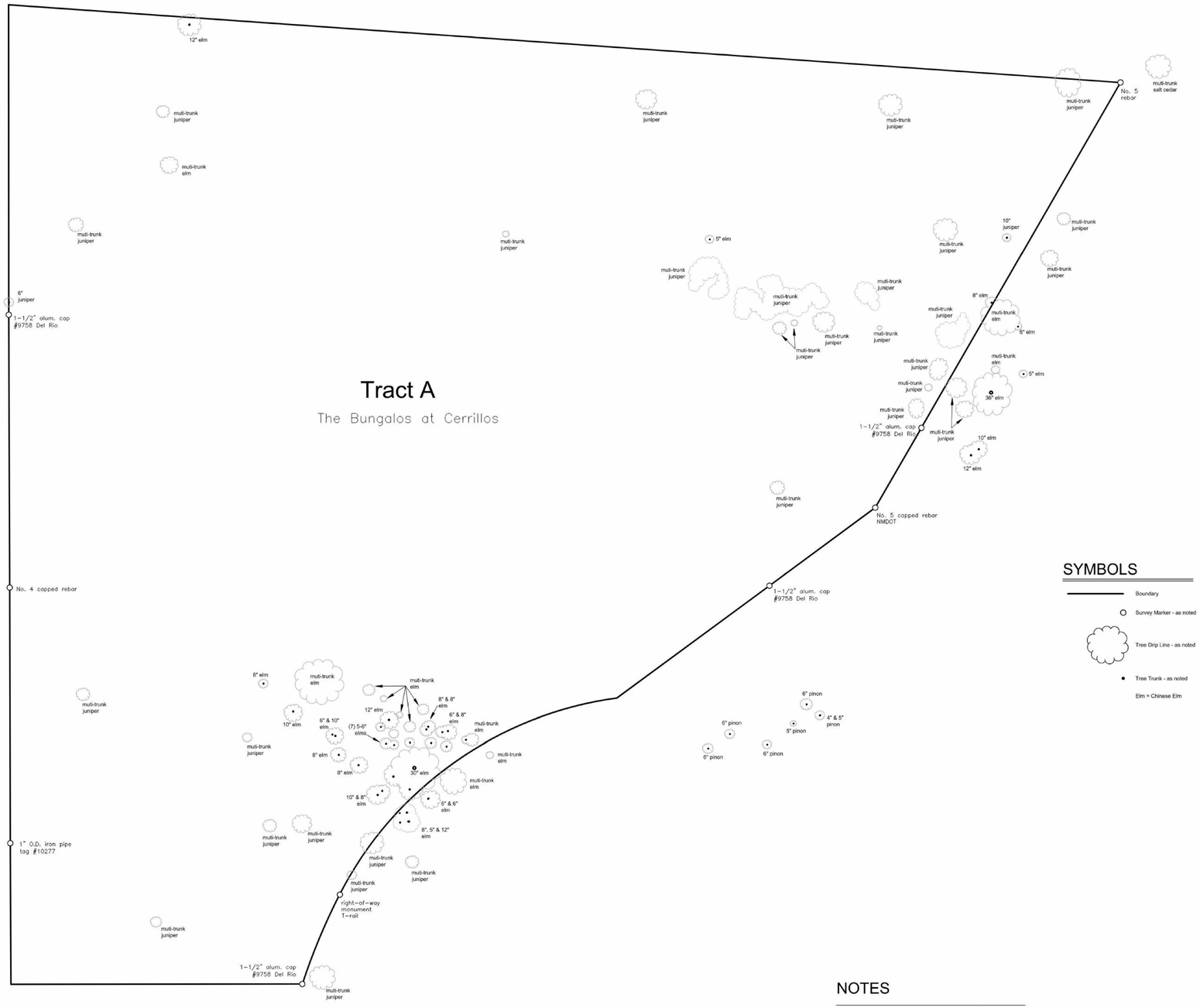
Tract A of The Lands of Beaver Motors
as shown on the plat recorded in the official Santa Fe County records
in Book 685, Page 48
#8201 Cerrillos Road, City and County of Santa Fe, New Mexico
prepared for Cavan Companies
November 2023

Grid North
NM Central
NAD83(2011)

Scale: 1 inch = 60 feet

All distances are grid U.S. Survey Feet
Central Zone of the New Mexico
State Plane Coordinate System of 1983

0' 60' 120' 180'



SYMBOLS

- Boundary
- Survey Marker - as noted
- Tree Drip Line - as noted
- Tree Trunk - as noted

Elm = Chinese Elm

SURVEYOR'S CERTIFICATE

This map has been produced according to procedures that have been demonstrated to produce data that meets or exceeds the minimum standards for a planimetric map compiled at a scale of 1"=60', prepared from field surveys by me during November 2023, and is true and correct to the best of my knowledge and belief.

Scott McCloy 11 / 17 / 2023

Scott McCloy N.M.P.S. No. 27222 Date

SCOTT MCCLOY NEW MEXICO 27222 PROFESSIONAL SURVEYOR

McCLOY LAND SURVEYING, LLC ■ 150 CENTRAL PARK SQUARE ■ LOS ALAMOS, NEW MEXICO 87544
(505) 321-7404 ■ mccloy.surveying@gmail.com

NOTES

1. Distances are expressed in grid US Survey Feet. (New Mexico State Plane Coordinate System of 1983, Central Zone)
2. Bearings are related to Grid North of the New Mexico State Plane Coordinate System of 1983, Central Zone, 2011 realization.
3. THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY. APPARENT PROPERTY CORNERS, RIGHT-OF-WAY LINES, OR PROPERTY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEY PLATS, RIGHT-OF-WAY MAPS, OR DEEDS REFERENCED HEREON AND ARE NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.
4. Trees with a trunk diameter smaller than six-inches and/or a height of less than 6-feet were not included in this survey.
5. Drip lines separated by less than 24-inches could be shown as a single tree.

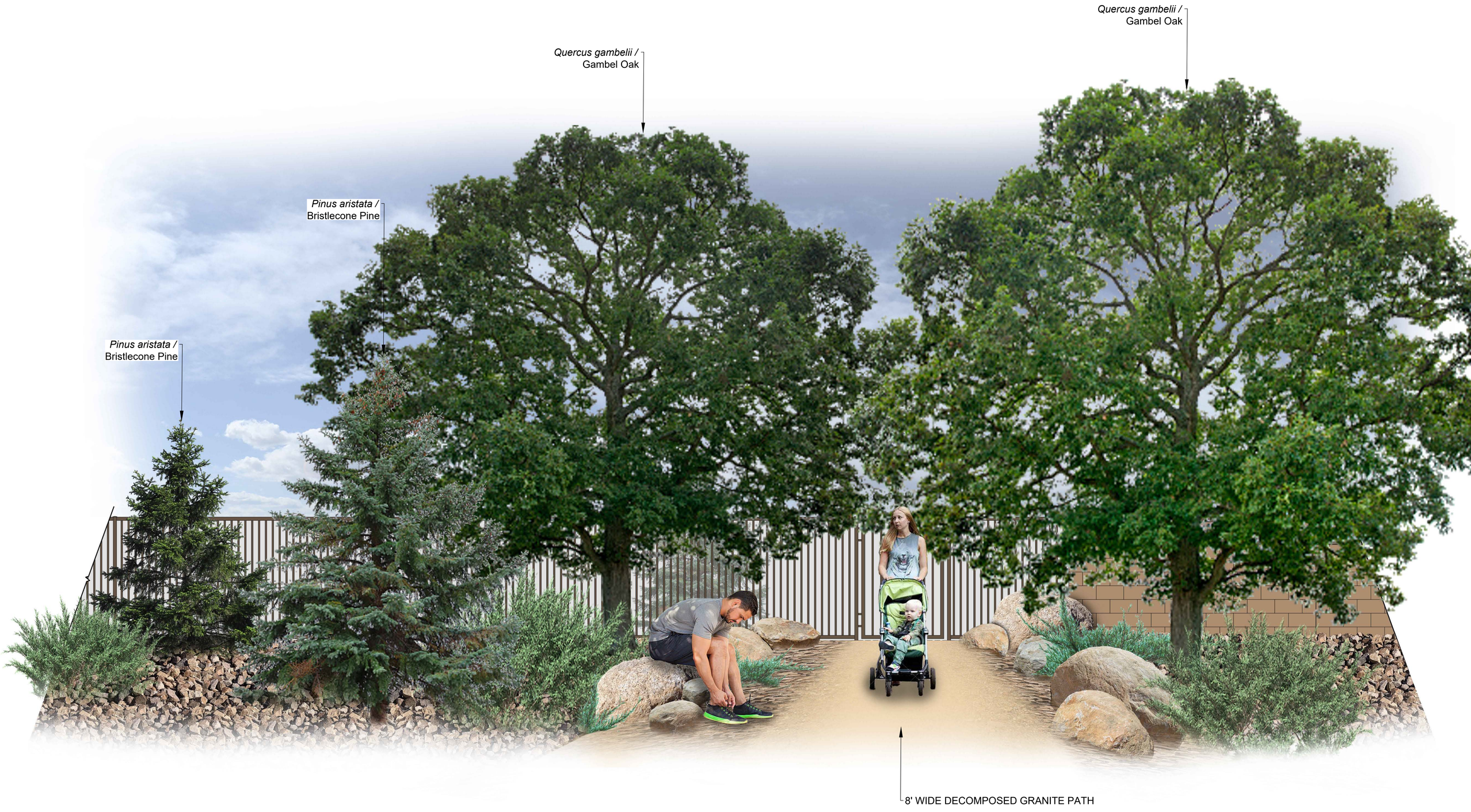
BUNGALOWS ON CERRILLOS

CONCEPTUAL LANDSCAPE PLAN

COLEMAN DESIGN GROUP
landscape architecture
111 E. DUNLAP AVENUE, SUITE 1-107
PHOENIX, AZ 85020
602-432-5607
www.colemandesigngroup.net

N
50' 100' 150'
Scale 1:50'

APRIL 02, 2024
*PRELIMINARY - NOT FOR CONSTRUCTION



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PHOENIX, AZ 85020
602-432-5507
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BUNGALOWS ON CERRILLOS

ARROYO PRESERVE TRAIL HEAD ELEVATION

APRIL 02, 2024
*PRELIMINARY - NOT FOR CONSTRUCTION

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NORTH

1" = 50'

0 50 100 150 200 feet

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nm811
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Irrigation Consulting and Design
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PHOENIX, AZ 85020
602-432-5507
www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN
639
04/03/24

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

LANDSCAPE PLAN

DATE: APRIL 3, 2024

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

OVERALL LANDSCAPE PLAN

L-1.00 SHEET 1 OF 2

PLANT SCHEDULE - PHASE 1 & 2

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE (INSTALL)	H X W	WATER	COVERAGE
EXISTING TREES						
	27	Existing Tree Remain in Place	Existing			
DECIDUOUS TREES						
	44	Chilopsis linearis Desert Willow	2" + Cal	20` x 20`	Low	(20`) - 350
	23	Prunus cerasifera Purple-leaf Plum	2" + Cal	20` x 20`	Low	(20`) - 350
	34	Pyrus calleryana 'Bradford' Bradford Callery Pear	2" + Cal	30` x 20`	Low	(20`) - 350
	79	Quercus gambelii Gambel Oak	2" + Cal	20` x 25`	Low	(25`) - 500
	27	Syringa reticulata Japanese Tree Lilac	2" + Cal	20` x 15`	Low	(15`) - 200
EVERGREEN TREES						
	20	Juniperus monosperma Oneseed Juniper	2" + Cal	12` x 12`	Low	(12`) - 125
	94	Pinus aristata Bristlecone Pine	2" + Cal	20` x 15`	Low	(15`) - 200
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SIZE MATURE (HXW)	WATER	COVERAGE
DECIDUOUS SHRUBS						
	119	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	5 gal	2` x 2.5`	Low-Medium	(2.5`) - 5
	193	Genista tinctoria Dyer's Broom	5 gal	3` x 3`	Low	(3`) - 9
	123	Syringa meyeri 'Palibin' Dwarf Korean Lilac	5 gal	4` x 6`	Low-Medium	(6`) - 30
DESERT ACCENTS						
	119	Agave neomexicana New Mexico Agave	5 gal	1.5` x 2.5`	Low	(2.5`) - 5
	21	Agave utahensis Utah Agave	5 gal	2` x 3`	Low	(3`) - 9
	47	Hesperaloe parviflora Texas Red Yucca	5 gal	3` x 3`	Low-Medium	(3`) - 9
EVERGREEN SHRUBS						
	136	Buxus microphylla japonica 'Winter Gem' Winter Gem Japanese Boxwood	5 gal	4` x 4`	Low-Medium	(4`) - 15
	377	Juniperus horizontalis 'Blue Chip' Blue Chip Creeping Juniper	5 gal	1` x 6`	Low-Medium	(6`) - 30
	364	Juniperus sabina 'Buffalo' Buffalo Juniper (female only)	5 gal	1` x 8`	Low-Medium	(8`) - 50
FLOWERING PLANTS						
	100	Caryopteris x clandonensis 'Blue Mist' Blue Mist Bluebeard	5 gal	3` x 3`	Low-Medium	(3`) - 9
	110	Hibiscus syriacus Rose of Sharon	5 gal	10` x 8`	Low-Medium	(8`) - 50
	251	Salvia greggii Autumn Sage	1 gal	2` x 2.5`	Low	(2.5`) - 5
	272	Salvia x 'Ultra Violet' Ultra Violet Sage	1 gal	1.5` x 2.5`	Low	(2.5`) - 5
GRASSES						
	245	Nassella tenuissima Mexican Feather Grass	1 gal	2` x 2`	Low	(2`) - 3
	346	Schizachyrium scoparium Little Bluestem	1 gal	2` x 2`	Low	(2`) - 3
MISCELLANEOUS						
	16,644 sf	Cobble Mulch Blend Santa Fe Brown: 4" to 6" Angular	SF			
	133,391 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF			
	3,051 sf	Native Seed Mix	SF			
	3,522 sf	Parkblend Sod Pop-Up Irrigation	SF			
	229 sf	Stabilized DG Path 1/4" Minus Stabilized DG	SF			

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REGISTRATION:

JOHN B. COLEMAN
639
04/03/24

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

LANDSCAPE PLAN

DATE: APRIL 3, 2024

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

1-800-321-2537
(1-800-321-ALERT)
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PLANTING LEGEND

L-1.01

GENERAL CONSTRUCTION NOTES:

1. THESE NOTES ARE TO BE USED FOR GENERAL REFERENCE IN CONJUNCTION WITH, AND AS A SUPPLEMENT TO THE WRITTEN. SPECIFICATIONS, APPROVED ADDENDA, AND CHANGE ORDERS ASSOCIATED WITH THESE LANDSCAPE IMPROVEMENT DOCUMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS AND SHALL NOTIFY ALL UTILITY COMPANIES WITH UTILITIES ON SITE PRIOR TO THE CONSTRUCTION OF THE PROJECT. CONTRACTOR SHALL ADHERE TO ALL APPLICABLE LOCAL, STATE AND/OR FEDERAL LAWS OR REGULATIONS PERTAINING TO THE PROJECT.
3. IN ALL CASES WHERE A CONFLICT MAY OCCUR, SUCH AS BETWEEN ITEMS COVERED IN SPECIFICATIONS AND NOTES ON THE DRAWINGS, OR BETWEEN GENERAL NOTES AND SPECIFIC DETAILS, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED AND HE OR SHE WILL INTERPRET THE INTENT OF THE CONTRACT DOCUMENTS.
4. A QUALIFIED SUPERVISOR SHALL BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION.
5. DETAILS NOTED AS "TYPICAL" SHALL APPLY IN ALL CASES UNLESS SPECIFICALLY SHOWN OR NOTED OTHERWISE.
6. LANDSCAPE CONTRACTOR SHALL INSPECT WITH THE OWNER'S AUTHORIZED REPRESENTATIVE AND/OR OWNER ALL EXISTING CONDITIONS PRIOR TO THE START OF ANY WORK. THE CONTRACTOR SHALL BE RESPONSIBLE UNDER THIS CONTRACT TO REPAIR AND/OR REPLACE, AT THEIR OWN EXPENSE, ANY STRUCTURES, FENCES, WALLS, PLANT MATERIAL, OR OTHER ITEMS DESTROYED DURING CONSTRUCTION. LIKEWISE THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY AND ALL DAMAGES TO ADJACENT PROPERTIES OR ANY OTHER AREAS OUTSIDE THE CONTRACT LIMITS. THE DAMAGED ITEMS/AREAS WILL BE RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE OWNER'S AND/OR OWNER'S AUTHORIZED REPRESENTATIVE.
7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL PLANT MATERIAL LOCATIONS WITH OTHER TRADES PRIOR TO INSTALLATION. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE LOCATIONS OF EXISTING AND FUTURE UNDERGROUND SERVICES AND IMPROVEMENTS WHICH MAY CONFLICT WITH THE WORK TO BE DONE. PRIOR TO THE START OF WORK, ALL UNDERGROUND UTILITIES ARE TO BE LOCATED AND PROTECTED. CONTRACTOR IS RESPONSIBLE FOR THE INITIAL CALL AND FUTURE UPDATES TO BLUE STAKE AT 602-263-1100. EXISTING UNDERGROUND SERVICES SHALL NOT BE DISTURBED OR REMOVED WITHOUT APPROVAL OF THE OWNER'S AND/OR OWNER'S AUTHORIZED REPRESENTATIVE, UNLESS SPECIFICALLY NOTED OTHERWISE ON DRAWINGS.
8. CONTRACTOR SHALL PROVIDE BARRICADES AND TRAFFIC CONTROL ALONG PUBLIC STREETS IF REQUIRED DURING CONSTRUCTION.
9. PLANTING AND IRRIGATION DESIGN MAY BE MODIFIED TO ADAPT TO WALK CONFIGURATIONS THAT DIFFER FROM THESE PLANS, AND DUE TO GRADE LIMITATIONS ON SITE.
10. REFER TO ENGINEERING PLANS FOR DRAINAGE FLOWS. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE THAT THESE ARE PROVIDED FOR AND NOT IMPAIRED WITH OBSTRUCTIONS.
11. NO PART OF THE CONTRACT DOCUMENTS ARE INTENDED TO BE IN VIOLATION OF CODES. IF DISCREPANCIES EXIST, NOTIFY LANDSCAPE ARCHITECT AND OWNER IMMEDIATELY.
12. COORDINATE AND COOPERATE WITH ALL CONTRACTORS OF ATTACHED, ADJOINING AND/OR INTERFACING WORK TO INSURE ORDERLY AND EFFICIENT COMPLETION OF ALL WORK.
13. ALL CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES (FEDERAL, STATE, LOCAL, AND HEALTH DEPARTMENTS), EXCEPT WHERE REQUIREMENTS OF CONTRACT DOCUMENTS ARE MOST STRINGENT.
14. ALL EXISTING PLANT MATERIAL SHALL REMAIN UNLESS OTHERWISE NOTED.
15. ANY PLANT MATERIAL THAT MUST BE REMOVED DUE TO CONSTRUCTION MUST BE APPROVED BY OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE. NOTIFY OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE AT LEAST 48 HOURS PRIOR TO REMOVAL AND/OR RELOCATION OF ALL PLANTS.
16. IF ANY EXISTING PLANT MATERIAL THAT IS TO REMAIN IS DAMAGED BY CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE DAMAGED PLANT WITH A NEW ONE OF THE SAME SIZE AND VARIETY AT NO COST TO THE OWNER.
17. DO NOT DISTURB SOIL WITHIN BRANCH SPREAD OF TREES OR SHRUBS TO REMAIN WITHOUT APPROVAL OF THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE.
18. ANY DISCREPANCIES BETWEEN THE PLANS AND CONDITIONS ON SITE SHALL BE REPORTED IMMEDIATELY TO THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE.
19. CONTRACTOR SHALL PROVIDE OWNER WITH ALL WARRANTY INFORMATION, INSTRUCTION MANUALS AND ANY OTHER PRODUCT INFORMATION FOR ALL NEW EQUIPMENT OR MACHINERY INSTALLED ON THE SITE WITHIN TWO WEEKS AFTER SUBSTANTIAL COMPLETION.
20. NO DESIGN MODIFICATIONS SHALL BE MADE WITHOUT THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE APPROVAL.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR HAULING AND LEGALLY DISPOSING OF MATERIALS DESIGNATED TO BE REMOVED. PROVIDE RECEIPTS FOR DUMPING TO OWNER FOR THEIR FILES.
22. ALL BASE INFORMATION IS FROM OTHER PROJECT TEAM MEMBERS AS LISTED IN THE 'PROJECT TEAM' LIST ON THIS SHEET. A THOROUGH ATTEMPT HAS BEEN MADE TO KEEP UP TO DATE WITH THE MOST CURRENT BASE INFORMATION. HOWEVER, DISCREPANCIES MAY EXIST BETWEEN THESE PLANS AND OTHER TEAM MEMBERS PLANS. IN ALL CASES THE ENGINEERS PLANS SHALL HAVE PRECEDENCE OVER THE LANDSCAPE PLANS FOR FINAL PROJECT CONFIGURATION.
23. ALL SIDEWALKS SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. REFER TO CIVIL ENGINEERING PLANS FOR FINAL LAYOUT, GRADES, FINISHES, DETAILS, AND METHODS OF CONSTRUCTION. RVi UNDER NO CIRCUMSTANCES ASSUMES RESPONSIBILITY FORUNFORESEEN CONFLICTS, ENGINEERING, STRUCTURAL CALCULATIONS, OR INSTALLATION THAT IS BEYOND OUR CONTROL.
24. SIGHT LINES AND VISIBILITY TRIANGLES ARE SHOWN ON THESE PLANS FOR REFERENCE ONLY. REFER TO ENGINEERING PLANS ORGOVERNING MUNICIPALITY FOR SPECIFIC GUIDELINES. IN CASES WHERE THERE IS MORE THAN ONE GOVERNING BODY, THE MOST RESTRICTIVE GUIDELINE SHALL PREVAIL.
25. ALL WALLS AND VERTICAL SITE FEATURES DESIGNED IN THE INTEREST OF THIS PROJECT ARE SCHEMATIC IN NATURE. POTENTIAL CONSTRUCTION DETAILING AND TECHNIQUES ARE SHOWN FOR DESIGN INTENT CLARIFICATION ONLY. THE CONTRACTOR SHALL HAVE THE ULTIMATE RESPONSIBILITY TO ENSURE THAT ALL CONSTRUCTED ELEMENTS ON THIS PROJECT ARE STRUCTURALLY SOUND AND ARE BUILT WITHIN ALL APPLICABLE CITY, STATE, AND FEDERAL GUIDELINES. RVi UNDER NO CIRCUMSTANCES ASSUMES RESPONSIBILITY FOR UNFORESEEN CONFLICTS, ENGINEERING, STRUCTURAL CALCULATIONS, OR INSTALLATION.
26. SHOP DRAWING REVIEWS WILL BE DONE TO ENSURE THAT PRODUCT DATA, MATERIALS, AND SAMPLES MEET OR EXCEED THE ORIGINAL DESIGN INTENT OF THESE DRAWINGS ONLY. RVi UNDER NO CIRCUMSTANCES ASSUMES RESPONSIBILITY FOR UNFORESEEN CONFLICTS, ENGINEERING, STRUCTURAL CALCULATIONS OR INSTALLATION RESULTING FROM THE PRODUCTION OF ANY SHOP DRAWINGS.

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LANDSCAPE PLANS
FOR
BUNGALOWS
AT CERRILLOS - PHASE 1
SANTA FE, NEW MEXICO

PROJECT TEAM

Discipline	Company Contact Info.
Owner	Acquisitions Management, LLC - Dave Cavan 15300 N. 90th Street, Suite 200 Scottsdale, Arizona 85260 480-627-7000 dcavan@cavancompanies.com
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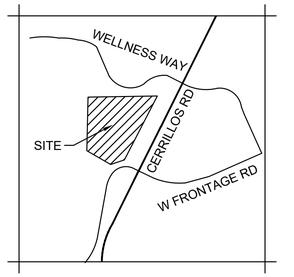
Engineer	Tierra West, LLC - Ronald Bohannan, PE 5571 Midway Parkplace NE Albuquerque, NM 87109 505-858-3100 44b@tierrawestllc.com
Landscape Architect	Coleman Design Group, PLLC - John B. Coleman, RLA 111 E. Dunlap Ave, Suite 1-107 Phoenix, Arizona 85020 602-432-5507 boyd@colemandesigngroup.net



VICINITY MAP
N.T.S. NORTH

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Landscape Site Data (Phase 1 & 2):

Total site area (gross)	+/- 836425 SF	19.2 AC
Total site area (net)	+/- 476077 SF	10.8 AC
Total landscape area	153,616 SF	32.3% of total Net
Total Turf Area	3,522 SF	2.3% of total landscape area
Total Decomposed Granite Area*	132,975 SF	86.6% of total landscape area
*Does not include back yards.		
Total Native Seed Mix Area	3,051 SF	2.0% of total landscape area
Total Cobble Rock Mulch Area	13,839 SF	9.0% of total landscape area
Total Stabilized DG Area	229 SF	0.1% of total landscape area

Number of Trees Required (1 per 500 SF Open Space):	307
Number of Trees Provided:	307
Number of Evergreen Trees Required (Min. 25% Total Trees):	77
Number of Evergreen Trees Provided:	109
Number of Shrubs Required (1 per 250 SF Open Space):	614
Number of Shrubs Provided:	2,828
Number of Evergreen Shrubs Required (Min 25% Total Shrubs):	707
Number of Evergreen Shrubs Provided:	882

GENERAL SCOPE OF WORK:

1. THE SCOPE OF WORK FOR THIS PROJECT INCLUDES COMPLETE LANDSCAPING IMPROVEMENTS AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN. VERIFY QUESTIONS ON SCOPE OF WORK PRIOR TO SUBMITTING A BID.
2. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS INCLUDING WATER, EQUIPMENT AND INCIDENTALS AS SHOWN, SPECIFIED AND REQUIRED TO PERFORM LANDSCAPING WORK. THE EXTENT OF THE LANDSCAPING WORK IS SHOWN ON THE DRAWINGS AND IN THE SCHEDULES. THE TYPES OF LANDSCAPING REQUIRED MAY INCLUDE THE FOLLOWING:
   A. AESTHETIC FINISH GRADING
   B. BOULDER PLACEMENT
   C. INSTALLATION OF TREES, SHRUBS, GROUNDCOVERS, AND ANY OTHER NURSERY STOCK
   D. INSTALLATION OF TURF AREAS
   E. DECOMPOSED GRANITE AND PRE-EMERGENT APPLICATIONS (2)
   F. MULCHES, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THE PLANTING JOB AS SPECIFIED
   G. MISCELLANEOUS LANDSCAPE MATERIALS AND IMPROVEMENTS
   H. FERTILIZERS AND SOIL AMENDMENTS
   I. MAINTENANCE WORK AS SPECIFIED UNTIL COMPLETION OF THE CONTRACT
   J. GUARANTEES
3. OBTAIN ALL PERMITS AND PAY REQUIRED FEES TO ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK. ARRANGE INSPECTIONS REQUIRED BY LOCAL AGENCIES AND ORDINANCES DURING THE COURSE OF CONSTRUCTION AS REQUIRED.
4. COORDINATE AND COOPERATE WITH OTHER CONTRACTORS WORKING ON THE SITE FOR SUCCESSFUL COMPLETION OF THE PROJECT.
5. BEFORE COMMENCING WORK ON THE SITE, BECOME THOROUGHLY ACQUAINTED WITH LAYOUT OF ALL UNDERGROUND UTILITIES AND STRUCTURES OVER THE ENTIRE SITE. ALL REQUISITE REPAIRS TO DAMAGE CAUSED BY WORK OF THIS SECTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
6. THE IRRIGATION WORK CONSISTS OF INSTALLING A COMPLETE UNDERGROUND SPRINKLER, EMITTER, AND BUBBLER SYSTEM FOR ALL TURF AND LANDSCAPED AREAS AS SHOWN ON THE DRAWINGS AND AS HEREINAFTER SPECIFIED, INCLUDING THE FURNISHING OF ALL LABOR, EQUIPMENT, APPLIANCES, AND MATERIALS INCLUDING WATER AND IN PERFORMING ALL OPERATION IN CONNECTION WITH THE CONSTRUCTION OF THE IRRIGATION SYSTEM. WORK SHALL INCLUDE FURNISHING AND INSTALLING ALL PLASTIC AND COPPER PIPE AND FITTINGS, AUTOMATIC CONTROL VALVES, VALVE ACCESS BOXES, ELECTRIC COMPUTERIZED CENTRAL CONTROLLERS, ELECTRIC WIRE, TELEPHONE ACCESS LINE (IF REQUIRED), ETC., AS REQUIRED FOR A COMPLETE SYSTEM AS SHOWN ON THE DRAWINGS AND AS CALLED FOR IN THESE SPECIFICATIONS OR AS MAY BE REQUIRED FOR PROPER OPERATION OF THE SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS OF WATER USED IN CONNECTION WITH THE INSTALLATION OF THE IRRIGATION SYSTEM.
7. UNLESS OTHERWISE SPECIFIED OR INDICATED ON THE DRAWINGS, THE CONSTRUCTION OF THE IRRIGATION SYSTEM SHALL INCLUDE THE FURNISHING, INSTALLING AND TESTING OF ALL MAINS, LATERALS, RISERS, AND FITTINGS, THE FURNISHING AND INSTALLING OF IRRIGATION HEADS, CONTROL VALVES, CONTROLLERS, LOW AND HIGH VOLTAGE ELECTRIC WIRE, TELEPHONE ACCESS LINE TO CENTRAL CONTROL UNIT (IF REQUIRED), POINT OF CONNECTION, CONTROLS, RESTORATION OF EXISTING IMPROVEMENTS, EXCAVATION AND BACKFILL, AND ALL OTHER WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AS REQUIRED FOR A COMPLETE SYSTEM.
8. WHENEVER ANY MATERIAL IS SPECIFIED BY NAME AND/OR NUMBER, SUCH SPECIFICATIONS SHALL BE DEEMED TO BE USED FOR THE PURPOSE OF FACILITATING A DESCRIPTION OF THE MATERIALS AND ESTABLISHING QUALITY AND SHALL BE DEEMED AND CONSTRUED TO BE FOLLOWED BY THE WORDS "OR APPROVED EQUAL." NO SUBSTITUTIONS WILL BE PERMITTED WHICH HAVE NOT BEEN SUBMITTED FOR APPROVAL PRIOR TO BIDDING.
9. LANDSCAPE CONTRACTOR SHALL CALL FOR "BLUE STAKE" AS REQUIRED. EXERCISE EXTREME CAUTION IN ALL PLANTING OPERATIONS, AS THERE MAY BE UNDERGROUND ELECTRIC AND TELEPHONE CABLES, SEWER LINES AND WATER LINES THROUGHOUT THE ENTIRE AREA. CONTRACTOR SHALL STUDY AND BE FAMILIAR WITH THE LOCATION OF THESE OBSTRUCTIONS AND UNDERGROUND UTILITIES. PLACE PLANTINGS WHERE SHOWN ON THE PLANS. IF THERE ARE OBSTRUCTIONS OR UNDERGROUND UTILITIES, RELOCATE PLANTS CLEAR OF ANY INTERFERENCE. LANDSCAPE CONTRACTOR SHALL REPAIR ALL DAMAGES CAUSED BY THEM TO OBSTRUCTIONS AND UNDERGROUND UTILITIES AT NO EXPENSE TO THE OWNER.
10. MAINTAIN UNINTERRUPTED WATER SERVICE TO BUILDING DURING NORMAL WORKING HOURS. ARRANGE FOR TEMPORARY WATER SHUT-OFF WITH ARCHITECT/ENGINEER DURING INSTALLATION OF IRRIGATION SYSTEM, IF NECESSARY.
11. ALL WORK AND MATERIALS TO BE IN FULL ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF SAFETY ORDERS OF DIVISION OF INDUSTRIAL SAFETY; THE UNIFORM BUILDING CODE, M.A.G. SPECIFICATIONS AND OTHER APPLICABLE LAWS OR REGULATIONS, INCLUDING ALL CITY CODES. NOTHING IN THESE SPECIFICATIONS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES. SHOULD THE CONSTRUCTION DOCUMENTS, OR INSTRUCTION, BE AT VARIANCE WITH THE AFOREMENTIONED RULES AND REGULATIONS, NOTIFY LANDSCAPE ARCHITECT AND GET INSTRUCTIONS BEFORE PROCEEDING WITH THE WORK AFFECTED. IF LANDSCAPE ARCHITECT IS NOT NOTIFIED OF ANY VARIANCE, IT SHALL BE UNDERSTOOD THAT THE CONTRACTOR ASSUMES ANY AND ALL RESPONSIBILITY FOR THE WORK DONE.
12. CLEAN UP SHALL BE MADE DAILY AS EACH PORTION OF THE WORK PROGRESSES. REFUSE AND EXCESS DIRT SHALL BE REMOVED FROM THE SITE, AND WALKS AND PAVING SHALL BE SWEPT OR WASHED DOWN DAILY. ANY DAMAGE SHALL BE REPAIRED TO ORIGINAL CONDITIONS AT CONTRACTOR'S EXPENSE. LEAVE WORK IN CLEAN CONDITION.
13. SUBMIT DETAILED OPERATION AND MAINTENANCE DATA FOR ALL EQUIPMENT AND ACCESSORIES PROVIDED UNDER THESE PLANS INCLUDING ASSEMBLY.

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JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:
BUNGALOWS AT CERRILLOS
SANTA FE, NEW MEXICO

PREPARED FOR:
CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS
DATE: DECEMBER 04, 2023
REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

COVER SHEET

L-0.00 SHEET 01 OF 44

PLANTING WARRANTY & MAINTENANCE NOTES

1. MAINTAIN ALL AREAS INCLUDED IN THE CONTRACT ON A WEEKLY BASIS DURING THE PROGRESS OF WORK, A 90 DAY MAINTENANCE PERIOD, AND UNTIL THE FINAL ACCEPTANCE OF WORK IS RECEIVED IN WRITING.

2. UPON ACCEPTANCE AFTER THE 90 DAY MAINTENANCE PERIOD, THE CONTRACTOR SHALL FURNISH A WRITTEN WARRANTY ON ALL PLANT MATERIAL AGREEING TO GUARANTEE THE CONTINUED GROWTH OF ACTIVE PLANT MATERIAL FOR THE SPECIFIED GUARANTEE PERIODS. ALL GUARANTEE PERIODS COMMENCE FROM THE TIME OF FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.

3. THE CONTRACTOR SHALL WATER AND MAINTAIN ALL LANDSCAPE MATERIAL DURING THE MAINTENANCE PERIOD. THE OWNER WILL WATER AND MAINTAIN THE LANDSCAPE MATERIAL DURING THE WARRANTY PERIOD. THE CONTRACTOR SHALL INSPECT THE LANDSCAPE MATERIALS PERIODICALLY DURING THE WARRANTY PERIOD AND SHALL NOTIFY THE OWNER IN WRITING, IF, IN THE CONTRACTOR'S OPINION, THE LANDSCAPE MATERIALS ARE NOT RECEIVING PROPER CARE.

4. ALL TREES, PALMS, CACTI, ACCENTS, AND TURF SHALL BE GUARANTEED FOR A MINIMUM PERIOD OF ONE (1) YEAR AND ALL SHRUBS, GROUNDCOVERS, AND OTHER NON SPECIFIED PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF 90 DAYS FROM THE DATE OF FINAL ACCEPTANCE. THE GUARANTEE SHALL BE AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND THE LANDSCAPE CONTRACTOR'S CONTROL.

5. ANY PLANT MATERIALS WHICH ARE NOT APPROVED PRIOR TO OCTOBER 1 OF THE CALENDAR YEAR IN WHICH THEY ARE INSTALLED, SHALL BE FURTHER GUARANTEED UNTIL MAY 15 OF THE FOLLOWING CALENDAR YEAR.

6. ALL PLANT MATERIALS MUST BE MAINTAINED IN HEALTH AND VIGOR AND BE ALLOWED TO ATTAIN NATURAL SIZE AND SHAPE IN ACCORDANCE WITH THE ORIGINALLY APPROVED LANDSCAPE PLAN.

7. REFER TO BOOK SPECIFICATIONS, IF INCLUDED IN THIS DOCUMENT SET, FOR ADDITIONAL INFORMATION ON THE SPECIFICS OF THE ANTICIPATED WARRANTY.

8. LANDSCAPE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE OWNER TYPEWRITTEN MAINTENANCE GUIDELINES AT FINAL WALK-THRU AND PRIOR TO FINAL ACCEPTANCE OF WORK.

9. IF TURF IS USED ON THIS PROJECT THE LANDSCAPE CONTRACTOR SHALL REAPPLY SEED OR SOD IN ALL AREAS WHICH HAVE DEVELOPED BARE SPOTS HALFWAY THROUGH THE MAINTENANCE PERIOD. AREAS WHICH CANNOT BE RESEEDED FOR SUMMER GROWTH DUE TO CONTRACTOR'S INABILITY TO RESEED DURING PROPER GROWING SEASON SHALL BE OVERSEEDED OR SODDED WITH GRASS APPROPRIATE FOR THE CURRENT SEASON, CARED FOR THROUGHOUT THE OFF SEASON, AND PROPERLY SEEDED AT THE NEXT APPROPRIATE GROWING SEASON. THESE ARRANGEMENTS MUST BE MADE WITH THE OWNER PRIOR TO CONDITIONAL ACCEPTANCE OF THE WORK AND MAY REQUIRE A MONETARY HOLD-BACK.

10. COST FOR REPLACEMENTS DURING THE WARRANTY PERIOD IS ASSUMED PART OF THE BID QUOTATIONS AND THEREFORE WILL NOT RESULT IN ANY ADDITIONAL COST TO THE OWNER OR LANDSCAPE ARCHITECT.

EXISTING LANDSCAPE NOTES

1. BEFORE WORK BEGINS ON THE PROJECT, THE LANDSCAPE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION CONFERENCE WITH OWNER AND/OR THE GENERAL CONTRACTOR TO REVIEW THE PROJECT. THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE IS TO APPROVE ANY CHANGES PRIOR TO THE START OF ANY WORK.

2. ALL DEMOLITION AREAS SHALL BE FLAGGED FOR APPROVAL PRIOR TO DEMOLITION.

3. ALL EXISTING PLANT MATERIAL SHALL REMAIN UNLESS OTHERWISE NOTED. SHOULD ANY CONFLICTS ARISE BETWEEN THE EXISTING PLANT MATERIAL ON-SITE AND PROPOSED IMPROVEMENTS SHOWN ON THE PLANS THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

SEEDING SPECIFICATIONS (SEE TABLE BELOW RIGHT FOR SEED QUANTITIES)

1013.1 GENERAL

1013.1.1 SCOPE

FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR PREPARATION OF SEEDBED, FURNISHING AND INSTALLATION OF SEED, EROSION CONTROL MEASURES, SOIL AMENDMENTS, AND RELATED WORK SPECIFIED HEREIN AND AS INDICATED ON PLANS OR AS AUTHORIZED BY THE LANDSCAPE ARCHITECT OR ENGINEER. THIS SPECIFICATION SHALL APPLY TO LARGE PONDING AREAS ON SITES WHERE A LANDSCAPE PLAN FOR BUILDING PERMIT IS NOT REQUIRED, AND ALL PONDS THAT ARE GREATER THAN OR EQUAL TO 2 ACRES IN SIZE. SMALLER WATER QUALITY PONDS SHALL INCORPORATE LOW IMPACT DEVELOPMENT STRATEGIES AS DESCRIBED IN THE CITY OF ALBUQUERQUE DEVELOPMENT PROCESS MANUAL (DPM). TREATMENTS DESCRIBED IN THIS SPECIFICATION MAY APPLY AS BEST MANAGEMENT PRACTICES WHERE DEEMED PRACTICABLE BY THE LANDSCAPE ARCHITECT OR ENGINEER.

1013.1.2 APPLICABLE STANDARDS & REFERENCES:

1013.1.2.1 DRAWINGS AND GENERAL PROVISIONS OF THE CONTRACT INCLUDING CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION. GENERAL CONDITIONS AND ANY SUPPLEMENTAL SPECIAL PROVISIONS, APPLY TO THIS SECTION.

1013.1.2.2 ALL SEED SHALL BE CERTIFIED BY STATE OF ORIGIN. THE CERTIFICATION AUTHORITY FOR THE STATE OF NEW MEXICO IS THE NEW MEXICO CROP IMPROVEMENT ASSOCIATION.

1013.1.2.3 RECLAMATION EFFORTS ARE CONTROLLED BY THE REQUIREMENTS STIPULATED IN THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT FOR REGION VI OF THE ENVIRONMENTAL PROTECTION AGENCY.

1013.1.3 PERFORMANCE REQUIREMENTS

1013.1.3.1 THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND CARING FOR SEEDED AREAS UNTIL FINAL ACCEPTANCE OF THE WORK AND SHALL REPAIR AT CONTRACTOR EXPENSE ANY DAMAGE TO SEEDED AREAS CAUSED BY PEDESTRIAN, VEHICULAR TRAFFIC, VANDALISM OR OTHER CAUSE.
1013.1.4 SUBMITTALS

1013.1.4.1 THIS PUBLICATION - SECTION 1502 - SUBMITTALS

1013.1.4.2 CERTIFICATION OF SEED: FROM SEED VENDOR FOR EACH MIXTURE, STATING THE BOTANICAL AND COMMON NAME, PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED. INCLUDE THE YEAR OF PRODUCTION AND DATE OF PACKAGING. INCLUDE STATE, ORIGIN AND NAME AND TELEPHONE NUMBER OF SUPPLIER.

1013.1.4.3 PRODUCT CERTIFICATES: FOR ORGANIC AMENDMENTS
FROM MANUFACTURER.

1013.1.4.5 SOURCES OF SUPPLY, COLOR, AND SIZE FOR AGGREGATE MULCH.

1013.4.6 SOURCE OF SUPPLY AND PRODUCT INFORMATION FOR WOOD MULCH.

1013.1.5 DELIVERY, STORAGE & HANDLING

1013.1.5.1 SEED AND OTHER PACKAGED MATERIALS: DELIVER PACKAGED MATERIALS IN ORIGINAL, UNOPENED CONTAINERS SHOWING WEIGHT, CERTIFIED ANALYSIS, NAME AND ADDRESS OF MANUFACTURER, AND INDICATION OF COMPLIANCE WITH STATE AND FEDERAL LAWS, AS APPLICABLE.

1013.1.5.2 BULK MATERIALS:
A. DO NOT DUMP OR STORE BULK MATERIALS NEAR FUEL CONTAINERS, HERBICIDES, STRUCTURES, UTILITIES, WALKWAYS AND PAVEMENTS, OR ON EXISTING TURF AREAS OR PLANTS.
B. PROVIDE EROSION-CONTROL MEASURES TO PREVENT EROSION OR DISPLACEMENT OF BULK MATERIALS; DISCHARGE OF SOIL-BEARING WATER RUNOFF; AND AIRBORNE DUST REACHING ADJACENT PROPERTIES, WATER CONVEYANCE SYSTEMS, OR WALKWAYS.
C. ACCOMPANY EACH DELIVERY OF BULK MATERIALS WITH APPROPRIATE CERTIFICATES.

1013.2 PRODUCTS

1013.2.1 SEED

1013.2.1.1 SEED: THE SEED SPECIES AND RATE OF APPLICATION SHALL BE AS SHOWN BELOW AND SHALL BE USED BASED ON THE TYPE OF SOIL OR AS SPECIFIED ON THE PLANS OR IN THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS.

1013.2.1.2 SEED SHALL BE FRESH, RE-CLEANED SEED OF THE LATEST CROP, MIXED IN THE PROPORTIONS BY WEIGHT, AND BE PURE LIVE SEED AS DENOTED WITHIN THESE SPECIFICATIONS OR AS PER THE PLANS.

1013.2.1.3 SEED SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED CONTAINERS WHICH SHALL BEAR THE VENDOR'S GUARANTEE OF ANALYSIS. LABELING OF SEED SHALL BE IN ACCORDANCE WITH FEDERAL SEED LAWS AND THE NEW MEXICO DEPARTMENT OF AGRICULTURE LABELING LAWS. FEDERAL SEED LAWS REQUIRE THAT
ANALYSIS SHALL BE NO OLDER THAN FIVE MONTHS FOR SEED SHIPPED INTERSTATE AND NO OLDER THAN NINE MONTHS FOR SEED SHIPPED INTRA-STATE. SEEDS MAY BE PRE-MIXED BY A SEED DEALER. DOCUMENTATION MUST BE PROVIDED, THE SAME AS IF THE SEEDS WERE SOLD OR BAGGED SEPARATELY. THE LANDSCAPE
ARCHITECT OR ENGINEER SHALL RECEIVE ALL LABELS FROM ALL BAGS OF SEED USED FOR VERIFICATION. FOR EACH SPECIES INCLUDED IN THE MIX THE FOLLOWING INFORMATION WILL BE FOUND ON EACH BAG TAG:
A. VARIETY - SPECIFY IF CERTIFIED.
B. KIND OF SEED
C. LOT NUMBER
D. PURITY
E. GERMINATION
F. % OF CROP SEED, % INERT, % NOXIOUS WEED
G. ORIGIN
H. TEST DATE
I. POUNDS OF THIS SPECIES OR PERCENTAGE OF TOTAL LOT.

1013.2.1.4 SEED MIXTURE AND RATE: SEED SPECIES MIXTURES AND APPLICATION RATES SHALL BE AS FOLLOWS AND SHALL BE USED BASED ON THE SOIL TYPE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR SUPPLEMENTAL TECHNICAL SPECIFICATIONS. (SEE TABLE TO RIGHT)

PLANTING GENERAL NOTES

1. VERIFY PLANT QUANTITIES PRIOR TO BIDDING AND INSTALLATION. QUANTITIES ARE LISTED FOR CONVENIENCE ONLY, THE ACTUAL NUMBER OF SYMBOLS INDICATED ON THE PLANTING PLANS SHALL HAVE PRIORITY OVER QUANTITIES LISTED WITHIN THE LANDSCAPE MATERIAL SCHEDULE. THE CONTRACTOR SHALL FURNISH ALL PLANT MATERIAL NECESSARY TO COMPLETE THE PLANTINGS AS SHOWN ON THE PLANS.

2. CLARIFICATION OF DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND THE SITE SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND/OR OWNER'S AUTHORIZED REPRESENTATIVE IMMEDIATELY.

3. THE LANDSCAPE ARCHITECT AND/OR OWNER'S AUTHORIZED REPRESENTATIVE IS TO APPROVE ANY PLANT MATERIAL SUBSTITUTIONS.

4. ALL PLANT MATERIAL MUST BE MAINTAINED IN HEALTH AND VIGOR, AND BE ALLOWED TO ATTAIN NATURAL SIZE AND SHAPE IN ACCORDANCE WITH ARIZONA NURSERY ASSOCIATION SPECIFICATIONS.

5. ALL PLANT MATERIAL MAY BE INSPECTED PRIOR TO ACCEPTANCE. THE LANDSCAPE ARCHITECT AND/OR OWNER'S AUTHORIZED REPRESENTATIVE RESERVES THE RIGHT TO REFUSE ANY PLANT MATERIAL DEEMED UNACCEPTABLE, EVEN AFTER DELIVERY TO SITE.

6. PLANT TREES AND SHRUBS PLUMB AND FACED TO GIVE THE BEST APPEARANCE OR RELATIONSHIP TO ADJACENT PLANTS, STRUCTURES, AND VIEWS. IF ANY SOIL NUTRIENT DEFICIENCIES EXIST, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO AMEND THE SOIL.

7. PLANTING METHODS, SOIL AMENDMENT QUANTITIES (IF ANY), AND PREPARATION METHODS SHALL BE INSTALLED ACCORDING TO THE PLANTING SPECIFICATIONS AND DETAILS.

8. ALL PLANTING AREAS SHALL RECEIVE WEED CONTROL/PRE-EMERGENT PER THE GUIDELINES SET FORTH WITHIN THE SPECIFICATIONS AND DETAILS. REAPPLY AS NECESSARY TO COMPLETELY KILL NOXIOUS MATERIAL. REMOVE ALL DEAD AND/OR DYING DEBRIS PRIOR TO FINAL ACCEPTANCE.

9. ALL TREES LOCATED WITHIN SIGHT DISTANCE AREAS MUST BE TRIMMED TO 6'-0" CLEARANCE ABOVE FINISHED GRADE.

10. UNLESS OTHERWISE NOTED ON PLANS, ROCK/BARK MULCH SHALL EXTEND UNDER ALL PLANTINGS AND BE RAKED UNIFORMLY ALONG CONCRETE FLATWORK, CURBS AND ETC.

11. THE FINISH GRADE OF LANDSCAPE AREAS RECEIVING ROCK/BARK MULCH MUST BE GRADED 2-1/2" BELOW CONCRETE OR OTHER ADJACENT PAVED SURFACES PRIOR TO INSTALLATION OF THE MULCH. FINISH GRADE OF LANDSCAPE AREAS RECEIVING TURF MUST BE GRADED 1-1/2" BELOW CONCRETE OR OTHER PAVED SURFACES PRIOR TO INSTALLATION OF TURF.

12. BOULDERS, IF USED, TO BE SURFACE SELECT GRANITE WITH A MINIMUM OF SHARP EDGES AND/OR CRACKING. ANY EXPOSED SURFACE SCARRING THAT MAY HAVE OCCURRED DURING TRANSPORTING OR CONSTRUCTION IS TO BE EONITED WITH NO ADDITIONAL COST TO THE OWNER.

13. STAKE ALL NURSERY GROWN TREE STOCK A MINIMUM OF 12" OUT FROM EDGE OF PLANTING WELL. THE EDGE OF ALL TREE PLANTING WELLS SHALL BE A MINIMUM OF 2 FEET AWAY FROM ALL CURB AND SIDEWALKS AND A MINIMUM OF 12 FEET AWAY FROM ALL BUILDING FOUNDATIONS. THE EDGE OF ALL SHRUB PLANTING WELLS SHALL BE A MINIMUM OF 18" AWAY FROM ALL CURB AND SIDEWALKS AND A MINIMUM OF 3 FEET AWAY FROM ALL BUILDING FOUNDATIONS.

14. LANDSCAPE CONTRACTOR SHALL CONTACT THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO EACH APPLICATION OF PRE-EMERGENT FOR VERIFICATION. CONTRACTOR SHALL PROVIDE OWNER WITH PROOF OF PRE-EMERGENT APPLICATION NO MORE THAN 7 DAYS AFTER EACH APPLICATION WITHOUT EXCEPTION.

15. ALL TREES WITHIN TURF AREAS SHALL BE INSTALLED WITH TEMPORARY PVC ARBOR GUARDS.

16. ALL TURF AREAS SHALL BE GRADED SMOOTH AND APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLING SOD OR SEED. ALL AREAS TO RECEIVE TURF SHALL BE COMPLETELY FREE OF ANY RUTS, TRENCH SETTLING, OR ANY MATERIAL OVER 1/2" IN DIAMETER PRIOR TO SOD OR SEED INSTALLATION.

17. LANDSCAPE CONTRACTOR IS REQUIRED TO OBTAIN ANY REQUIRED PERMITS FOR ALL ON-SITE AND OFF-SITE IMPROVEMENTS OUTLINED WITHIN THIS SET OF PLANS AND/OR ANY OTHER ADDITIONAL WORK THEY MAY PERFORM IN THE INTEREST OF THIS PROJECT.

18. ROCK/BARK MULCH SHALL BE AS SPECIFIED IN THE LANDSCAPE MATERIAL SCHEDULE. ALL PLANTING AREAS, UNLESS OTHERWISE NOTED ON THE PLANS, SHALL RECEIVE A UNIFORM APPLICATION OF THE SPECIFIED MATERIAL. CONTRACTOR SHALL SUBMIT A SAMPLE TO THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO SCHEDULING MASS DELIVERY. OWNER MAY REQUEST THAT AN INITIAL LOAD OF MATERIAL BE DELIVERED TO THE SITE AND BE SPREAD BY THE LANDSCAPE CONTRACTOR FOR THE OWNER'S APPROVAL PRIOR TO MATERIAL APPLICATION ON THE REMAINDER OF THE SITE.

19. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO COORDINATE WITH THE OWNER THE FINAL LAYOUT OF ALL HARDSCAPE ITEMS FOR THIS PROJECT. OWNER MAY REQUEST ALL HARDSCAPE ITEMS (HEADERS, SIDEWALKS, FLATWORK, ETC.) BE STAKED AND/OR CHALKED OUT FOR THEIR APPROVAL PRIOR TO INITIAL POUR.

20. LANDSCAPE CONTRACTOR SHALL PRUNE ALL TREES AFTER INSTALLATION SO THAT NO BRANCH IS TOUCHING FINAL GRADE AND TRIM CANOPIES/BRANCHING TO A CLEAN AND NEAT APPEARANCE. ALL DEAD AND/OR DYING MATERIAL SHALL BE PRUNED FROM THE TREE PRIOR TO FINAL ACCEPTANCE.

21. WATER TEST ALL TREE PLANTING WELLS PRIOR TO PLANTING. IF TREE WELLS DO NOT PROPERLY DRAIN, REFER TO THE HARDPAN PLANTING DETAIL FOR ADDITIONAL INFORMATION.

22. REFER TO GENERAL CONSTRUCTION NOTES ON THE COVER SHEET FOR ADDITIONAL INFORMATION THAT RELATES TO THE SCOPE OF WORK IN THIS SECTION. ALSO REFER TO ANY WRITTEN SPECIFICATION, SHOULD THEY ACCOMPANY THESE DRAWINGS, FOR ADDITIONAL REQUIREMENTS NOT COVERED WITHIN THESE PLANS.

Sandy Soils: (Mainly Westside Areas) Seed rate is given in pounds of pure live seed (PLS) per acre. Mix shall include at least four of the wildflower species listed below at a total application rate of at least 2.0# PLS/AC.

SEED MIX FOR SANDY SOILS	#PLS/AC	NOTES
Hilaria jamesii 'Viva' Galleta	7.0	
Oryzopsis hymenoides 'Paloma' Indian Rice Grass	5.0	
Bouteloua gracilis 'Hachita' Blue Grama	2.0	
Bouteloua curtipendula 'Vaughn' Sideoats Grama	1.0	
Agropyron smithii 'Arriba' Western Wheat	1.0	
Sporobolus cryptandrus Sand Dropseed	1.0	
Sporobolus airoides 'Salado' Alkali Sacaton	1.0	
Artemisia frigida Fringed sagebush	.25	Low Shrub
Sphaeralcea ambigua Desert Globemallow	.25	Perennial wildflower
Sphaeralcea parvifolia Nelson Globemallow	.25	Perennial wildflower
Helianthus annuus	.5	Annual wildflower
Oenothera pallida White Evening Primrose	.25	Perennial wildflower
Baileya multiradiata Desert Marigold	.25	Biennial wildflower
Abronia fragrans or Abronia villosa Sand Verbena	.25	Perennial wildflower
Dalea purpurea var purpurea Purple Prairie Clover	.25	Perennial wildflower
Machaeranthera canescens Hoary transeyaster	.25	Perennial wildflower
Berlandiera lyrata Chocolate Flower	.25	Perennial wildflower
Ratibida columnifera forma pulcherrima Mexican Hat	.25	Perennial wildflower

PLANT SCHEDULE - PHASE 1 & 2

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE (INSTALL)	H X W	WATER	COVERAGE
EXISTING TREES						
	8	Existing Tree Remain in Place	Existing			
DECIDUOUS TREES						
	44	Chilopsis linearis Desert Willow	2" + Cal	20` x 20`	Low	(20`) - 350
	23	Prunus cerasifera Purple-leaf Plum	2" + Cal	20` x 20`	Low	(20`) - 350
	34	Pyrus calleryana 'Bradford' Bradford Callery Pear	2" + Cal	30` x 20`	Low	(20`) - 350
	70	Quercus gambelii Gambel Oak	2" + Cal	20` x 25`	Low	(25`) - 500
	27	Syringa reticulata Japanese Tree Lilac	2" + Cal	20` x 15`	Low	(15`) - 200
EVERGREEN TREES						
	20	Juniperus monosperma Oneseed Juniper	2" + Cal	12` x 12`	Low	(12`) - 125
	89	Pinus aristata Bristlecone Pine	2" + Cal	20` x 15`	Low	(15`) - 200
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SIZE MATURE (HXW)	WATER	COVERAGE
DECIDUOUS SHRUBS						
	116	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	5 gal	2` x 2.5`	Low-Medium	(2.5`) - 5
	193	Genista tinctoria Dyer's Broom	5 gal	3` x 3`	Low	(3`) - 9
	123	Syringa meyeri 'Palibin' Dwarf Korean Lilac	5 gal	4` x 6`	Low-Medium	(6`) - 30
DESERT ACCENTS						
	119	Agave neomexicana New Mexico Agave	5 gal	1.5` x 2.5`	Low	(2.5`) - 5
	21	Agave utahensis Utah Agave	5 gal	2` x 3`	Low	(3`) - 9
	47	Hesperaloe parviflora Texas Red Yucca	5 gal	3` x 3`	Low-Medium	(3`) - 9
EVERGREEN SHRUBS						
	136	Buxus microphylla japonica 'Winter Gem' Winter Gem Japanese Boxwood	5 gal	4` x 4`	Low-Medium	(4`) - 15
	377	Juniperus horizontalis 'Blue Chip' Blue Chip Creeping Juniper	5 gal	1` x 6`	Low-Medium	(6`) - 30
	369	Juniperus sabina 'Buffalo' Buffalo Juniper (female only)	5 gal	1` x 8`	Low-Medium	(8`) - 50
FLOWERING PLANTS						
	100	Caryopteris x clandonensis 'Blue Mist' Blue Mist Bluebeard	5 gal	3` x 3`	Low-Medium	(3`) - 9
	108	Hibiscus syriacus Rose of Sharon	5 gal	10` x 8`	Low-Medium	(8`) - 50
	251	Salvia greggii Autumn Sage	1 gal	2` x 2.5`	Low	(2.5`) - 5
	272	Salvia x 'Ultra Violet' Ultra Violet Sage	1 gal	1.5` x 2.5`	Low	(2.5`) - 5
GRASSES						
	245	Nassella tenuissima Mexican Feather Grass	1 gal	2` x 2`	Low	(2`) - 3
	346	Schizachyrium scoparium Little Bluestem	1 gal	2` x 2`	Low	(2`) - 3
MISCELLANEOUS						
	13,839 sf	Cobble Mulch Blend Santa Fe Brown: 4" to 6" Angular	SF			
	132,975 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF			
	3,051 sf	Native Seed Mix	SF			
	3,522 sf	Parkblend Sod Pop-Up Irrigation	SF			
	229 sf	Stabilized DG Path 1/4" Minus Stabilized DG	SF			

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DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

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PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

PLANTING NOTES

L-0.01 SHEET 02 OF 44

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IRRIGATION NOTES

1. IRRIGATION CONTRACTOR GUARANTEES 100% COVERAGE IN LANDSCAPE AREAS.

2. IRRIGATION EQUIPMENT TO BE LOCATED IN LANDSCAPE AREAS WITHIN PROPERTY BOUNDARIES OF THE PROJECT - LINES AND EQUIPMENT ARE SCHEMATIC AND ARE SOMETIMES SHOWN IN ROADWAYS, SIDEWALKS, OR OUTSIDE PROPERTY LINES. THIS IS DONE FOR CLARITY PURPOSES ONLY.

3. THE DRAWINGS ARE DIAGRAMMATIC. THEREFORE, THE FOLLOWING SHOULD BE NOTED:

   A. IRRIGATION COMPONENTS MAY BE SHOWN OUTSIDE PLANTING AREAS FOR GRAPHIC CLARITY ONLY. AVOID CONFLICTS BETWEEN THE IRRIGATION SYSTEM, UTILITIES, PLANTING MATERIALS AND ARCHITECTURAL FEATURES. INSTALL IRRIGATION PIPE AND WIRING IN LANDSCAPED AREAS WHENEVER POSSIBLE.
   B. USE ONLY STANDARD TEES AND ELBOW FITTINGS. USE OF CROSS TYPE FITTINGS IS NOT PERMITTED.

4. IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A STATIC WATER PRESSURE OF 60 PSI. THE IRRIGATION SYSTEM DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE OF 45 PSI AND A MAXIMUM FLOW DEMAND OF 24 GPM WITH A BOOSTER PUMP PROVIDING A BOOST PRESSURE OF 20 PSI FOR A TOTAL PRESSURE RATING OF 80 PSI. THE CONTRACTOR SHALL VERIFY WATER PRESSURES PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE LANDSCAPE ARCHITECT IMMEDIATELY.

5. MATERIAL USED SHALL BE INSTALLED AS DETAILED. IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS. OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT SHALL APPROVE ANY DEVIATION FROM DRAWINGS OR MATERIALS USED.

6. THE OWNER'S REPRESENTATIVE MAY, AT ANY TIME, TAKE AND ANALYZE SAMPLES OF MATERIALS AND EQUIPMENT FOR CONFORMITY TO SPECIFICATIONS. THE CONTRACTOR SHALL MAKE SUCH SAMPLES AVAILABLE UPON REQUEST. REJECTED MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND REPLACED AT THE CONTRACTOR'S EXPENSE.

7. INSTALL BACKFLOW PREVENTION UNIT(BPU)(S) PIPING BETWEEN THE POINT OF CONNECTION AND THE BPU PER LOCAL CODES. THE OWNER'S AUTHORIZED REPRESENTATIVE SHALL APPROVE THE FINAL LOCATION OF THE BPU. BACKFLOW PREVENTOR SHALL BE SCREENED FROM VIEW.

8. CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING MATERIALS AND LABOR TO PROVIDE SPECIFIED ELECTRICAL SERVICE TO CONTROLLER LOCATIONS. ELECTRICAL WORK TO BE PER MANUFACTURER'S SPECIFICATIONS AND PER LOCAL CODE.

9. 24 VOLT WIRE SHALL BE 600V, UF, UL APPROVED, #14 GAUGE, SINGLE STRAND, PLASTIC INSULATED, COPPER WIRE. COMMON WIRE IS TO BE WHITE, CONTROL WIRE IS TO BE RED (USE NO BLACK WIRE). TAPE AND BUNDLE WIRE EVERY TEN (10) FEET. DURING INSTALLATION WIRES SHALL HAVE A 24" LOOP TIED AT ALL DIRECTION CHANGES GREATER THAN 30 DEGREES & BE UNTIED PRIOR TO TRENCH FILL IN. LAY BESIDE MAINLINE. SPLICE IN VALVE BOXES ONLY, USING MANUFACTURED EPOXY OR RESIN FILLED WIRE CONNECTORS. PROVIDE 34" SLACK AT EACH ELBOW IN MAIN LINE AND AT EACH REMOTE CONTROL VALVE. IF SYSTEM IS NOT A TWO-WIRE CONTROL SYSTEM, PULL ONE ADDITIONAL SPARE WIRE TO THE MOST DISTANT VALVE LOCATION FOR POTENTIAL FUTURE USE. COLOR OF EXTRA WIRE SHALL BE YELLOW. IF IRRIGATION SPECIFICATIONS DIFFER FROM THIS PARAGRAPH, FOLLOW THE IRRIGATION SPECIFICATIONS.

10. LEVEL OF PEA GRAVEL IN IRRIGATION BOXES SHALL BE A MINIMUM OF 4" BELOW THE BOTTOM OF THE VALVE SO THAT THE VALVE IS COMPLETELY VISIBLE. PEA GRAVEL IN VALVE BOX TO BE CLEANED FROM TOP OF VALVE SO THAT VALVE IS COMPLETELY VISIBLE. LIP OF VALVE BOX IS ALSO TO BE FREE OF DEBRIS. REFERENCE IRRIGATION DETAILS.

11. LOCATE PRESSURE REGULATOR AND 'Y' STRAINER IN A VALVE BOX AS REQUIRED. REMOTE CONTROL VALVE TO BE LOCATED IN A SEPARATE (ADJACENT) VALVE BOX, OR A JUMBO VALVE BOX MAY BE USED IN LIEU OF TWO SEPARATE BOXES.

12. DRIP SYSTEMS TO BE FLUSHED THROUGH FLUSH CAPS. FLUSH CAPS TO BE LOCATED IN 6" ROUND ECONOMY BOXES AND PLACED AT THE END OF LATERALS RUNS.

13. THE CONTRACTOR SHALL PROVIDE CHECK VALVES AND AIR VACUUM RELIEF VALVES AS REQUIRED, OR AT THE DISCRETION OF THE LANDSCAPE ARCHITECT, TO EACH CIRCUIT THROUGHOUT THE IRRIGATION SYSTEM LOCATED WITHIN SLOPED AREAS TO PREVENT LOW IRRIGATION HEAD DRAINAGE.

14. PIPE SIZES SHALL CONFORM TO THE PIPE SIZING SCHEDULE ON DETAIL SHEET. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED BY THE LANDSCAPE ARCHITECT.

15. PIPE SHALL BE BEDDED ON ALL SIDES WITH FOUR INCHES OF ROCK FREE (3/8" MINUS) MATERIAL. IMPORT SAND IF NECESSARY. BACKFILL IN TWO OR MORE COMPACTED LIFTS. SETTLING OF TRENCHES BY MORE THAN AN INCH SHALL BE BROUGHT TO FINISH GRADE AT THE CONTRACTOR'S EXPENSE.

16. IRRIGATION LINES ON SLOPES OR WITHIN RETENTION BASINS SHALL BE RUN PARALLEL WITH GRADE AND ARE TO MAINTAIN THE HIGHEST ELEVATIONS POSSIBLE.

17. MULTI-OUTLET EMITTERS SHALL SERVICE ALL TREES AND SHRUBS <5' O.C. AND SINGLE POINT-SOURCE EMITTERS SHALL SERVICE ALL SHRUBS AND/OR GROUNDCOVERS >5' O.C.

18. PLANTS THAT REQUIRE MORE THAN ONE DRIP EMITTER SHALL HAVE EMITTERS DISTRIBUTED EVENLY AROUND PERIMETER OF PLANTING WELL. EMISSION POINTS AT ROOTBALLS SHALL BE LOCATED ON THE UPHILL SIDE, MIDWAY BETWEEN THE CENTER OF THE PLANT AND THE EDGE OF THE ROOTBALL.

19. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR LANDSCAPE SLEEVING REQUIRED TO COMPLETE THE PROJECT, WHETHER SHOWN OR NOT. COORDINATE INSTALLATION WITH THE GENERAL CONTRACTOR. VERIFY ANY EXISTING SLEEVES INSTALLED BY OTHER CONTRACTORS.

20. IRRIGATION AND ELECTRICAL SLEEVES TO BE SCHEDULE 40 PVC AND ALL SLEEVES SHALL CONFORM TO THE IRRIGATION SCHEDULE. ALL SLEEVING INSTALLED UNDER NEW STREETS SHALL BE DONE WITH SCHEDULE 80 PVC SLEEVING CONDUIT. INSTALL ONE 2" SLEEVE AT ALL MAINLINE SLEEVE LOCATIONS FOR ELECTRICAL WIRE. SLEEVES SHALL BE TWICE THE DIAMETER OF THE PIPE BEING SLEEVED AND EXTEND AT LEAST 24" BEYOND CONCRETE OR ANY OTHER STRUCTURES. MARK SLEEVE ENDS AT GRADE UPON INSTALLATION FOR VERIFICATION OF LOCATION AND DEPTH. ALLOW AT LEAST 4" - 6" FROM END OF SLEEVES TO FIRST FITTING ON IRRIGATION LINE. SLEEVES TO BE 24" BELOW GRADE AND/OR PER OWNER'S SPECIFICATIONS. SLEEVES UNDER PARKING LOTS, STREETS, STAGING AREAS, AND PATIOS TO BE INSTALLED BY PAVING CONTRACTOR PRIOR TO PAVING. SEE IRRIGATION SPECIFICATIONS FOR PIPE AND FITTING MATERIAL TYPE.

21. NOTIFY THE OWNER'S REPRESENTATIVE 48 HOURS PRIOR TO THE FOLLOWING REQUIRED STAGES OF OBSERVATION FOR:
   MAINLINE: INSTALLATION, DEPTH, VALVES, WIRE, LINE PRESSURE TEST
   EMITTER LATERALS: INSTALLATION, DEPTH, VALVES, EMITTERS, OUTLET TUBING, AT LINE PRESSURE
   CONTROLLER: INSTALLATION, FUNCTIONING

22. PRIOR TO OWNER'S APPROVAL, AN IRRIGATION "TUNE UP" MUST BE PERFORMED AS FOLLOWS:
   A. IRRIGATION EQUIPMENT (INCLUDING PIPELINES AND SLEEVES) TO BE DOCUMENTED FROM TWO STATIONARY POINTS.
   B. DRIP SYSTEMS TO BE FLUSHED BEGINNING WITH "Y" STRAINER, WORKING AWAY FROM THE PRESSURE REGULATOR.

IRRIGATION NOTES - CONTINUED

   C. IRRIGATION SPRINKLER HEADS TO BE FLUSHED OF DEBRIS AND FLOW CONTROLS ADJUSTED TO ACHIEVE MAXIMUM COVERAGE FOR TURF AREAS. AVOID OVER SPRAY ON STREETS, CURBS, SIDEWALKS, WALLS, AND STRUCTURES.
   D. IRRIGATION HEADS SHALL BE ADJUSTED TO PROPER HEIGHT.
   E. IRRIGATION VALVES TO BE LABELED ON A SHEET OF PAPER WITH STATIONS CORRESPONDING TO ETCHED LABELS ON TOP OF VALVE BOXES. THIS SHEET TO BE PLACED IN A PLASTIC POUCH AND ATTACHED TO INSIDE OF CONTROLLER.

23. SET BACK SPRAY AND STREAM TYPE IRRIGATION HEADS FROM BACKS OF CURBS OR SIDEWALKS AS PER IRRIGATION DETAILS TO REDUCE OVER SPRAY OR PROVIDE DESIGN ALTERNATIVES TO ACHIEVE SIMILAR RESULTS TO BE APPROVED BY LANDSCAPE ARCHITECT.

24. LOCATE VALVE BOXES IN PLANTING AREAS SO THAT THEY ARE SCREENED FROM VIEW. IRRIGATION BOXES SHALL BE TAN. NO VALVE BOXES TO BE INSTALLED IN TURF.

25. MAINLINES AND IRRIGATION EQUIPMENT SHALL BE PLACED OUTSIDE THE RIGHT-OF-WAY AND PUBLIC UTILITY EASEMENTS.

26. PRIOR TO PLACING ANY IRRIGATION SYSTEMS IN SERVICE, AN ARIZONA CERTIFIED BACKFLOW DEVICE TESTER SHALL TEST THE BACKFLOW PREVENTION DEVICE AND GIVE A COPY OF THE PASSED TEST RESULTS TO THE CITY INSPECTOR OR MAIL IT TO THE CITY DEPARTMENT OF PUBLIC WORKS INSPECTION SECTION.

27. AFTER INITIAL TESTING EACH BACKFLOW DEVICES SHALL BE TESTED AND PASSED ANNUALLY IN ACCORDANCE WITH LOCAL UTILITY REQUIREMENTS.

28. BACKFLOW PREVENTION DEVICES SHALL BE PLACED A MINIMUM OF TWO (2') FEET FROM THE WATER METER / POINT OF CONNECTION AND BE THE SAME SIZE AS THE METER / POINT OF CONNECTION SERVICE LINE.

29. BACKFLOW PREVENTION DEVICES SHALL HAVE A MINIMUM 24"X36"X4" CLASS B CONCRETE SLAB WITH PIPE SLEEVES. IF A SECURITY CAGE IS INSTALLED CONCRETE SHALL BE SIX (6") INCHES LARGER ON ALL SIDES THAN THE SECURITY CAGE.

30. PIPE CROSSINGS IN THE RIGHT-OF-WAY SHALL BE MARKED ON EACH SIDE OF THE CURB WITH A NON-DESTRUCTIBLE MARKING.

31. INSTALL GATE VALVES FOR FULL FLOW.

IRRIGATION KEY NOTES:

- IRRIGATION CONTRACTOR TO REVIEW ACTUAL SITE CONDITIONS PRIOR TO INSTALLING IRRIGATION OR ORDERING MATERIALS. SOME ADJUSTMENTS IN EQUIPMENT LOCATIONS MAY BE REQUIRED TO MATCH ACTUAL CURRENT CONDITIONS. REVIEW ANY CHANGES WITH OWNERS REPRESENTATIVE. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS..
- THE IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A STATIC WATER PRESSURE OF 60 PSI. AT THE POINTS OF CONNECTION. CONTRACTOR TO CHECK WATER PRESSURE PRIOR TO STARTING CONSTRUCTION AND NOTIFY OWNER'S REPRESENTATIVE IF NOT MIN. 60 PSI.
- ALL MAINLINE FITTINGS OVER 3" SHALL BE IRON GASKETED WITH JOINT RESTRAINT HARNESSES.
- REFER TO EMITTER SCHEDULE FOR TREE, SHRUB GPH. & NUMBER OF EMITTERS. USE MULT-PORT EMITTERS ON SHRUBS WHEN SPACING ALLOWS.
- EQUIPMENT SUBMITTAL FOR APPROVAL PRIOR TO ORDERING MATERIALS.
- IRRIGATION LAYOUT IS SCHEMATIC IN NATURE. ALL IRRIGATION EQUIPMENT LOCATIONS ARE SHOWN FOR GRAPHIC CLARITY ONLY. CONTRACTOR SHALL INSTALL ALL IRRIGATION EQUIPMENT IN LANDSCAPE AREAS ONLY. IF THERE IS A DISCREPANCY IN THE FIELD, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
- SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
- INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
- USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
- TREES IN TURF HAVE (1) MULTI-PORT EMITTER W/ SIX OUTLETS.
- INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
- INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
- INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
- PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (>3") UNDER ASPHALT PAVING.
- RUN 2 WIRE LOOPS FROM EACH CONTROLLER BACK TO BOOSTER PUMP, HYDROMETER/MASTER VALVE, AND FLOW SENSOR ON EACH MAIN AND SUB-MAIN LOOP AS REQUIRED PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR RESPONSIBLE FOR INSURING MASTER VALVES, FLOW SENSORS, CONTROLLERS, AND PUMP STATION ARE ALL CONNECTED AND OPERATIONAL PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER LOCATION PER MANUFACTURE'S SPECIFICATIONS. LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS.
- ALL IRRIGATION EQUIPMENT TO BE INSTALLED IN COMMON AREA LANDSCAPE PLANTER AREAS, NOT IN PRIVATE YARDS, REGARDLESS OF WHAT IS SHOWN ON PLANS. IRRIGATION PLANS ARE SCHEMATIC AND NATURE AND DUE TO SCALE, EQUIPMENT IS SOMETIMES SHOWN IN AREAS THAT ARE NOT COMMON AREA LANDSCAPE PLANTERS. NO VALVES TO BE INSTALLED IN TURF.

RAIN BIRD TWO-WIRE NOTES:

1. ALL VALVES ARE TO BE INSTALLED WITH RAINBIRD DECODERS, 1, 2, OR 4 STATION.

2. TWO-WIRE SHALL BE RAINBIRD MAXI-WIRE BASED ON MAXIMUM DISTANCE TO DECODER.
   - 14 AWG WIRE PATH: 34,900'
   - 12 AWG WIRE PATH: 55,000'

3. INSTALL RAINBIRD SURGE ARRESTORS. PROVIDE GROUNDING OF THE TWO-WIRE PATH EVERY 8 DECODERS OR 500' OF WIRE RUN, WHICHEVER IS SHORTER, USING LSP-1 LINE SURGE DECODERS. THE LAST DECODER ON A RUN SHALL BE GROUNDED WITH 8' GROUNDING ROD. REFER TO DETAILS AND RAINBIRD SPECIFICATIONS.
4. TO COMPLY WITH PROPER INSTALLATION SPECIFICATIONS, THE FOLLOWING COMPONENTS SHOULD BE GROUNDED:
   - ESP-LX DECODER CONTROLLER
   - ESPLXD-SM75 DECODER CONTROLLER MODULE (IF NEEDED)
   - LSP-1 LIGHTNING SURGE PROTECTOR
   - SD-210 SENSOR DECODER
   - FD-401 FIELD DECODER
   - FD-601 FIELD DECODER
   - NOTE: EACH INSTALLED GROUNDING SYSTEM SHALL MAINTAIN A MAXIMUM GROUND RESISTANCE OF 10 OHMS OR LESS.

5. RAINBIRD FD-SERIES AND LSP-1 DECODER WIRE SPLICES SHALL BE 3M DBR/Y SPLICE KITS FOR ALL WIRE CONNECTIONS.

6. FOR SECONDARY WIRE RUN, THE DISTANCE BETWEEN THE FIELD DECODER AND THE SOLENOID (VALVE) CAN NOT EXCEED 450' USING 14 GAUGE WIRE.

7. USE GREY FIELD DECODERS FOR ALL SOLENOIDS AND GREEN (SD-210) SENSOR DECODERS FOR FLOW AND WEATHER SENSORS.

IRRIGATION SCHEDULE OVERALL

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
10 ADJ 18FT	Rain Bird R-VAN18 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45
24 ADJ 24FT	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
0.5 1.0 2.0	Rain Bird Xeri-Bug Emitter Rain Bird XB-PC, Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Remote Control Valve Rain Bird PEB-IVM: Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
	Quick Coupler Rain Bird 44-LRC: 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.

	Isolation Gate Valve (Same Size as Pipe) Nibco T-113-K: Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Master Valve 2" Rain Bird PEB-IVM: 1in., 1-1/2in., 2in. Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
BF	Backflow Preventer 2" Febco 825Y: Reduced Pressure Backflow Preventer
A	Pedestal Mount Controller Rain Bird ESPLXIVM-LXMMSS-LXMMSSPED: 60 Station, 2-Wire Controller w/ Smart Valve Technology. (1) ESPLXIVM 60-Station, Indoor/Outdoor, Plastic Wall-Mount Enclosure. Installed in LXMMSS-LXMMSSPED Stainless Steel Cabinet w/ Pedestal. System Requirements: Rain Bird LXIVM Integrated Valve Modules & 2-Wire Devices. Use Paige Electric Cable P7072D & Rain Bird WC20 Dry Splices ONLY. Ground System w/ LXIVMSD Surge Device in Rain Bird Round Valve Boxes. Install Per Manufacturers Recommendations.
FS	Flow Sensor Creative Sensor Technology FSI-T10-001: 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
BP	Booster Pump Rain Bird CLP Series: Booster Pump Pressure Increase of 20 PSI. Maximum Flow Rate of 24 GPM.
M	Water Meter 2"
⊥	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
S	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
ML	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
#
#"
Valve Number
Valve Flow
Valve Type
Valve Size

VALVE TYPE:
T=TREE,
E=EVERGREEN TREE,
LS= LOW WATER SHRUB,
LMS=LOW-MEDIUM WATER SHRUB,
SP=SPRINKLER,

Bungalows at Cerrillos - Water Budget Calculations (Phase 1 & 2):

Year 1 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	Unit:	Weekly Demand in Gallons (ea)	Weekly Demand in Gallons (Total)	Monthly Demand in Gallons
Perennials	523	ea	1.25	653.75	2,615.00
Shrubs	1709	ea	2.50	4,272.50	17,090.00
Native Grasses	591	ea	1.25	738.75	2,955.00
Native Grass/Turf	3522	SF	0.50	1,761.00	7,044.00
Trees - Deciduous	198	ea	45.00	8,910.00	35,640.00
Trees - Evergreen	109	ea	30.00	3,270.00	13,080.00
Total Monthly Demand (Gallons):					78,424.00
Total Yearly Demand (Gallons):					627,392.00
Total Acre-Feet/Yr:					1.93

Demand Assumptions / Eight (8) month irrigation period
Perennials: .5 gal / hr per perennial run 1/2 hour five times a week = 1.25 gal / week
Shrubs: 1 gal / hr per shrub run 1/2 hour five times a week = 2.5 gal / week
Native Grasses: .5 gal / hr per plant run 1/2 hour five times a week - 1.25 gal / week
Native Grass / Turf: .5 gal / SF per week
Trees - Deciduous: 15 gal / hour per tree run 1.5 hours twice a week = 45 gal per week
Trees - Evergreen: 15 gal / hour per tree run 1 hour twice a week = 30 gal per week

Year 3 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	Unit:	Weekly Demand in Gallons (ea)	Weekly Demand in Gallons (Total)	Monthly Demand in Gallons
Perennials	471	ea	0.63	296.73	1,186.92
Shrubs	1709	ea	1.25	2,136.25	8,545.00
Native Grasses	591	ea	0.63	372.33	1,489.32
Native Grass/Turf	3522	SF	0.00	0.00	0.00
Trees - Deciduous	198	ea	35.00	6,930.00	27,720.00
Trees - Evergreen	109	ea	20.00	2,180.00	8,720.00
Total Monthly Demand (Gallons):					47,661.24
Total Yearly Demand (Gallons):					381,289.92
Total Acre-Feet/Yr:					1.17

Demand Assumptions / Eight (8) month irrigation period
Perennials: .5 gal / hr per perennial run 25 minutes three times a week = .63 gal / week
Shrubs: 1 gal / hr per shrub run 25 minutes three times a week = 1.25 gal / week
Native Grasses: .5 gal / hr per plant run 25 minutes three times a week - .63 gal / week
Native Grass / Turf: 0 gal / SF per week
Trees - Deciduous: 15 gal / hour per tree run 70 minutes twice a week = 35 gal per week
Trees - Evergreen: 15 gal / hour per tree run 40 minutes twice a week = 20 gal per week

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www.colemandesigngroup.net

REGISTRATION:
DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010
JOHN B. COLEMAN 639
12/4/23

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

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IRRIGATION NOTES

L-0.02 SHEET 3 OF 44

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WALL NOTES

1. THESE NOTES ARE GENERAL AND MAY BE SUPERSEDED BY EITHER THE SPECIFICATIONS OR LOCAL TRADE PRACTICES.
2. FOOTINGS SHALL BEAR ON UNDISTURBED NATIVE SOIL OR COMPACTED FILL.
3. THE EXPOSED UPPERMOST SOIL TO RECEIVE FILL SHALL BE SCARIFIED 6" DEEP, MOISTURE CONDITIONED TO ±3% OF OPTIMUM DENSITY CURVE FOR EACH TYPE OF SOIL ENCOUNTERED AND COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER ASTM D-2922 OR D-3017.
4. FILL MATERIAL SHALL BE PREDOMINANTLY GRANULAR, NON-EXPANSIVE, CLEAN OF ALL ORGANIC OR DETRITUS SUBSTANCES, AND HAVE A PLASTICITY INDEX LESS THAN SEVEN (7). BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY IN HORIZONTAL 8" LIFTS.
5. EXCAVATIONS FOR FOUNDATIONS SHALL BE NEAT TO LINES OF FOOTINGS. ALL LOOSE MATERIAL SHALL BE REMOVED FROM SURFACE TO RECEIVE CONCRETE.
6. ALLOWABLE SOIL BEARING PRESSURES AT FOOTING ON COMPACTED SOIL: 1500 PSI.
7. CONCRETE MIX DESIGN FOR FOOTINGS SHALL BE MAG CLASS 'B' (2500 PSI), UNLESS OTHERWISE NOTED ON DRAWINGS.
8. NO PIPES OR DUCTS SHALL BE PLACED IN STRUCTURAL CONCRETE UNLESS SPECIFICALLY DETAILED.
9. CONCRETE FOOTINGS SHALL BE CONTINUOUS POUR TO GREATEST EXTENT PRACTICAL. STEP FOOTINGS IN EVEN BLOCK INCREMENTS.
10. WALL CONTRACTOR TO BE RESPONSIBLE FOR STRUCTURAL CALCULATIONS OF THE WALLS.
11. SUBMIT TEST REPORTS FOR CONCRETE MIX DESIGNS TO LANDSCAPE ARCHITECT FOR REVIEW.
12. WATERPROOF AND GROUT SOLID RETAINING WALLS TO HIGH GRADE, IF APPLICABLE.
13. ALL IRON/STEEL WORK TO BE OF HIGHEST QUALITY WITH WELDS GROUND SMOOTH. ALL IRON WORK, EXCEPT WHERE NOTED, TO BE PRIMED AND PAINTED. PAINT COLOR TO BE SELECTED BY OWNER AND/OR LANDSCAPE ARCHITECT.
14. VERIFY HEIGHTS AND SLOPES AND TURNDOWNS BEFORE POURING FOOTINGS.
15. NEW WALL FINISHES SHALL MATCH EXISTING SURFACES, UNLESS OTHERWISE NOTED ON DRAWINGS.
16. GROUT SOLID ALL CMU CELLS AND VOIDS BELOW GRADE AND/OR CONTAINING REBAR.

WALL LEGEND

- 6' HIGH THEME WALL AND COLUMN
- 6' HIGH C.M.U. BUILDER'S WALL W/ SPLIT FACE BAND
- 6' HIGH C.M.U. WALL
- 5' OR 6' HIGH METAL VIEW FENCE
- ENTRY GATE LOCATION
- ENTRY SIGNAGE LOCATION

NORTH

0 60 120 180 240 feet

1" = 60'

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MASTER WALL PLAN

L-1.00 SHEET 04 OF 44

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NORTH

0 50 100 150 200 feet
1" = 50'

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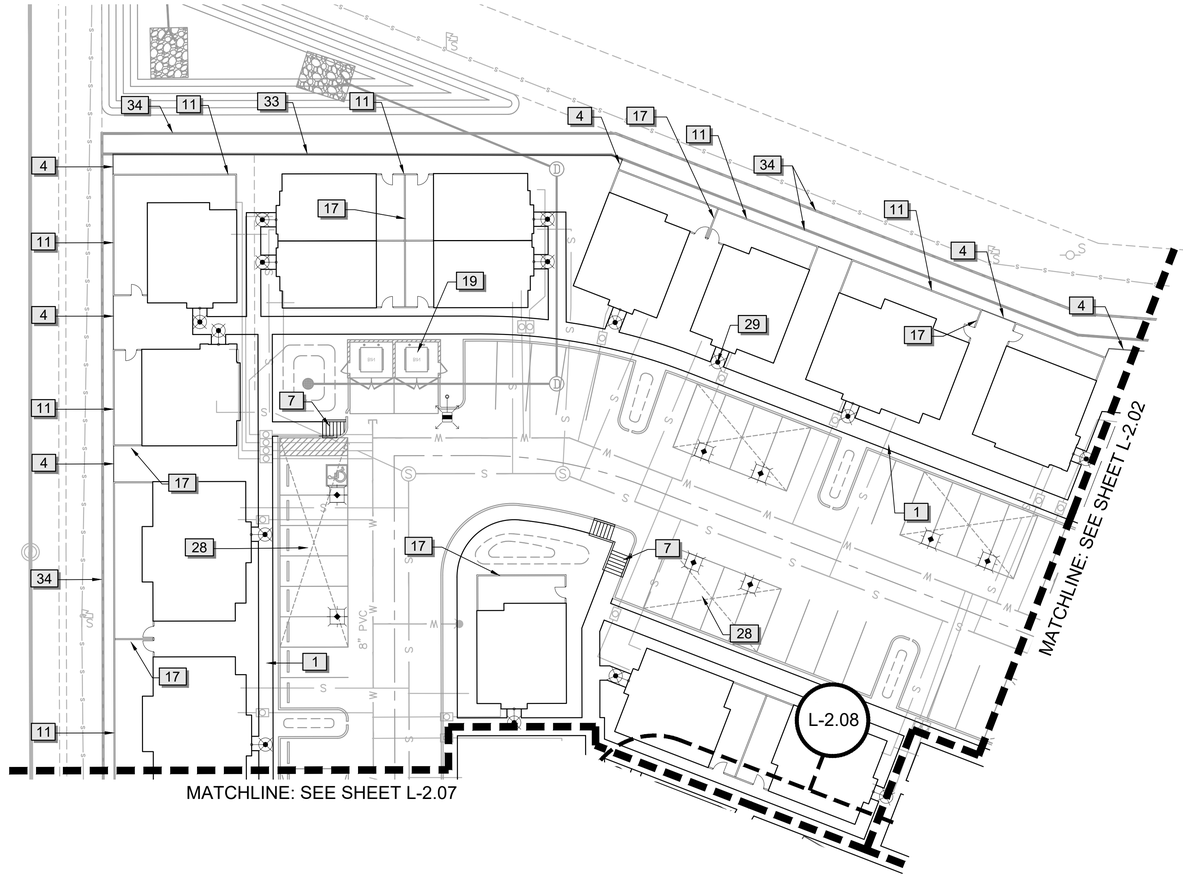
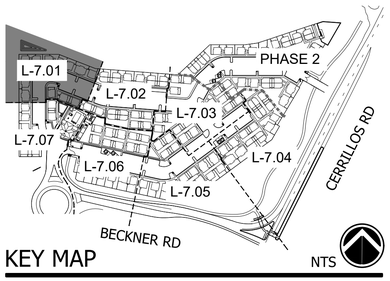
HARDSCAPE REFERENCE PLAN

L-2.00

SHEET 05 OF 44





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5	FIVE-FOOT TALL METAL VIEW FENCE. SEE SHEET L-3.01, DETAIL 7
6	CMU COLUMN. SEE SHEET L-3.01, DETAIL 1 & 8
7	ACCESSIBLE RAMP - SEE CIVIL ENGINEERING PLANS
8	FIRE HYDRANT - SEE CIVIL ENGINEERING PLANS
9	CALL BOX LOCATION - SEE CIVIL ENGINEERING PLANS
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NORTH

0 20 40 60 80 feet

1" = 20'

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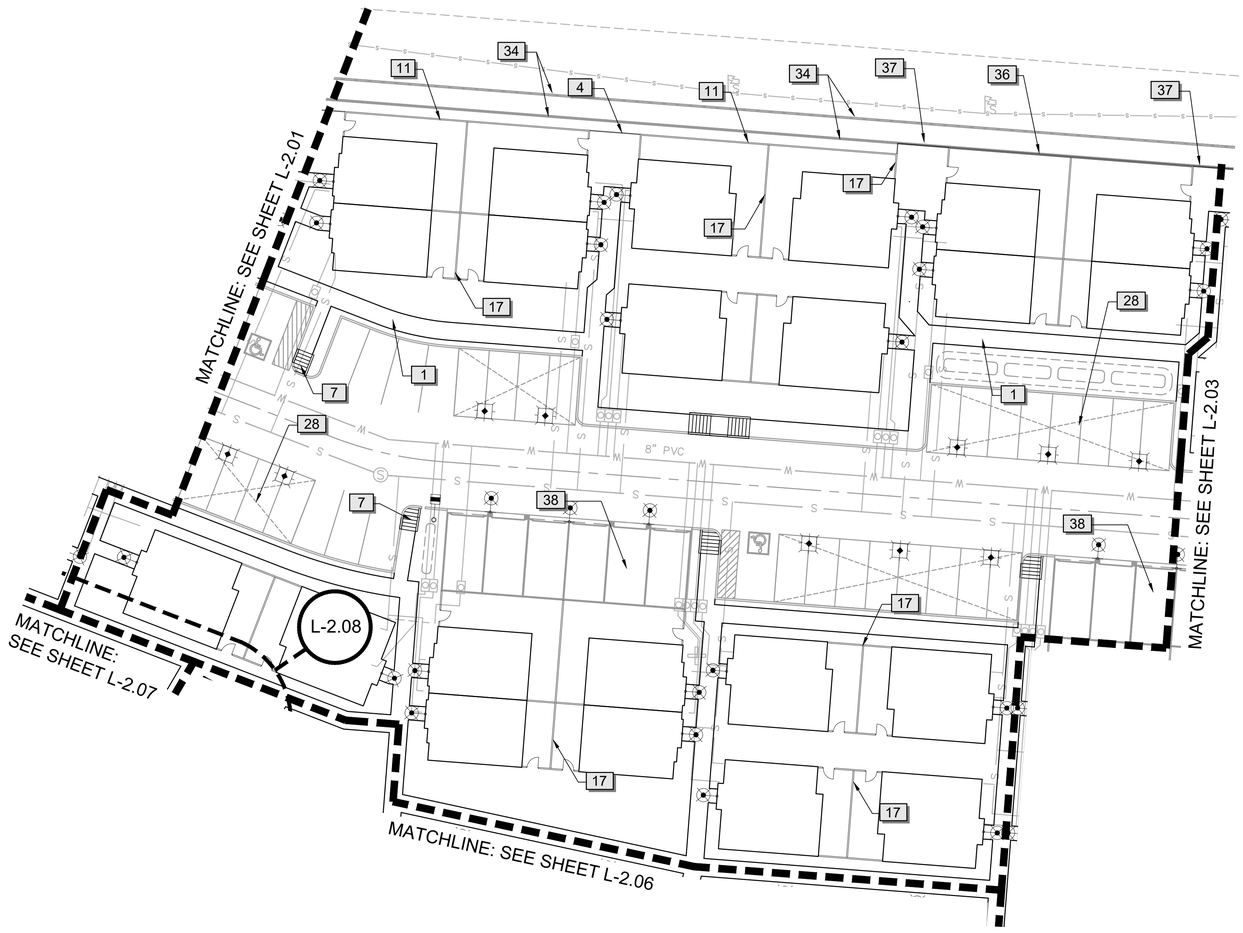

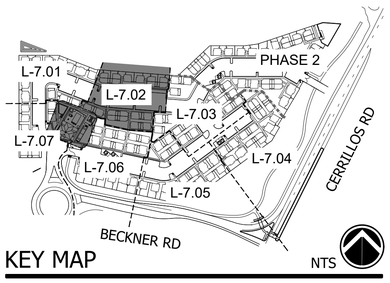

NORTH

0 20 40 60 80 feet

1" = 20'

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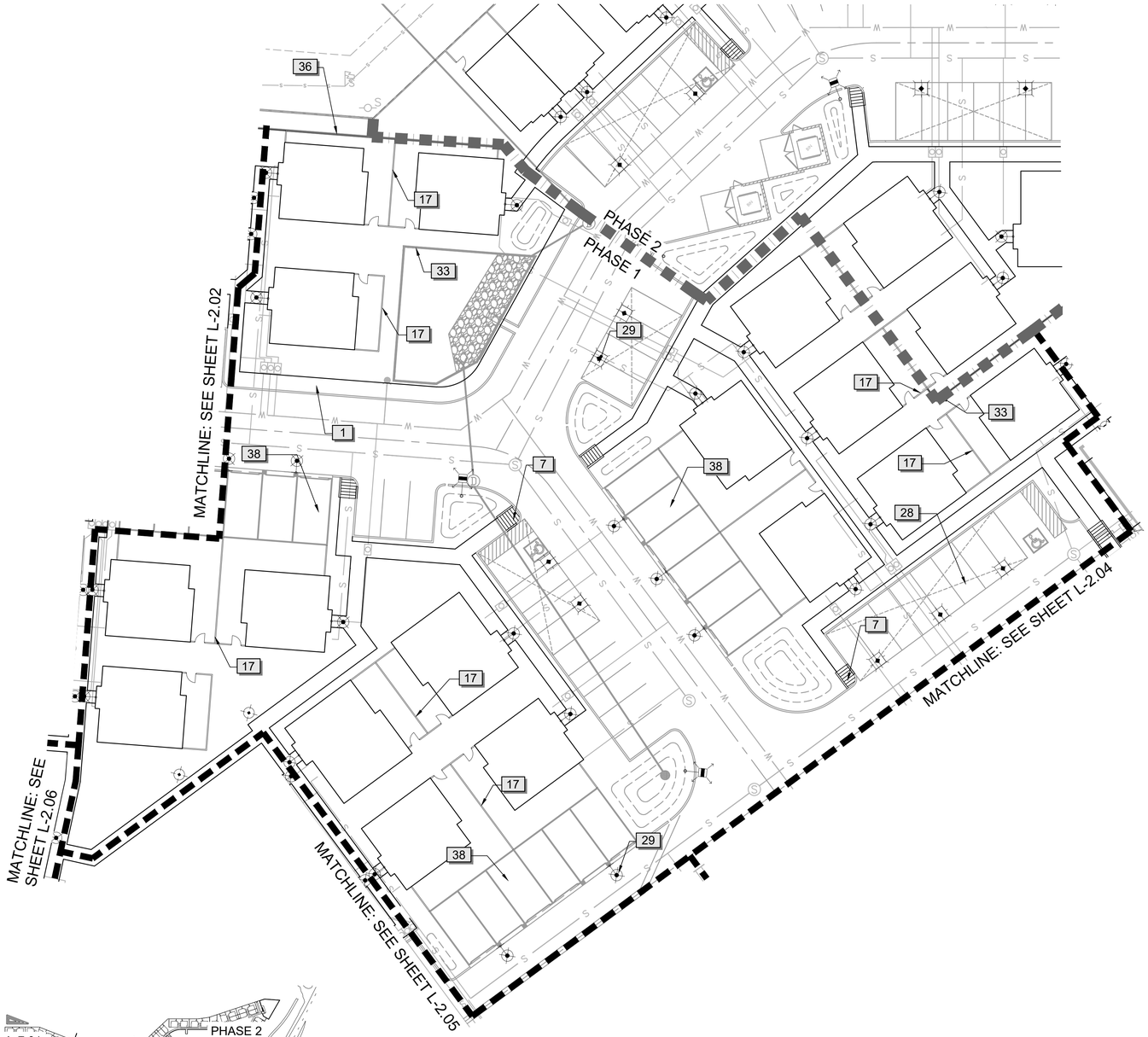

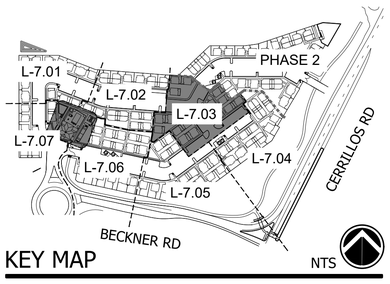

KEY MAP

NORTH

0 20 40 60 80 feet

1" = 20'

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15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

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NO.	DATE	ITEM

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HARDSCAPE PLAN

L-2.03 SHEET 08 OF 44

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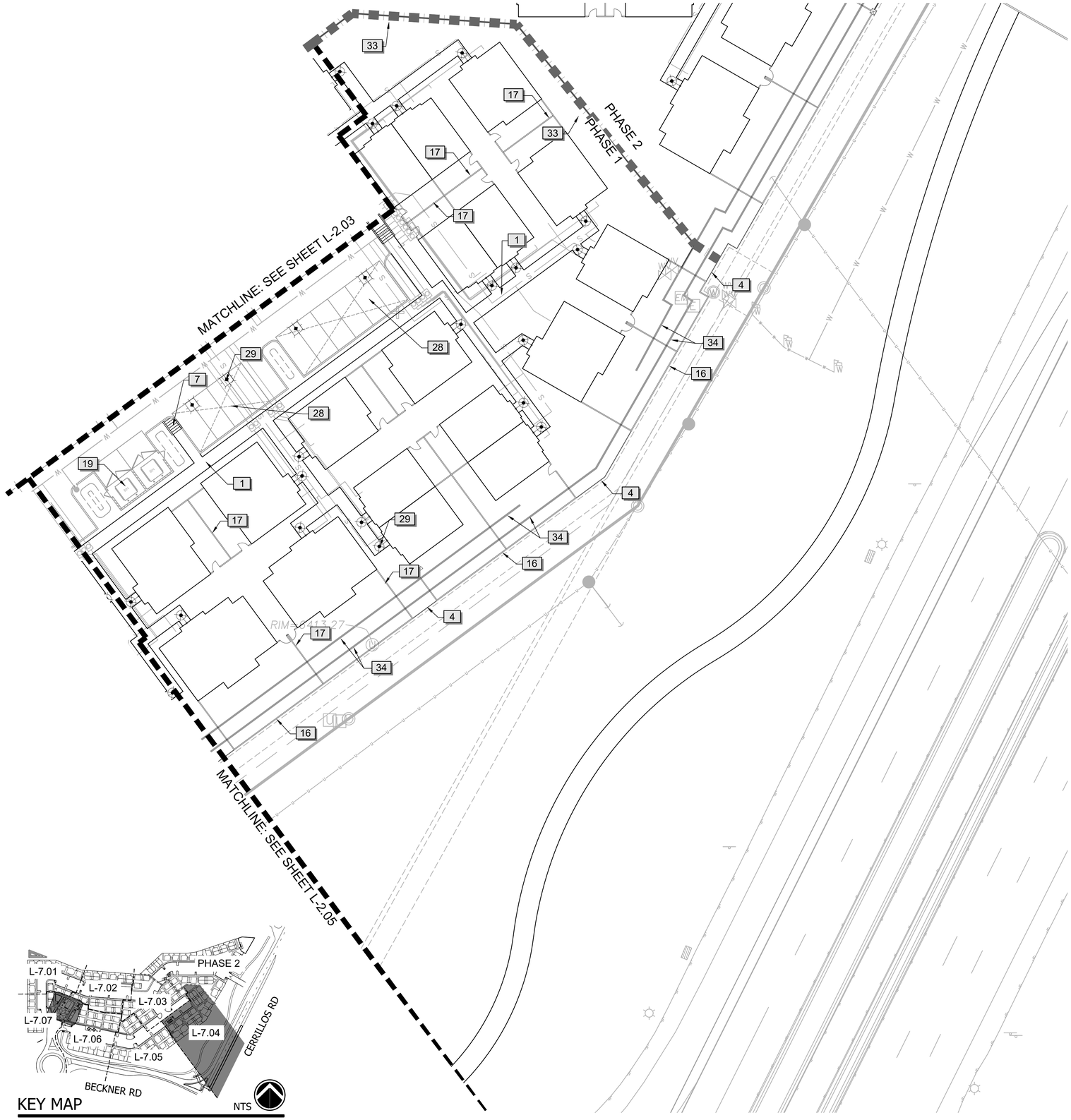

KEY MAP NTS

NORTH

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1" = 20'

1-800-321-2537
(1-800-321-ALERT)
nm811
Know what's below. Call before you dig.

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3	PEDESTRAIN GATE. SEE SHEET L-3.02, DETAIL 1
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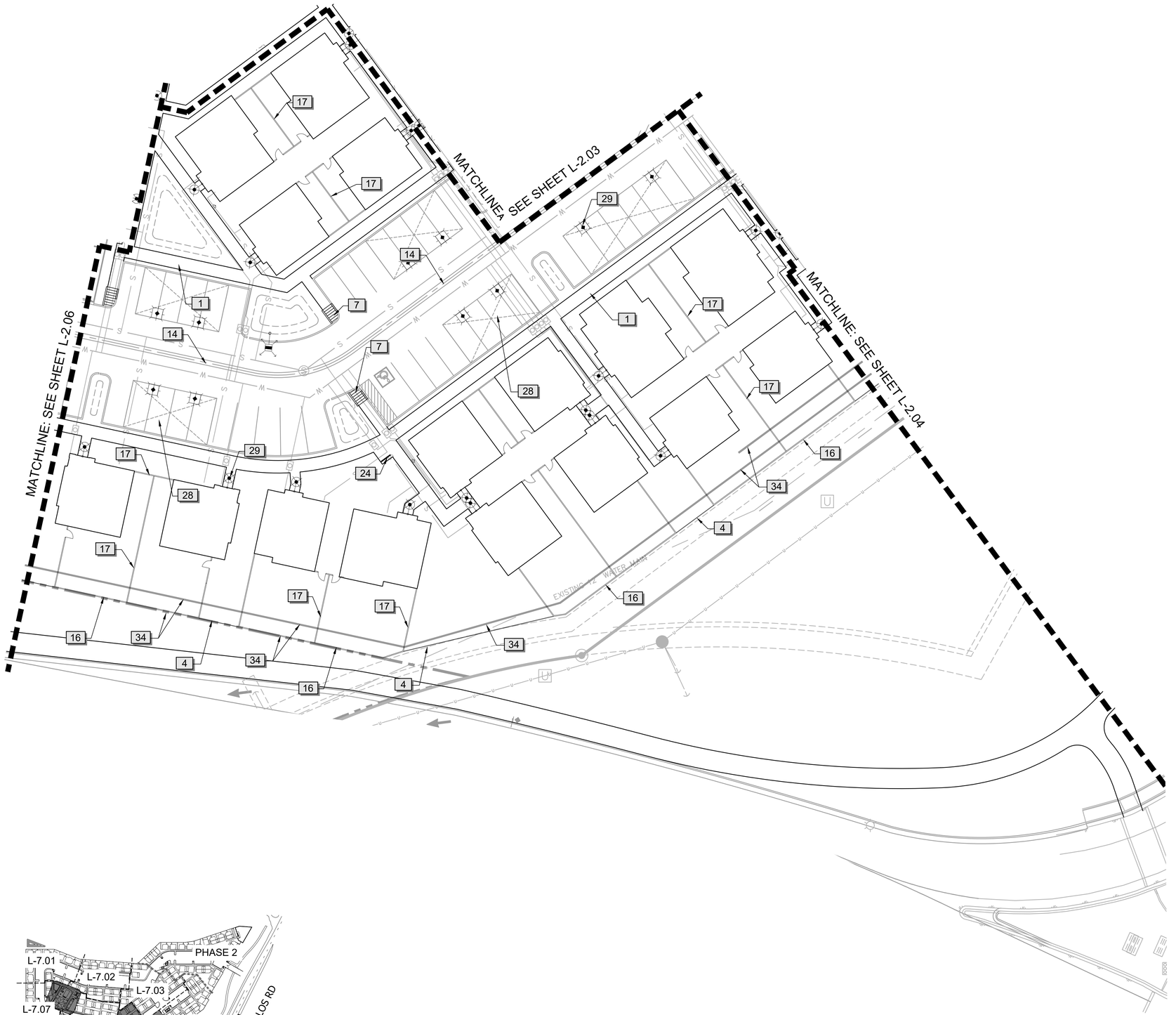

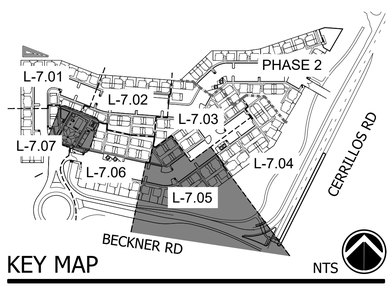

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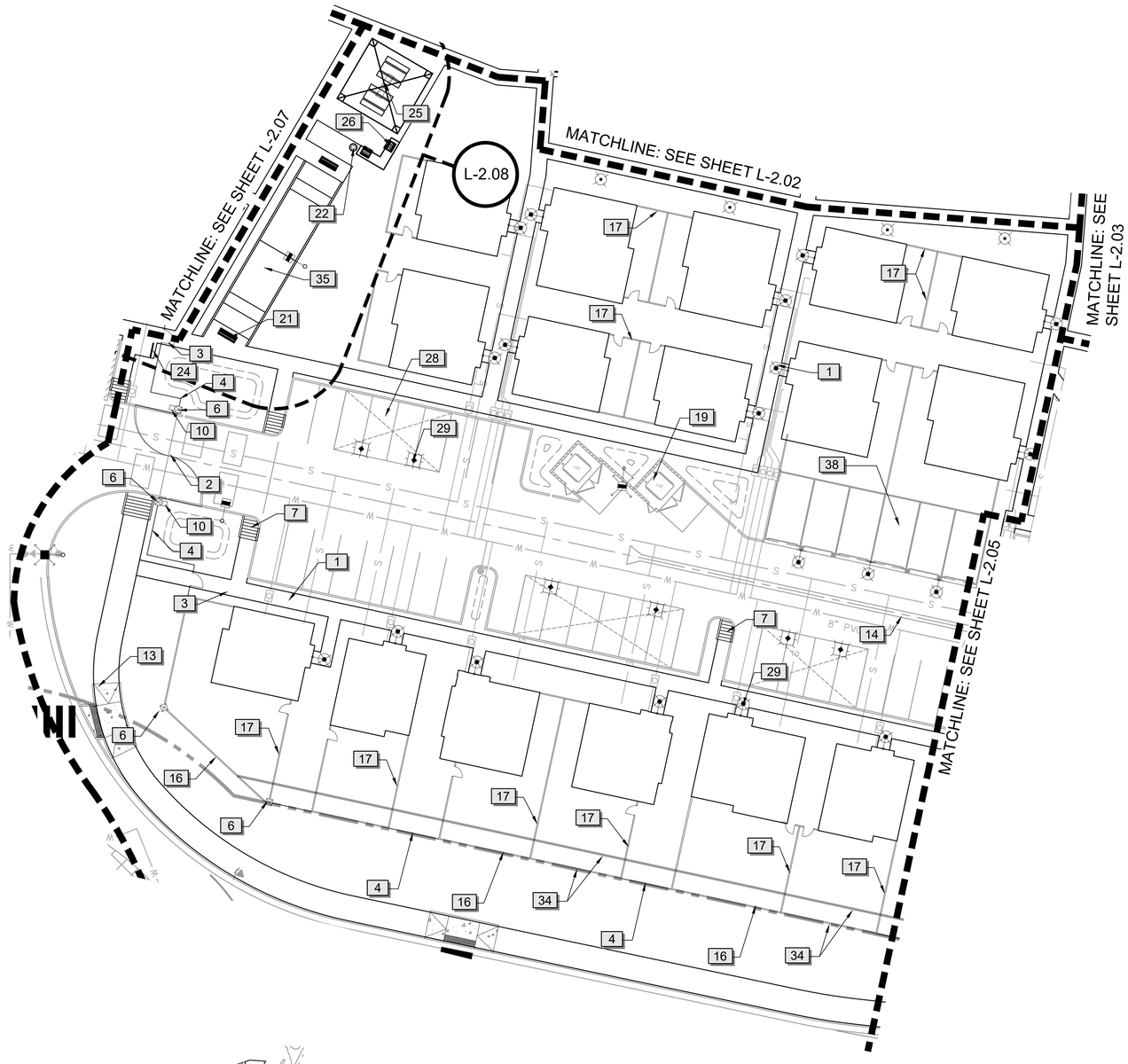

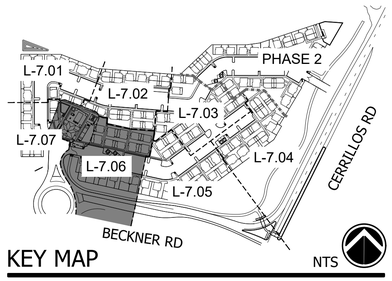

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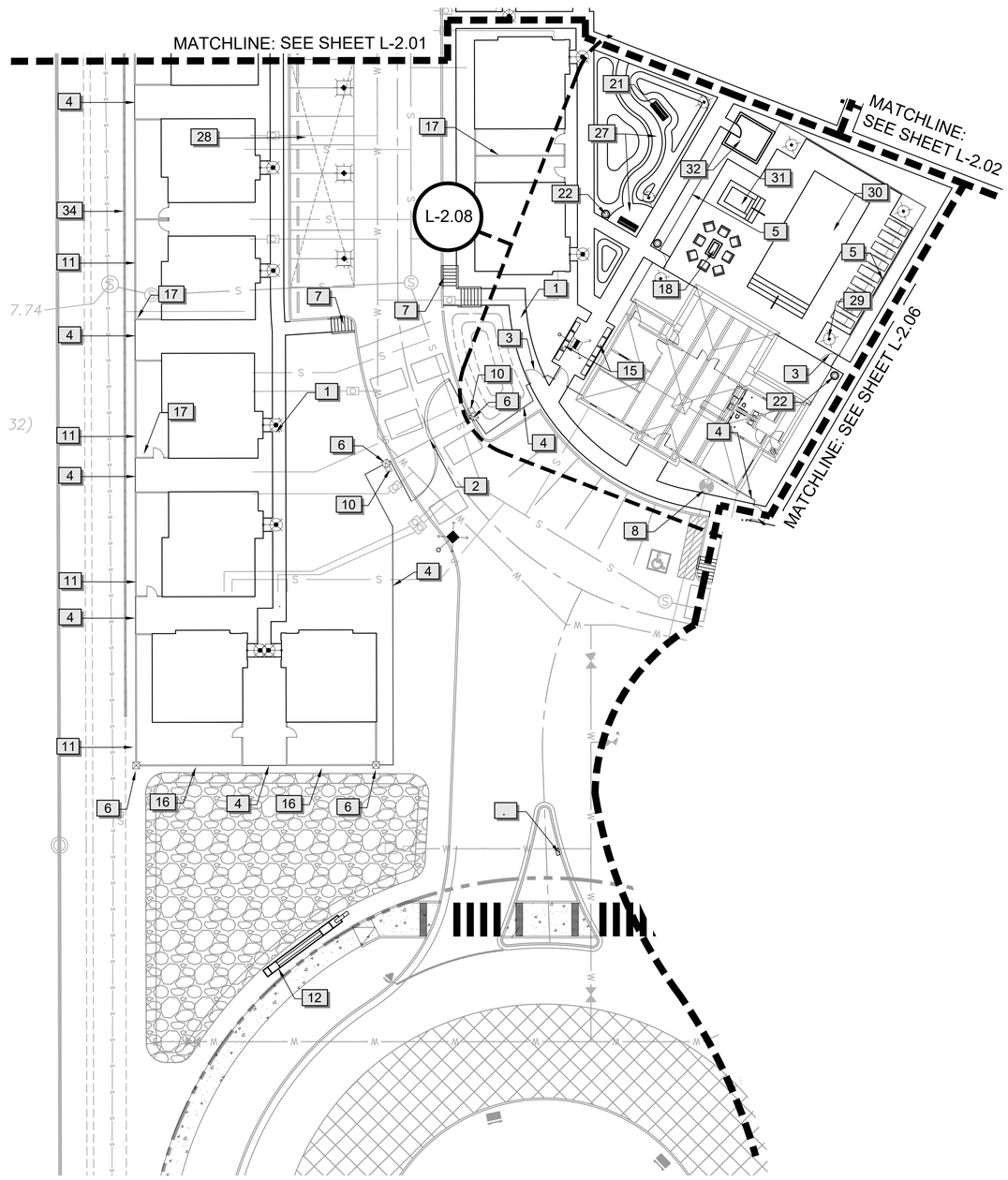

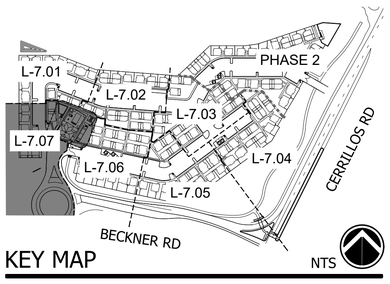

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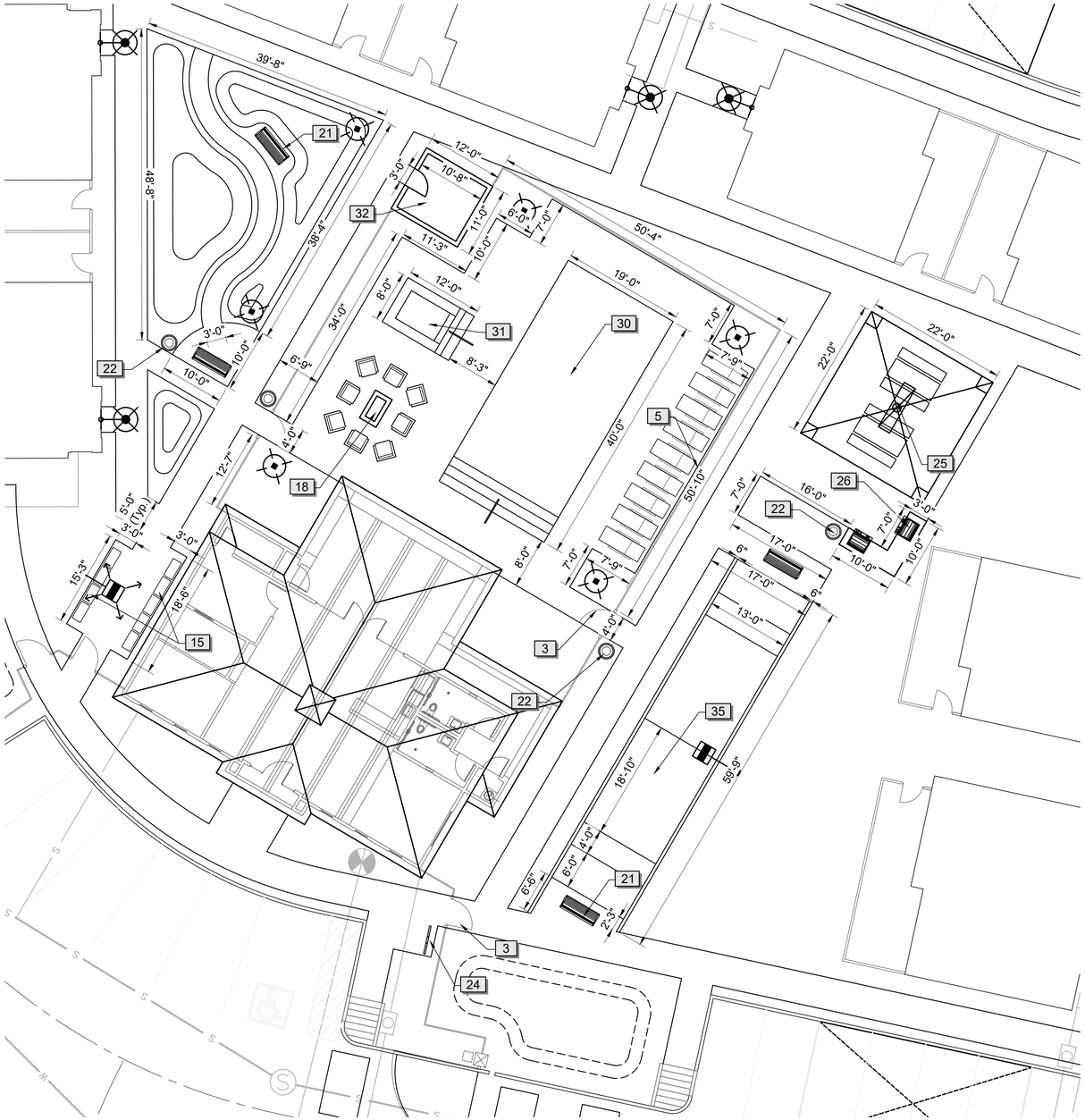
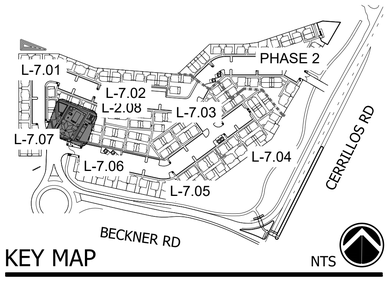


1 Pool Amenities Enlargement
SCALE:1:10



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CITY NUMBERS:

AMENITY ENLARGEMENTS

L-2.08 SHEET 13 OF 44

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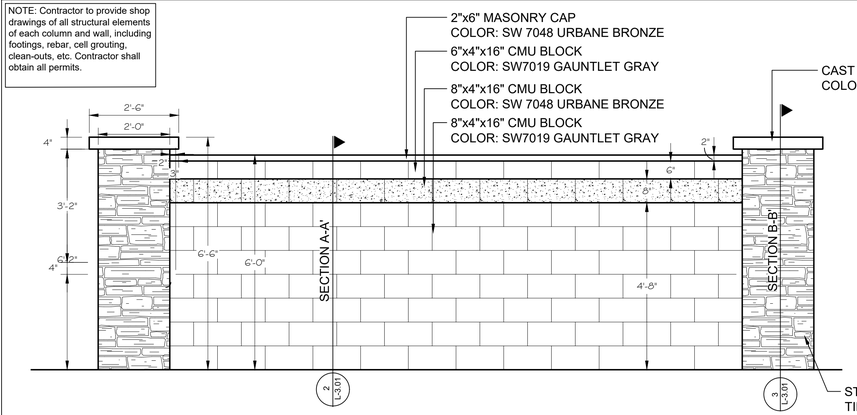
NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

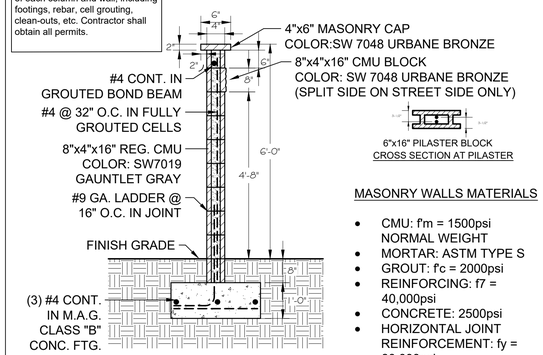


1 Theme Wall and Column Elevation

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



MASONRY WALLS MATERIALS

- CMU: f'm = 1500psi NORMAL WEIGHT
- MORTAR: ASTM TYPE S
- GROUT: f'c = 2000psi
- REINFORCING: f7 = 40,000psi
- CONCRETE: 2500psi
- HORIZONTAL JOINT REINFORCEMENT: fy = 80,000psi

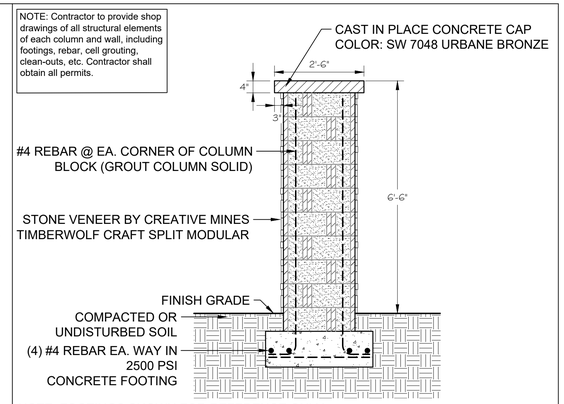
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

2 Section A-A'

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



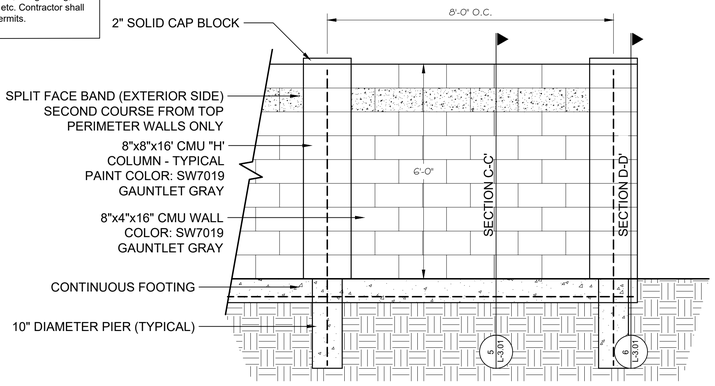
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

3 Section B-B'

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



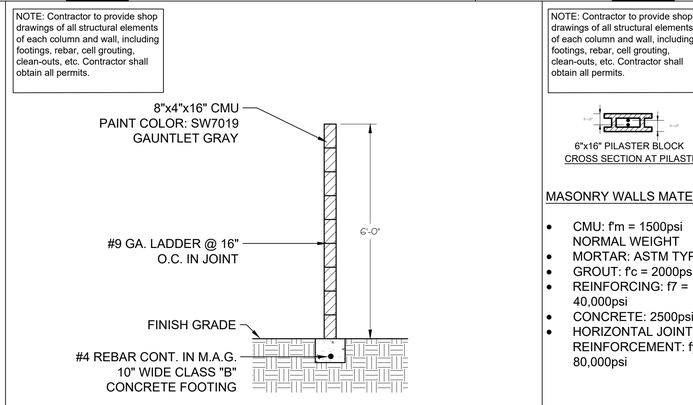
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

4 6' Tall - 4" CMU Builder's Wall

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



NOTE: INSTALL DRAIN BLOCKS @ FINISH GRADE AS REQUIRED TO DRAIN OUT OF REAR FENCED YARDS.

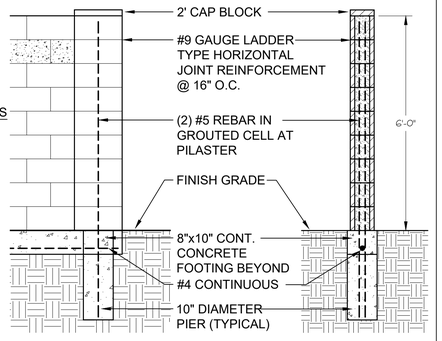
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

5 Section C-C'

Scale: NTS

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



MASONRY WALLS MATERIALS

- CMU: f'm = 1500psi NORMAL WEIGHT
- MORTAR: ASTM TYPE S
- GROUT: f'c = 2000psi
- REINFORCING: f7 = 40,000psi
- CONCRETE: 2500psi
- HORIZONTAL JOINT REINFORCEMENT: fy = 80,000psi

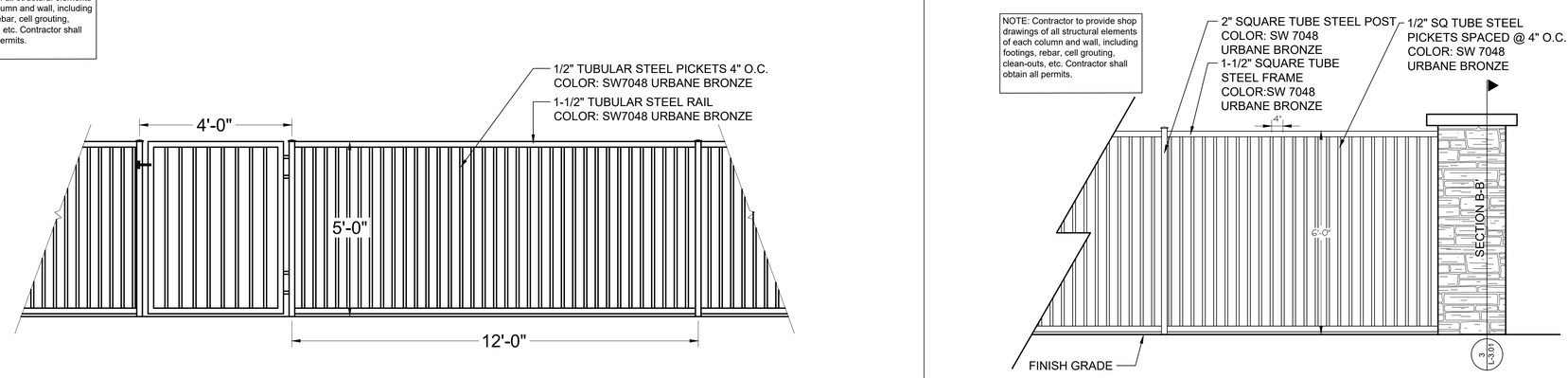
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

6 Section D-D'

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

7 5' Metal View Fencing and Gate

Scale: NTS

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

8 6' Tall View Fence and Column

Scale: N.T.S.

Wall Details

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www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

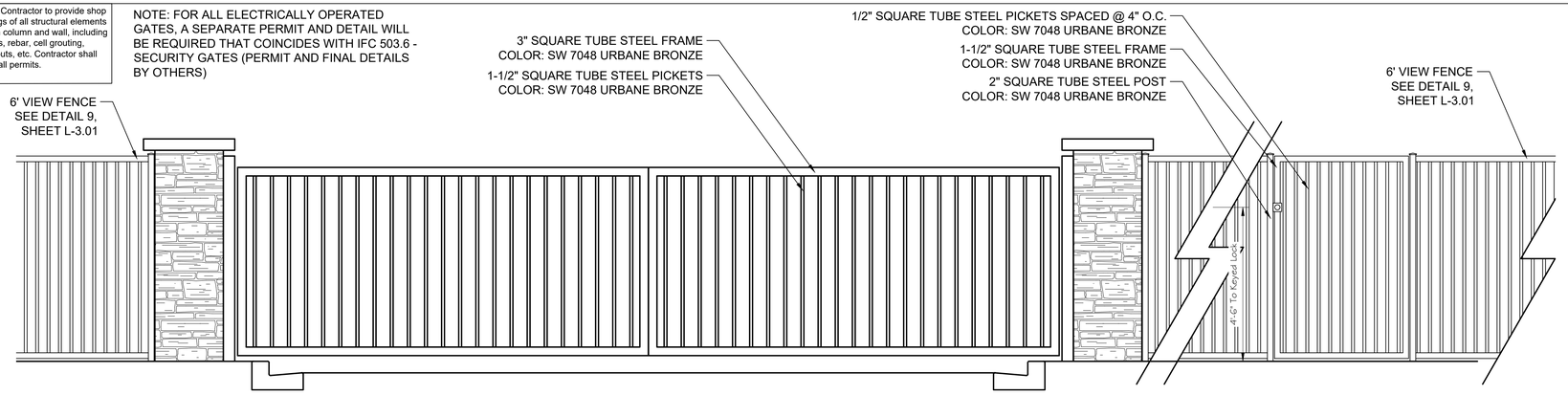
CITY NUMBERS:

HARDSCAPE DETAILS

L-3.01

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

NOTE: FOR ALL ELECTRICALLY OPERATED GATES, A SEPARATE PERMIT AND DETAIL WILL BE REQUIRED THAT COINCIDES WITH IFC 503.6 - SECURITY GATES (PERMIT AND FINAL DETAILS BY OTHERS)

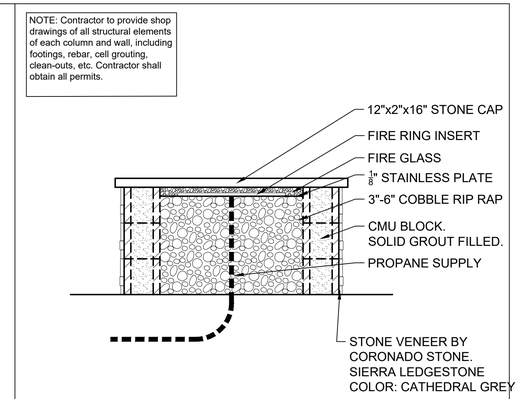


1 Entry and Pedestrian Gate Elevation

Scale: NTS

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



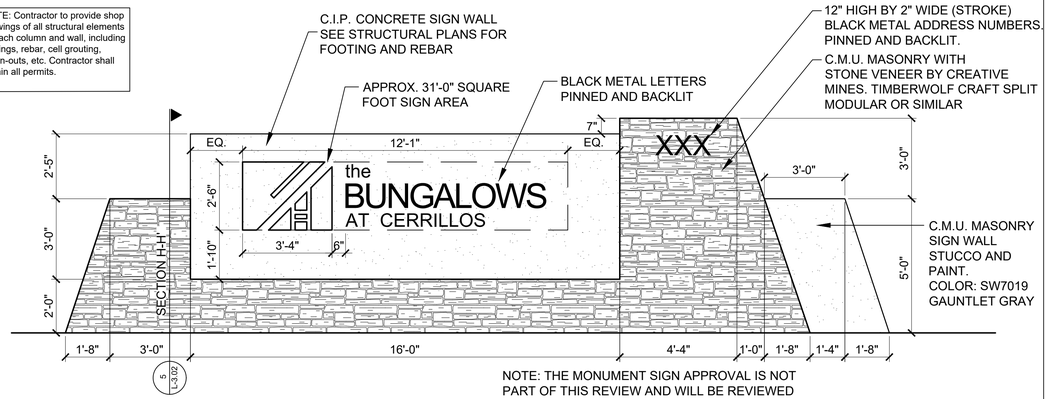
NOTE: INSTALL PER LOCAL CODE.

2 Fire Pit

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



NOTE: THE MONUMENT SIGN APPROVAL IS NOT PART OF THIS REVIEW AND WILL BE REVIEWED AND APPROVED UNDER SEPARATE SIGN PERMIT.

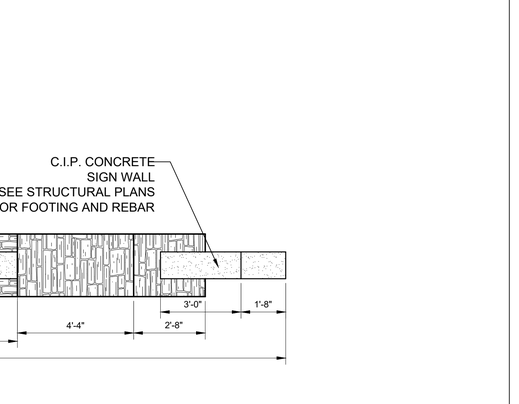
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

3 Entry Monument Elevation

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



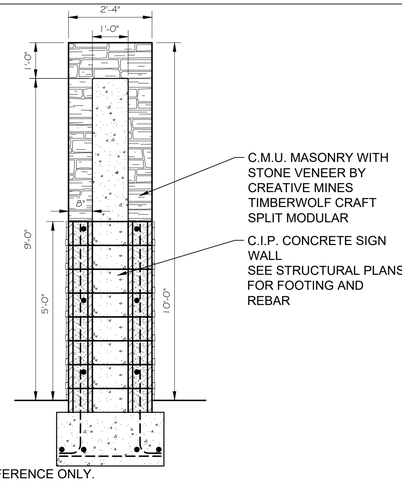
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

4 Entry Monument Plan View

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

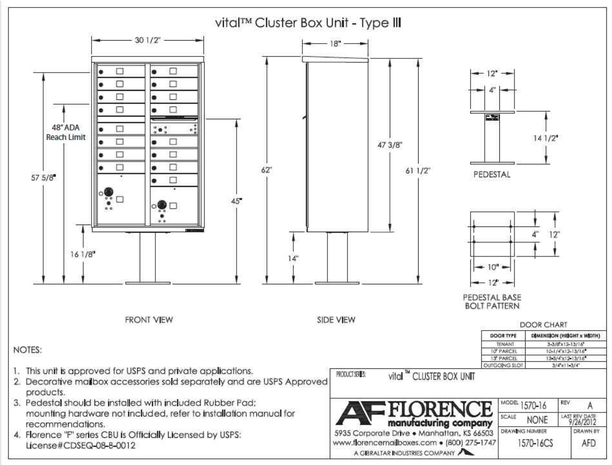


NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

5 Section H-H'

Scale: N.T.S.

Wall Details



NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

6 Community Mailbox

Scale: N.T.S.

Wall Details

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www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

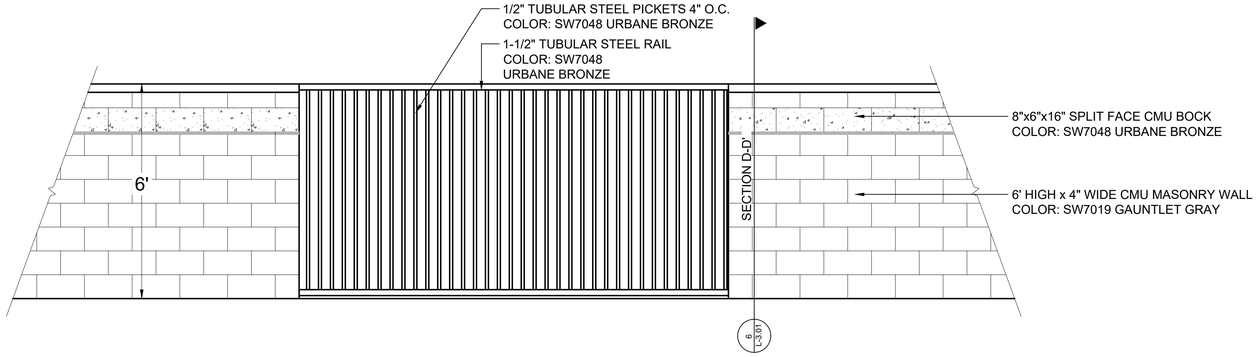
REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

HARDSCAPE DETAILS

L-3.02 SHEET 15 OF 44

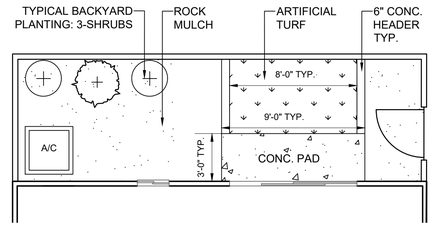


1 6' Tall Theme Wall and View Fence

Scale: N.T.S.

Hardscape Details

NOTE: CONTRACTOR TO ADJUST TYPICAL REAR YARD LAYOUT FOR NON-TYPICAL BACKYARD CONDITIONS AND REQUEST OWNER OR OWNER'S REP. APPROVAL PRIOR TO INSTALLATION.

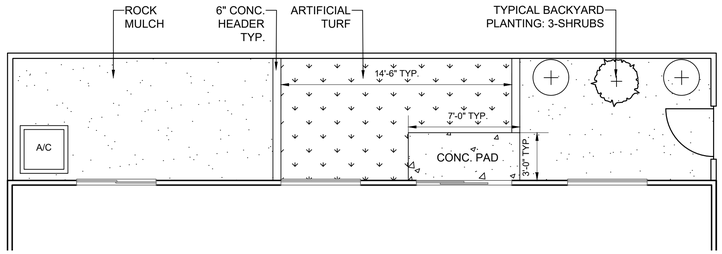


2 1 Bedroom Typical Back Yard Layout

Scale: N.T.S.

Hardscape Details

NOTE: CONTRACTOR TO ADJUST TYPICAL REAR YARD LAYOUT FOR NON-TYPICAL BACKYARD CONDITIONS AND REQUEST OWNER OR OWNER'S REP. APPROVAL PRIOR TO INSTALLATION.

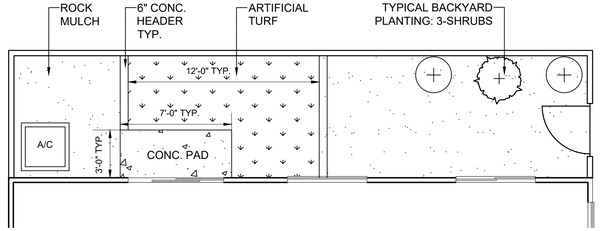


3 3 Bedroom Typical Back Yard Layout

Scale: N.T.S.

Hardscape Details

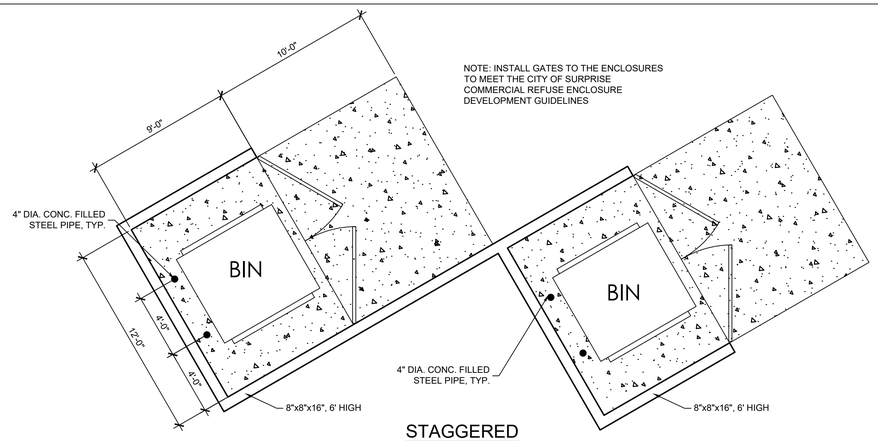
NOTE: CONTRACTOR TO ADJUST TYPICAL REAR YARD LAYOUT FOR NON-TYPICAL BACKYARD CONDITIONS AND REQUEST OWNER OR OWNER'S REP. APPROVAL PRIOR TO INSTALLATION.



4 2 Bedroom Typical Back Yard Layout

Scale: N.T.S.

Hardscape Details



5 Trash Enclosure

Scale: N.T.S.

Hardscape Details

6 Not Used

Scale: N.T.S.

Hardscape Details

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PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

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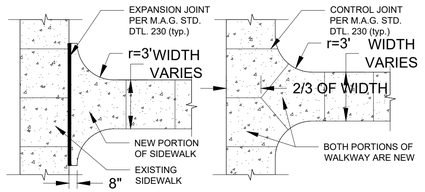
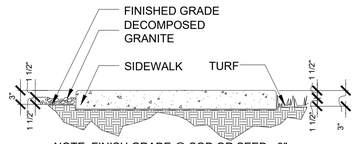
HARDSCAPE DETAILS

L-3.03



SIDEWALK INTERSECTION TO EXISTING SIDEWALKS

SIDEWALK INTERSECTION WHEN NEITHER WALKS ARE EXISTING

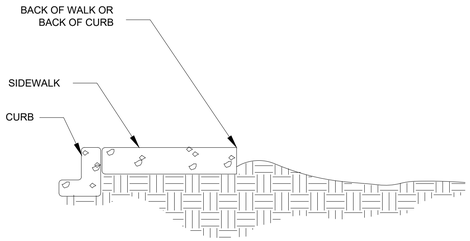


NOTE: FINISH GRADE @ SOD OR SEED - 3"
DECOMPOSED GRANITE - 3"

H1 Sidewalk Intersections & Grading at walks/headers

Scale: N.T.S.

Planting Details

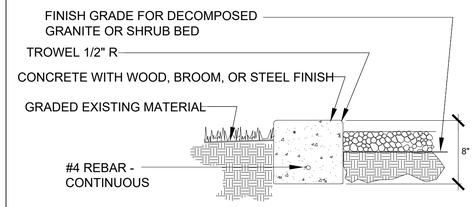


NOTE: FINISH GRADE TO BE 3" BELOW TOP OF WALK BEFORE INSTALLATION OF DECOMPOSED GRANITE 3" FOR SOD OR SEED).
TOP OF DG OR TURF TO BE 1 1/2" BELOW TOP OF CONCRETE WALK.

H2 Swale at walk or curb

Scale: N.T.S.

Planting Details

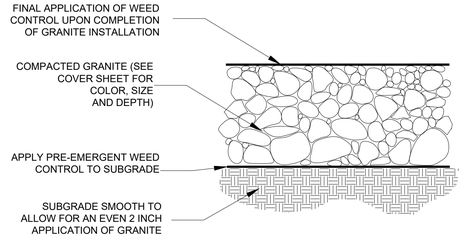


1. LANDSCAPE ARCHITECT TO APPROVE FORM WORK PRIOR TO PLACING CONCRETE.
2. HEADER SHOULD BE FLUSH WITH ADJOINING WALK OR CURB.
3. CONCRETE TO BE CLASS A (3000 PSI).
4. EXPANSION JOINTS AT 20' O.C.
5. STRAIGHT SECTIONS TO BE FORMED WITH MIN. OF 2"X6" LUMBER.
6. CURVED SECTIONS TO BE FORMED IN SMOOTH, EVEN CURVES AS SHOWN ON PLAN - FORM WITH 5/8"X6" PLYWOOD.
7. FORM STAKING SHALL NOT ALLOW DEFORMING OR LEAKING - ALL SPILL OR EXCESS CONCRETE SHALL BE CLEANED UP AND REMOVED FROM SITE BY CURB CONTRACTOR.
8. GRADING AT CURB SHALL BE BY CURB CONTRACTOR.

H3 Concrete Header Detail

Scale: N.T.S.

Planting Details



NOTE: PROVIDE GRANITE SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

H4 Decomposed granite detail

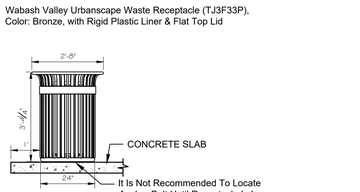
Scale: N.T.S.

Planting Details

H5 Stabilized DG

Scale: N.T.S.

Planting Details



Front View

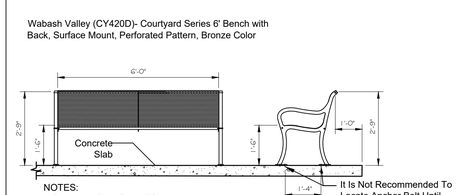
It Is Not Recommended To Locate Anchor Bolt Until Receptacle Is In Place. Refer To Manufacturer's Plans, Details And Specifications

NOTES:
INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

H6 Trash Receptacle

Scale: N.T.S.

Planting Details



Front View

Side View

NOTES:
INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

It Is Not Recommended To Locate Anchor Bolt Until Receptacle Is In Place. Refer To Manufacturer's Plans, Details And Specifications

H7 Bench

Scale: NTS

Planting Details

DOGIPOT
2100 PRINCIPAL ROW, SUITE 405
ORLANDO, FL 32837
TOLL FREE: 1-800-364-7681
PHONE: (407) 888-4627
FAX: (407) 888-8526
www.dogipot.com

INCLUDES:
-ALUMINUM DOGIPOT PET SIGN, WITH MOUNTING HARDWARE
-ALUMINUM DOGIPOT JUNIOR BAG DISPENSER (ITEM #1002-2), WITH MOUNTING HARDWARE
-TWO KEYS FOR DISPENSER LOCKING FRONT ACCESS PANEL
-TWO ROLLS OF DOGIPOT LITTER PICK UP BAGS (ITEM #1402), INSTALLED IN DOGIPOT JUNIOR BAG DISPENSER
-10 GALLON ALUMINUM TRASH RECEPTACLE (ITEM #1206A-L) WITH ATTACHED HINGED LID AND TRASH LINER BAG RETAINER BANDS, WITH MOUNTING HARDWARE
-ONE DOGIPOT LINER TRASH BAGS (ITEM #1404)
-2" X 2" X 4'-8" GALVANIZED STEEL TELESCOPIC MOUNTING POST, WITH INSTALLATION HARDWARE

(A) DOGIPOT PET SIGN (ITEM #1203 / 1204):
-H: 18" X W: 11.5"
-14 GAUGE REFLECTIVE ALUMINUM
-WEIGHT: 1.35 LBS
-FOREST GREEN ON WHITE

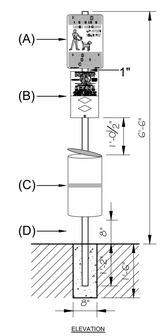
(B) DOGIPOT JUNIOR BAG DISPENSER (ITEM #1002-2):
-H: 15.5" X W: 9.4" X D: 3.25"
-12 GAUGE POWDER COATED FOREST GREEN ALUMINUM
-WEIGHT: 7 LBS
-400 BAG CAPACITY
-TWO DIAMOND BAG DISPENSER SLOTS
-FRONT LOCKING ACCESS PANEL
-CLEARLY POSTED INSTRUCTIONS

(C) TRASH RECEPTACLE WITH LID (ITEM #1206A-L):
-H: 23" X 11.5" DIAMETER
-11 GAUGE POWDER COATED FOREST GREEN ALUMINUM
-WEIGHT: 9 LBS.
-10 GALLON CAPACITY WITH INTERIOR TRASH LINER BAG RETAINER BANDS
-ATTACHED ALUMINUM HINGED LID
-ONE BOX 50 COUNT DOGIPOT LINER TRASH BAGS (ITEM #1404)

(D) TELESCOPIC GALVANIZED STEEL MOUNTING POST (ITEM #1301-P):
-2" X 2" X 4'
-11 GAUGE GALVANIZED STEEL
-WEIGHT: 15 LBS.

HOLE:
-D: 18" X W: 8"
-FILL WITH 40 LBS. "READY TO USE: CEMENT

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.



ELEVATION

H8 Dogi-Pot Waste Station

Scale: N.T.S.

Planting Details

WABASH VALLEY
505 EAST MAIN ST
SILVER LAKE, IN 46982
TOLL FREE: 1-800-253-8619
PHONE: (260) 352-2102
www.wabashvalley.com

SELECT DESIRED COLOR:

☐ BEIGE	☐ GRANITE	☐ OCEAN BLUE	☐ SLATE BLUE	☑ TEXTURED BLACK
☐ BLACK	☐ GRAY	☐ ORANGE	☐ SMOKE	☐ TEXTURED RED
☐ BLUE	☐ GREEN	☐ PEWTER VEIN	☐ STAINLESS STEEL	☐ VANILLA
☐ BROWN	☐ HAZELNUT	☐ PURPLE	☐ STRAW	☐ WHITE
☐ BURST RUST	☐ HUNTER	☐ RED	☐ TEAL	☐ YELLOW
☐ CRANBERRY	☐ KELLY GREEN	☐ SAND	☐ TEXTURED BRONZE	☐ YOKE WHITE
☐ DARK BRONZE	☐ MOCCASIN	☐ SILVER	☐ TEXTURED GREEN	

SELECT DESIRED MOUNTING:
☐ INGROUND ☑ SURFACE MOUNT

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

H9 Bike Rack-BRK538S

Scale: N.T.S.

Planting Details

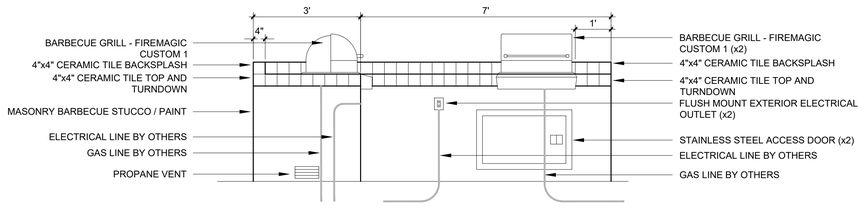
NOTES:
1. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES AND PER ASME Y14.5M-1994.
2. FINISH: POWDER COATING — FINAL POLYURETHANE/TUFFCOAT — PLANKL
3. DO NOT SCALE DRAWING.
4. FINISHED PART TO BE FREE OF ALL BURRS AND SHARP EDGES.
5. PART DRAWN AND DIMENSIONED IN THE FINAL FORMED SHAPE.

WABASH VALLEY GREEN VALLEY 6' PICNIC TABLE, PORTABLE

H10 Portable Picnic Table

Scale: N.T.S.

Planting Details



H11 Barbecue Detail

Scale: N.T.S.

Hardscape Details

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12/4/23

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APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

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SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

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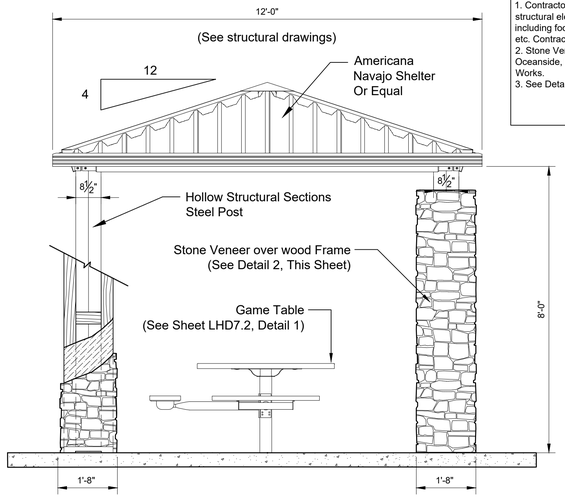
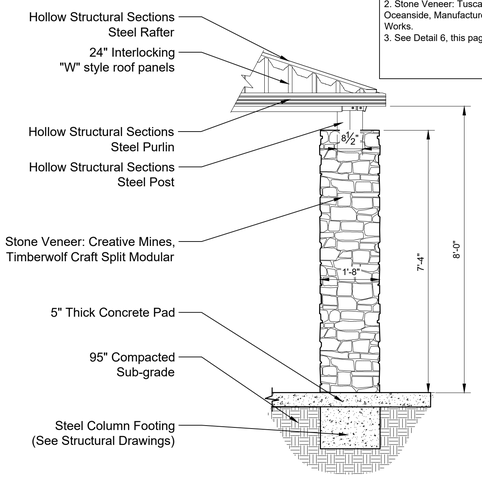


NOTES:
1. Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.
2. Stone Veneer: Tuscan Ledgestone, Color: Oceanside, Manufacturer: Environmental Stone Works.
3. See Detail 6, this page, for metal and roof colors.

1 Shelter Elevation

Scale: NTS

Hardscape Details



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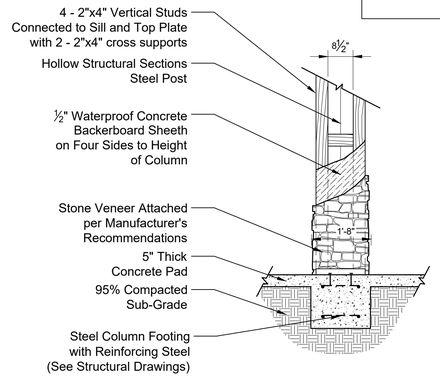
2. Stone Veneer: Tuscan Ledgestone, Color: Oceanside, Manufacturer: Environmental Stone Works.
3. See Detail 6, this page, for metal and roof colors.

2 Shelter Column Elevation

Scale: NTS

Hardscape Details



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3. See Detail 6, this page, for metal and roof colors.

3 Scale: NTS

Scale: 1/2"1'-0"d

Hardscape Details

NOTES:
1. Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.
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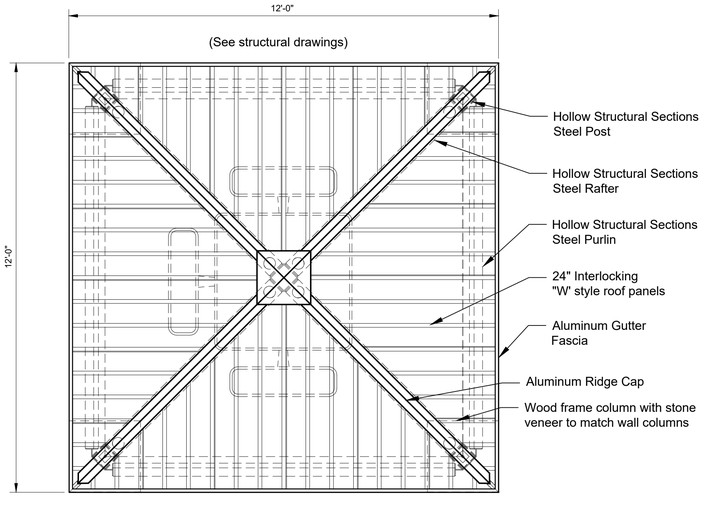

4 Shelter Layout Plan

Scale: NTS

Hardscape Details

AMERICANA - NAVAJO SHELTER GENERAL NOTES

1. SHELTER DESIGN - THIS SHELTER HAS BEEN DESIGNED AS AN OPEN STRUCTURE, THE ADDITION OF ANY ENCLOSURE SHALL BE PROHIBITED AS INCREASED WIND FORCES MAY RESULT.

2. FOUNDATION
   A. THE FOUNDATION SHALL REST ON SOUND SOIL THAT IS FREE OF ORGANIC AND DELTERIOUS MATERIALS AND CAPABLE OF SUPPORTING 1000 PSF VERTICAL BEARING PRESSURE.
   B. FOUNDATION DESIGN SHOWN IS A RECOMMENDATION ONLY. OWNER SHALL VERIFY ACTUAL SOIL CONDITIONS AT THE JOB SITE AND REQUIRED ADJUSTMENTS TO THE FOOTING DESIGN SHALL BE DESIGNED BY OTHERS.

3. CONCRETE
   A. COMPRESSION STRENGTH OF ALL REINFORCED CONCRETE SHALL NOT BE LESS THAN 2500 PSI AT 28 DAYS.
   B. REINFORCEMENT BARS SHALL BE DEFORMED BARS CONFORMING TO THE REQUIREMENTS OF MINIMUM ASTM A615 GRADE 40 FOR #4 AND SMALLER BARS AND GRADE 60 FOR BARS LARGER THAN #4.
   C. MINIMUM CONCRETE CLEAR COVER FOR REINFORCING BARS SHALL BE 3".

4. STRUCTURAL STEEL
   A. STEEL PLATE SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36.
   B. HOLLOW STRUCTURAL SECTIONS (HSS) SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500, GRADE B.
   C. WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN WELDING SOCIETY'S SPECIFICATION FOR THE MATERIAL BEING WELDED.
   D. WELDING ELECTRODES SHALL BE E70XX.
   E. STRUCTURAL STEEL COMPONENTS SHALL BE COATED WITH ANTI-GRAFFITI POLYESTER TGIC POWDER COAT FINISH MEETING AAMA 2604-02 SPECIFICATION.

5. ALUMINUM
   A. EXTRUDED ALUMINUM RIDGE CAP SHALL BE FABRICATED FROM ALUMINUM ALLOY 6105-T5.
   B. EXTRUDED ALUMINUM GUTTER FASCIA AN FASCIA TRIM SHALL BE FABRICATED FROM ALLOY 6061-T6 OR 6105-T6.
   C. ALUMINUM COMPONENTS SHALL BE COATED WITH ANTI-GRAFFITI POLYESTER POWDER COAT FINISH MEETING AAMA 2604-02 SPECIFICATION.

6. ROOF DECK
   A. INTERLOCKING SEAL ALUMINUM ROOF DECK SHALL BE ROLL FORMED FROM ALUMINUM ALLOY 3004-H34.
   B. ROOF DECK SHALL BE COATED WITH HEAT REFLECTIVE BASF ULTRA-COOL COATING OR APPROVED EQUAL.

7. FASTENERS
   A. HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM A325 OR A307.
   B. SCREWS ATTACJOMG TP STEE; SJA;; BE 12-24 HEX WASHER HEAD #5 POINT SELF DRILLING SCREWS.
   C. SCREWS ATTACHING TO ALUMINUM SHALL BE 8-18 HEX WASHER HEAD #2 POINT SELF DRILLING SCREWS.
   D. HIGH STRENGTH BOLTS SHALL BE HOT DIP GALVANIZED. ALL SCREWS SHALL BE STAINLESS STEEL OR COATED WITH ZINC.

5 General Shelter Notes

ADDITIONAL NOTES:

12'x12' Navajo Shelter to be provided by:
Americana Building Products
#2 Industrial Drive Salem, IL 62881
(888) 442-2928 - www.americana.com

Column Block - 2"x4" wood frame, w/backerboard & stone veneer to surround metal post.
Concrete Footing - Footing to be coordinated and constructed per shelter fabricator's or owner's representative's structural engineer. Footing and connections to post shown for graphic illustration only.

Welds - All welds to be sized per structural engineer, grind smooth.

5" thick concrete pad, with medium broom finish.

95% compacted subgrade or per soils report.

* Measurements and steel reinforcement to be specified by structural engineer.

Note: All material dimensions shown are for aesthetic value and purposes only. Shelter manufacturer's structural engineer to determine all final material dimensions, connections, construction methods and materials to be used to construct the shelter shown with these documents.

6 Additional Notes

Joist Color:	Sherwin Williams (SW0000) XXX
Beam Color:	Sherwin Williams (SW0000) XXX
Post Color:	Sherwin Williams (SW0000) XXX
Roof Color:	Sherwin Williams (SW0000) XXX

7 Material Finishing Schedule

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

FOR REFERENCE ONLY: Must be Submitted to Building Safety for Review, Permit, and Inspection (Retaining Walls, Ramadas, Landscape Amenities, Electrical, Structural, Perimeter Walls, any wall over 6 feet tall)

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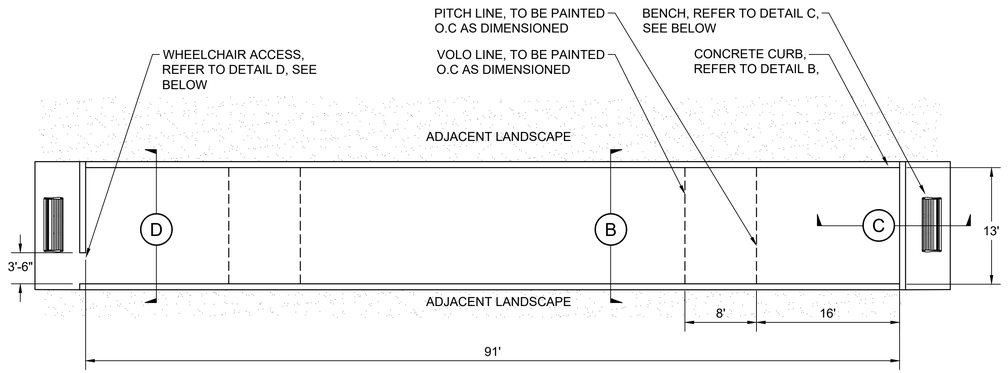
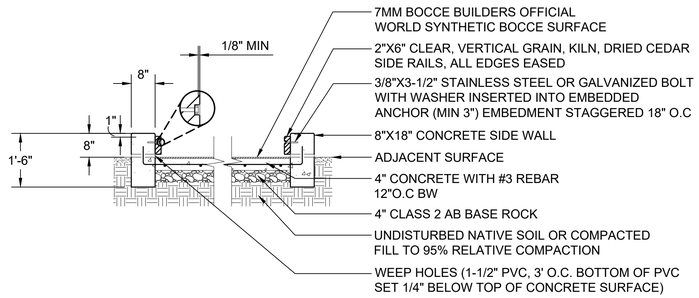


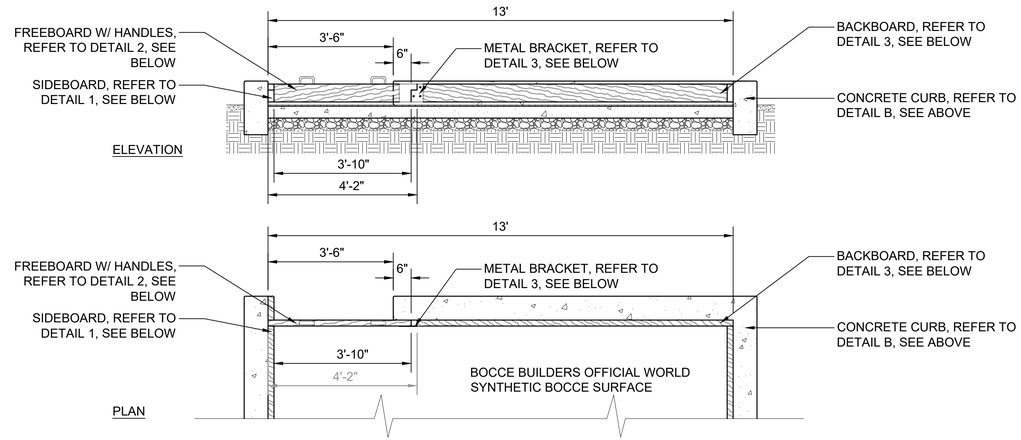
A BOCCE COURT PLAN

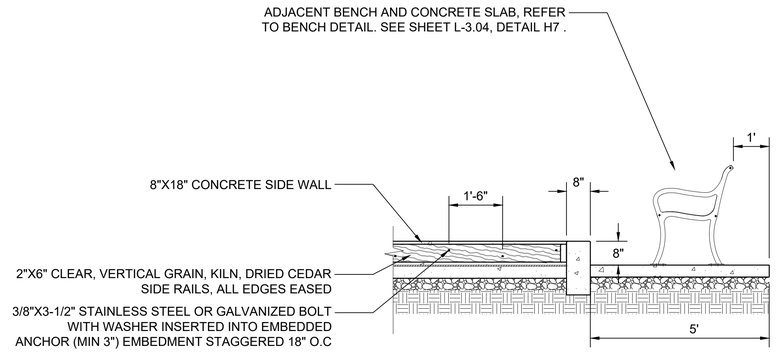
NTS DETAIL-FILE



B CURB AND COURT SECTION/ELEVATION

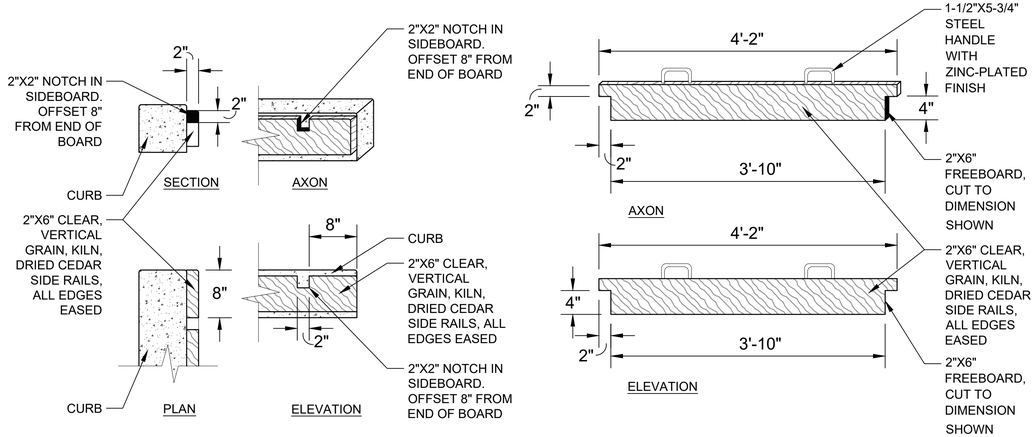
DETAIL-FILE





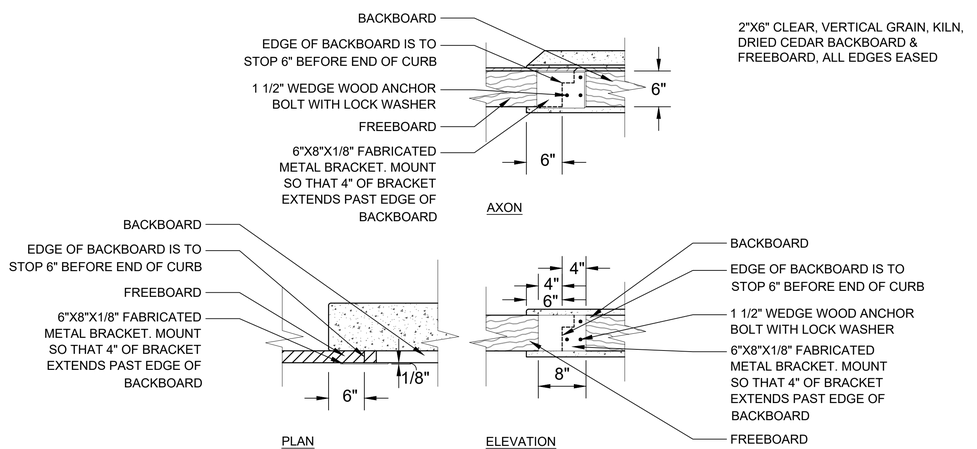
C BENCH & SIDE BOARD SECTION/ELEVATION

NTS DETAIL-FILE



D WHEELCHAIR ACCESS PLAN AND SECTION/ELEVATION

NTS DETAIL-FILE



1 SIDEBOARD DETAIL

NTS DETAIL-FILE

2 FREEBOARD DETAIL

NTS DETAIL-FILE

3 BACKBOARD DETAIL

NTS DETAIL-FILE

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www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

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SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
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Scottsdale, AZ 85260
CONTACT: Jeremy Hall

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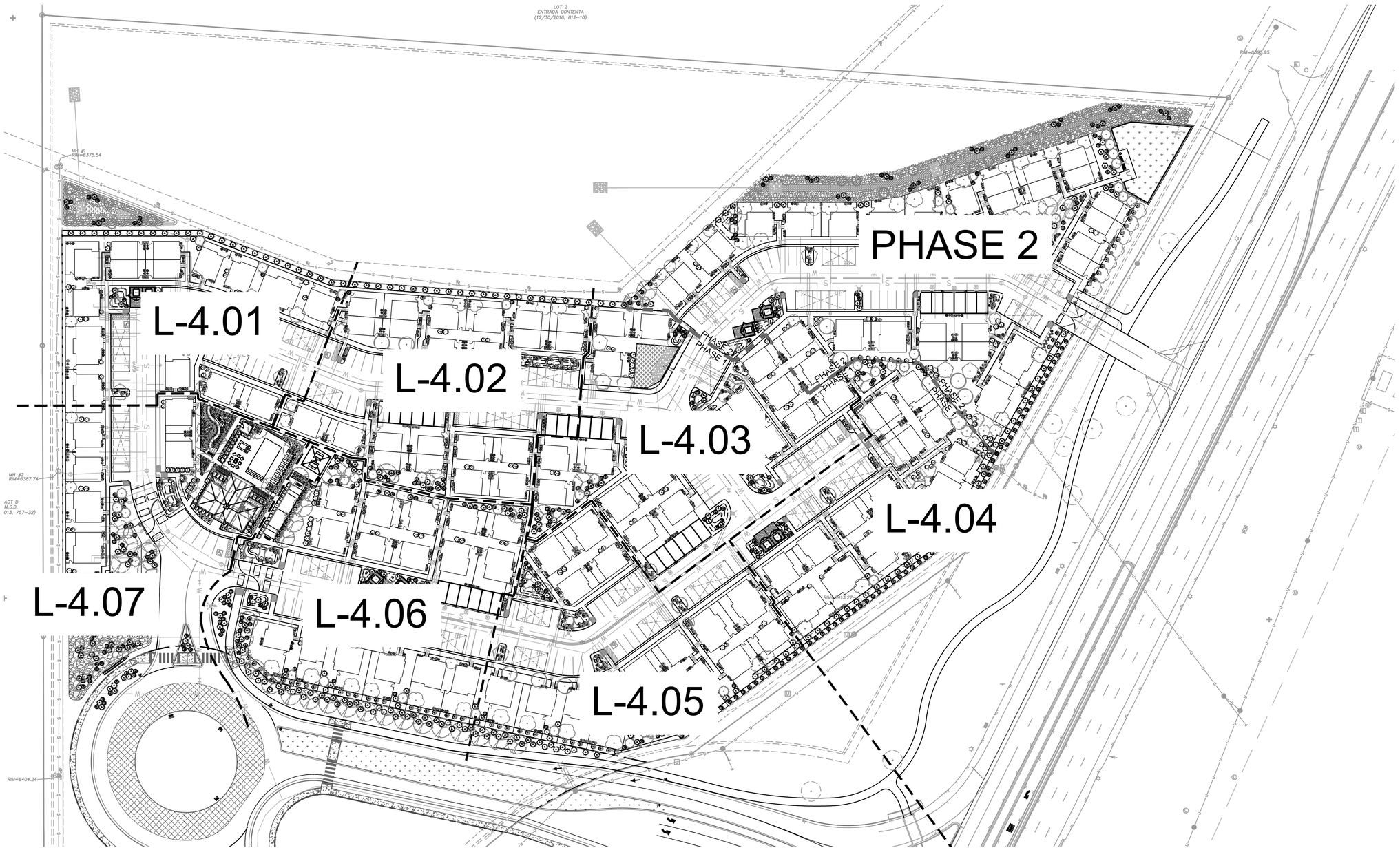

NORTH

0 50 100 150 200 feet

1" = 50'

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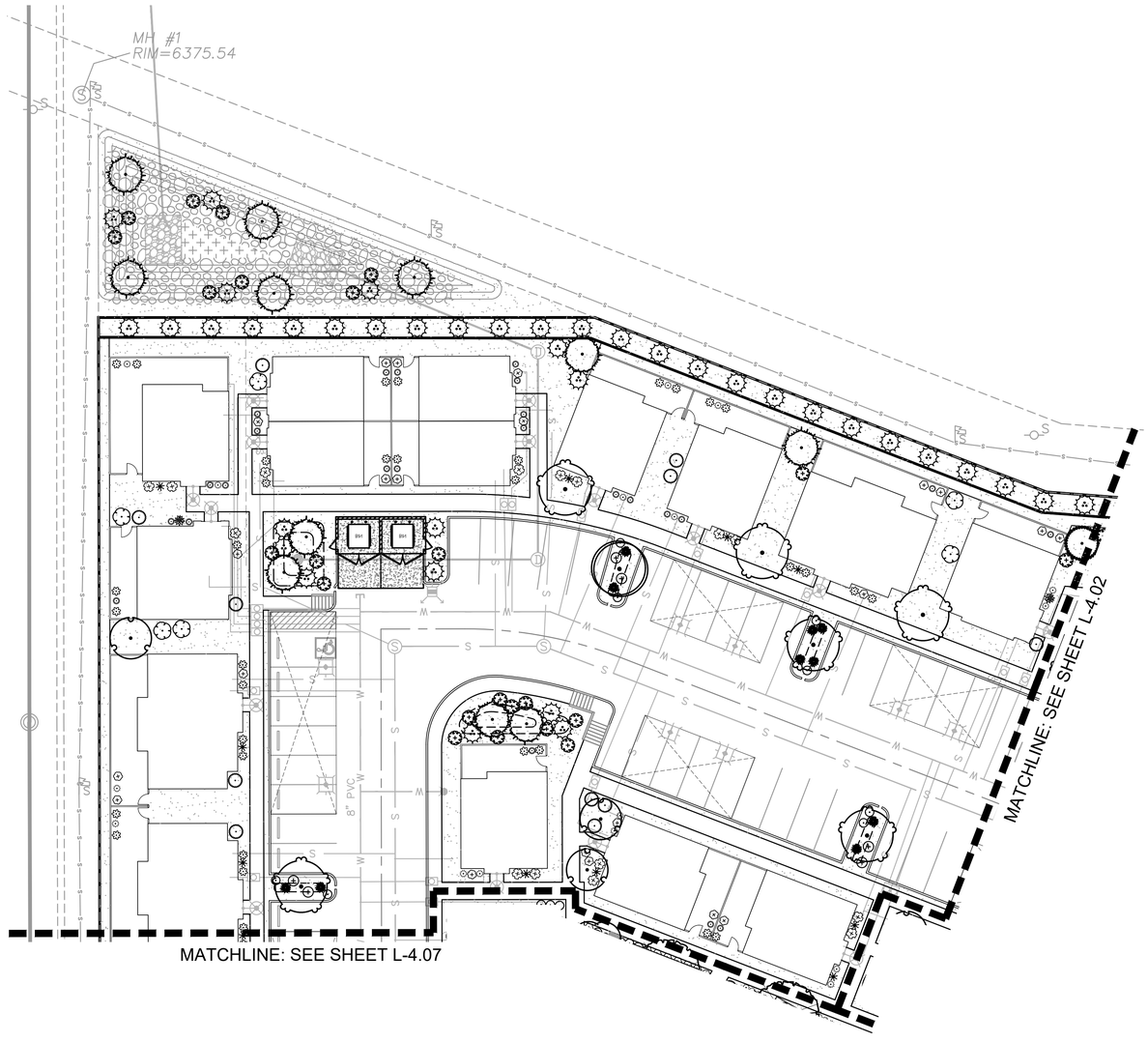

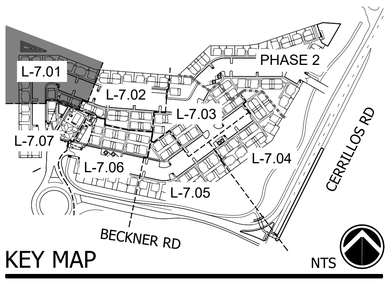

PLANT SCHEDULE PHASE 1			
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE (INSTALL)
DECIDUOUS TREES			
	24	Chilopsis linearis Desert Willow	2" + Cal
	19	Prunus cerasifera Purple-leaf Plum	2" + Cal
	29	Pyrus calleryana 'Bradford' Bradford Callery Pear	2" + Cal
	62	Quercus gambelii Gambel Oak	2" + Cal
	17	Syringa reticulata Japanese Tree Lilac	2" + Cal
EVERGREEN TREES			
	14	Juniperus monosperma Oneseed Juniper	2" + Cal
	49	Pinus aristata Bristlecone Pine	2" + Cal
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
DECIDUOUS SHRUBS			
	98	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	5 gal
	167	Genista tinctoria Dyer's Broom	5 gal
	103	Syringa meyeri 'Palibin' Dwarf Korean Lilac	5 gal
DESERT ACCENTS			
	93	Agave neomexicana New Mexico Agave	5 gal
	20	Agave utahensis Utah Agave	5 gal
	33	Hesperaloe parviflora Texas Red Yucca	5 gal
EVERGREEN SHRUBS			
	119	Buxus microphylla japonica 'Winter Gem' Winter Gem Japanese Boxwood	5 gal
	291	Juniperus horizontalis 'Blue Chip' Blue Chip Creeping Juniper	5 gal
	309	Juniperus sabina 'Buffalo' Buffalo Juniper (female only)	5 gal
FLOWERING PLANTS			
	90	Caryopteris x clandonensis 'Blue Mist' Blue Mist Bluebeard	5 gal
	89	Hibiscus syriacus Rose of Sharon	5 gal
	195	Salvia greggii Autumn Sage	1 gal
	201	Salvia x 'Ultra Violet' Ultra Violet Sage	1 gal
GRASSES			
	203	Nassella tenuissima Mexican Feather Grass	1 gal
	280	Schizachyrium scoparium Little Bluestem	1 gal
MISCELLANEOUS			
	2,369 sf	Cobble Mulch Blend Santa Fe Brown: 4" to 6" Angular	SF
	106,855 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF
	1,103 sf	Native Seed Mix	SF
	229 sf	Stabilized DG Path 1/4" Minus Stabilized DG	SF

NORTH

0 20 40 60 80 feet

1" = 20'

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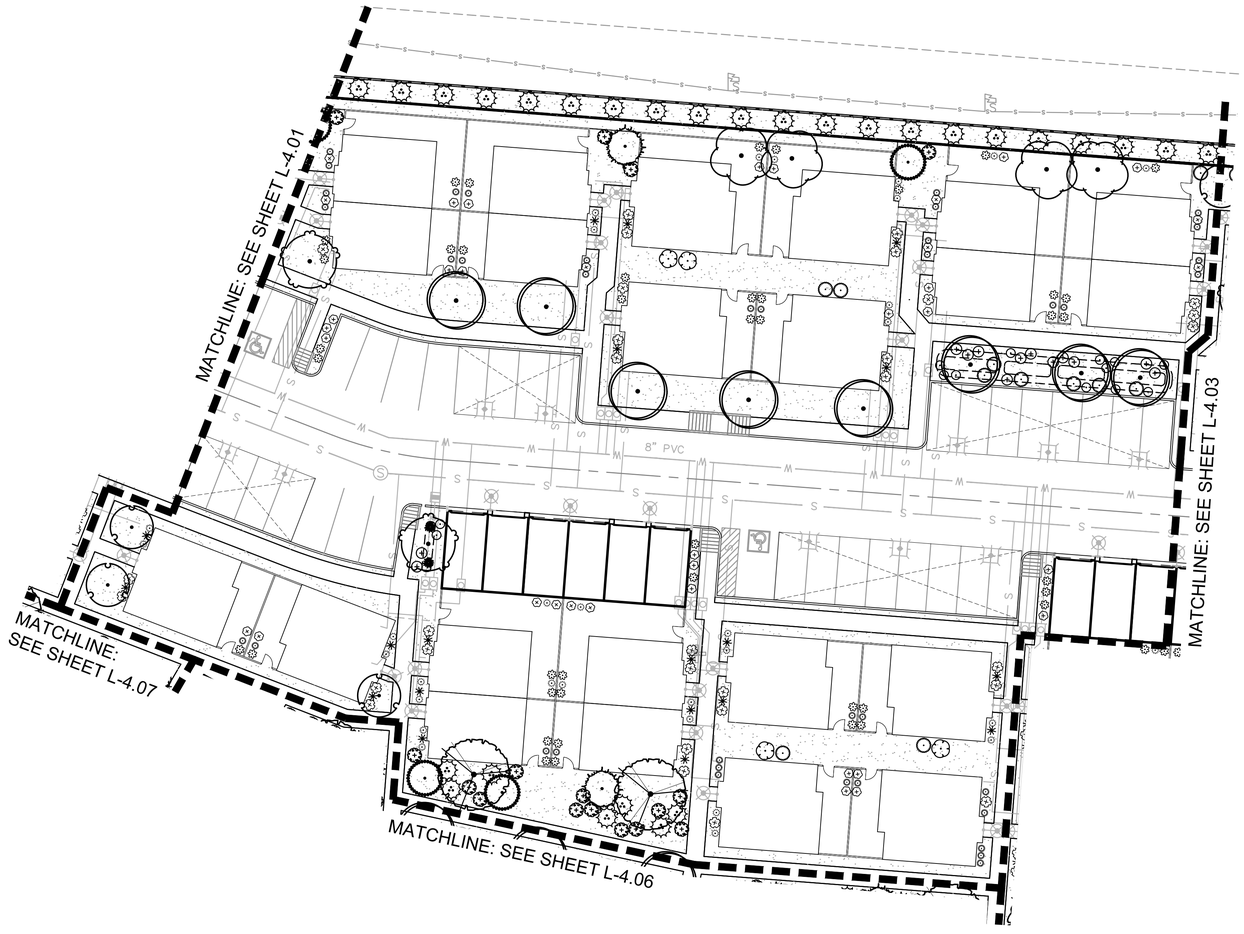

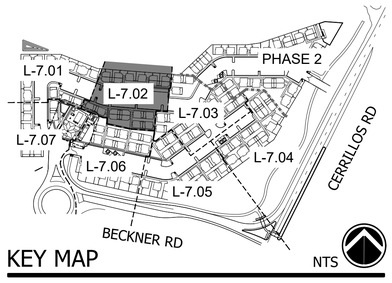

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NORTH

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1" = 20'

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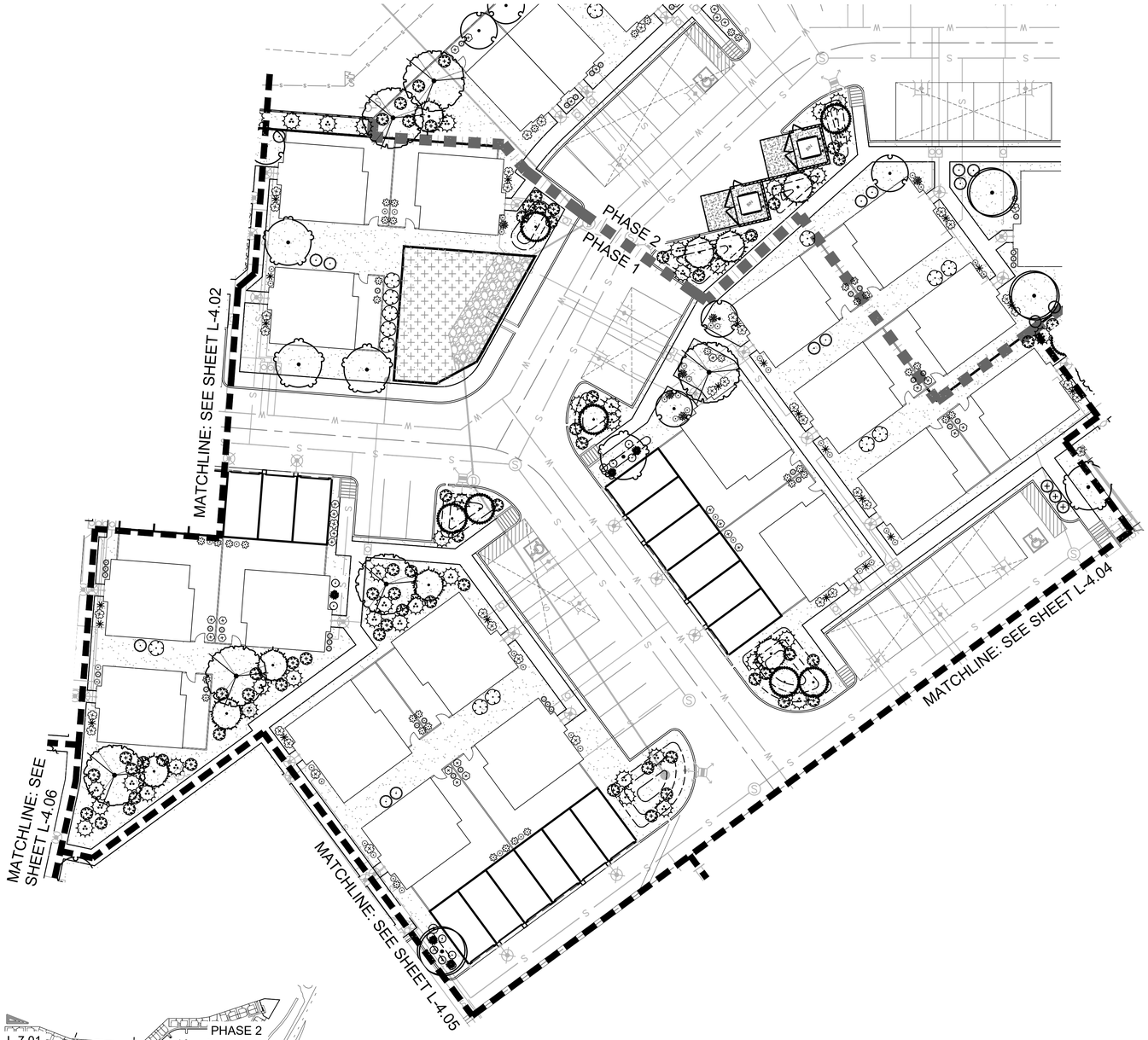
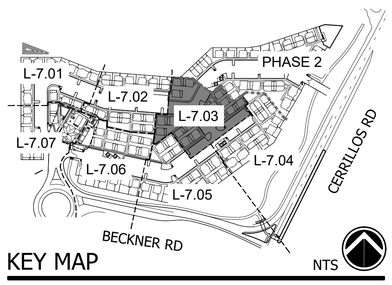
PLANTING PLAN

L-4.02 SHEET 22 OF 44





KEY MAP NTS

PLANT SCHEDULE PHASE 1			
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE (INSTALL)
DECIDUOUS TREES			
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	19	Prunus cerasifera Purple-leaf Plum	2" + Cal
	29	Pyrus calleryana 'Bradford' Bradford Callery Pear	2" + Cal
	62	Quercus gambelii Gambel Oak	2" + Cal
	17	Syringa reticulata Japanese Tree Lilac	2" + Cal
EVERGREEN TREES			
	14	Juniperus monosperma Oneseed Juniper	2" + Cal
	49	Pinus aristata Bristlecone Pine	2" + Cal
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
DECIDUOUS SHRUBS			
	98	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	5 gal
	167	Genista tinctoria Dyer's Broom	5 gal
	103	Syringa meyeri 'Palibin' Dwarf Korean Lilac	5 gal
DESERT ACCENTS			
	93	Agave neomexicana New Mexico Agave	5 gal
	20	Agave utahensis Utah Agave	5 gal
	33	Hesperaloe parviflora Texas Red Yucca	5 gal
EVERGREEN SHRUBS			
	119	Buxus microphylla japonica 'Winter Gem' Winter Gem Japanese Boxwood	5 gal
	291	Juniperus horizontalis 'Blue Chip' Blue Chip Creeping Juniper	5 gal
	309	Juniperus sabina 'Buffalo' Buffalo Juniper (female only)	5 gal
FLOWERING PLANTS			
	90	Caryopteris x clandonensis 'Blue Mist' Blue Mist Bluebeard	5 gal
	89	Hibiscus syriacus Rose of Sharon	5 gal
	195	Salvia greggii Autumn Sage	1 gal
	201	Salvia x 'Ultra Violet' Ultra Violet Sage	1 gal
GRASSES			
	203	Nassella tenuissima Mexican Feather Grass	1 gal
	280	Schizachyrium scoparium Little Bluestem	1 gal
MISCELLANEOUS			
	2,369 sf	Cobble Mulch Blend Santa Fe Brown: 4" to 6" Angular	SF
	106,855 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF
	1,103 sf	Native Seed Mix	SF
	229 sf	Stabilized DG Path 1/4" Minus Stabilized DG	SF

NORTH

0 20 40 60 80 feet

1" = 20'

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REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

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L-4.03 SHEET 23 OF 44

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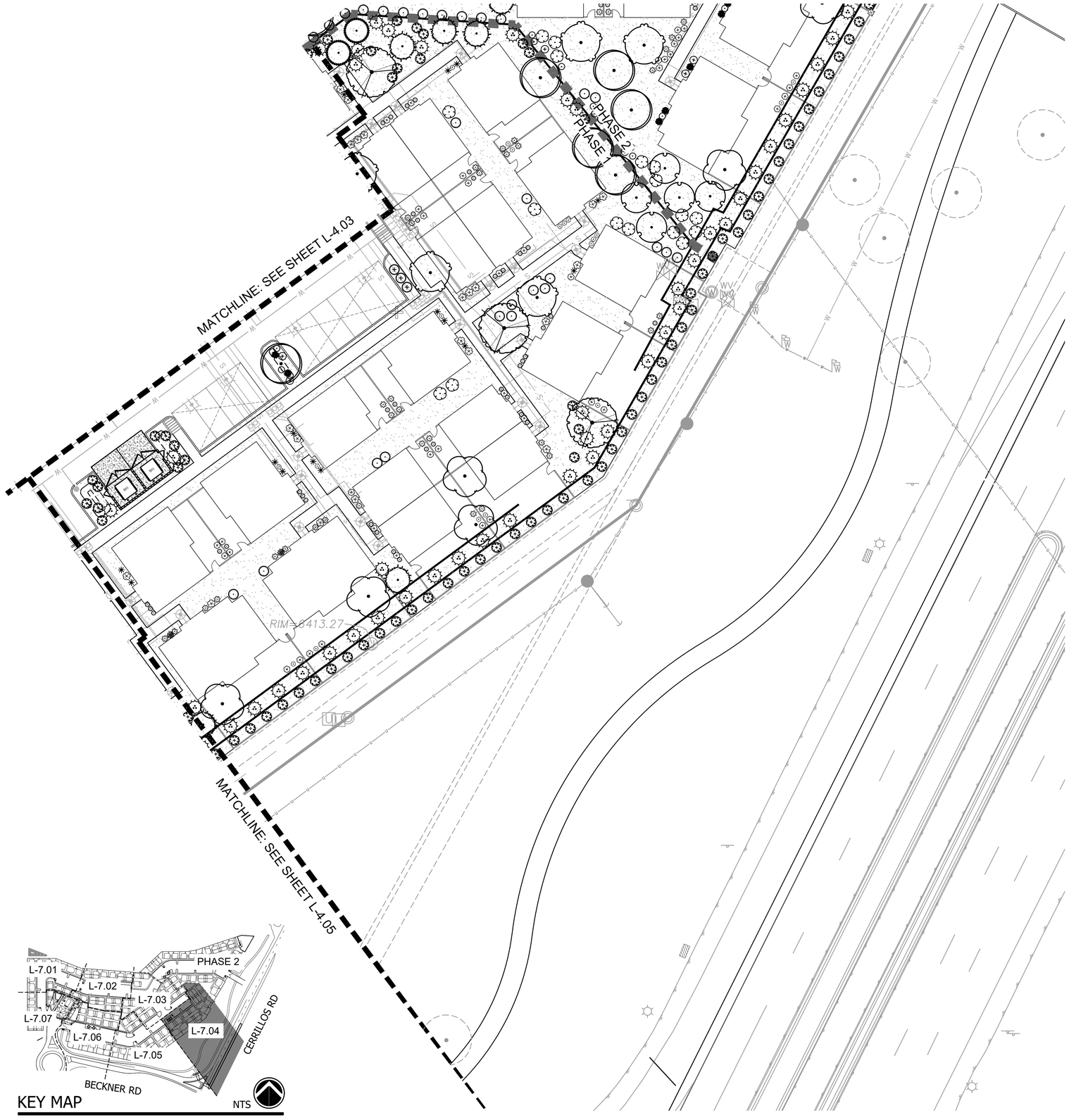

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NORTH

0 20 40 60 80 feet

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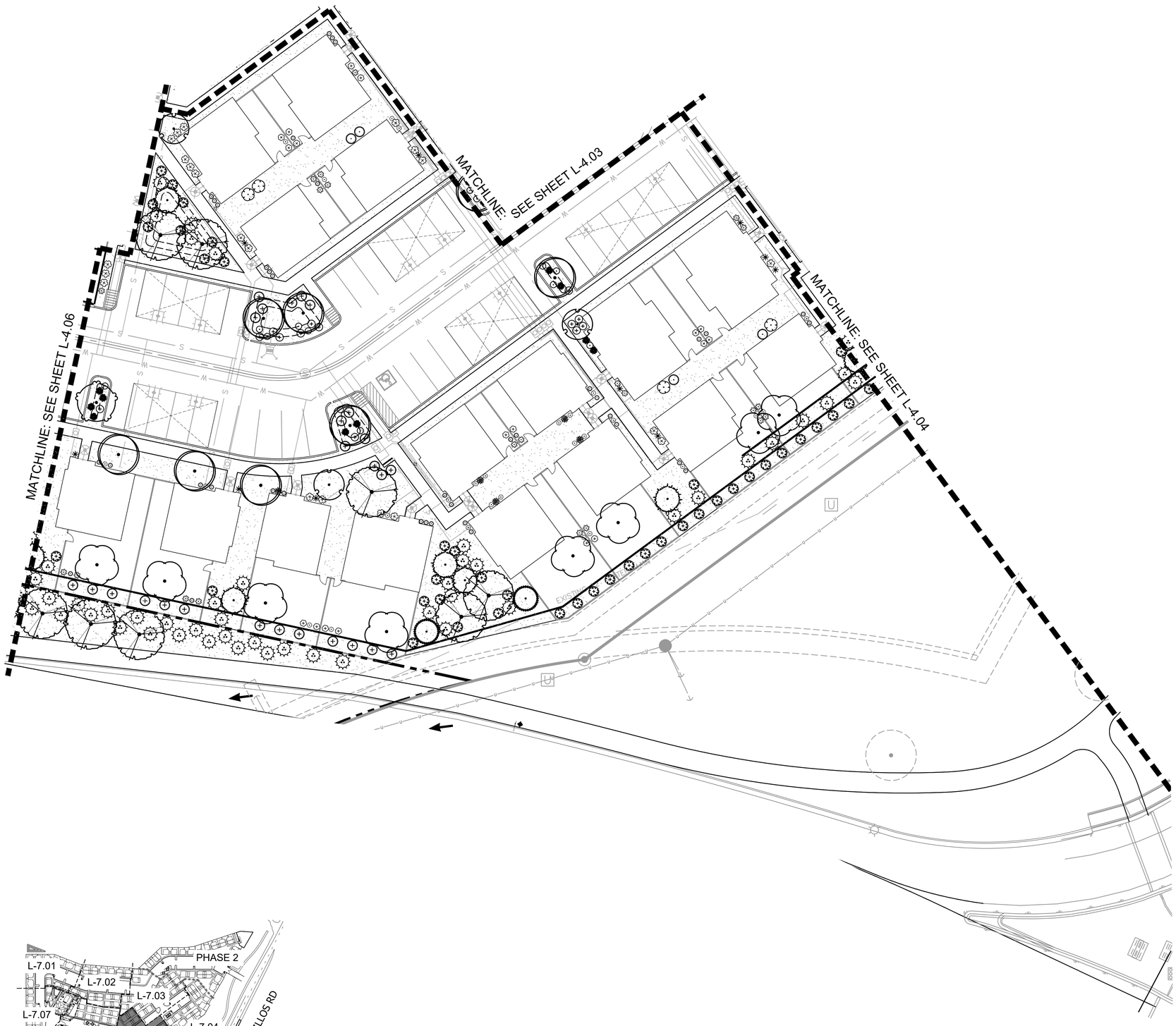

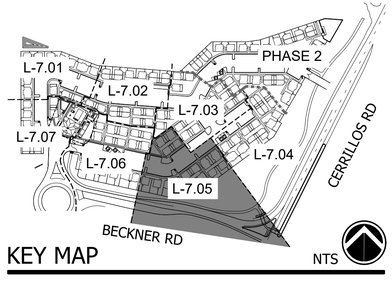

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NORTH

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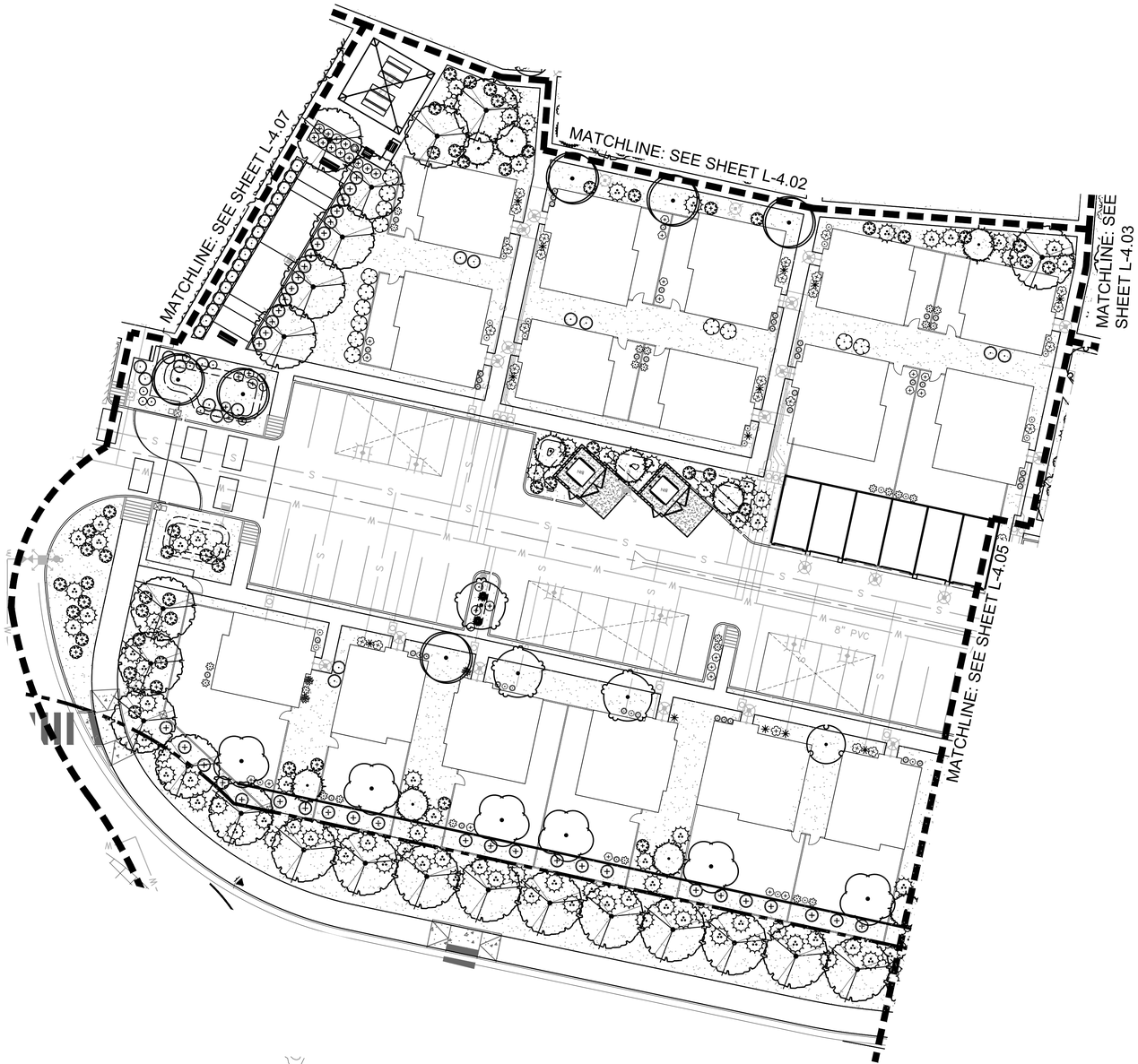

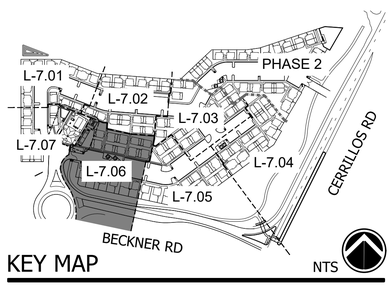

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NORTH

0 20 40 60 80 feet

1" = 20'

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REGISTRATION:

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12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

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CONTACT: Jeremy Hall

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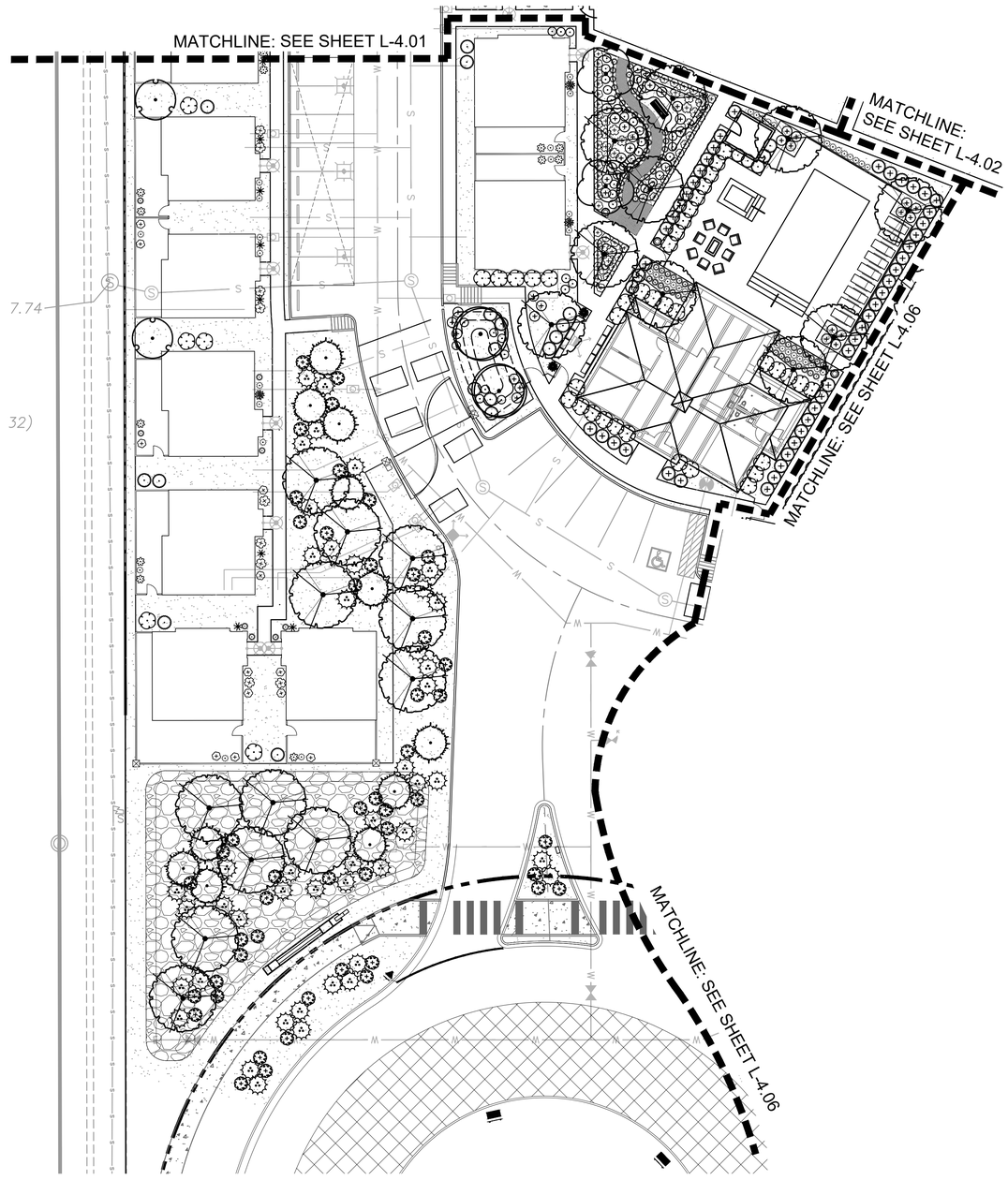

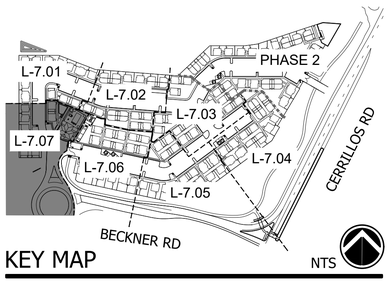

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NORTH

0 20 40 60 80 feet

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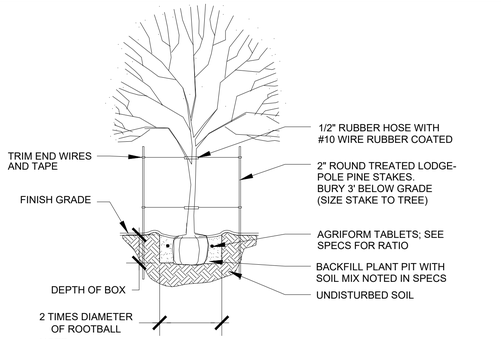


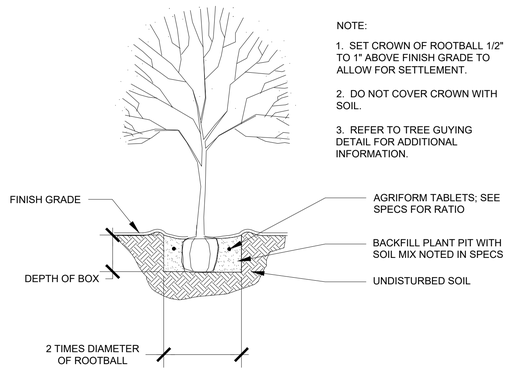
NOTE:

1. SET CROWN OF ROOTBALL 1/2" TO 1" ABOVE FINISH GRADE TO ALLOW FOR SETTLEMENT.
2. DO NOT COVER CROWN WITH SOIL.
3. REFER TO TREE GUYING DETAIL FOR ADDITIONAL INFORMATION.

L1 Tree planting detail (15 gallon - 30" box)

Scale: N.T.S.

Planting Details



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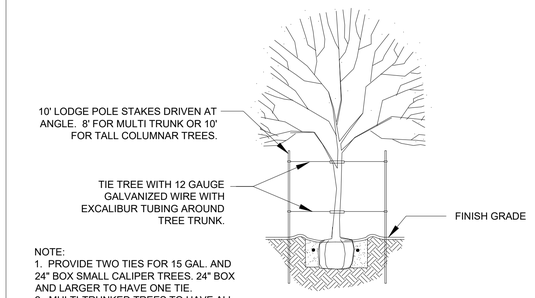
L2 Tree planting detail (36" box and larger)

Scale: N.T.S.

Planting Details



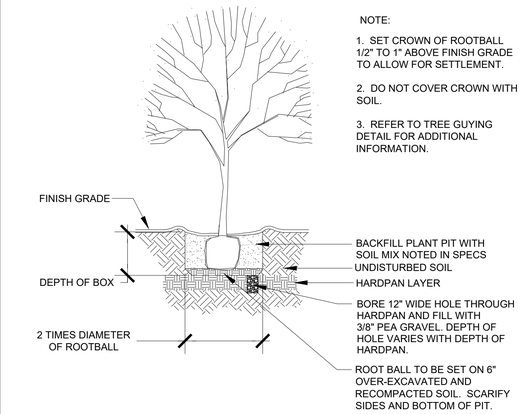
NOTE:

1. PROVIDE TWO TIES FOR 15 GAL. AND 24" BOX SMALL CALIPER TREES. 24" BOX AND LARGER TO HAVE ONE TIE.
2. MULTI-TRUNKED TREES TO HAVE ALL MAJOR LEADERS STAKED OR SUPPORTED. ALL WIRE TO WRAP A MIN. OF 5 TIMES AROUND ITSELF.

L3 Typical staking detail

Scale: N.T.S.

Planting Details



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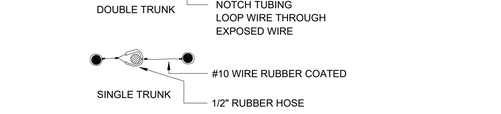
L4 Hardpan planting detail

Scale: N.T.S.

Planting Details



L5 Tree guying detail

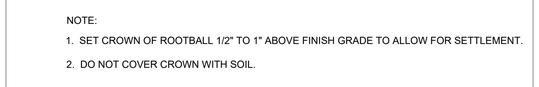
Scale: N.T.S.

Planting Details

L6 Agave & Yucca planting detail

Scale: N.T.S.

Planting Details



NOTE:

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L7 Shrub planting detail (1gallon - 15 gallon)

Scale: NTS

Planting Details

NOTES:

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L8 Root Barrier at Sidewalk

Scale: N.T.S.

Planting Details

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PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

PLANTING DETAILS

L-5.01 SHEET 28 OF 44

TREE LEGEND:

- EXISTING TREE TO REMAIN IN PLACE - 14 TOTAL
- EXISTING TREE TO BE DESTROYED - 69 TOTAL

NOTE:
ALL TREES TO BE DESTROYED WILL BE REPLACED AND ARE ACCOUNTED FOR WITH EVERGREEN TREES ON PLANTING PLAN(S) FOR PHASE 1 AND 2.

NORTH

0 60 100 120 240 feet

1" = 60'

1-800-321-2537
(1-800-321-ALERT)
nm811
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PHOENIX, AZ 85020
602-432-5507
www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

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TREE REMOVAL PLAN

L-6.00 SHEET 29 OF 44

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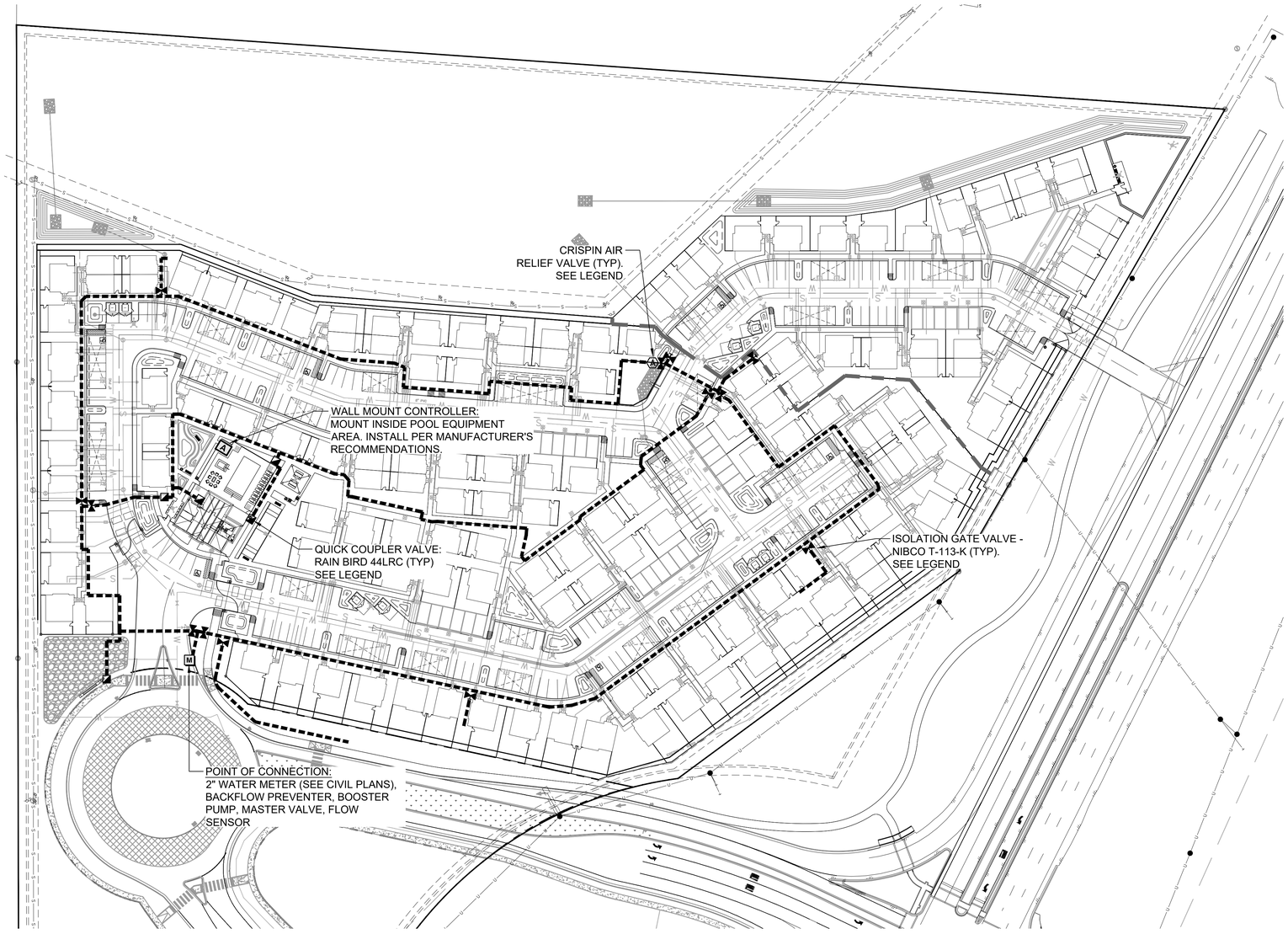
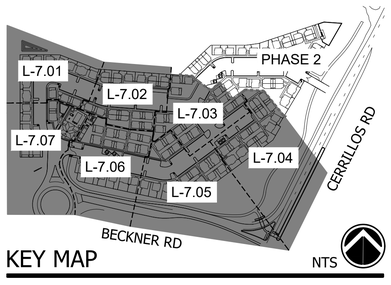


IRRIGATION KEY NOTES:

- IRRIGATION CONTRACTOR TO REVIEW ACTUAL SITE CONDITIONS PRIOR TO INSTALLING IRRIGATION OR ORDERING MATERIALS. SOME ADJUSTMENTS IN EQUIPMENT LOCATIONS MAY BE REQUIRED TO MATCH ACTUAL CURRENT CONDITIONS. REVIEW ANY CHANGES WITH OWNERS REPRESENTATIVE. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS..
- THE IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A STATIC WATER PRESSURE OF 60 PSI. AT THE POINTS OF CONNECTION. CONTRACTOR TO CHECK WATER PRESSURE PRIOR TO STARTING CONSTRUCTION AND NOTIFY OWNER'S REPRESENTATIVE IF NOT MIN. 60 PSI.
- ALL MAINLINE FITTINGS OVER 3" SHALL BE IRON GASKETED WITH JOINT RESTRAINT HARNESSES.
- REFER TO EMITTER SCHEDULE FOR TREE, SHRUB GPH. & NUMBER OF EMITTERS. USE MULT-PORT EMITTERS ON SHRUBS WHEN SPACING ALLOWS.
- EQUIPMENT SUBMITTAL FOR APPROVAL PRIOR TO ORDERING MATERIALS.



KEY MAP NTS

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- SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
- INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
- USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
- TREES IN TURF HAVE (1) MULTI-PORT EMITTER W/ SIX OUTLETS.
- INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
- INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
- INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
- PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (3"+) UNDER DRIVABLE SURFACES.
- RUN 2 WIRE LOOPS FROM EACH CONTROLLER BACK TO BOOSTER PUMP, HYDROMETER/MASTER VALVE, AND FLOW SENSOR ON EACH MAIN AND SUB-MAIN LOOP AS REQUIRED PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR RESPONSIBLE FOR INSURING MASTER VALVES, FLOW SENSORS, CONTROLLERS, AND PUMP STATION ARE ALL CONNECTED AND OPERATIONAL PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER LOCATION PER MANUFACTURE'S SPECIFICATIONS. LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS.
- ALL IRRIGATION EQUIPMENT TO BE INSTALLED IN COMMON AREA LANDSCAPE PLANTER AREAS, NOT IN PRIVATE YARDS, REGARDLESS OF WHAT IS SHOWN ON PLANS. IRRIGATION PLANS ARE SCHEMATIC AND NATURE AND DUE TO SCALE, EQUIPMENT IS SOMETIMES SHOWN IN AREAS THAT ARE NOT COMMON AREA LANDSCAPE PLANTERS. NO VALVES TO BE INSTALLED IN TURF.

NORTH

0 20 40 60 80 feet

1" = 20'

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IRRIGATION SCHEDULE PHASE 1

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
0.5 1.0 2.0	Rain Bird Xeri-Bug Emitter Rain Bird XB-PC, Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet.

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	Quick Coupler Rain Bird 44-LRC: 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	Isolation Gate Valve (Same Size as Pipe) Nibco T-113-K: Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Master Valve 2" Rain Bird PEB-IVM: 1in., 1-1/2in., 2in. Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
A	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
BF	Backflow Preventer 2" Febco 825Y: Reduced Pressure Backflow Preventer
A	Pedestal Mount Controller Rain Bird ESPLXIVM-LXMMSS-LXMMSSPED: 60 Station, 2-Wire Controller w/ Smart Valve Technology. (1) ESPLXIVM 60-Station, Indoor/Outdoor, Plastic Wall-Mount Enclosure. Installed in LXMMSS-LXMMSSPED Stainless Steel Cabinet w/ Pedestal. System Requirements: Rain Bird LXIVM Integrated Valve Modules & 2-Wire Devices. Use Paige Electric Cable P7072D & Rain Bird WC20 Dry Splices ONLY. Ground System w/ LXIVMSD Surge Device in Rain Bird Round Valve Boxes. Install Per Manufacturers Recommendations.
FS	Flow Sensor Creative Sensor Technology FSI-T10-001: 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
BP	Booster Pump Rain Bird CLP Series: Booster Pump Pressure Increase of 20 PSI. Maximum Flow Rate of 24 GPM.
M	Water Meter 2"
——— L ———	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
——— S ———	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
Valve Number
Valve Flow
Valve Type
Valve Size

VALVE TYPE:
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IRRIGATION REFERENCE PLAN

L-7.00 SHEET 30 OF 44

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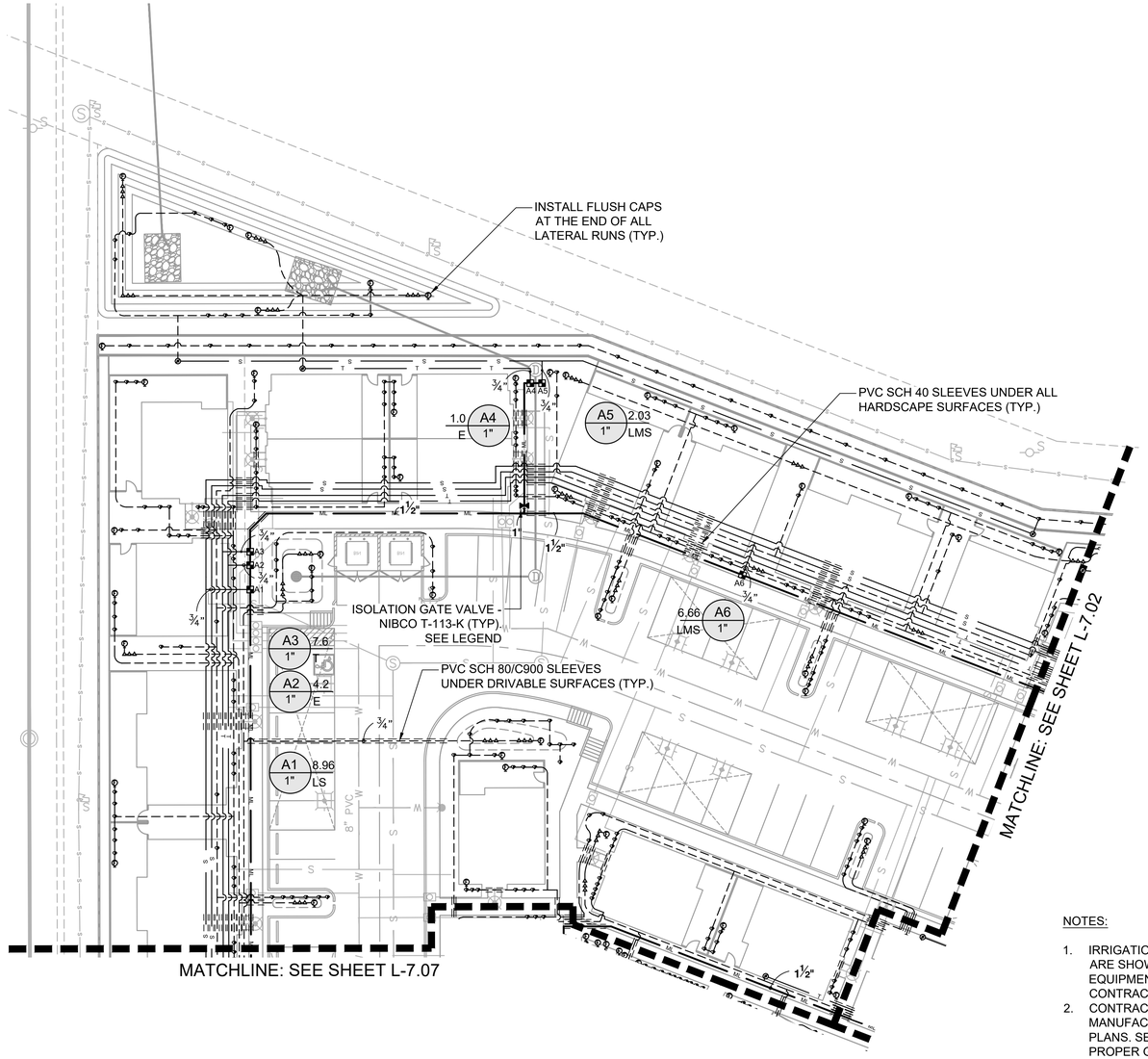

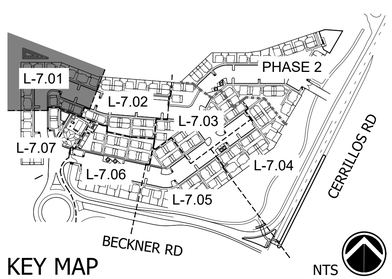

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NORTH

0 20 40 60 80 feet

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IRRIGATION SCHEDULE PHASE 1

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REVISIONS:

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IRRIGATION PLAN

L-7.01 SHEET 31 OF 44

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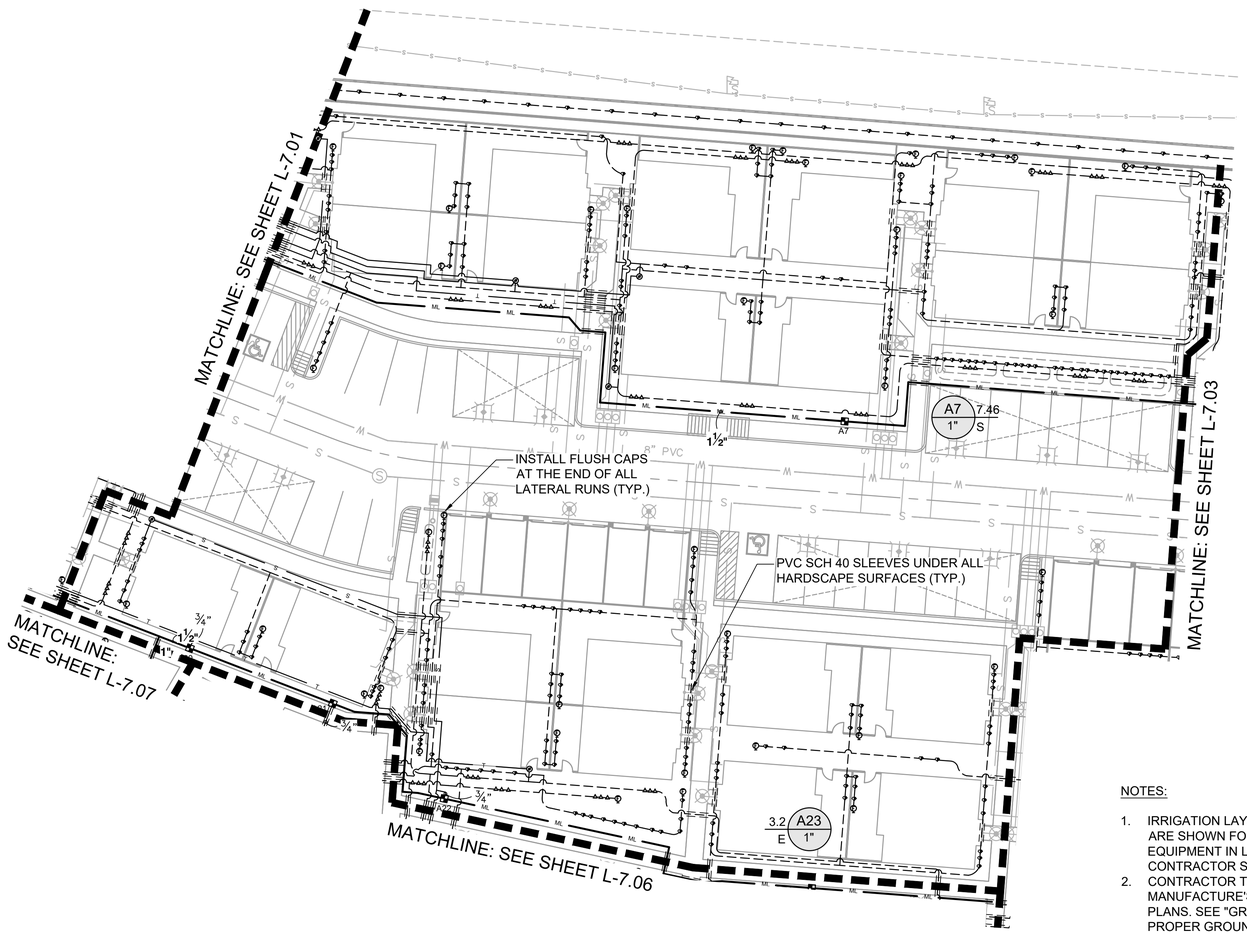

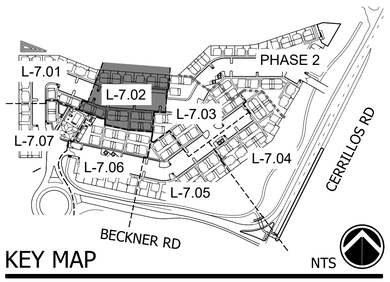

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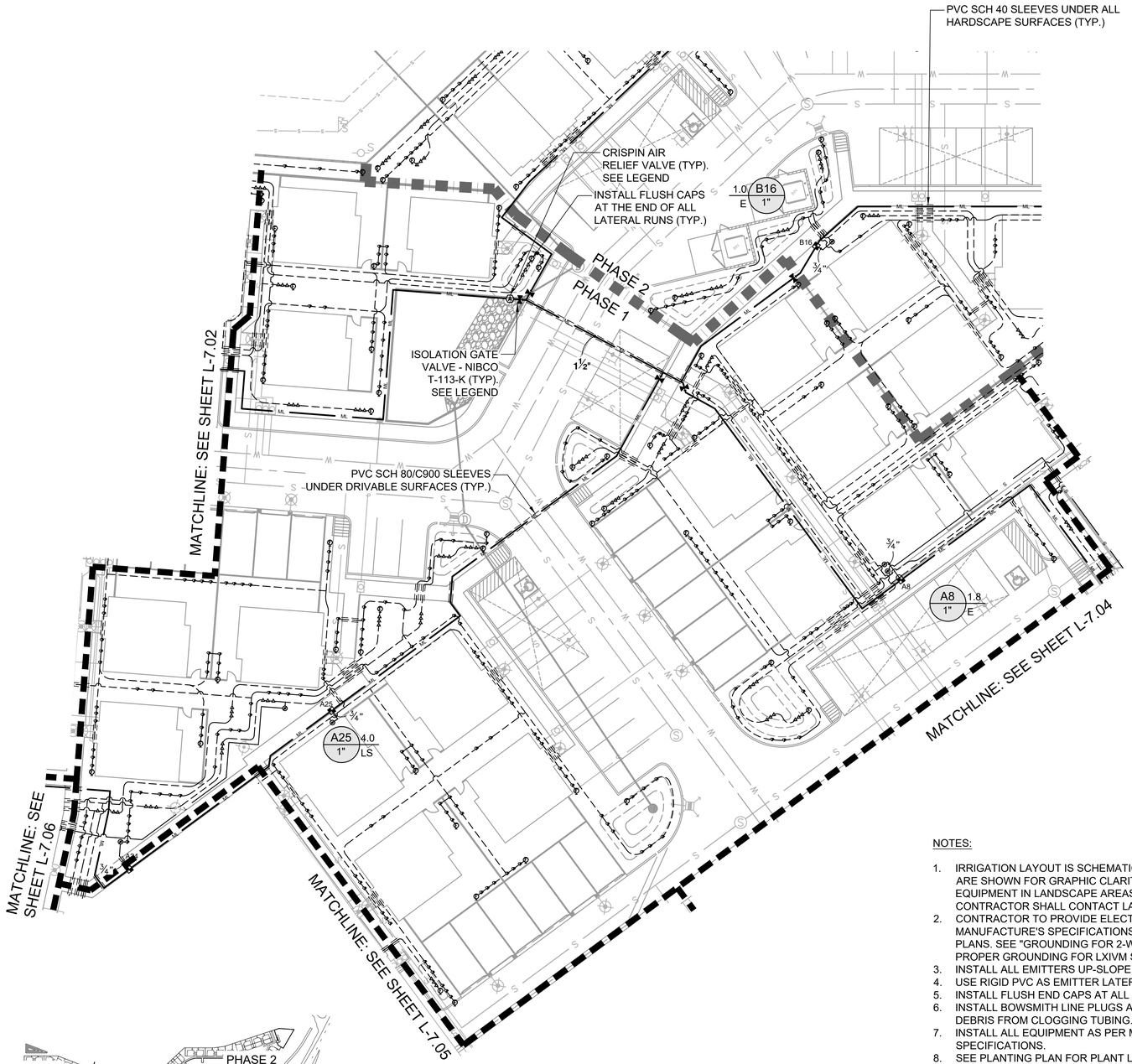
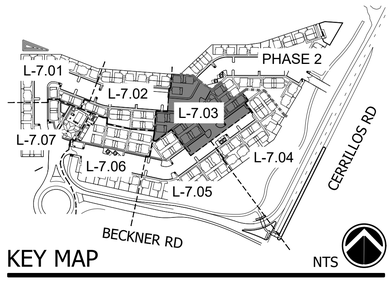
IRRIGATION PLAN

L-7.02

SHEET 32 OF 44





KEY MAP NTS

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NORTH

0 20 40 60 80 feet

1" = 20'

1-800-321-2537
(1-800-321-ALERT)
nm811
Know what's below. Call before you dig.

IRRIGATION SCHEDULE PHASE 1

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
P	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
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MV	Master Valve 2" Rain Bird PEB-IVM: 1in., 1-1/2in., 2in. Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
A	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
BF	Backflow Preventer 2" Febco 825Y: Reduced Pressure Backflow Preventer
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FS	Flow Sensor Creative Sensor Technology FSI-T10-001: 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
BP	Booster Pump Rain Bird CLP Series: Booster Pump Pressure Increase of 20 PSI. Maximum Flow Rate of 24 GPM.
M	Water Meter 2"
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REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

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REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

IRRIGATION PLAN

L-7.03 SHEET 33 OF 44

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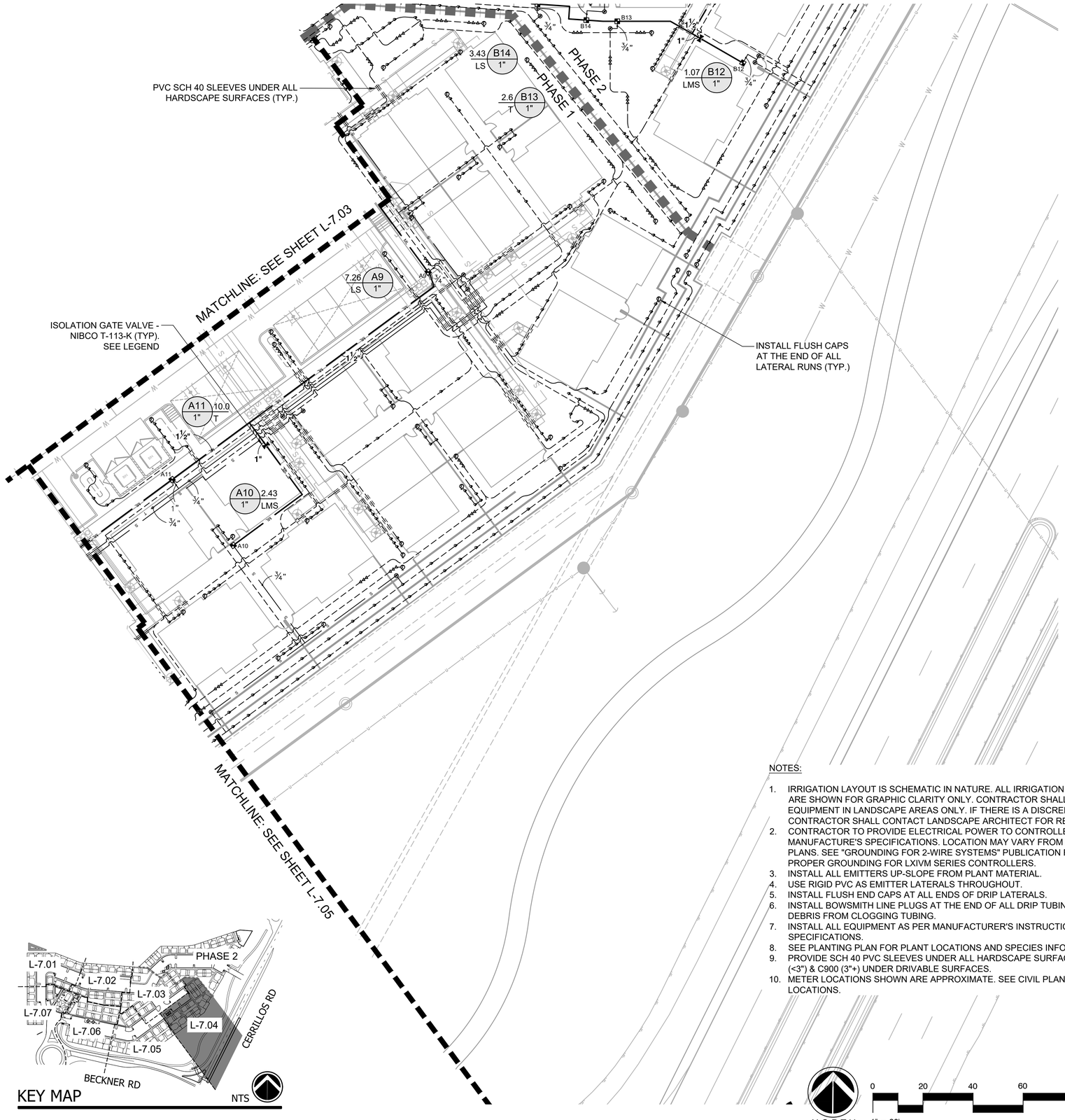

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IRRIGATION PLAN

L-7.04 SHEET 34 OF 44

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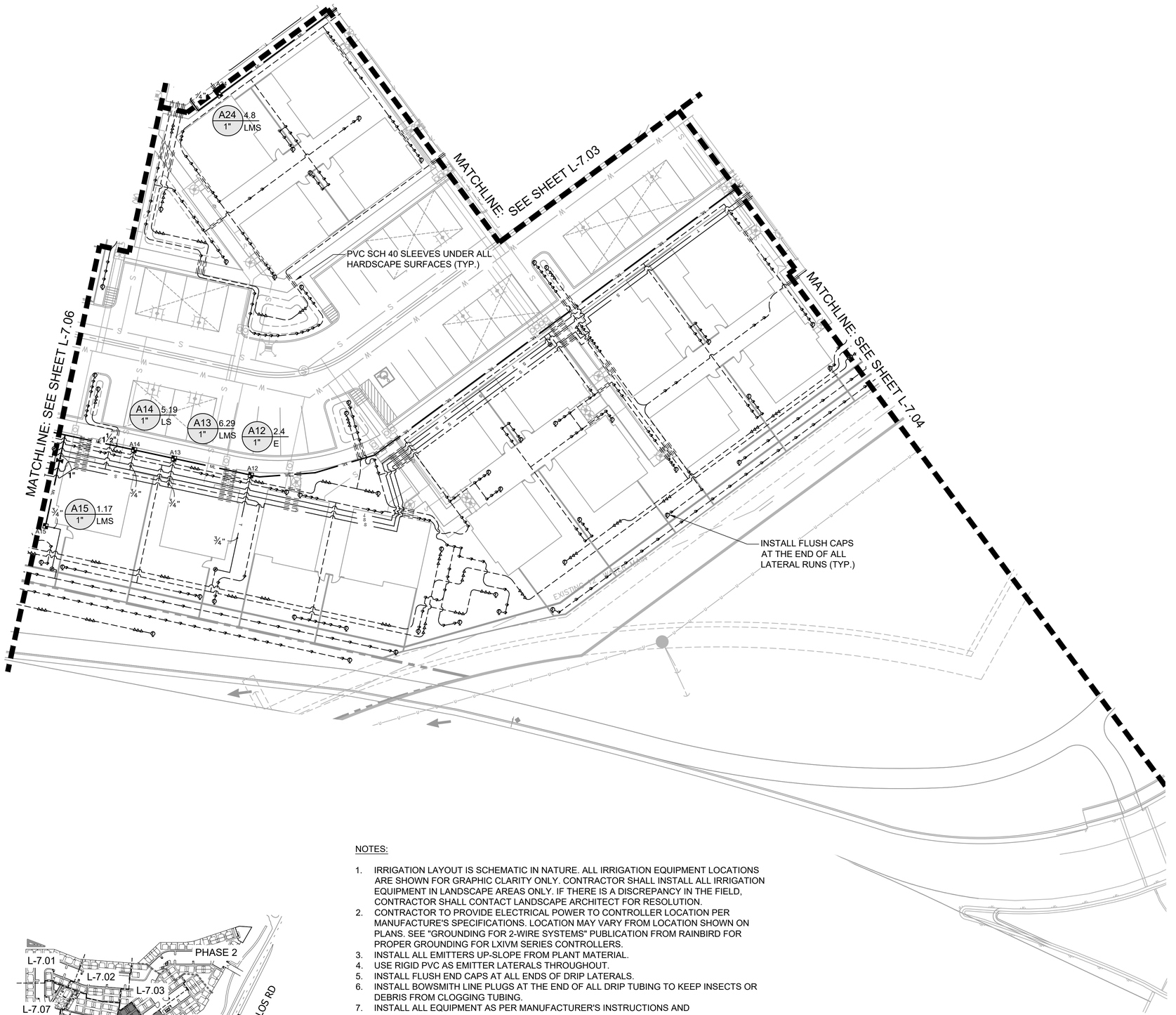

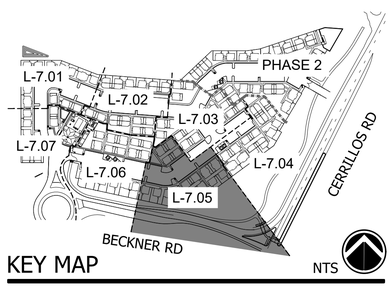

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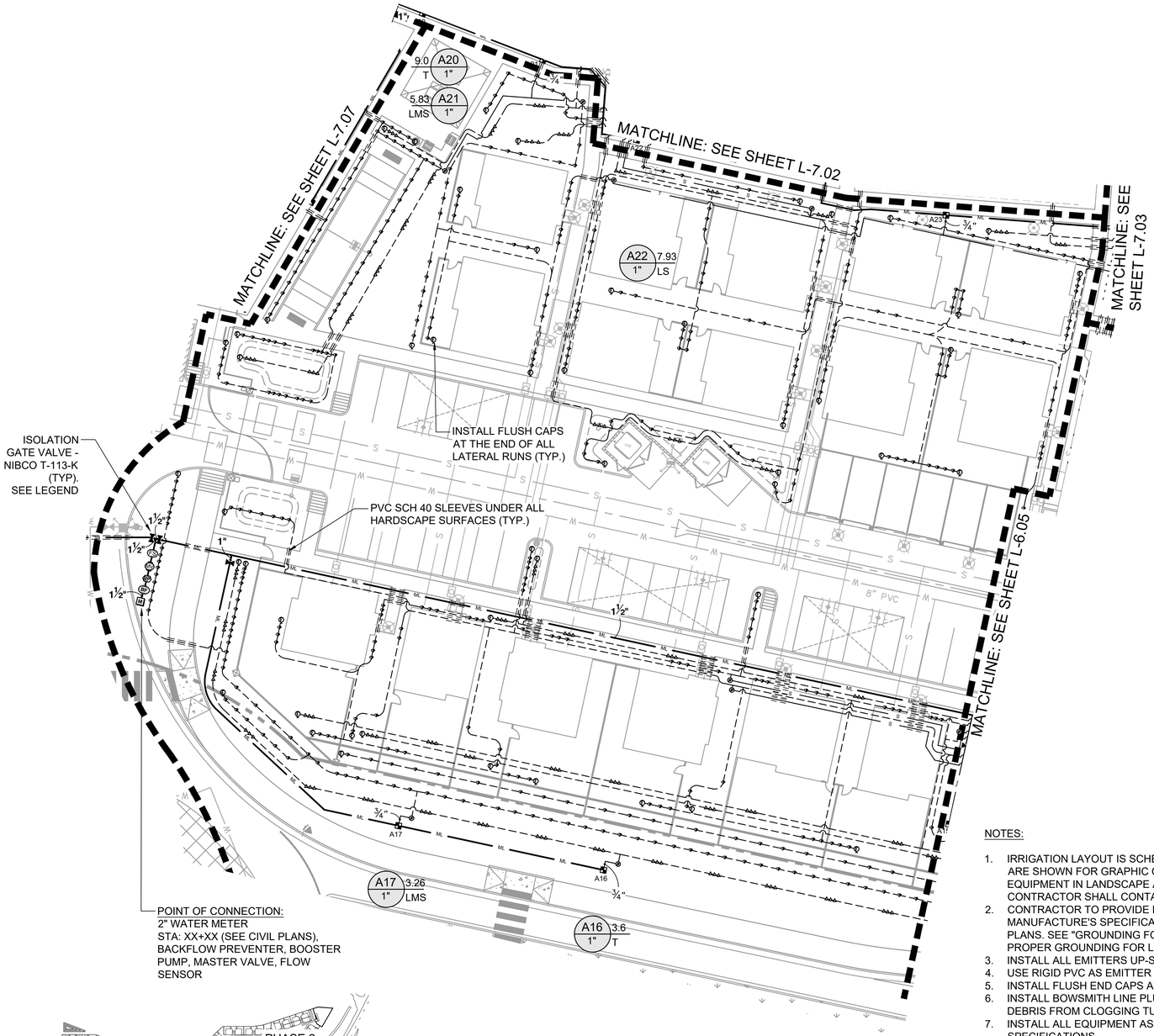

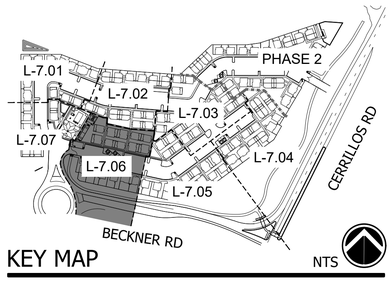

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LS= LOW WATER SHRUB,
LMS=LOW-MEDIUM WATER SHRUB,
SP=SPRINKLER,

COLEMAN DESIGN GROUP
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Irrigation Consulting and Design
111 E. DUNLAP AVENUE, SUITE 1-107
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www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

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IRRIGATION PLAN

L-7.06 SHEET 36 OF 44

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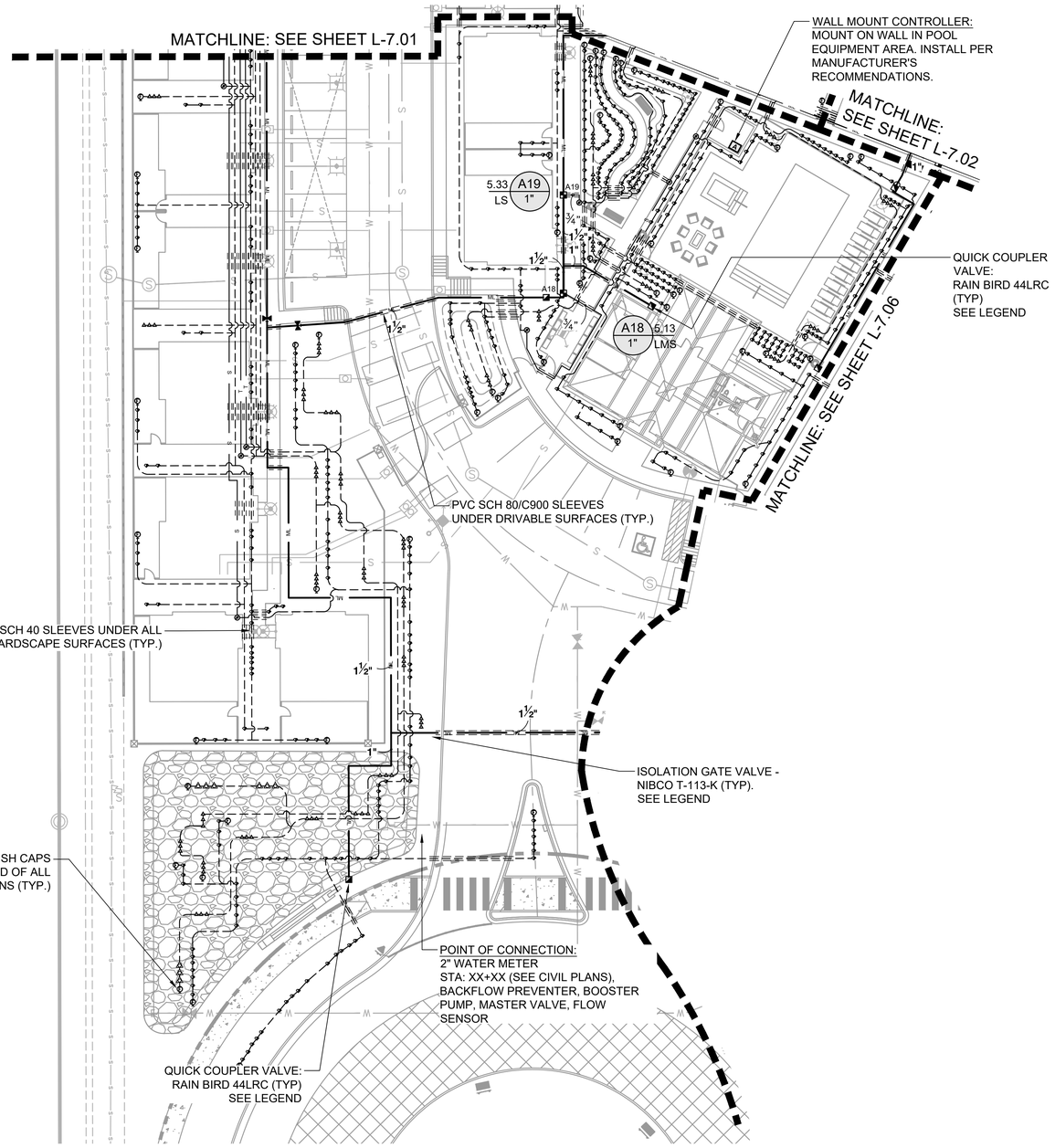
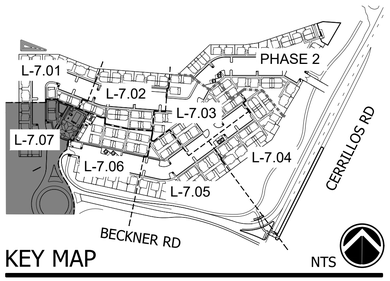
NOTES:

1. IRRIGATION LAYOUT IS SCHEMATIC IN NATURE. ALL IRRIGATION EQUIPMENT LOCATIONS ARE SHOWN FOR GRAPHIC CLARITY ONLY. CONTRACTOR SHALL INSTALL ALL IRRIGATION EQUIPMENT IN LANDSCAPE AREAS ONLY. IF THERE IS A DISCREPANCY IN THE FIELD, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
2. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER LOCATION PER MANUFACTURE'S SPECIFICATIONS. LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS. SEE "GROUNDING FOR 2-WIRE SYSTEMS" PUBLICATION FROM RAINBIRD FOR PROPER GROUNDING FOR LXIVM SERIES CONTROLLERS.
3. INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
4. USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
5. INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
6. INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
7. INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
8. SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
9. PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (3"+) UNDER DRIVABLE SURFACES.
10. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS.





KEY MAP NTS

NORTH

0 20 40 60 80 feet

1" = 20'

1-800-321-2537
(1-800-321-ALERT)
nm811
Know what's below. Call before you dig.

IRRIGATION SCHEDULE PHASE 1

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
0.5 1.0 2.0	Rain Bird Xeri-Bug Emitter Rain Bird XB-PC, Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Quick Coupler Rain Bird 44-LRC: 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	Isolation Gate Valve (Same Size as Pipe) Nibco T-113-K: Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Master Valve 2" Rain Bird PEB-IVM: 1in., 1-1/2in., 2in. Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
A	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
BF	Backflow Preventer 2" Febco 825Y: Reduced Pressure Backflow Preventer
A	Pedestal Mount Controller Rain Bird ESPLXIVM-LXMMSS-LXMMSSPED: 60 Station, 2-Wire Controller w/ Smart Valve Technology. (1) ESPLXIVM 60-Station, Indoor/Outdoor, Plastic Wall-Mount Enclosure. Installed in LXMMSS-LXMMSSPED Stainless Steel Cabinet w/ Pedestal. System Requirements: Rain Bird LXIVM Integrated Valve Modules & 2-Wire Devices. Use Paige Electric Cable P7072D & Rain Bird WC20 Dry Splices ONLY. Ground System w/ LXIVMSD Surge Device in Rain Bird Round Valve Boxes. Install Per Manufacturers Recommendations.
FS	Flow Sensor Creative Sensor Technology FSI-T10-001: 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
BP	Booster Pump Rain Bird CLP Series: Booster Pump Pressure Increase of 20 PSI. Maximum Flow Rate of 24 GPM.
M	Water Meter 2"
A	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
S	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
ML	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
- Valve Number
- Valve Flow
- Valve Type
- Valve Size

VALVE TYPE: T=TREE, E=EVERGREEN TREE, LS= LOW WATER SHRUB, LMS=LOW-MEDIUM WATER SHRUB, SP=SPRINKLER,

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IRRIGATION PLAN

L-7.07 SHEET 37 OF 44

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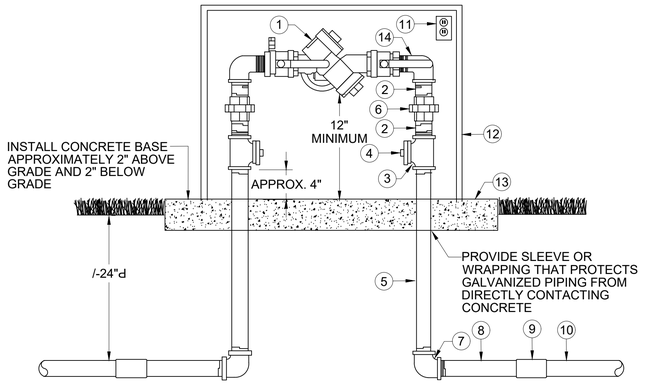


120V ELECTRICAL POWER:

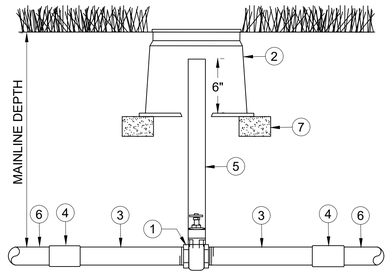
- THE CONTRACTOR SHALL PROVIDE, COORDINATE AND INSTALL THE NECESSARY CONDUITS, WIRES, BREAKERS, AND ANY OTHER MATERIALS AND LABOR AS REQUIRED TO PROVIDE 120VAC ELECTRICAL POWER FOR HEAT-TAPE FREEZE PROTECTION - INSTALL AS PER NEC AND LOCAL CODES

IMPORTANT NOTE:

- WRAP ALL EXPOSED PIPING WITH HEAT TAPE AND PROVIDE A SECURE WRAPPING OF INSULATION TO AVOID HEAT LOSS

1. REDUCED PRESSURE PRINCIPAL BACKFLOW PREVENTER (SIZE AND MODEL AS INDICATED IN LEGEND)
2. GALVANIZED NIPPLE (CLOSE LENGTH OR LENGTH AS REQUIRED)
3. GALVANIZED TEE (PROVIDE GALVANIZED REDUCER BUSHING IF NECESSARY TO ACCOMMODATE DRAIN)
4. BUCKNER #BDV 1/2" BRASS AUTOMATIC DRAIN
5. GALVANIZED NIPPLE (30" LENGTH OR LENGTH AS REQUIRED)
6. GALVENIZED UNION
7. GALVENIZED ELL
8. SCH.80 PVC TOE NIPPLE (8" LENGTH)
9. SCH.40 PVC COUPLING
10. SCH.40 PVC MAINLINE PIPING
11. 120VAC ELECTRICAL OUTLET FOR FREEZE PROTECTION HEAT TAPE - INSTALL PER ELECTRICAL CODES
12. INSULATED ENCLOSURE (SIZE AND MODEL AS INDICATED IN LEGEND)
13. 4" THICK (3000psi) CONCRETE BASE - SIZE PER ENCLOSURE MANUFACTURERS RECOMMENDATIONS
14. GALVANIZED STREET ELL

A | SCALE: NTS | RP BACKFLOW PREVENTER (1"-2")
24" - BURY

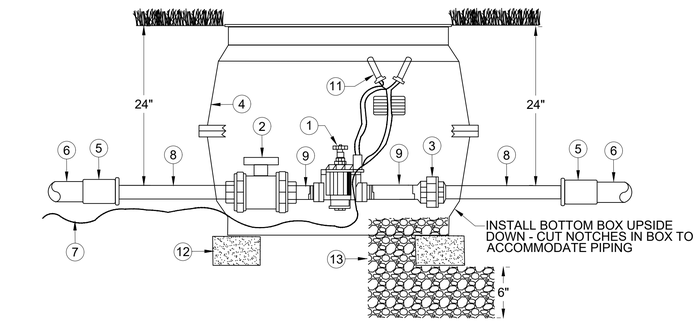


1. WATTS #WGV-X SERIES GATE VALVE (PIPE SIZE)
2. CARSON (OLDCASTLE) #910-10 WITH "T-STYLE" COVER OF APPROPRIATE COLOR
3. SCH.80 PVC TOE NIPPLE (12" LENGTH)
4. SCH.80 PVC COUPLING (SOCKET ENDS)
5. SCH.40 PVC SLEEVE PIPE (2") LENGTH AS REQUIRED
6. PVC SYSTEM PIPING (REFER TO PLANT FOR SIZE AND TYPE)
7. SOLID BRICK (2 BRICKS REQUIRED)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

D | SCALE: NTS | ISOLATION GATE VALVE (1"-3")
3" OR SMALLER PIPE



FOR DECODER (2-WIRE) INSTALLATIONS:

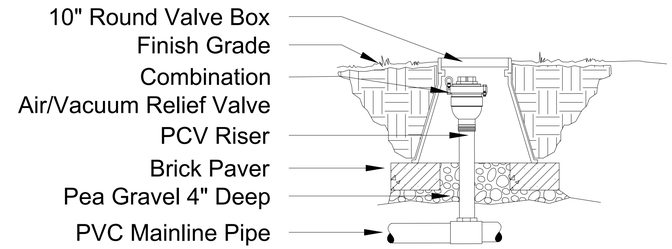
- REFER TO LEGEND FOR DECODER MODULE REQUIRED - INSTALL AS PER MANUFACTURER'S INSTRUCTIONS

NON-POTABLE WATER INDICATORS:

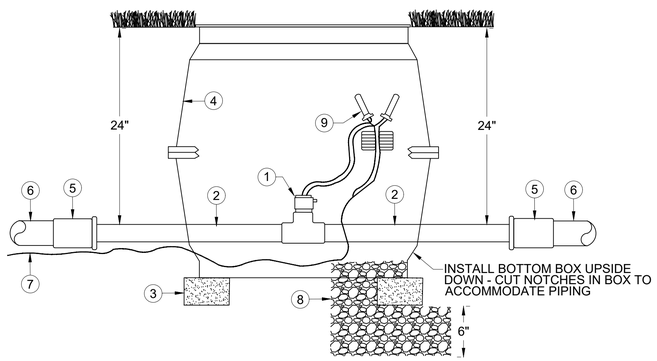
- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING, SPRINKLER TOPS, VALVE HANDLES, VALVES BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

1. AUTOMATIC MASTER VALVE (REFER TO LEGEND FOR MODEL AND SIZE)
2. SCH.80 PVC TRU-UNION BALL VALVE (REGULAR STYLE, SOCKET ENDS)
3. SCH.80 PVC UNION (SOCKET ENDS)
4. CARSON #1324-15 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
6. MAINLINE PIPING (REFER TO LEGEND FOR TYPE AND SIZE)
7. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL SLIGHTLY BELOW MAINLINE PIPE)
8. SCH.80 PVC TOE NIPPLE (PROVIDE 12" LENGTH, CUT OFF THREADS)
9. SCH.80 PVC TOE NIPPLE (PROVIDE 3" LENGTH)
10. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
11. 3M #DBRY WIRE SPLICE KIT OR AS REQUIRED BY VALVE MANUFACTURER (PROVIDE 24" COILED SLACK)
12. SOLID BRICK (SUPPORT ALL FOR CORNERS OF BOX)

B | SCALE: NTS | ELECTRIC MASTER VALVE (1"-2")
24" - BURY (1324-15 BOXES)



E | SCALE: NTS | SN: - | CRISPIN AIR/VACUUM RELIEF VALVE



NON-POTABLE WATER INDICATORS:

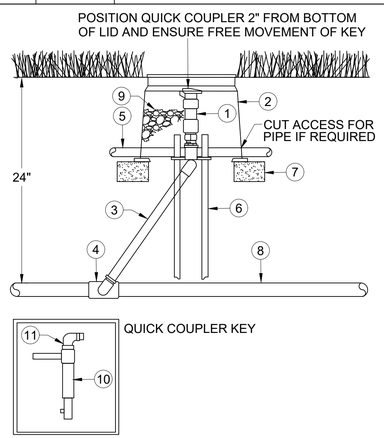
- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

IMPORTANT NOTE REGARDING LAMINAR FLOW THROUGH METER

- THE CONTRACTOR SHALL BE AWARE THAT THE FLOW METER MANUFACTURE MAY HAVE SPECIFIC MINIMUM DISTANCES OF UNINTERRUPTED FLOW UPSTREAM AND DOWNSTREAM OF FLOW METER TO INSURE ACCURATE FLOW REPORTING - REFER TO MANUFACTURER'S LITERATURE AND ENSURE THAT MINIMUM DISTANCE REQUIREMENTS ARE MET.

1. FLOW SENSOR (REFER TO LEGEND FOR SIZE) ASSEMBLY INCLUDES PVC PLASTIC BODY (SOCKET ENDS)
2. SCH.40 PVC PIPE (SIZE PER FLOW SENSOR CONNECTIONS) PROVIDE LENGTHS AS REQUIRED FREE OF FITTINGS
3. SOLID BRICK (SUPPORT ALL FOUR CORNERS OF BOX)
4. CARSON #1324-15 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
6. MAINLINE PIPING (REFER TO LEGEND FOR TYPE AND SIZE)
7. COMMUNICATION CABLE AS PER FLOW SENSOR MANUFACTURER (INTEFACE WITH CONTROLLER)
8. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
9. 3M #DBR WIRE SPLICE KIT (PROVIDE 24" COILED SLACK FOR EACH CONDUCTOR)

C | SCALE: NTS | FLOW SENSOR (1" THROUGH 4")
24" BURY (1324-15 BOXES)



1. 1" QUICK COUPLER VALVE - MODEL AS PER IRRIGATION LEGEND AND SPECIFICATIONS
2. CARSON (OLDCASTLE) #910-10 WITH T-STYLE COVER
3. LASCO #G17S-218-SNAPLOK - 1" DIAMETER, 24" LAY, BRASS MIPT OUTLET, LONG SPIGOT INLET
4. SCH.80 PVC FITTING WITH 1" SOCKET OUTLET
5. 1" SCH.40 PVC PIPE - CUT TO 18" LENGTH - INSTALL ON PROVIDED FITTING AT SWING-JOIN
6. 3/8" STEEL REBAR - 24" LENGTH (2 PIECES REQUIRED - SEE SWING-JOINT INSTRUCTIONS)
7. SOLID BRICK (2 BRICKS REQUIRED)
8. MAINLINE, SUB-MAIN OR LATERAL PIPING (REFER TO PLAN FOR SIZE)
9. 3/4" CRUSHED GRAVEL - TAMP AND COMPACT
10. 1" QUICK COUPLER KEY (UNLESS OTHERWISE NOTED ON PLAN, PROVIDE 3 WITH JOB)
11. 1" x 3/4" HOSE AND SWIVEL (UNLESS OTHERWISE NOTED ON PLAN, PROVIDE 3 WITH JOB)

F | SCALE: NTS | 1" QUICK COUPLER VALVE
24" BURY - 3" OR SMALLER PIPE

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6		
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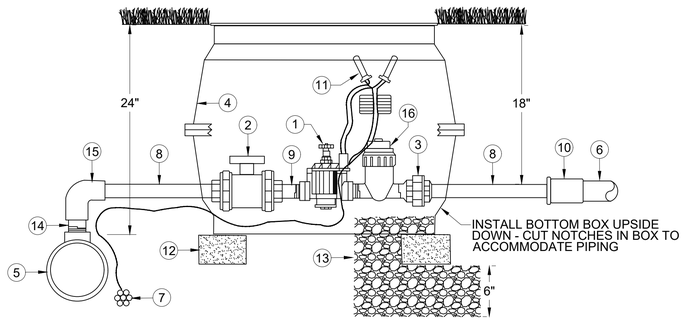
CITY NUMBERS:

1-800-321-2537
(1-800-321-ALERT)
Know what's below. Call before you dig.

IRRIGATION DETAILS

L-8.01



1. AUTOMATIC ZONE VALVE (REFER TO LEGEND FOR MODEL AND SIZE)
2. SCH.80 PVC TRU-UNION BALL VALVE (REGULAR STYLE, SOCKET ENDS)
3. SCH.80 PVC UNION (THREAD x SOCKET ENDS)
4. CARSON #1324-12 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. MAINLINE SERVICE FITTING (USE SCH.80 PVC FOR PIPE 3" AND SMALLER, DUCTILE IRON 4" AND LARGER)
6. LATERAL PIPE (REFER TO PLAN AND SIZE TYPE)
7. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL SLIGHTLY BELOW MAINLINE PIPE)
8. SCH.80 PVC TOE NIPPLE (PROVIDE 12" LENGTH OR LENGTH AS REQUIRED TO ACCOMMODATE VALVE BOX)
9. SCH.80 PVC TOE NIPPLE (PROVIDE 3" LENGTH OR LENGTH AS REQUIRED FOR PROPER CLEARANCE)
10. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
11. 3M #DBRY WIRE SPLICE KIT OR AS REQUIRED BY VALVE MANUFACTURER (PROVIDE 24" COILED SLACK)
12. SOLID BRICK (SUPPORT ALL FOR CORNERS OF BOX)
13. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
14. SCH.80 PVC TOE NIPPLE (PROVIDE 8" LENGTH, CUT TO LENGTH REQUIRED TO MATCH DEPTH OF BURY)
15. SCH.80 PVC ELBOW (SOCKET ENDS)
16. BASKET-STYLE, NON-PRESSURE REGULATING FILTER WITH MAINTENANCE INDICATOR (200 MESH, 75 MICRON)

FOR DECODER (2-WIRE) INSTALLATIONS:

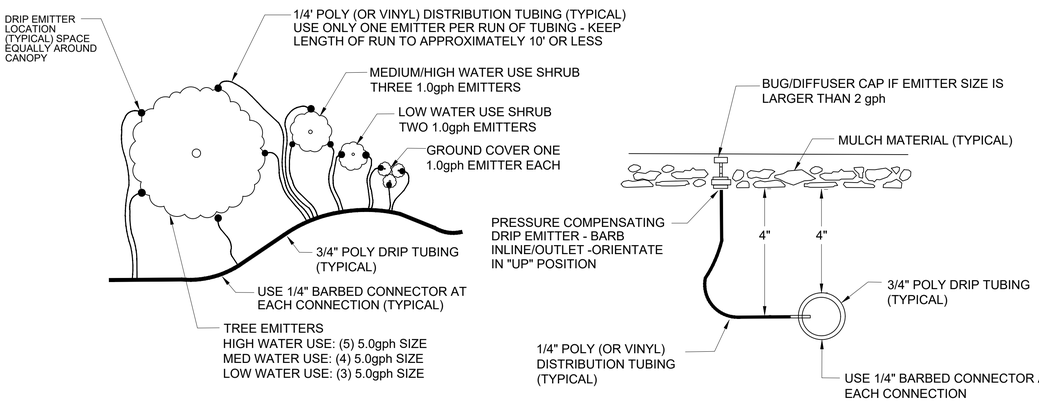
- REFER TO LEGEND FOR DECODER MODULE REQUIRED - INSTALL AS PER MANUFACTURER'S INSTRUCTIONS

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING, SPRINKLER TOPS, VALVE HANDLES, VALVES BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

G SCALE: NTS — ELECTRIC ZONE VALVE - DRIP (1")

24" x 18" BURY (1324-12 BOXES)

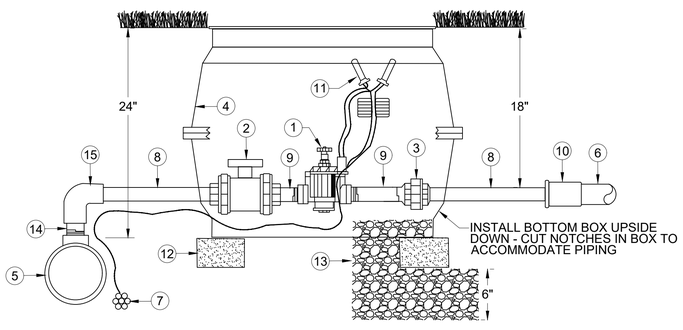


IMPORTANT NOTES:

A. DRIP EMITTER MUST BE PRESSURE COMPENSATING - OTHER EMITTER TYPES ARE NOT ALLOWED
B. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSERTING DRIP EMITTERS - NOTE INLET AND OUTLET SIDE OF EMITTER.
C. SECURE ALL TUBING IN PLACE WITH LANDSCAPE STAPLES IN 3.0" INTERVALS.
D. NEVER STRETCH ANY TUBING TIGHT - THE CONTRACTOR MUST ALLOW ADEQUATE SLACK IN ORDER FOR THE TUBING TO EXPAND AND CONTRACT WITH TEMPERATURE CHANGES.
E. EACH DRIP EMITTER SHALL USE A SEPARATE 1/4" SPAGHETTI TUBE. DO NOT INSTALL MULTIPLE EMITTERS ON 1/4" SPAGHETTI TUBING. SPACE EMITTERS EQUALLY AROUND CANOPY OF PLANT MATERIAL.
F. INSTALL EMITTERS ORIENTATED UPWARD AND JUST ABOVE THE MULCH MATERIAL SURROUNDING THE PLANT. THE EMITTER SHOULD NOT BE HIGHER THAN 1" ABOVE MULCH MATERIAL.

H SCALE: NTS — DRIP EMITTER LAYOUT - DRIP TUBING

ARRANGEMENT AT PLANTINGS



1. AUTOMATIC ZONE VALVE (REFER TO LEGEND FOR MODEL AND SIZE)
2. SCH.80 PVC TRU-UNION BALL VALVE (REGULAR STYLE, SOCKET ENDS)
3. SCH.80 PVC UNION (SOCKET ENDS)
4. CARSON #1324-12 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. MAINLINE SERVICE FITTING (USE SCH.80 PVC FOR PIPE 3" AND SMALLER, DUCTILE IRON 4" AND LARGER)
6. LATERAL PIPE (REFER TO PLAN AND SIZE TYPE)
7. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL SLIGHTLY BELOW MAINLINE PIPE)
8. SCH.80 PVC TOE NIPPLE (PROVIDE 12" LENGTH OR LENGTH AS REQUIRED TO ACCOMMODATE VALVE BOX)
9. SCH.80 PVC TOE NIPPLE (PROVIDE 3" LENGTH OR LENGTH AS REQUIRED FOR PROPER CLEARANCE)
10. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
11. 3M #DBRY WIRE SPLICE KIT OR AS REQUIRED BY VALVE MANUFACTURER (PROVIDE 24" COILED SLACK)
12. SOLID BRICK (SUPPORT ALL FOR CORNERS OF BOX)
13. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
14. SCH.80 PVC TOE NIPPLE (PROVIDE 8" LENGTH, CUT TO LENGTH REQUIRED TO MATCH DEPTH OF BURY)
15. SCH.80 PVC ELBOW (SOCKET ENDS)

FOR DECODER (2-WIRE) INSTALLATIONS:

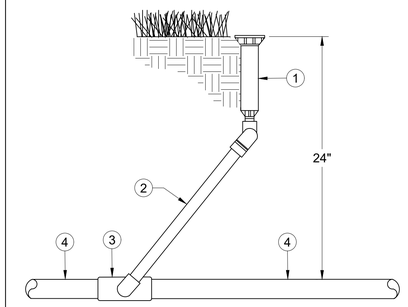
- REFER TO LEGEND FOR DECODER MODULE REQUIRED - INSTALL AS PER MANUFACTURER'S INSTRUCTIONS

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING, SPRINKLER TOPS, VALVE HANDLES, VALVES BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

I SCALE: NTS — ELECTRIC ZONE VALVE

24" x 18" BURY (1324-12 BOXES)

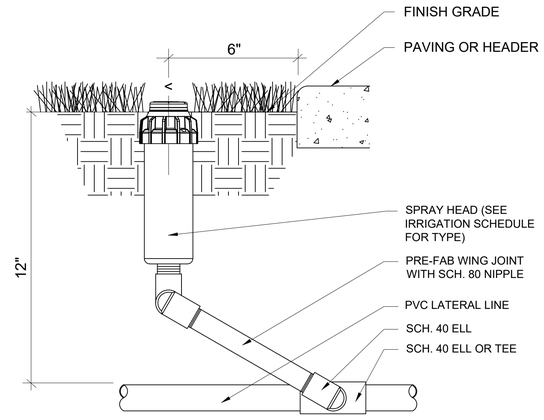


1. TYPICAL 4" OR 6" POP-UP SPRAY HEAD SPRINKLER WITH 1/2" FIPT INLET (SEE LEGEND)
2. SWING-JOINT ASSEMBLY (RIDGED OR FLEXIBLE) 1/2" INLET x 1/2" MIPT OUTLET x 18" LAY LENGTH
3. SCH. 40 PVC LATERAL FITTING WITH 1/2" OUTLET (CONNECTION DETERMINED BY SWING JOINT)
4. LATERAL PIPING (SEE LEGEND FOR SIZE AND TYPE)

NON-POTABLE WATER INDICATORS:

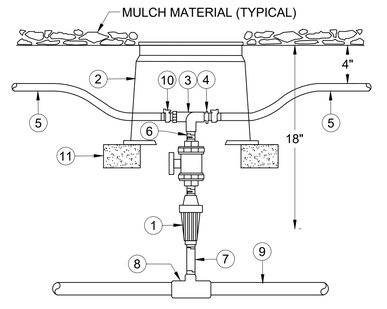
- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

J SCALE: NTS — TYPICAL SPRAY HEAD 1/2" INLET (4"-6" POP)



K SCALE: NTS — GEAR DRIVEN ROTOR

SN: -



1. RAINBIRD PSI-M30X-075 30psi PRESSURE REGULATOR (3/4" NPT INLET AND OUTLET)
2. CARSON (OLDCASTLE) #910-10 WITH "T-STYLE" COVER OF APPROPRIATE COLOR
3. SCH. 40 PVC THREADED TEE OR THREADED ELL (REFER TO PLAN) - 3/4"
4. BARBED DRIP INSERT FITTING (TYPICAL) (3/4" MIPT x 3/4" BARB)
5. 3/4" POLY DRIP TUBING - MAXIMUM RUN OF 150' IN EACH DIRECTION
6. SCH.80 PVC NIPPLE - 3/4" x CLOSE
7. SCH.80 PVC NIPPLE - 3/4" x 6" (OR LENGTH AS REQUIRED)
8. SCH.40 PVC LATERAL FITTING WITH 3/4" THREADED OUTLET (SEE PLAN FOR SIZE)
9. LATERAL PIPING (SEE PLAN FOR SIZE AND TYPE)
10. 1" STAINLESS STEEL HOSE CLAMP (TYPICAL) - SECURE TUBING TO INSERT FITTING
11. SOLID BRICK (2 BRICKS REQUIRED)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

L SCALE: NTS — PVC TO DRIP TUBING CONNECTION

18" BURY (8.0gpm MAX FLOW)

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REGISTRATION:

JOHN B. COLEMAN 639

12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
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PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

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IRRIGATION DETAILS

L-8.02 SHEET 39 OF 44

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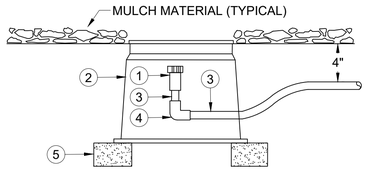
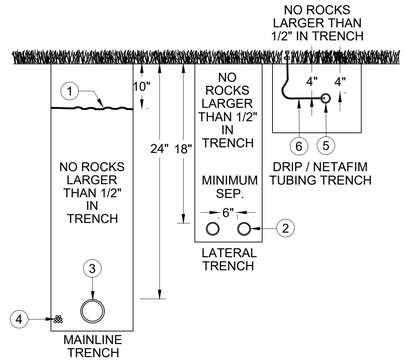


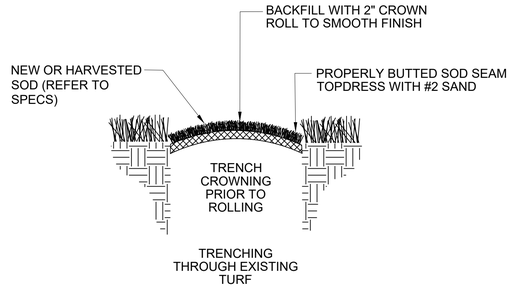
1. COMPRESSION FLUSH CAP FOR 3/4" POLYETHYLENE DRIP TUBING
2. CARSON (OLDCASTLE) #910-10 WITH "T-STYLE" COVER OF APPROPRIATE COLOR
3. 3/4" POLYETHYLENE DROP TUBING
4. COMPRESSION ELBOW FOR 3/4" POLYETHYLENE DRIP TUBING
5. SOLID BRICK (2 BRICKS REQUIRED)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

M | SCALE: NTS | DRIP TUBING FLUSH CAP





1. 3" WIDE, NON-DETECTABLE "BURIED IRRIGATION PIPING" WARNING TAPE - 10" BURY
2. LATERAL OR SUBMAIN PIPING - 18" BURY
3. MAINLINE PIPING - 24" BURY
4. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL WIRES ON ONE SIDE OF AND SLIGHTLY BELOW MAINLINE PIPE)
5. 3/4" POLYETHYLENE DRIP TUBING OR NETAFIM SUBSURFACE TUBING - 4" BURY
6. 1/4" POLY OR VINYL DISTRIBUTION TUBING - 4" BURY

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

N | SCALE: NTS | DEPTH OF BURY - TRENCHING
MAINLINE, LATERAL & DRIP TUBING

NOTE:
ALL PIPE SLEEVES UNDER ALL HARDSCAPE SHALL BE SCHEDULE 40 PVC AND UNDER NEW STREETS SHALL BE SCHEDULE 80 PVC. THEY SHALL BE INSTALLED WITH A MINIMUM OFFSET AT THE JOINTS TO PERMIT EASY INSTALLATION AND REMOVAL OF THE IRRIGATION LINES. ALL PLASTIC LINES SHALL BE INSTALLED IN SLEEVES UNDER PAVED AREAS. SLEEVES SHALL EXTEND AT LEAST 12" BEYOND THE EDGES OF THE PAVEMENT. SIZE OF SLEEVES SHALL BE AS FOLLOWS:

SLEEVING SCHEDULE

PIPE SIZE	MIN. SLEEVE SIZE	PIPE SIZE	MIN. SLEEVE SIZE
1/2", 3/4", 1"	2"	3", 4"	6", 10"
1-1/2"	3"	8"	16"
2", 2-1/4"	4", 6"	10"	16"

PIPE SIZING SCHEDULE

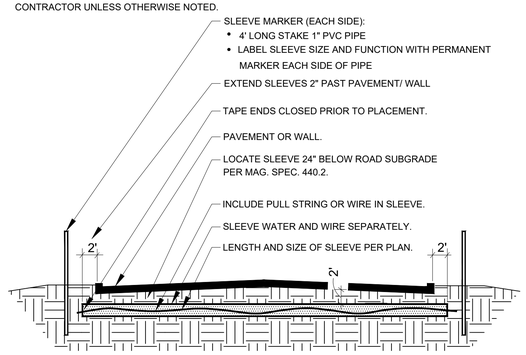
PIPE SIZE	FLOW (GPM) SCH 40	FLOW (GPM) CL 200	PIPE SIZE	FLOW (GPM) SCH 40	FLOW (GPM) CL 200
1/2"	0 - 4	0 - 5	3"	71 - 110	81 - 120
3/4"	5 - 7	6 - 10	4"	111 - 190	121 - 200
1"	8 - 12	11 - 16	6"	191 - 440	201 - 420
1-1/4"	13 - 22	17 - 26	8"	441 - 772	421 - 736
1-1/2"	23 - 30	27 - 34	10"	773 - 1220	737 - 1145
2"	31 - 50	35 - 55	12"	1221 - 1732	1146 - 1611
2-1/2"	51 - 70	61 - 80			

NOTE:
ALL MAINLINE PIPE 6" AND LARGER SHALL BE A MINIMUM CLASS 200 RING-TIGHT PIPE. MAINLINE 4" AND LESS SHALL BE A MINIMUM SCHEDULE 40 PVC. ALL LATERAL PIPE ABOVE 1/2" SHALL BE MINIMUM CLASS 200. ALL 1/2" LATERAL PIPE SHALL BE CLASS 315.

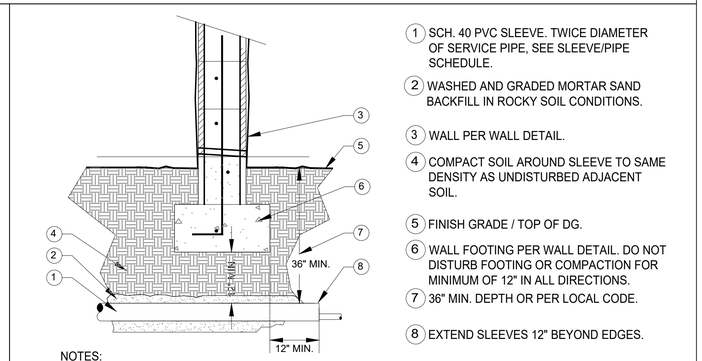
O | SCALE: NTS | SN: - | PIPE SIZING SCHEDULE

NOTE:

- SIMILAR TREATMENTS AT DRIVEWAYS, WALLS, WALKS OR PATIOS.
- COORDINATE SLEEVES INSTALLED BY UNDERGROUND UTILITY CONTRACTOR UNLESS OTHERWISE NOTED.



P | SCALE: NTS | SN: - | PIPE SLEEVE



1. SCH. 40 PVC SLEEVE. TWICE DIAMETER OF SERVICE PIPE, SEE SLEEVE/PIPE SCHEDULE.
2. WASHED AND GRADED MORTAR SAND BACKFILL IN ROCKY SOIL CONDITIONS.
3. WALL PER WALL DETAIL.
4. COMPACT SOIL AROUND SLEEVE TO SAME DENSITY AS UNDISTURBED ADJACENT SOIL.
5. FINISH GRADE / TOP OF DG.
6. WALL FOOTING PER WALL DETAIL. DO NOT DISTURB FOOTING OR COMPACTION FOR MINIMUM OF 12" IN ALL DIRECTIONS.
7. 36" MIN. DEPTH OR PER LOCAL CODE.
8. EXTEND SLEEVES 12" BEYOND EDGES.

NOTES:

1. CAP SLEEVES UNTIL USE.
2. MULTIPLE SLEEVES REQUIRE 4" SEPERATION WITHIN SAME SLEEVE TRENCH.
3. PROVIDE SEPERATE WATER LINE AND WIRE SLEEVES AS REQUIRED. NO WIRES IN WATER SLEEVES.

Q | SCALE: NTS | SN: - | SLEEVE UNDER WALL

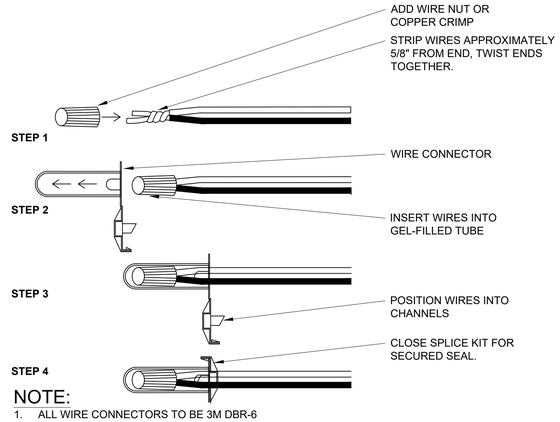
SLEEVE SCHEDULE

IRRIGATION PIPE SIZE	SLEEVE SIZE
1/2"	2"
3/4"	2"
1"	2"
1 1/2"	3"
2"	4"
2 1/2"	6"
3"	6"
4"	10"

NOTES

1. SLEEVE SIZE EQUALS THE SUM OF ALL PIPE WITHIN THE SLEEVE.
2. WIRE SLEEVES SHALL BE PROVIDED AS NOTED BELOW AND ARE NOT INDICATED ON THE PLANS.
3. ALL SLEEVES UNDER STREETS SHALL BE C 900 PVC FOR 4" & LARGER, USE SCH40 PVC FOR SMALLER SIZES. LOCATE WIRE SLEEVE ALONG ONE SIDE OF PIPE SLEEVE.
   1-24 WIRE, (1) 2" SCH. 40 SLEEVE
   25-48 WIRE, (1) 3"SCH. 40 SLEEVE
4. ALL SLEEVES SHALL EXTEND AT LEAST 2' BEYOND THE EDGE OF THE HARDSCAPE/PAVEMENT.
   SLEEVE SIDEWALKS AS REQUIRED.
5. ALL SLEEVES UNDER NEW STREETS SHALL BE SCH 80 PVC

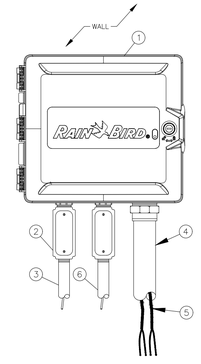
R | SCALE: NTS | SN: - | SLEEVE SCHEDULE



NOTE:

1. ALL WIRE CONNECTORS TO BE 3M DBR-6

S | SCALE: NTS | SN: - | WIRE SPLICE



1. TWO-WIRE CONTROLLER: RAIN BIRD ESP-LXIVM/PRO IN PLASTIC CABINET WITH WALL MOUNT. INSTALL CONTROLLER AND CABINET ON WALL PER MANUFACTURER'S RECOMMENDATIONS.
2. JUNCTION BOX
3. 1-INCH CONDUIT AND FITTINGS FOR POWER SUPPLY WIRE
4. 2-INCH CONDUIT AND FITTINGS FOR TWO-WIRE CABLE
5. MAXICABLE TWO-WIRE PATH TO FIELD DEVICES USE A DIFFERENT CABLE JACKET COLOR FOR EACH PATH.
6. 1-INCH CONDUIT AND FITTINGS FOR GROUND WIRE. ONLY FOR OUTDOOR INSTALLATIONS.

NOTES:

1. ESP-LXIVM CONTROLLER IS AVAILABLE IN TWO MODELS. THE LXIVM WITH 60 STATIONS AND THE LMVM-PRO WITH 240 STATIONS. REFER TO THE CHART BELOW FOR DIFFERENCES BETWEEN THE TWO MODELS.
2. USE STEEL CONDUIT FOR ABOVE GRADE AND SCH 40 PVC CONDUIT FOR BELOW GRADE CONDITIONS.
3. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS. IF CONTROLLER IS MOUNTED INDOORS, USE POWER SUPPLY GROUND.

KEY SPECIFICATIONS

FEATURE / MODEL	MAX PROGRAMS	MAX STATIONS	MAX SIMULSTATIONS	MASTER VALVES	FLOW SENSORS	WEATHER SENSORS
LX-IVM	10	60	8	5	5	4
LX-IVM PRO	40	240	16	10	10	8

T | SCALE: NTS | SN: - | WALL MOUNT CONTROLLER

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REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS
SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS
DATE: DECEMBER 04, 2023
REVISIONS:

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IRRIGATION DETAILS

L-8.03 SHEET 40 OF 44

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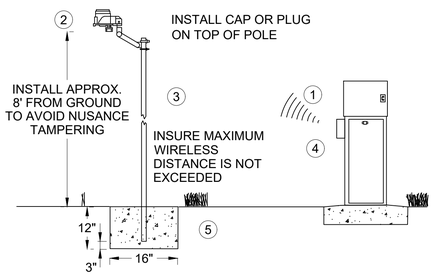
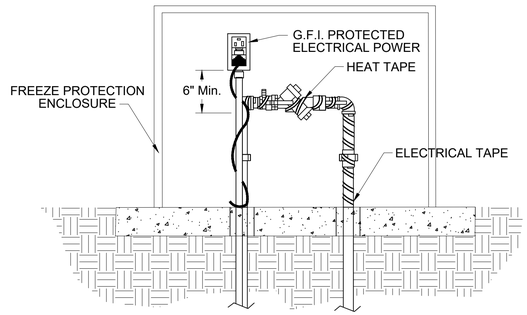


IMPORTANT NOTES:

1. IRRIGATION CONTROLLER - REFER TO LEGEND AND TO OTHER DETAIL DRAWINGS
2. WIRELESS WEATHER SENSOR - REFER TO MANUFACTURER'S INSTRUCTIONS FOR MOUNTING
3. 1 1/2" O.D. GALVANIZED STEEL FENCING POLE (PROVIDE CAP ON TOP)
4. WIRELESS SENSOR CONTROL PANEL - HARDWIRE TO IRRIGATION CONTROLLER AS PER MANUFACTURER'S INSTRUCTIONS
5. 300psi CONCRETE BASE 16"x16"x12" - SET POLES 3" FROM BOTTOM OF CONCRETE

U SCALE: NTS **WIRELESS WEATHER SENSOR**



HEATED ENCLOSURES

A. PROVIDE MANUFACTURED, HEATED, AND INSULATED ENCLOSURE ABOVE GROUND.

B. PROVIDE ACCESS PANELS TO ALLOW EASY ACCESS FOR OPERATIONS, MAINTENANCE, AND TESTING OF THE BACKFLOW PREVENTION DEVICE WITHOUT REMOVAL OF ASSEMBLY.

C. PROVIDE DRAIN OPENINGS DESIGNED TO REMAIN CLOSED EXCEPT WHEN THE DEVICE IS DISCHARGING WATER; THE DESIGN OF THE OPENINGS MUST ACCOMMODATE THE MAXIMUM DISCHARGE OF BACKFLOW PREVENTION DEVICE.

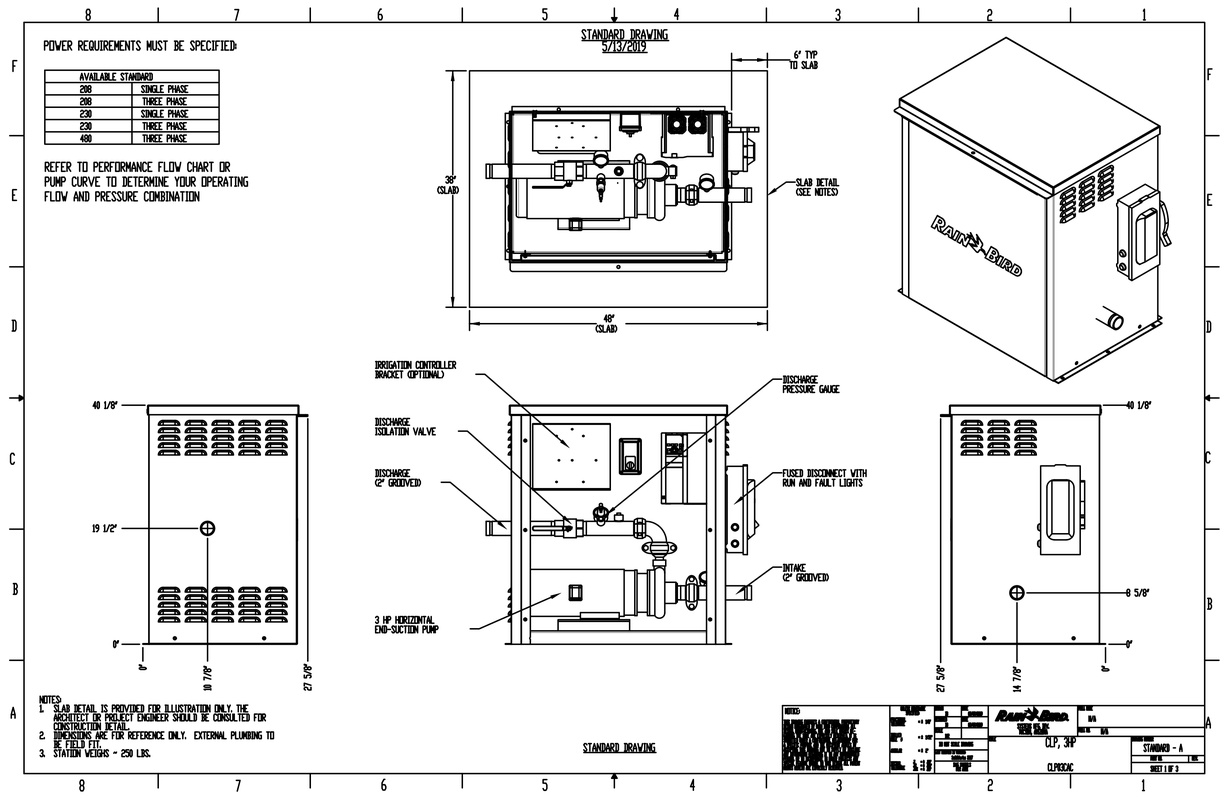
HEATING EQUIPMENT

A. INCLUDE HEATING EQUIPMENT FOR THE ENCLOSURE DESIGNED AND FURNISHED BY THE MANUFACTURER TO MAINTAIN AN INTERIOR TEMPERATURE OF +40 DEGREES FAHRENHEIT AND A WIND VELOCITY OF 15 MPH.

B. PROVIDE AN ELECTRIC POWER SOURCE FOR HEAT AND ACCESSORIES, G.F.I. PROTECTED WITH AT LEAST SIX INCHES MINIMUM CLEARANCE ABOVE ANY WATER DISCHARGE POINT AND NEAR THE PIPE RISER ON THE ENCLOSURE ACCESS SIDE OR PER LOCAL CODE.

C. FOR BOXES USING SELF-REGULATING TAPE HEAT SOURCE, SECURE TAPE TO VALVE WITH WIRE TIRES OR ELECTRICIAN'S TAPE; NO COVERING IS NECESSARY.

V SCALE: NTS **HEAT TAPE / FREEZE PROTECTION (PVB, RP)**



W SCALE: NTS **BOOSTER PUMP**

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IRRIGATION DETAILS

L-8.04 SHEET 41 OF 44

SECTION 32 93 00 - LANDSCAPE

PART 1 - GENERAL

1.01 Work Included

1. Landscape Fine Grading
2. Soil Preparation
3. Tree Supports and Headers
4. Planting
5. Watering
6. Maintenance

1.02 Definitions

Plants - all shrubs and cacti other than trees, and turf.
Plant material - all trees, shrubs, succulents, cacti, ground cover, and other plants.

1.03 Related Work

Contractor: minimum 5 years experience in supply and installation of landscape materials.

1.04 Source Quality Control

Provide certificates of inspection for all materials as required by this specification and/or prevailing law or regulation.

Developer's Representative shall review plant material prior to planting. Any material deemed unacceptable shall be removed from the site and not planted.

Provide trees and shrubs grown in a recognized nursery in accordance with good horticultural practice. Provide healthy, undamaged, vigorous stock grown under climactic conditions similar to conditions at project site and free of disease, insects, eggs, larvae and defects such as sun-scald, knots, injuries, abrasions or disfigurements. Provide trees and shrubs of the sizes indicated. Trees and shrubs of sizes larger than those indicated may be used provided roots, root ball, staking and planting pits are increased proportionately.

1.05 Reference Standards

- Arizona Nursery Association plant standards for nursery stock
- ANSI 60.1 - American Standards for Nursery Stock, International Society of
- Arboriculture
- American Joint Committee on Horticultural Nomenclature

1.06 Samples

Submit samples to developer's representative a minimum of 2 weeks prior to start of work for the following material:
1. Topsoil for backfill mix
2. Mulches
3. Tree supports
4. Inert Groundcovers (1 gallon)
5. Boulders
6. Steel Edging - 6" sample length

The Developer's Representative reserves the right to take and analyze samples of materials for conformity to specification at any time. Furnish samples upon request by Developer's Representative.

1.07 Products

Submit to Developer's Representative a minimum of 2 weeks prior to start of work manufacturer's comprehensive product description, including specifications and installation instructions.

1.08 Certificates and Test Reports

Provide and pay for all materials testing. Testing agency shall be acceptable to the Developer's Representative.

Submit to Developer's Representative a minimum of 2 weeks prior to start of work 2 copies of certificates of inspection as required by these specifications, jurisdictional authorities, and vendor's certified analysis for soil amendments, fertilizer materials, and chemicals. Submit other data substantiation that materials comply with specified requirements. Certificates are required to determine the quality and quantity of all specified soil amendments.

Materials certification to be submitted include, but are not limited to:

- Topsoil source and nutrient analysis
- Mulch
- Fertilizers/soil amendments/chemicals

Test representative material samples proposed for use. Provide the following data:

- Topsoil and planting backfill
- Soil PH
- Particle size, percentage soil texture
- Percentage organic material
- Nutrient level analysis
- All macro, secondary and micronutrients
- Salinity
- Percolation rate

Recommendations on type and quantity of amendments required to bring levels into acceptable ranges as detailed in part 2 - products of materials of these specifications.

Separate recommendations to be submitted for each crop. Crop to be identified as:

- irrigated trees, shrubs, and groundcovers
- turf or lawn

1.09 Maintenance Data

Submit to Developer's Representative 2 copies of written instructions, prior to expiration of the initial maintenance period, recommending procedures to be followed by the developer for the maintenance of landscape work for one full year.

1.10 Product Delivery, Storage and Handling

Deliver packaged materials in containers showing weight, analysis and identification of manufacturer. Protect materials from environmental conditions and deterioration at all times.

Provide protective covers to plant life and trees during delivery. Do not prune trees prior to delivery. Do not bend trees or shrubs in such a manner as to cause damage or destroy shape.

Deliver materials after preparations for planting have been completed. If planting is delayed for more than 8 hours after delivery, set plant material in shade, protect from weather and mechanical damage and keep roots moist.

Do not remove container grown stock from containers until planting time.

1.11 Site Conditions

Determine location of underground utilities. Use professional services to determine locations.

Execute work as required to prevent damage.

Maintain grade stakes set by others until directed otherwise.

Protect of all existing plants to remain:
1. Do not store materials or equipment, permitted burning, or operate or park equipment under the branch of any existing plant or plant material to remain except as actually required for construction in those areas
2. Provide barricades, fences or other barriers as necessary at the drip line to protect existing plants to remain from damage during construction
3. Notify Developer's Representative in any case where contractor feels grading or other construction called for by contract documents may damage existing plants to remain
4. If existing plants to remain are damaged during construction, contractor shall replace such plants of the same species and size as those damaged at no cost to Developer. Determination of extent of damage and value of damaged plant shall rest solely with Developer's Representative

1.12 Warranty

Submit warranty to Developer's Representative.

Trees, Saguaros, Yuccas, and Ocotillos
Warrant that trees, saguaros, yuccas and ocotillos will be alive and in good health for a period of one (1) year after acceptance except for defects resulting from neglect by developer or abuse by others.

Developer must follow contractor's maintenance schedule and provide current maintenance log to Developer's Representative.

Remove and replace dead, unhealthy or girdled trees, yuccas and ocotillos that lose original form and size during warranty period with material equal to that specified. Replace any material which does not meet requirements within thirty days of notification. All replacement material shall be subject to an additional one year maintenance period.

Shrubs and Other Plantings

Guarantee all other planting will be alive and in satisfactory condition for a period of 90 days from date of acceptance or will be replaced at no additional cost to the Developer.

All plant material shall be maintained in a healthy, sturdy condition during the warranty period by the contractor. Turf shall be mowed and trimmed weekly after root establishment.

All replacement plants, including shrubs, cacti, groundcovers, vines and perennials shall be subject to an additional 90 day maintenance period.

PART 2 - PRODUCTS

2.01 Fill Materials

Provide dry, loose material for fill, backfill, planting backfill and topsoil for planter beds. Frozen or muddy soils are not acceptable. Salts are not to exceed 1500 ppm, and soils shall be free of debris, noxious weeds, ingredients or objects detrimental to healthy plant growth.

Topsoil - screened, fertile, friable, from well drained arable land, free of noxious weeds, refuse, roots, heavy clay or any material toxic to plant growth; contents shall be as follows:

- Silt: 20-45%
- Slay: 15-20%
- Sand: 30-60%
- Ph: 7.0-8.3
- Soluble Salts: 1,500 ppm
- Organic material (natural or otherwise): 2% minimum
- Nutrients: enough to bring levels of acceptable plant growth.

Percolation rate shall be between 3 to 4 inches per hour. Existing topsoil may be used provided it meets these requirements. Imported topsoil must be proven to meet these requirements.

2.02 Commercial Grade Fertilizers

Agri-Sul dispersal - use only for sulfur agriculture grade gypsum, osmacote, 'sierra-blend', apply at mfg. recommended rate for each planting type.

2.03 Soil Amendments

Wood shavings: nitrogen stabilized fir or pine shavings containing 0.75% total nitrogen and 0.1 to 0.15% total iron, and under 60 ppm total manganese; composted, leached and aged for a minimum of 10 to 12 months; ph factor, 4.0 to 4.5. No soil amendments are required for salvaged plant material and cacti unless otherwise specified.

2.04 Tree Supports

Tree stakes: copper naphthenate impregnated lodge pole 12 feet in length for trees 15 gallon to 36" box, 2 lodge poles per tree, 3 poles for multi-trunk trees. Tree stakes are not required for salvaged plant material or 48" box trees or larger, unless determined otherwise by Landscape Architect due to high wind conditions. Tree ties: provide a minimum of two per tree, 18" tree strap by star nursery (www.Starnursery.Com) or approved equal, beige, with grommets. No. 10 gauge pliable zinc coated iron wire to be threaded through grommets and connected to tree stakes. Wire will not make contact with tree.

2.05 Pesticides and Herbicides

Pre-emergent herbicide shall be Surflan as manufactured by Dow/Elanco chemical company or equal.

Pesticides shall be ortho "Lindane Borer and Leaf Miner Spray" by Ortho, Consumer Products Division, Chevron Chemical Company, San Francisco, CA 94119, or "Borer Killer", by Greenlight Company, San Antonio, TX 78217. Contact herbicide shall be submitted by contractor to Developer's Representative.

Types of herbicides to be used and the methods of application will conform to Environmental Protection Agency, state and location requirements and labeling instructions.

2.06 Plant Material

Plant material shall be healthy, shapely and well-rooted. Roots shall show no evidence of having been restricted or deformed at any time. All plants shall have normally developed branching. Plants shall be free from disfiguring knots, sun scald injuries and abrasions of bark.

Plants not meeting these requirements shall be considered defective and shall be replaced immediately. All plants shall be true to name and shall be tagged, one of each variety. All plant material shall be grown in nurseries inspected by the State Department of Agriculture.

Specimen plant material shall be selected and tagged at the growers nursery prior to shipment.

Plants shall be measured when branches are in their normal position. Height and spread dimensions specified refer to main body of plant and not branch tip to tip. Caliper measurement shall be taken at a point on the trunk 6" above natural ground line for trees up to 4" in caliper and at a point 12" above the natural ground line for trees over 4" in caliper. If a range of size is given, no plant shall be less than the minimum size and not less than 40% of the plants shall be large as the maximum size specified. The measurements specified are the minimum size acceptable and are the measurements after pruning, where pruning is required. Plants that meet the measurements specified, but do not possess a normal balance between height and spread shall be rejected.

Container stock, when specified, shall have grown in the containers in which delivered for at least 6 months, but not over 2 years. Samples must prove no rootbound conditions exist. No container plants that have cracked or broken balls of earth when taken from container shall be planted except upon special approval by Developer's Representative.

Container stock shall not be pruned before delivery. Field grown plants recently transplanted into containers will not be accepted.
Sod shall be dense with the grass having been mowed at a height of 1" prior to removal from field. All grass shall be grown on fumigated fields. Sod shall not be stacked for more than 24 hours between time of cutting and time of delivery.

2.07 Inert Groundcover

Inert groundcovers, including but not limited to, decomposed granite (DG), crushed rock, and river rock shall have a minimum 2" coverage depth, unless noted otherwise on plans. Inerts shall be the size and color as per plan, and shall be taken from a single quarry. DG shall be from a single source approved by the Developer's Representative. Screened DG shall be uniform, free of clay lumps, calcareous coatings, caliche, organic matter or deleterious
substances.

Boulders will be from a single source approved by the Developer's Representative. Surface Select Boulders to be free of broken areas, scars and scrapes. Boulders for seating shall have a flattened top.

2.08 Edging

Edging, including but not limited to, poly or steel product, shall be of the size (gauge and depth) specified on plans and drawings. Samples shall be submitted by contractor for approval.

PART 3 - EXECUTION

3.01 General

Install all material in accordance with the methods, techniques and specifications of each manufacturer and these specifications.

Do not begin planting until completion of the site grading and installation of a fully functional underground irrigation system is in place.

The Contractor will, prior to the start of construction activities on the site, define the limit boundaries of all areas designated as off-limits to the Contractor. Provide protective fencing for existing landscaped plants from construction activities as noted per drawings.

3.02 Backfill, Imported Fill or Artificial Soil and Gravel

Inspect the integrity of all damp-proofing and water proofing membranes which occur over, on or against any construction to be fully or partially concealed by earthwork prior to the placement of any imported soil, backfill, gravel fill or sub-base.

3.03 Topsoil

Import additional topsoil only as required to bring planting areas up to finish grade or per turf or planting bed requirements. Spread and cultivate soil so that no settling takes place at any time.

3.04 Landscape Fine Grading

Allow for the addition of soil amendments, conditioners and any specified top dressing when determining and executing finish grade.

Set finish grade 2-1/2 inches below adjacent paving, curb and headers to allow for decomposed granite, groundcover mulch or turf sod.

Complete all finish grading prior to commencing landscape operations. Surface drainage will be away from the building foundation and walls, and will ensure proper drainage of the site as indicated on the drawings. Grade all planting areas to a smooth, even and uniform plane with no abrupt changes to surface, and the area drains as designed. Grade and maintain all flow lines, designated or not, to allow free flow of surface water. Cultivate entire area to a depth of 6 inches minimum and remove all rock in excess if 1-1/2 inches, all building rubble, building construction material, waste and any other material that may impair satisfactory growth.

Dispose of any unacceptable or excess soil or other materials at a legal offsite disposal area and pay all dumping fees and charges.

3.05 Inert Groundcovers

Apply inert groundcovers to a 2 inch minimum depth within 1/2 inch of the top of adjacent curb or sidewalk.

Exercise care when placing inert groundcover around plant materials so as not to choke, cover or damage plant. Inert groundcovers will be kept out of the crowns of the plants.

Areas of installation will be completely weed-free before the placement of inert groundcover.

Apply pre-emergent according to manufacturer's recommendations before and after groundcover installation. Feather granite to provide a smooth transition to areas not receiving DG. After placing and grading DG, the Contractor will lightly water the granite to remove fine material from the surface.

3.06 Herbicide Application

All areas shall be maintained weed-free at all times during construction. Do not apply pre-emergent herbicides at locations of revegetation seeding. The contractor shall manually remove invasive weeds within these areas.

3.07 Tree Support

Only stake trees which are delivered with nursery stakes. Remove nursery stakes and install lodgepole per specifications. Install tree supports as shown on the drawings within 48 hours of planting. Bracing stakes will be driven vertically into firm ground and outside the rootball. Tree supports shall be installed to prevent rubbing and girdling, yet allow for trunk movement. Tree ties that encircle trunks shall be large enough to allow for normal growth of the trunk during the first year without girdling.

3.08 Plant Placement

Layout plant locations with stakes or flags prior to planting. Coordinate with developer's representative to assure appropriate location.

Place shrubs no closer than 20 inches from foundations, fences, walls and walks or as far as character of growth demands, whichever is greater unless directed otherwise by the Developer's Representative.

Place trees no closer than 6 feet to foundations, fences, walls and walks unless directed otherwise by the Developer's Representative.

All plants which settle deeper than the surrounding grade will be rejected and must be raised to correct level.

Where rock, underground construction or other detrimental conditions are encountered at plant pits, Developer's Representative may selective alternate location.

3.09 Container Stock

Test drainage of plant beds and pits by filling with water. Notify developer's representative of areas where water is retained more than 24 hours and request a hardpan planting detail. Any drainage problem must be rectified prior to planting.

Do not expose roots to air except during transplanting.

Dig pits with perpendicular sides to a minimum of 2 to 3 times the width (see details) of the root ball for containerized trees and shrubs. Dig pits only as deep as the root ball to prevent settling of the tree or shrub.

Unless otherwise specified, place all plants in the center of planting pits, plant upright and face to give the best appearance and relationship to the adjacent plants for structures.

Plants will be set in relation to surrounding grade so they are even with depth at which they were grown in nursery or container.

After removing plant from container, scarify sides of rootball to eliminate root bound condition. Do not plant stock if rootball is cracked or broken.

3.10 Boxed Trees

Branches and rootballs must not be damaged.

Top of rootball will be one ince (1") above adjacent finished grade.

Add soil backfill under the tree if needed to bring rootball to proper height.

Planting pit will be backfilled with clean topsoil as box sides are progressively removed to minimize damage to the rootball and to prevent it from collapsing.

Backfill in bottom of planting pit will be to prevent undue settling.

Water the trees at planting as needed until the permanent automatic irrigation system is installed and operating.

3.11 Backfilling

Backfill plant pits and form a temporary shallow basin around the plant to hold enough water to saturate the root ball and backfill. Water plants immediately after planting and allow backfill to settle in plant pit. Do not water ocotillos after planting. Remove basin prior to installation of inert groundcovers or turf.

Treat all planting areas with a pre-emergent, with the exception of the revegetated seed areas.

3.12 Annuals

At time of transplanting, soil in flats shall be sufficiently moist so as not to fall apart when lifting plants. Plant each plant with its proportionate amount of the flat soil in a manner that will ensure a minimum disturbance to the root structure.

Plant flat material sufficiently deep to cover all roots. Firmly tamp the earth around each plant to force out large air pockets.

3.13 Sod

Soil Preparation

Provide soil with an organic matter content of 25 percent to 30 percent. Incorporate into soil by tilling the soil to a depth of 6 inches thoroughly remove debris, weeds and rocks from soil.

Soil Amendments

Prior to tilling, apply gypsum at a rate of 100 pounds per 1,000 square feet, phosphate at a rate of two pounds per 1,000 square feet and soil sulfur at five pounds per 1,000 square feet.

Sod Installation

Install sod along the straightest edge of turf area. Stagger joints in a brick- like pattern. Avoid gaps and overlapping. Place sod diagonally across slopes, so it cannot slide, and so that it provides complete cover with no brown sections or cracks showing. Water sod at least every thirty minutes. After installation, water lightly and roll in two directions with a sod roller.

3.14 Watering

Water all plants immediately after planting to avoid drying out, to the full depth, saturating the root ball of each plant hole repeat watering as often as necessary to keep the ground moist but not soaked, well below the root system of the plants.

3.15 Clean Up

Keep all areas clean and orderly during and after execution of work.

3.16 Pruning

Prune shrubs and trees upon completion of the work, according to standard horticultural practices to preserve the natural character of the species and to repair or replace injured plants at directed. Limit pruning only to remove dead or injured twigs and branches and to compensate for loss of roots as a result of planting operations

3.17 Maintenance Period

Upon substantial completion, as determined by the Developer's Representative, in accordance with the conditions of the contract, the contractor shall be notified in writing that the maintenance period is to begin.

Landscape contractor shall be responsible for maintenance of landscaped areas for a period of 90 days. Maintenance includes watering trees and grasses, monitoring and adjusting the irrigation system as necessary, mowing and trimming lawn areas, pruning and trimming plant material, weed removal, and cultivating plant beds.

Landscape contractor shall be responsible for maintenance of the sprinkler irrigation system, including monitoring and adjusting the duration and frequency of the watering schedule, adjustment of heads for coverage and elevation, repair of leaks in both main and lateral lines, and all other work required to establish a complete working sprinkler irrigation system.

Landscape contractor shall be responsible for maintenance of new planting, including watering, cultivating, weeding, mulching, re-staking, tightening and repairing guys, resetting plants to proper grades and position, maintenance of temporary tree wells, and furnishing and supplying all fertilizers, herbicides, and pesticides to maintain a thriving landscape. Landscape contractor, in order to protect his guarantee, shall give typewritten to developer, a complete maintenance manual in the care, maintenance and fertilization of the landscape.

Maintenance manual may include, but is not limited to the following: irrigation, fertilization, weeding, pesticide and herbicide application, pruning, resetting unstable plants, mowing, repairing, adjusting or replacing stake and guying, repair damage caused by weather, wildlife and vandalism or other hazards, perform maintenance operations necessary to assure healthy plant growth.

Landscape contractor shall request, in writing, a final inspection at the completion of the maintenance period. If the developer's representative determines the work is satisfactory, the maintenance period will end on the date of the final inspection. If the maintenance is unsatisfactory, the maintenance period will be extended, at the contractor's expense, until such time as all corrections are made and the work is inspected and approved by the developer's representative. Retention will not be released until final inspection is made and approval issued by the developer's representative.

3.18 Field Quality Control

Notify Developer's Representative of the requirement for inspections at least 48 hours in advance. Inspections are required, but not limited to, the following:

- Inspection and acceptance of plant material prior to shipping.
- At completion of rough grade prior to boulder placement.
- At completion of landscape finish grading and soil preparation, prior to planting.
- At layout of irrigation system, prior to installation of irrigation system.
- A installation of irrigation system, prior to backfilling trenches and planting
- During installation of specimen tree, palm or other specimen plant material.
- After staking locations for plant holes, but prior to planting.
- During the planting process.
- During the placement and aiming of all light fixtures
- At substantial completion of the work.
- During warranty period to observe maintenance procedures.
- At final completion of the work.

- END OF SECTION 32 93 00 -

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DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

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PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

SPECIFICATIONS

L-9.01

SECTION 32 84 00 - PLANTING IRRIGATION

PART 1 - GENERAL

1.01 SUMMARY:

A. Work Included: Provide a provision for an underground irrigation system including the following:

1. Trenching, stockpiling, excavation of materials, and refilling trenches.
2. Complete systems including but not limited to piping, pump station, backflow preventer, assemblies, valves, fittings, heads, controller wiring, and final adjustments to ensure efficient coverage as determined by Consultant.

1. 02 REFERENCES:

A. Perform Work in accordance with requirement of Conditions of the Contract and Division 01-General Requirements as well as provisions of all applicable laws, codes, ordinances, rules and regulations. Conform to requirements of reference information listed below, except where more stringent requirements are shown or specified in Contract Documents.

1. American Society for Testing and Materials (ASTM) - Specifications and Test Methods specifically referenced in this section.
2. Underwriters Laboratories (UL) - UL wires and Cables.

1.03 QUALITY ASSURANCE:

A. Installer Qualifications: Installer shall have had considerable experience and demonstrated ability in the installation of irrigation system(s) of specified type(s) in a neat, orderly, and responsible manner in accordance with recognized standards of workmanship.

B. Special Requirements:

1. Tolerances - Specified depths and separations of pressure supply lines and laterals and pitch of pipes are minimums. Settlement of trenches is cause for removal of finish grade treatment and repair of finished grade treatment.
2. Coordination with Other Contracts - Protect, maintain, and coordinate Work with Tasks under other sections.
3. Damage to Other Improvements - Contractor shall replace or repair damage to grading, soil preparation, seeding, sodding, or planting done under other Sections during work associated with installation of irrigation system at no additional cost to the Owner.
4. Work involving substantial plumbing for installation of pump station, backflow preventers, copper service, and related work shall be executed by licensed and bonded plumber(s), performed in accordance with all prevailing codes and regulations.
5. Work involving connection to, installation, or extension of 120-volt or greater electrical service shall be executed by a licensed and bonded electrician, performed in accordance with all prevailing codes and regulations.

D. Irrigation Control System Procedures:

1. Contractor shall be responsible to provide and install all specified control equipment to result in a complete and working system, whether or not all appurtenances are shown on plans. System shall include controllers; all grounding and surge protection; master valves; and weather communication source.

1.04 SUBMITTALS:

A. Submittals: Prepare and make submittals in accordance with conditions of the Contract prior to installation.

B. Construction Record Drawings:

1. Contractor shall draw lateral piping, controller station numbers, and all other record information on the Field Record. The Field Record plan(s) shall be available at the Project Site for review. Upon completion of Project, Contractor shall submit Field Record Plan for review, prior to final acceptance. Dimension from two permanent points of reference, (building corners, sidewalks, road intersections, or permanent structures), location of the following items:
   a. Routing of pressure supply lines (dimension every 100 feet along the routing).
   b. Electric control valves.
   c. Control wire routing (if not with pressure supply line).
   d. Record plans shall be to same scale and in the same format as designed plans.
2. Prior to scheduling walk-through for substantial completion, Contractor is to submit all Field Record information to the Owner for approval.
3. Contractor shall also provide both a hard copy and Electronic Form version of the Controller Data Sheets to the Consultant.

C. Controller Charts: Do not prepare controller charts until record (as-built) drawings have been approved by the Consultant.

1. Provide controller chart, automatic controller.

   a. Controller drawing may be same size reproduction of the record drawing, if scale permits fitting them inside the controller door without folding drawing. If photo reduction prints are required, keep reproduction to maximum size possible to retain full legibility. Chart may also be Controller Data Sheet as for central-satellite systems, if approved by Consultant.
   b. Controller chart shall be bond print of actual as-built system, showing area covered by that controller; or Controller Data Sheet showing information on each station, and with complete description of each station's location.
   c. Identify area of coverage of each remote control valve, using a distinctly different pastel color for each zone. Highlight heads, lateral piping, and control valves.
   d. Following review of controller drawings by Consultant, hermetically seal each chart between two layers of 20 mm thick clear plastic.
   e. Controller chart shall be completed and approved by Consultant prior to final completion walk-through of irrigation system.
   f. Attach approved controller chart to inside of each controller door using self adhesive Velcro strips.
2. Following installation of each controller, contractor shall record all station data on a "Data Sheet" provided by the Consultant. This data shall include the type and quantity of irrigation devices on each station, nozzle type, arc, area of control (turf, trees, shrubs, etc), valve size, gpm, location, etc. as shown on the Data Sheet.
3. Prior to final walk-through for each area of the project, Contractor shall confirm that the following has been accomplished:
   a. Construction record drawings per 1.04.1.
   b. Data Sheets for Controllers.

E. Operational Manual: Submit 3 sets of Operations Manual to Consultant for approval, prior to scheduling the final completion walk-through. Manual is to include the following in a 1 x 3 ring binder:

1. Index sheet stating project name, and listing Contractor name, address, phone number, and contact person. Include same information for Primary Sub-Contractors.
2. Manufacturer cut sheets for all material components of irrigation system. Highlight or circle specific models or items.

1.05 DELIVERY, STORAGE and HANDLING:

A. Deliver, unload, store and handle materials, packaging, bundling, products, in dry conditions, or a weatherproof manner, to prevent damage, breakage, deterioration, intrusion, ignition, and vandalism. Deliver in original unopened packaging containers prominently displaying manufacturer name, volume, quantity, contents, instructions, and conformance to local, state, and federal law. Remove and replace cracked, broken, or contaminated items or elements prematurely exposed to moisture, inclement weather, snow, ice, temperature extremes, fire, or job site damage.

B. Handling of PVC Pipe: Exercise care in handling, loading and storing of PVC pipe. All PVC pipe shall be transported in a vehicle which allows the entire length of pipe to lie flat so as not to subject it to undue bending or concentrated external loads. All sections of pipe that have been dented or damaged shall be discarded, and if installed, shall be removed and replaced with new piping.

1.06 JOBSITE CONDITIONS:

A. Protection of Property:

1. Preserve and protect all trees, plants, monuments, structures, and paved areas from damage due to Work in this Section. In the event damage does occur, all damage to inanimate items shall be completely repaired or replaced to the satisfaction of the Owner. All injuries to living plants shall be repaired by the Owner, and all costs of such repairs shall be charged to and paid by the Contractor.
2. Protect buildings, walks, walls, and other property from damage. Flare and barricade open ditches. Damage caused to asphalt, concrete, or other building material surfaces shall be repaired or replaced at no cost to the Owner. Restore disturbed areas to original condition.

B. Existing trees:

1. All trenching or other Work under limb spread of any and all evergreens or low branching deciduous material shall be done by hand or by other methods so as to prevent damage to limbs or branches.

C. Protection and Repair of Underground Lines: Request proper utility company to stake exact location (including depth) of all underground utilities. Take whatever precautions necessary to protect these underground lines from damage. In the event damage does occur, all damages shall be repaired by Contractor unless other arrangements have been made.

D. Replacement of Paving and Curbs: Where trenches and lines cross existing roadways, paths, curbing, etc., damage to these shall be kept to a minimum and shall be restored to original condition.

1.07 WARRANTY / GUARANTEE:

A. Contractor shall warrant materials against defects for a period of one year from the date of Substantial Completion. Contractor shall guarantee workmanship for similar period. Contractor shall be responsible for coordinating material warranty items with the manufacturer / distributor.
B. Settling of backfilled trenches which may occur during guaranty period shall be repaired by Contractor at no expense to the Owner, including complete restoration of damaged property.
C. Expenses due to vandalism before substantial completion shall be borne by Contractor.
D. Owner or representative maintenance company will maintain turf and planting areas during warranty period, so as not to hamper proper operation of the irrigation system.

1.08 MAINTENANCE:

A. Furnish the following maintenance items to Owner prior to final Acceptance:

1. 2 sets of special tools required for moving, disassembling, and adjusting each type of sprinkler head and valve supplied on this project.
2. 2 keys for each automatic controller.

1.09 EXTRA STOCK:

A. In addition to installed system furnish the following items to Owner:
1. 4 per 100 installed drip emitters of each type used.
2. 2 pop-up heads of each type used.

PART 2 - PRODUCTS

2.01 MATERIALS:

A. General piping:

Note: All piping for reclaimed water systems shall be purple colored, or wrapped with reclaimed "sock" or reclaimed marking tape, and main lines shall have detectable reclaimed marking tape in trench 12" above top of pipe continuously.

1. Pressure Supply Lines (downstream of Pump Station) - Sch. 40 PVC, Solvent Weld Belled End for 2-1/2" or smaller, and rubber-ring joint for 3" and larger with ductile iron fittings and taps.
2. Non-pressure lines - Sch. PVC, Solvent Weld Belled End.
3. Drip Piping - ¾" Sch. 40, Solvent Weld unless otherwise specified on plans.
4. Emitter Tubing - by emitter manufacturer.

B. Plastic Pipe and Fittings:

1. Identification Markings:
   a. All pipe to be identified with following indelible markings:
      1) Manufacturer's Name.
   b. All fittings including valve taps for rubber-ring pipe shall be cast or ductile iron, rubber-ring for PVC.
2. Solvent Weld Pipe - Manufactured from virgin polyvinyl chloride (PVC) compound in accordance with ASTM D2241 and ASTM D1784; cell classification 12245-B, Type 1, Grade 1.

   a. Fittings - Standard weight, Schedule 40, injection molded PVC; complying with ASTM D1784 and D2466, cell classification 12454-B.
      1) Threads - Injection molded type (where required).
      2) Tees and ells - Side gated.
   b. Threaded Nipples - ASTM D2464, Schedule 80 with molded threads.
   c. Joint Cement and Primer - Type as recommended by manufacturer of pipe and fittings.

C. Low Pressure / Volume Systems:

1. Emitters as indicated on drawings.
2. Drip Piping - manufactured of polyvinyl chloride compound conforming to ASTM D2241 and ASTM D1784, Type 1, Grade 1.
3. Fittings - Schedule 40 PVC, or as recommended by piping manufacturer.
4. Drip Valve Assembly - Type and size shown on drawings.
   a. Wye Strainer - Plastic / Fiberglass construction with 150 mesh nylon screen and blow out assembly.
   b. Control Valve - 2-way, solenoid pilot operated type made of synthetic, non-corrosive material; diaphragm-activated and slow closing. Include freely pivoted seat seal; retained (mounted) without attachment to diaphragm.
   c. Pressure Regulator - Plastic / Fiberglass construction, preset type with pressure setting per drawings.

D. Copper Pipe and Fittings:

1. Copper Pipe - Type K hard tempered.
2. Fittings - Wrought copper, solder joint type.
3. Joints - Soldered with solder, 45% silver, 15% copper, 16% zinc, and 24% cadmium and solids at 1125 F and liquids at 1145 F.

E. Brass Pipe and Fittings:

1. Fittings - Medium brass, screwed 125 pound class.
2. Brass Pipe - 85% red brass, AMSI Schedule 40 screwed pipe.

G. Valve Boxes:

1) Note: All box covers for reclaimed water systems shall be purple colored, and marked for reclaimed. Nominal pipe size.
2) Schedule or class.
3) Pressure Rating.
4) NSF (National Sanitation Foundation) seal of approval.
5) Date of extrusion.

Otherwise, valve box color to be selected based upon a review of the location and adjacent material by Owner and Landscape Architect prior to installation.

1. Drip Line Blow-out Stubs, and Wire Stub Box - Carson #910-12.
2. 1-inch through 2-inch Control Valves - Carson #1419-13B.
3. Drip Valve Assemblies - Carson #1419-13B.
4. Control Wiring Splices - Carson #910-12.
5. Main Line Gate Valves - Carson #910-12.
6. Air-Relief Valves - Carson #1419-13B.
7. Manual Drain Valves - Carson #1419-13B.
8. Master Control Valve - As shown on detail.

H. Electrical Control Wiring:
1. Low Voltage:
   a. Electrical Control Wire - Hunter two-wire.
   b. If multiple controllers are utilized, a different two wire for each controller.
2. High Voltage: Type required by local codes and ordinances, of proper size to accommodate needs of equipment serviced.

I. Sprinkler Heads: As shown on drawings. Use Purple caps or nozzles for Reclaimed Water use.
K. Electric Control Valves: As noted on drawings. Purple handles for Reclaimed Water use. Install pressure regulating devices where specified on plans.
L. Pipe Bedding Material: Construction grade sand approved by Consultant.
M. Automatic Controller: As shown on drawings. Provide two (2) remote control units (compatible as specified by Owner) as part of the work.
N. Manual Drain Valve: As shown on drawings.
O. Air-Relief Valve: As shown on drawings.
P. Master Control Valve: As shown on drawings.
Q. Pump Station: As shown on drawings.

PART 3 - EXECUTION

3.01 INSPECTION:

A. Examine areas and conditions under which Work of this Section is to be performed. Do not proceed with Work until unsatisfactory conditions have been corrected.
B. Grading operations, with the exception of final grading, shall be completed and approved by Owner prior to staking or installation of any portion of irrigation system except sleeving.

3.02 PREPARATION:

A. Staking Shall Occur as Follows:
1. Mark with powdered lime or marking paint routing of pressure supply lines, and flag heads and control valve locations for first series of zones for approval.
B. Sleeving: Install sleeving under all asphalt paving and concrete walks, prior to the installation of concrete or paving operations, to accommodate piping and wiring. Compact backfill around sleeves to 95% Standard Proctor Density within 2% of optimum moisture content in accordance with ASTM D1557.
C. Trenching: Trench excavation shall follow, as much as possible, layout shown on Drawings. Dig trenches straight, and support the pipe continuously on the bottom of trench. Trench bottom shall be clean and smooth with all rock and organic debris removed. Pressure supply line trenches shall be over-excavated as required to allow for bedding material. Trench depth shall be uniform as required to meet minimum depth requirements for the type of piping being installed.

1. Clearances:
   a. Piping smaller than 3 inches - Trenches shall have a minimum width of 7 inches. 12 inches for 3" and larger pipe.
   b. Line clearance - Provide not less than 6 inches of clearance between each line, and not less than 12 inches of clearance between lines of other trades.
   c. For Reclaimed Water systems, 2-foot vertical (below) and 6-foot horizontal separations from potable lines are required per MAG and industry standards.

2. Pipe and Wire Depth:
   a. Pressure Supply Piping - 24 inches from top of pipe (30 inches where 6" and larger pipe is on project).
   b. Non-pressure piping - 12 inches from top of pipe.
   c. Two-wire - Side and bottom of pressure supply line.
   d. Drip Piping - 12 inches from top of pipe.
   e. Emitter tubing - 12 inches from top of pipe (non slope plantings). 4 inches from the top of pipe (slopes 2:1 of greater).

3.03 INSTALLATION:

A. Other Equipment: Locate other equipment as near as possible to location designated on construction drawings. Deviations shall be approved by Consultant prior to installation.
B. PVC Piping:
1. Snake pipe in trench as much as possible to allow for expansion and contraction.
2. When pipe laying is not in progress, or at end of each day, close pipe ends with tight plug or cap. (Perform work in accordance with good practices prevailing in piping trades).
3. Coordinate pressure supply line installation with required bedding operations. Concrete thrust blocks or steel joint restraints shall be utilized for all rubber-ring joint fittings per industry standards. In sandy soil, mechanical joint fittings shall be used with thrust blocks.
4. Stake all above-grade PVC piping per details.
5. Use 45-degree ells when making perpendicular crossings of above-grade PVC piping, to depress bottom pipe.
6. Lay pipe and make all plastic-to-plastic joints in accordance with manufacturer's recommendations.

C. Drip Piping:
1. Install fitting connections per manufacturer's recommendations.
2. Use threaded risers and Sch. 40 or Sch. 80 fittings per details when making connections in drip piping for emitters and fittings.
3. Install drip line blow-out stubs at all dead ends of drip piping.
4. Any deviations from drip pipe routing shown on drawings must be approved by Consultant prior to installation.

D. Control Wiring:
1. Low Voltage Wiring (Two Wire):
   a. Bury control wiring between controller and electric valves in pressure supply

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REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS
SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM
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7		

CITY NUMBERS:

SPECIFICATIONS

L-9.02 SHEET 43 OF 44

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PLANTING IRRIGATION CONTINUED

line trenches, with wires consistently located to one side of pipe, on top of initial pipe bedding, or in separate trench.

a. Provide an expansion loop at pressure supply line angle fittings, every electric control valve location (in valve box), and at minimum 500 feet intervals. Form expansion loop by wrapping wire at least 8 times around a 1-inch pipe and withdrawing pipe.
b. Make splices and electric control valve connections using DBY connectors or similar dry splice method.
c. Install two wire splices not occurring at control valve in a separate splice valve box.

2. High Voltage Wiring for Automatic Controller:
   a. Provide 120-volt power connection to automatic controller.

E. Automatic Controller:
1. Install controller in accordance with manufacturer's instructions as detailed and where shown on Drawings.
2. Connect remote control valves to controller in numerical sequence as shown on Drawings.
3. Final location of controller shall be approved by Consultant prior to installation.
4. Each controller shall have a dedicated separate ground wire and surge protection.
5. Above-ground conduit shall be rigid galvanized steel with appropriate fittings. Below-ground conduit shall be Schedule 40 PVC.

F. Drip Valve Assemblies: Install drip valve assembly as detailed.

G. Drip Emitters: Install drip emitters as detailed.

H. Valve Boxes:
1. Install one valve box for each type of valve installed as detailed flush with grade for all sodded areas, and above-grade for all seeded areas.
2. Valve box extensions are not acceptable, except for master valve.
3. Install gravel sump after compaction of all trenches. Valve box to rest on gravel sump. Place final portion of gravel inside valve box after valve box is backfilled and compacted.
4. Install “Christy” stainless steel or 2.5” x 5” plastic valve label tags for each valve box (1-800-258-4583). Entire controller & station number shall be printed on each tag. Letter and number size shall be no smaller than 1/8 inch and no greater than ¼ inches. Label each valve box as follows:
   a. Control valves - Controller letter and station number.
   b. Quick Coupler Valves - Label “QCV.”
   c. Wire Splices - Label wire splices with the letters “W.S.”
   d. Drip Piping Blow-our Stubs - Controller letter and station number of each drip piping blow-out.
   e. Gate Valves - Label with letters “GV” typical.
   f. Air-Relief Valves - Label with letters “ARV” typical.
   g. Manual Drain Valve - Label with letters “MDV.”
5. Valve box color to be selected based upon a review of the location and adjacent material by Owner and Landscape Architect prior to installation. These guidelines are typical of all installations unless water source is effluent. In that case all valve boxes no matter the location are to be purple in color and meet all applicable codes and ordinances.

I. Pump Station: Install as detailed on Drawings.

J. Electric Control Valves:

1. Install top of cross handle a maximum of 3 inches below finished grade where shown on Drawings and as detailed.
2. When grouped together, allow a minimum of 12 inches between valve box sides.
3. Space control valves accordingly.
4. Install each remote control valve in a separate valve box.
5. Install valve boxes flush with grade.
6. When parallel to roadway, sidewalk or other permanent element or structure, control valve and box are to be installed perpendicular to element or structure, spaced equally.
7. For athletic areas such as football fields where concrete curbs exist, place the electric valves within one foot of the curb (no further into the playfield).

K. Main Line Gate Valves: Install as detailed on Drawings.

L. Air-Relief Valves: Install as detailed on Drawings.

M. Control Wiring:

1. All control wiring to be laid to bottom and side of pressure supply line trench. Separate wire trenches will not be allowed unless approved by Consultant prior to installation.

N. Backfilling: Do not begin backfilling operation until required system tests have been completed. Backfill shall not be done in freezing weather except with prior written approval by Consultant. Leave trenches slightly mounded to allow for settlement after backfilling is complete. Trenches shall be finished graded prior to walk-through of system by Consultant.

1. All pressure supply lines shall be bedded with construction grade sand 4 inches below invert of pipe, to 6” above top of pipe and width of trench when site conditions are rocky or otherwise unfavorable.
2. Materials: Excavated material is generally considered satisfactory for backfilling purposes after completing bedding requirements. Backfill materials shall be free of rubbish, vegetative matter, frozen materials, and stones larger than 2 inches in maximum dimension. Do not mix subsoil with topsoil. Material not suitable for backfill shall be hauled away. Contractor shall be responsible for providing suitable backfill if excavated material is unacceptable, or not sufficient to meet backfill, compaction, and final grade requirements.
3. Do not leave trenches open for a period of more than 48 hours. Open excavations shall be protected in accordance with OSHA regulations.
4. Compact backfill to 90% maximum density in 6” lifts, determined in accordance with ASTM D155-7 utilizing the following methods:

   a. Mechanical tamping.
   b. Puddling or ponding. Puddling or ponding and/or jetting is prohibited within 10’-0” of building or foundation walls.

S. Piping Under Paving:

1. Provide for a minimum cover of 24 inches between the top of the pipe and the bottom of the aggregate base for all pressure and non-pressure piping installed under asphalt concrete or concrete paving. Provide sleeving as required by municipality, or as shown on plans.
2. Piping shall be bedded with construction grade sand - 6 inches below pipe to 6 inches above pipe and the width of the trench.
3. Compact backfill material in 6-inch lifts at 95% maximum density determined in accordance with ASTM D1557 using manual or mechanical tamping devices.
4. Set in place, cap, and pressure test all piping under paving, in presence of Consultant or Owner prior to backfilling and paving operations.
5. Piping under existing walk or concrete pavement shall be done by jacking, boring, or hydraulic driving, but where cutting or breaking of walks and/or concrete is necessary, it shall be done and replaced at no cost to the Owner. Obtain permission and prior approval from Owner to cut or break walks and / or concrete.

3.04 FIELD QUALITY CONTROL:

A. Flushing: After piping, risers, and valves are in place and connected, but prior to installation of emitter heads, quick coupler valves, and air relief valves, thoroughly flush piping system under full head of water pressure from dead end fittings. Maintain flushing for 5 minutes through furthestmost valves. Cap riser after flushing.

B. Testing: Conduct tests in presence of Consultant. Arrange for presence of Consultant a minimum of 48 hours in advance of testing. Supply force pump and all other test equipment.

1. After backfilling, and installation of all control valves & quick coupler valves, fill pressure supply line with water, and pressurize to 40 PSI over the designated static pressure or 120 PSI, whichever is greater, for a period of 2 hours.
2. Leakage, Pressure Loss: Test is acceptable if no leakage or loss of pressure is evident during test period.
3. Leaks: Detect and repair leaks.
4. Retest system until pressure can be maintained for the duration of the test.
5. Before final acceptance, pressure supply line shall remain under pressure for a period of 48 hours.

C. Walk-Through for Substantial Completion:

1. Arrange for Consultant's presence a minimum of 48 hours in advance of walk-through.
2. Entire System shall be completely installed and operational prior to scheduling of walk-through. All sodded areas are to be complete with head height and valve boxes adjusted accordingly.
3. Operate each zone in its entirety for Consultant at time of walk-through, and open all valve boxes.
4. Consultant shall generate a list of items to be corrected prior to Final Completion (“Punch List”).
5. Furnish all materials and perform all Work required to correct all inadequacies due to deviations from Contract Documents, and as directed by Consultant.
6. During walk-through, expose all drip emitters and sprinklers under operations for observation by Consultant to demonstrate that they are performing and installed as designed; prior to placing of all mulch material. Schedule separate walk-through if necessary.

D. Walk-Through for Final Completion:

1. Arrange for Consultant's presence a minimum of 48 hours in advance of walk-through.
2. Show evidence to Consultant that Owner has received all accessories, charts, record drawings, and equipment as required before Final Completion walk-through is scheduled.
3. Operate each zone identified as deficient at substantial completion walk-through for Consultant to review at time of final completion walk-through to ensure correction of all incomplete items.
4. Items deemed not acceptable by Consultant shall be reworked to the complete satisfaction of Consultant.
5. If after request to Consultant for a walk-through for Final Completion of the irrigation system, Consultant finds items during walk-through to be deficient, Contractor shall be charged for all subsequent walk-throughs. Funds will be withheld from final payment and/or retainage to Contractor, in amount equal to additional time and expenses required by Consultant to conduct and document further walk-throughs as deemed necessary to ensure compliance with Contract Documents.

3.05 ADJUSTING:

A. Upon substantial completion of installation, fine-tune entire system by regulating valves, adjusting spray patterns and break-up arms/screws, and setting pressure reducing valves or throttling electric valve flow control stems to proper pressure settings to provide optimum and efficient coverage. Flush and adjust all sprinkler heads for optimum performance and to prevent overspray onto walks, roadways, and buildings as much as possible. Heads of same type shall be operating at same pressure +/- 7%.
B. If it is determined that irrigation adjustments will provide proper and more adequate coverage, make such adjustments prior to Final Acceptance, as directed, at no additional cost to Owner. Adjustments may also include changes in nozzle sizes, degrees of arc, and control valve throttling.
C. All sprinkler heads shall be set perpendicular to finish grade unless otherwise designated.
D. Areas which do not conform to designated operation requirements due to unauthorized changes or poor installation practices shall be immediately corrected at no additional cost to the Owner.

-END OF SECTION 32 84 00-

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DRAWN: TEAM
APPROVED: JBC
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PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 1 LANDSCAPE CONSTRUCTION DOCUMENTS

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SPECIFICATIONS

L-9.03

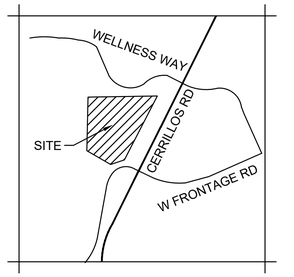
LANDSCAPE PLANS
FOR
BUNGALOWS
AT CERRILLOS - PHASE 2
SANTA FE, NEW MEXICO

GENERAL CONSTRUCTION NOTES:

1. THESE NOTES ARE TO BE USED FOR GENERAL REFERENCE IN CONJUNCTION WITH, AND AS A SUPPLEMENT TO THE WRITTEN. SPECIFICATIONS, APPROVED ADDENDA, AND CHANGE ORDERS ASSOCIATED WITH THESE LANDSCAPE IMPROVEMENT DOCUMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS AND SHALL NOTIFY ALL UTILITY COMPANIES WITH UTILITIES ON SITE PRIOR TO THE CONSTRUCTION OF THE PROJECT. CONTRACTOR SHALL ADHERE TO ALL APPLICABLE LOCAL, STATE AND/OR FEDERAL LAWS OR REGULATIONS PERTAINING TO THE PROJECT.
3. IN ALL CASES WHERE A CONFLICT MAY OCCUR, SUCH AS BETWEEN ITEMS COVERED IN SPECIFICATIONS AND NOTES ON THE DRAWINGS, OR BETWEEN GENERAL NOTES AND SPECIFIC DETAILS, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED AND HE OR SHE WILL INTERPRET THE INTENT OF THE CONTRACT DOCUMENTS.
4. A QUALIFIED SUPERVISOR SHALL BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION.
5. DETAILS NOTED AS "TYPICAL" SHALL APPLY IN ALL CASES UNLESS SPECIFICALLY SHOWN OR NOTED OTHERWISE.
6. LANDSCAPE CONTRACTOR SHALL INSPECT WITH THE OWNER'S AUTHORIZED REPRESENTATIVE AND/OR OWNER ALL EXISTING CONDITIONS PRIOR TO THE START OF ANY WORK. THE CONTRACTOR SHALL BE RESPONSIBLE UNDER THIS CONTRACT TO REPAIR AND/OR REPLACE, AT THEIR OWN EXPENSE, ANY STRUCTURES, FENCES, WALLS, PLANT MATERIAL, OR OTHER ITEMS DESTROYED DURING CONSTRUCTION. LIKEWISE THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ANY AND ALL DAMAGES TO ADJACENT PROPERTIES OR ANY OTHER AREAS OUTSIDE THE CONTRACT LIMITS. THE DAMAGED ITEMS/AREAS WILL BE RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE OWNER'S AND/OR OWNER'S AUTHORIZED REPRESENTATIVE.
7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL PLANT MATERIAL LOCATIONS WITH OTHER TRADES PRIOR TO INSTALLATION. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE LOCATIONS OF EXISTING AND FUTURE UNDERGROUND SERVICES AND IMPROVEMENTS WHICH MAY CONFLICT WITH THE WORK TO BE DONE. PRIOR TO THE START OF WORK, ALL UNDERGROUND UTILITIES ARE TO BE LOCATED AND PROTECTED. CONTRACTOR IS RESPONSIBLE FOR THE INITIAL CALL AND FUTURE UPDATES TO BLUE STAKE AT 602-263-1100. EXISTING UNDERGROUND SERVICES SHALL NOT BE DISTURBED OR REMOVED WITHOUT APPROVAL OF THE OWNER'S AND/OR OWNER'S AUTHORIZED REPRESENTATIVE, UNLESS SPECIFICALLY NOTED OTHERWISE ON DRAWINGS.
8. CONTRACTOR SHALL PROVIDE BARRICADES AND TRAFFIC CONTROL ALONG PUBLIC STREETS IF REQUIRED DURING CONSTRUCTION.
9. PLANTING AND IRRIGATION DESIGN MAY BE MODIFIED TO ADAPT TO WALK CONFIGURATIONS THAT DIFFER FROM THESE PLANS, AND DUE TO GRADE LIMITATIONS ON SITE.
10. REFER TO ENGINEERING PLANS FOR DRAINAGE FLOWS. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE THAT THESE ARE PROVIDED FOR AND NOT IMPAIRED WITH OBSTRUCTIONS.
11. NO PART OF THE CONTRACT DOCUMENTS ARE INTENDED TO BE IN VIOLATION OF CODES. IF DISCREPANCIES EXIST, NOTIFY LANDSCAPE ARCHITECT AND OWNER IMMEDIATELY.
12. COORDINATE AND COOPERATE WITH ALL CONTRACTORS OF ATTACHED, ADJOINING AND/OR INTERFACING WORK TO INSURE ORDERLY AND EFFICIENT COMPLETION OF ALL WORK.
13. ALL CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES (FEDERAL, STATE, LOCAL, AND HEALTH DEPARTMENTS), EXCEPT WHERE REQUIREMENTS OF CONTRACT DOCUMENTS ARE MOST STRINGENT.
14. ALL EXISTING PLANT MATERIAL SHALL REMAIN UNLESS OTHERWISE NOTED.
15. ANY PLANT MATERIAL THAT MUST BE REMOVED DUE TO CONSTRUCTION MUST BE APPROVED BY OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE. NOTIFY OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE AT LEAST 48 HOURS PRIOR TO REMOVAL AND/OR RELOCATION OF ALL PLANTS.
16. IF ANY EXISTING PLANT MATERIAL THAT IS TO REMAIN IS DAMAGED BY CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE DAMAGED PLANT WITH A NEW ONE OF THE SAME SIZE AND VARIETY AT NO COST TO THE OWNER.
17. DO NOT DISTURB SOIL WITHIN BRANCH SPREAD OF TREES OR SHRUBS TO REMAIN WITHOUT APPROVAL OF THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE.
18. ANY DISCREPANCIES BETWEEN THE PLANS AND CONDITIONS ON SITE SHALL BE REPORTED IMMEDIATELY TO THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE.
19. CONTRACTOR SHALL PROVIDE OWNER WITH ALL WARRANTY INFORMATION, INSTRUCTION MANUALS AND ANY OTHER PRODUCT INFORMATION FOR ALL NEW EQUIPMENT OR MACHINERY INSTALLED ON THE SITE WITHIN TWO WEEKS AFTER SUBSTANTIAL COMPLETION.
20. NO DESIGN MODIFICATIONS SHALL BE MADE WITHOUT THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE APPROVAL.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR HAULING AND LEGALLY DISPOSING OF MATERIALS DESIGNATED TO BE REMOVED. PROVIDE RECEIPTS FOR DUMPING TO OWNER FOR THEIR FILES.
22. ALL BASE INFORMATION IS FROM OTHER PROJECT TEAM MEMBERS AS LISTED IN THE 'PROJECT TEAM' LIST ON THIS SHEET. A THOROUGH ATTEMPT HAS BEEN MADE TO KEEP UP TO DATE WITH THE MOST CURRENT BASE INFORMATION. HOWEVER, DISCREPANCIES MAY EXIST BETWEEN THESE PLANS AND OTHER TEAM MEMBERS PLANS. IN ALL CASES THE ENGINEERS PLANS SHALL HAVE PRECEDENCE OVER THE LANDSCAPE PLANS FOR FINAL PROJECT CONFIGURATION.
23. ALL SIDEWALKS SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. REFER TO CIVIL ENGINEERING PLANS FOR FINAL LAYOUT, GRADES, FINISHES, DETAILS, AND METHODS OF CONSTRUCTION. RVi UNDER NO CIRCUMSTANCES ASSUMES RESPONSIBILITY FORUNFORESEEN CONFLICTS, ENGINEERING, STRUCTURAL CALCULATIONS, OR INSTALLATION THAT IS BEYOND OUR CONTROL.
24. SIGHT LINES AND VISIBILITY TRIANGLES ARE SHOWN ON THESE PLANS FOR REFERENCE ONLY. REFER TO ENGINEERING PLANS ORGOVERNING MUNICIPALITY FOR SPECIFIC GUIDELINES. IN CASES WHERE THERE IS MORE THAN ONE GOVERNING BODY, THE MOST RESTRICTIVE GUIDELINE SHALL PREVAIL.
25. ALL WALLS AND VERTICAL SITE FEATURES DESIGNED IN THE INTEREST OF THIS PROJECT ARE SCHEMATIC IN NATURE. POTENTIAL CONSTRUCTION DETAILING AND TECHNIQUES ARE SHOWN FOR DESIGN INTENT CLARIFICATION ONLY. THE CONTRACTOR SHALL HAVE THE ULTIMATE RESPONSIBILITY TO ENSURE THAT ALL CONSTRUCTED ELEMENTS ON THIS PROJECT ARE STRUCTURALLY SOUND AND ARE BUILT WITHIN ALL APPLICABLE CITY, STATE, AND FEDERAL GUIDELINES. RVi UNDER NO CIRCUMSTANCES ASSUMES RESPONSIBILITY FOR UNFORESEEN CONFLICTS, ENGINEERING, STRUCTURAL CALCULATIONS, OR INSTALLATION.
26. SHOP DRAWING REVIEWS WILL BE DONE TO ENSURE THAT PRODUCT DATA, MATERIALS, AND SAMPLES MEET OR EXCEED THE ORIGINAL DESIGN INTENT OF THESE DRAWINGS ONLY. RVi UNDER NO CIRCUMSTANCES ASSUMES RESPONSIBILITY FOR UNFORESEEN CONFLICTS, ENGINEERING, STRUCTURAL CALCULATIONS OR INSTALLATION RESULTING FROM THE PRODUCTION OF ANY SHOP DRAWINGS.

PROJECT TEAM

Discipline	Company Contact Info.
Owner	Acquisitions Management, LLC - Dave Cavan 15300 N. 90th Street, Suite 200 Scottsdale, Arizona 85260 480-627-7000 dcavan@cavancompanies.com
Planner	RVi Planning + Landscape Architecture Mark Reddie, VP 120 S. Ash Avenue Tempe, Arizona 85281 480-994-0994 mreddie@rviplanning.com
Engineer	Tierra West, LLC - Ronald Bohannan, PE 5571 Midway Parkplace NE Albuquerque, NM 87109 505-858-3100 44b@tierrawestllc.com
Landscape Architect	Coleman Design Group, PLLC - John B. Coleman, RLA 111 E. Dunlap Ave, Suite 1-107 Phoenix, Arizona 85020 602-432-5507 boyd@colemandesigngroup.net



VICINITY MAP
N.T.S. NORTH

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Landscape Site Data (Phase 1 & 2):

Total site area (gross)	+/- 836425 SF	19.2 AC
Total site area (net)	+/- 476077 SF	10.8 AC
Total landscape area	153,616 SF	32.3% of total Net
Total Turf Area	3,522 SF	2.3% of total landscape area
Total Decomposed Granite Area*	132,975 SF	86.6% of total landscape area
*Does not include back yards.		
Total Native Seed Mix Area	3,051 SF	2.0% of total landscape area
Total Cobble Rock Mulch Area	13,839 SF	9.0% of total landscape area
Total Stabilized DG Area	229 SF	0.1% of total landscape area

Number of Trees Required (1 per 500 SF Open Space):	307
Number of Trees Provided:	307
Number of Evergreen Trees Required (Min. 25% Total Trees):	77
Number of Evergreen Trees Provided:	109
Number of Shrubs Required (1 per 250 SF Open Space):	614
Number of Shrubs Provided:	2,828
Number of Evergreen Shrubs Required (Min 25% Total Shrubs):	707
Number of Evergreen Shrubs Provided:	882

GENERAL SCOPE OF WORK:

1. THE SCOPE OF WORK FOR THIS PROJECT INCLUDES COMPLETE LANDSCAPING IMPROVEMENTS AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN. VERIFY QUESTIONS ON SCOPE OF WORK PRIOR TO SUBMITTING A BID.
2. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS INCLUDING WATER, EQUIPMENT AND INCIDENTALS AS SHOWN, SPECIFIED AND REQUIRED TO PERFORM LANDSCAPING WORK. THE EXTENT OF THE LANDSCAPING WORK IS SHOWN ON THE DRAWINGS AND IN THE SCHEDULES. THE TYPES OF LANDSCAPING REQUIRED MAY INCLUDE THE FOLLOWING:
   - A. AESTHETIC FINISH GRADING
   - B. BOULDER PLACEMENT
   - C. INSTALLATION OF TREES, SHRUBS, GROUNDCOVERS, AND ANY OTHER NURSERY STOCK
   - D. INSTALLATION OF TURF AREAS
   - E. DECOMPOSED GRANITE AND PRE-EMERGENT APPLICATIONS (2)
   - F. MULCHES, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THE PLANTING JOB AS SPECIFIED
   - G. MISCELLANEOUS LANDSCAPE MATERIALS AND IMPROVEMENTS
   - H. FERTILIZERS AND SOIL AMENDMENTS
   - I. MAINTENANCE WORK AS SPECIFIED UNTIL COMPLETION OF THE CONTRACT
   - J. GUARANTEES
3. OBTAIN ALL PERMITS AND PAY REQUIRED FEES TO ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK. ARRANGE INSPECTIONS REQUIRED BY LOCAL AGENCIES AND ORDINANCES DURING THE COURSE OF CONSTRUCTION AS REQUIRED.
4. COORDINATE AND COOPERATE WITH OTHER CONTRACTORS WORKING ON THE SITE FOR SUCCESSFUL COMPLETION OF THE PROJECT.
5. BEFORE COMMENCING WORK ON THE SITE, BECOME THOROUGHLY ACQUAINTED WITH LAYOUT OF ALL UNDERGROUND UTILITIES AND STRUCTURES OVER THE ENTIRE SITE. ALL REQUISITE REPAIRS TO DAMAGE CAUSED BY WORK OF THIS SECTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
6. THE IRRIGATION WORK CONSISTS OF INSTALLING A COMPLETE UNDERGROUND SPRINKLER, EMITTER, AND BUBBLER SYSTEM FOR ALL TURF AND LANDSCAPED AREAS AS SHOWN ON THE DRAWINGS AND AS HEREINAFTER SPECIFIED, INCLUDING THE FURNISHING OF ALL LABOR, EQUIPMENT, APPLIANCES, AND MATERIALS INCLUDING WATER AND IN PERFORMING ALL OPERATION IN CONNECTION WITH THE CONSTRUCTION OF THE IRRIGATION SYSTEM. WORK SHALL INCLUDE FURNISHING AND INSTALLING ALL PLASTIC AND COPPER PIPE AND FITTINGS, AUTOMATIC CONTROL VALVES, VALVE ACCESS BOXES, ELECTRIC COMPUTERIZED CENTRAL CONTROLLERS, ELECTRIC WIRE, TELEPHONE ACCESS LINE (IF REQUIRED), ETC., AS REQUIRED FOR A COMPLETE SYSTEM AS SHOWN ON THE DRAWINGS AND AS CALLED FOR IN THESE SPECIFICATIONS OR AS MAY BE REQUIRED FOR PROPER OPERATION OF THE SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS OF WATER USED IN CONNECTION WITH THE INSTALLATION OF THE IRRIGATION SYSTEM.
7. UNLESS OTHERWISE SPECIFIED OR INDICATED ON THE DRAWINGS, THE CONSTRUCTION OF THE IRRIGATION SYSTEM SHALL INCLUDE THE FURNISHING, INSTALLING AND TESTING OF ALL MAINS, LATERALS, RISERS, AND FITTINGS, THE FURNISHING AND INSTALLING OF IRRIGATION HEADS, CONTROL VALVES, CONTROLLERS, LOW AND HIGH VOLTAGE ELECTRIC WIRE, TELEPHONE ACCESS LINE TO CENTRAL CONTROL UNIT (IF REQUIRED), POINT OF CONNECTION, CONTROLS, RESTORATION OF EXISTING IMPROVEMENTS, EXCAVATION AND BACKFILL, AND ALL OTHER WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AS REQUIRED FOR A COMPLETE SYSTEM.
8. WHENEVER ANY MATERIAL IS SPECIFIED BY NAME AND/OR NUMBER, SUCH SPECIFICATIONS SHALL BE DEEMED TO BE USED FOR THE PURPOSE OF FACILITATING A DESCRIPTION OF THE MATERIALS AND ESTABLISHING QUALITY AND SHALL BE DEEMED AND CONSTRUED TO BE FOLLOWED BY THE WORDS "OR APPROVED EQUAL." NO SUBSTITUTIONS WILL BE PERMITTED WHICH HAVE NOT BEEN SUBMITTED FOR APPROVAL PRIOR TO BIDDING.
9. LANDSCAPE CONTRACTOR SHALL CALL FOR "BLUE STAKE" AS REQUIRED. EXERCISE EXTREME CAUTION IN ALL PLANTING OPERATIONS, AS THERE MAY BE UNDERGROUND ELECTRIC AND TELEPHONE CABLES, SEWER LINES AND WATER LINES THROUGHOUT THE ENTIRE AREA. CONTRACTOR SHALL STUDY AND BE FAMILIAR WITH THE LOCATION OF THESE OBSTRUCTIONS AND UNDERGROUND UTILITIES. PLACE PLANTINGS WHERE SHOWN ON THE PLANS. IF THERE ARE OBSTRUCTIONS OR UNDERGROUND UTILITIES, RELOCATE PLANTS CLEAR OF ANY INTERFERENCE. LANDSCAPE CONTRACTOR SHALL REPAIR ALL DAMAGES CAUSED BY THEM TO OBSTRUCTIONS AND UNDERGROUND UTILITIES AT NO EXPENSE TO THE OWNER.
10. MAINTAIN UNINTERRUPTED WATER SERVICE TO BUILDING DURING NORMAL WORKING HOURS. ARRANGE FOR TEMPORARY WATER SHUT-OFF WITH ARCHITECT/ENGINEER DURING INSTALLATION OF IRRIGATION SYSTEM, IF NECESSARY.
11. ALL WORK AND MATERIALS TO BE IN FULL ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF SAFETY ORDERS OF DIVISION OF INDUSTRIAL SAFETY; THE UNIFORM BUILDING CODE, M.A.G. SPECIFICATIONS AND OTHER APPLICABLE LAWS OR REGULATIONS, INCLUDING ALL CITY CODES. NOTHING IN THESE SPECIFICATIONS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES. SHOULD THE CONSTRUCTION DOCUMENTS, OR INSTRUCTION, BE AT VARIANCE WITH THE AFOREMENTIONED RULES AND REGULATIONS, NOTIFY LANDSCAPE ARCHITECT AND GET INSTRUCTIONS BEFORE PROCEEDING WITH THE WORK AFFECTED. IF LANDSCAPE ARCHITECT IS NOT NOTIFIED OF ANY VARIANCE, IT SHALL BE UNDERSTOOD THAT THE CONTRACTOR ASSUMES ANY AND ALL RESPONSIBILITY FOR THE WORK DONE.
12. CLEAN UP SHALL BE MADE DAILY AS EACH PORTION OF THE WORK PROGRESSES. REFUSE AND EXCESS DIRT SHALL BE REMOVED FROM THE SITE, AND WALKS AND PAVING SHALL BE SWEPT OR WASHED DOWN DAILY. ANY DAMAGE SHALL BE REPAIRED TO ORIGINAL CONDITIONS AT CONTRACTOR'S EXPENSE. LEAVE WORK IN CLEAN CONDITION.
13. SUBMIT DETAILED OPERATION AND MAINTENANCE DATA FOR ALL EQUIPMENT AND ACCESSORIES PROVIDED UNDER THESE PLANS INCLUDING ASSEMBLY.

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REGISTRATION:
JOHN B. COLEMAN 639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:
BUNGALOWS AT CERRILLOS
SANTA FE, NEW MEXICO

PREPARED FOR:
CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
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PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS
DATE: DECEMBER 04, 2023
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NO.	DATE	ITEM

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COVER SHEET

L-0.00 SHEET 01 OF 25

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PLANTING WARRANTY & MAINTENANCE NOTES

1. MAINTAIN ALL AREAS INCLUDED IN THE CONTRACT ON A WEEKLY BASIS DURING THE PROGRESS OF WORK, A 90 DAY MAINTENANCE PERIOD, AND UNTIL THE FINAL ACCEPTANCE OF WORK IS RECEIVED IN WRITING.
2. UPON ACCEPTANCE AFTER THE 90 DAY MAINTENANCE PERIOD, THE CONTRACTOR SHALL FURNISH A WRITTEN WARRANTY ON ALL PLANT MATERIAL AGREEING TO GUARANTEE THE CONTINUED GROWTH OF ACTIVE PLANT MATERIAL FOR THE SPECIFIED GUARANTEE PERIODS. ALL GUARANTEE PERIODS COMMENCE FROM THE TIME OF FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
3. THE CONTRACTOR SHALL WATER AND MAINTAIN ALL LANDSCAPE MATERIAL DURING THE MAINTENANCE PERIOD. THE OWNER WILL WATER AND MAINTAIN THE LANDSCAPE MATERIAL DURING THE WARRANTY PERIOD. THE CONTRACTOR SHALL INSPECT THE LANDSCAPE MATERIALS PERIODICALLY DURING THE WARRANTY PERIOD AND SHALL NOTIFY THE OWNER IN WRITING, IF, IN THE CONTRACTOR'S OPINION, THE LANDSCAPE MATERIALS ARE NOT RECEIVING PROPER CARE.
4. ALL TREES, PALMS, CACTI, ACCENTS, AND TURF SHALL BE GUARANTEED FOR A MINIMUM PERIOD OF ONE (1) YEAR AND ALL SHRUBS, GROUNDCOVERS, AND OTHER NON SPECIFIED PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF 90 DAYS FROM THE DATE OF FINAL ACCEPTANCE. THE GUARANTEE SHALL BE AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND THE LANDSCAPE CONTRACTOR'S CONTROL.
5. ANY PLANT MATERIALS WHICH ARE NOT APPROVED PRIOR TO OCTOBER 1 OF THE CALENDAR YEAR IN WHICH THEY ARE INSTALLED, SHALL BE FURTHER GUARANTEED UNTIL MAY 15 OF THE FOLLOWING CALENDAR YEAR.
6. ALL PLANT MATERIALS MUST BE MAINTAINED IN HEALTH AND VIGOR AND BE ALLOWED TO ATTAIN NATURAL SIZE AND SHAPE IN ACCORDANCE WITH THE ORIGINALLY APPROVED LANDSCAPE PLAN.
7. REFER TO BOOK SPECIFICATIONS, IF INCLUDED IN THIS DOCUMENT SET, FOR ADDITIONAL INFORMATION ON THE SPECIFICS OF THE ANTICIPATED WARRANTY.
8. LANDSCAPE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE OWNER TYPEWRITTEN MAINTENANCE GUIDELINES AT FINAL WALK-THRU AND PRIOR TO FINAL ACCEPTANCE OF WORK.
9. IF TURF IS USED ON THIS PROJECT THE LANDSCAPE CONTRACTOR SHALL REAPPLY SEED OR SOD IN ALL AREAS WHICH HAVE DEVELOPED BARE SPOTS HALFWAY THROUGH THE MAINTENANCE PERIOD. AREAS WHICH CANNOT BE RESEEDED FOR SUMMER GROWTH DUE TO CONTRACTOR'S INABILITY TO RESEED DURING PROPER GROWING SEASON SHALL BE OVERSEEDED OR SODDED WITH GRASS APPROPRIATE FOR THE CURRENT SEASON, CARED FOR THROUGHOUT THE OFF SEASON, AND PROPERLY SEEDED AT THE NEXT APPROPRIATE GROWING SEASON. THESE ARRANGEMENTS MUST BE MADE WITH THE OWNER PRIOR TO CONDITIONAL ACCEPTANCE OF THE WORK AND MAY REQUIRE A MONETARY HOLD-BACK.
10. COST FOR REPLACEMENTS DURING THE WARRANTY PERIOD IS ASSUMED PART OF THE BID QUOTATIONS AND THEREFORE WILL NOT RESULT IN ANY ADDITIONAL COST TO THE OWNER OR LANDSCAPE ARCHITECT.

EXISTING LANDSCAPE NOTES

1. BEFORE WORK BEGINS ON THE PROJECT, THE LANDSCAPE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION CONFERENCE WITH OWNER AND/OR THE GENERAL CONTRACTOR TO REVIEW THE PROJECT. THE OWNER AND/OR OWNER'S AUTHORIZED REPRESENTATIVE IS TO APPROVE ANY CHANGES PRIOR TO THE START OF ANY WORK.
2. ALL DEMOLITION AREAS SHALL BE FLAGGED FOR APPROVAL PRIOR TO DEMOLITION.
3. ALL EXISTING PLANT MATERIAL SHALL REMAIN UNLESS OTHERWISE NOTED. SHOULD ANY CONFLICTS ARISE BETWEEN THE EXISTING PLANT MATERIAL ON-SITE AND PROPOSED IMPROVEMENTS SHOWN ON THE PLANS THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

SEEDING SPECIFICATIONS (SEE TABLE BELOW RIGHT FOR SEED QUANTITIES)

1013.1 GENERAL

1013.1.1 SCOPE

FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR PREPARATION OF SEEDBED, FURNISHING AND INSTALLATION OF SEED, EROSION CONTROL MEASURES, SOIL AMENDMENTS, AND RELATED WORK SPECIFIED HEREIN AND AS INDICATED ON PLANS OR AS AUTHORIZED BY THE LANDSCAPE ARCHITECT OR ENGINEER. THIS SPECIFICATION SHALL APPLY TO LARGE PONDING AREAS ON SITES WHERE A LANDSCAPE PLAN FOR BUILDING PERMIT IS NOT REQUIRED, AND ALL PONDS THAT ARE GREATER THAN OR EQUAL TO 2 ACRES IN SIZE. SMALLER WATER QUALITY PONDS SHALL INCORPORATE LOW IMPACT DEVELOPMENT STRATEGIES AS DESCRIBED IN THE CITY OF ALBUQUERQUE DEVELOPMENT PROCESS MANUAL (DPM). TREATMENTS DESCRIBED IN THIS SPECIFICATION MAY APPLY AS BEST MANAGEMENT PRACTICES WHERE DEEMED PRACTICABLE BY THE LANDSCAPE ARCHITECT OR ENGINEER.

1013.1.2 APPLICABLE STANDARDS & REFERENCES:

1013.1.2.1 DRAWINGS AND GENERAL PROVISIONS OF THE CONTRACT INCLUDING CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION. GENERAL CONDITIONS AND ANY SUPPLEMENTAL SPECIAL PROVISIONS, APPLY TO THIS SECTION.

1013.1.2.2 ALL SEED SHALL BE CERTIFIED BY STATE OF ORIGIN. THE CERTIFICATION AUTHORITY FOR THE STATE OF NEW MEXICO IS THE NEW MEXICO CROP IMPROVEMENT ASSOCIATION.

1013.1.2.3 RECLAMATION EFFORTS ARE CONTROLLED BY THE REQUIREMENTS STIPULATED IN THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT FOR REGION VI OF THE ENVIRONMENTAL PROTECTION AGENCY.

1013.1.3 PERFORMANCE REQUIREMENTS

1013.1.3.1 THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND CARING FOR SEEDED AREAS UNTIL FINAL ACCEPTANCE OF THE WORK AND SHALL REPAIR AT CONTRACTOR EXPENSE ANY DAMAGE TO SEEDED AREAS CAUSED BY PEDESTRIAN, VEHICULAR TRAFFIC, VANDALISM OR OTHER CAUSE.
1013.1.4 SUBMITTALS

1013.1.4.1 THIS PUBLICATION - SECTION 1502 - SUBMITTALS

1013.1.4.2 CERTIFICATION OF SEED: FROM SEED VENDOR FOR EACH MIXTURE, STATING THE BOTANICAL AND COMMON NAME, PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED. INCLUDE THE YEAR OF PRODUCTION AND DATE OF PACKAGING. INCLUDE STATE, ORIGIN AND NAME AND TELEPHONE NUMBER OF SUPPLIER.

1013.1.4.3 PRODUCT CERTIFICATES: FOR ORGANIC AMENDMENTS
FROM MANUFACTURER.

1013.1.4.5 SOURCES OF SUPPLY, COLOR, AND SIZE FOR AGGREGATE MULCH.

1013.4.6 SOURCE OF SUPPLY AND PRODUCT INFORMATION FOR WOOD MULCH.

1013.1.5 DELIVERY, STORAGE & HANDLING

1013.1.5.1 SEED AND OTHER PACKAGED MATERIALS: DELIVER PACKAGED MATERIALS IN ORIGINAL, UNOPENED CONTAINERS SHOWING WEIGHT, CERTIFIED ANALYSIS, NAME AND ADDRESS OF MANUFACTURER, AND INDICATION OF COMPLIANCE WITH STATE AND FEDERAL LAWS, AS APPLICABLE.

1013.1.5.2 BULK MATERIALS:
A. DO NOT DUMP OR STORE BULK MATERIALS NEAR FUEL CONTAINERS, HERBICIDES, STRUCTURES, UTILITIES, WALKWAYS AND PAVEMENTS, OR ON EXISTING TURF AREAS OR PLANTS.
B. PROVIDE EROSION-CONTROL MEASURES TO PREVENT EROSION OR DISPLACEMENT OF BULK MATERIALS; DISCHARGE OF SOIL-BEARING WATER RUNOFF; AND AIRBORNE DUST REACHING ADJACENT PROPERTIES, WATER CONVEYANCE SYSTEMS, OR WALKWAYS.
C. ACCOMPANY EACH DELIVERY OF BULK MATERIALS WITH APPROPRIATE CERTIFICATES.

1013.2 PRODUCTS

1013.2.1 SEED

1013.2.1.1 SEED: THE SEED SPECIES AND RATE OF APPLICATION SHALL BE AS SHOWN BELOW AND SHALL BE USED BASED ON THE TYPE OF SOIL OR AS SPECIFIED ON THE PLANS OR IN THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS.

1013.2.1.2 SEED SHALL BE FRESH, RE-CLEANED SEED OF THE LATEST CROP, MIXED IN THE PROPORTIONS BY WEIGHT, AND BE PURE LIVE SEED AS DENOTED WITHIN THESE SPECIFICATIONS OR AS PER THE PLANS.

1013.2.1.3 SEED SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED CONTAINERS WHICH SHALL BEAR THE VENDOR'S GUARANTEE OF ANALYSIS. LABELING OF SEED SHALL BE IN ACCORDANCE WITH FEDERAL SEED LAWS AND THE NEW MEXICO DEPARTMENT OF AGRICULTURE LABELING LAWS. FEDERAL SEED LAWS REQUIRE THAT
ANALYSIS SHALL BE NO OLDER THAN FIVE MONTHS FOR SEED SHIPPED INTERSTATE AND NO OLDER THAN NINE MONTHS FOR SEED SHIPPED INTRA-STATE. SEEDS MAY BE PRE-MIXED BY A SEED DEALER. DOCUMENTATION MUST BE PROVIDED, THE SAME AS IF THE SEEDS WERE SOLD OR BAGGED SEPARATELY. THE LANDSCAPE
ARCHITECT OR ENGINEER SHALL RECEIVE ALL LABELS FROM ALL BAGS OF SEED USED FOR VERIFICATION. FOR EACH SPECIES INCLUDED IN THE MIX THE FOLLOWING INFORMATION WILL BE FOUND ON EACH BAG TAG:
A. VARIETY - SPECIFY IF CERTIFIED.
B. KIND OF SEED
C. LOT NUMBER
D. PURITY
E. GERMINATION
F. % OF CROP SEED, % INERT, % NOXIOUS WEED
G. ORIGIN
H. TEST DATE
I. POUNDS OF THIS SPECIES OR PERCENTAGE OF TOTAL LOT.

1013.2.1.4 SEED MIXTURE AND RATE: SEED SPECIES MIXTURES AND APPLICATION RATES SHALL BE AS FOLLOWS AND SHALL BE USED BASED ON THE SOIL TYPE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR SUPPLEMENTAL TECHNICAL SPECIFICATIONS. (SEE TABLE TO RIGHT)

PLANTING GENERAL NOTES

1. VERIFY PLANT QUANTITIES PRIOR TO BIDDING AND INSTALLATION. QUANTITIES ARE LISTED FOR CONVENIENCE ONLY, THE ACTUAL NUMBER OF SYMBOLS INDICATED ON THE PLANTING PLANS SHALL HAVE PRIORITY OVER QUANTITIES LISTED WITHIN THE LANDSCAPE MATERIAL SCHEDULE. THE CONTRACTOR SHALL FURNISH ALL PLANT MATERIAL NECESSARY TO COMPLETE THE PLANTINGS AS SHOWN ON THE PLANS.
2. CLARIFICATION OF DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND THE SITE SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND/OR OWNER'S AUTHORIZED REPRESENTATIVE IMMEDIATELY.
3. THE LANDSCAPE ARCHITECT AND/OR OWNER'S AUTHORIZED REPRESENTATIVE IS TO APPROVE ANY PLANT MATERIAL SUBSTITUTIONS.
4. ALL PLANT MATERIAL MUST BE MAINTAINED IN HEALTH AND VIGOR, AND BE ALLOWED TO ATTAIN NATURAL SIZE AND SHAPE IN ACCORDANCE WITH ARIZONA NURSERY ASSOCIATION SPECIFICATIONS.
5. ALL PLANT MATERIAL MAY BE INSPECTED PRIOR TO ACCEPTANCE. THE LANDSCAPE ARCHITECT AND/OR OWNER'S AUTHORIZED REPRESENTATIVE RESERVES THE RIGHT TO REFUSE ANY PLANT MATERIAL DEEMED UNACCEPTABLE, EVEN AFTER DELIVERY TO SITE.
6. PLANT TREES AND SHRUBS PLUMB AND FACED TO GIVE THE BEST APPEARANCE OR RELATIONSHIP TO ADJACENT PLANTS, STRUCTURES, AND VIEWS. IF ANY SOIL NUTRIENT DEFICIENCIES EXIST, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO AMEND THE SOIL.
7. PLANTING METHODS, SOIL AMENDMENT QUANTITIES (IF ANY), AND PREPARATION METHODS SHALL BE INSTALLED ACCORDING TO THE PLANTING SPECIFICATIONS AND DETAILS.
8. ALL PLANTING AREAS SHALL RECEIVE WEED CONTROL/PRE-EMERGENT PER THE GUIDELINES SET FORTH WITHIN THE SPECIFICATIONS AND DETAILS. REAPPLY AS NECESSARY TO COMPLETELY KILL NOXIOUS MATERIAL. REMOVE ALL DEAD AND/OR DYING DEBRIS PRIOR TO FINAL ACCEPTANCE.
9. ALL TREES LOCATED WITHIN SIGHT DISTANCE AREAS MUST BE TRIMMED TO 6'-0" CLEARANCE ABOVE FINISHED GRADE.
10. UNLESS OTHERWISE NOTED ON PLANS, ROCK/BARK MULCH SHALL EXTEND UNDER ALL PLANTINGS AND BE RAKED UNIFORMLY ALONG CONCRETE FLATWORK, CURBS AND ETC.
11. THE FINISH GRADE OF LANDSCAPE AREAS RECEIVING ROCK/BARK MULCH MUST BE GRADED 2-1/2" BELOW CONCRETE OR OTHER ADJACENT PAVED SURFACES PRIOR TO INSTALLATION OF THE MULCH. FINISH GRADE OF LANDSCAPE AREAS RECEIVING TURF MUST BE GRADED 1-1/2" BELOW CONCRETE OR OTHER PAVED SURFACES PRIOR TO INSTALLATION OF TURF.
12. BOULDERS, IF USED, TO BE SURFACE SELECT GRANITE WITH A MINIMUM OF SHARP EDGES AND/OR CRACKING. ANY EXPOSED SURFACE SCARRING THAT MAY HAVE OCCURRED DURING TRANSPORTING OR CONSTRUCTION IS TO BE EONITED WITH NO ADDITIONAL COST TO THE OWNER.
13. STAKE ALL NURSERY GROWN TREE STOCK A MINIMUM OF 12" OUT FROM EDGE OF PLANTING WELL. THE EDGE OF ALL TREE PLANTING WELLS SHALL BE A MINIMUM OF 2 FEET AWAY FROM ALL CURB AND SIDEWALKS AND A MINIMUM OF 12 FEET AWAY FROM ALL BUILDING FOUNDATIONS. THE EDGE OF ALL SHRUB PLANTING WELLS SHALL BE A MINIMUM OF 18" AWAY FROM ALL CURB AND SIDEWALKS AND A MINIMUM OF 3 FEET AWAY FROM ALL BUILDING FOUNDATIONS.
14. LANDSCAPE CONTRACTOR SHALL CONTACT THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO EACH APPLICATION OF PRE-EMERGENT FOR VERIFICATION. CONTRACTOR SHALL PROVIDE OWNER WITH PROOF OF PRE-EMERGENT APPLICATION NO MORE THAN 7 DAYS AFTER EACH APPLICATION WITHOUT EXCEPTION.
15. ALL TREES WITHIN TURF AREAS SHALL BE INSTALLED WITH TEMPORARY PVC ARBOR GUARDS.
16. ALL TURF AREAS SHALL BE GRADED SMOOTH AND APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLING SOD OR SEED. ALL AREAS TO RECEIVE TURF SHALL BE COMPLETELY FREE OF ANY RUTS, TRENCH SETTLING, OR ANY MATERIAL OVER 1/2" IN DIAMETER PRIOR TO SOD OR SEED INSTALLATION.
17. LANDSCAPE CONTRACTOR IS REQUIRED TO OBTAIN ANY REQUIRED PERMITS FOR ALL ON-SITE AND OFF-SITE IMPROVEMENTS OUTLINED WITHIN THIS SET OF PLANS AND/OR ANY OTHER ADDITIONAL WORK THEY MAY PERFORM IN THE INTEREST OF THIS PROJECT.
18. ROCK/BARK MULCH SHALL BE AS SPECIFIED IN THE LANDSCAPE MATERIAL SCHEDULE. ALL PLANTING AREAS, UNLESS OTHERWISE NOTED ON THE PLANS, SHALL RECEIVE A UNIFORM APPLICATION OF THE SPECIFIED MATERIAL. CONTRACTOR SHALL SUBMIT A SAMPLE TO THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO SCHEDULING MASS DELIVERY. OWNER MAY REQUEST THAT AN INITIAL LOAD OF MATERIAL BE DELIVERED TO THE SITE AND BE SPREAD BY THE LANDSCAPE CONTRACTOR FOR THE OWNER'S APPROVAL PRIOR TO MATERIAL APPLICATION ON THE REMAINDER OF THE SITE.
19. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO COORDINATE WITH THE OWNER THE FINAL LAYOUT OF ALL HARDSCAPE ITEMS FOR THIS PROJECT. OWNER MAY REQUEST ALL HARDSCAPE ITEMS (HEADERS, SIDEWALKS, FLATWORK, ETC.) BE STAKED AND/OR CHALKED OUT FOR THEIR APPROVAL PRIOR TO INITIAL POUR.
20. LANDSCAPE CONTRACTOR SHALL PRUNE ALL TREES AFTER INSTALLATION SO THAT NO BRANCH IS TOUCHING FINAL GRADE AND TRIM CANOPIES/BRANCHING TO A CLEAN AND NEAT APPEARANCE. ALL DEAD AND/OR DYING MATERIAL SHALL BE PRUNED FROM THE TREE PRIOR TO FINAL ACCEPTANCE.
21. WATER TEST ALL TREE PLANTING WELLS PRIOR TO PLANTING. IF TREE WELLS DO NOT PROPERLY DRAIN, REFER TO THE HARDPAN PLANTING DETAIL FOR ADDITIONAL INFORMATION.
22. REFER TO GENERAL CONSTRUCTION NOTES ON THE COVER SHEET FOR ADDITIONAL INFORMATION THAT RELATES TO THE SCOPE OF WORK IN THIS SECTION. ALSO REFER TO ANY WRITTEN SPECIFICATION, SHOULD THEY ACCOMPANY THESE DRAWINGS, FOR ADDITIONAL REQUIREMENTS NOT COVERED WITHIN THESE PLANS.

Sandy Soils: (Mainly Westside Areas) Seed rate is given in pounds of pure live seed (PLS) per acre. Mix shall include at least four of the wildflower species listed below at a total application rate of at least 2.0# PLS/AC.

SEED MIX FOR SANDY SOILS	#PLS/AC	NOTES
Hilaria jamesii 'Viva' Galleta	7.0	
Oryzopsis hymenoides 'Paloma' Indian Rice Grass	5.0	
Bouteloua gracilis 'Hachita' Blue Grama	2.0	
Bouteloua curtipendula 'Vaughn' Sideoats Grama	1.0	
Agropyron smithii 'Arriba' Western Wheat	1.0	
Sporobolus cryptandrus Sand Dropseed	1.0	
Sporobolus airoides 'Salado' Alkali Sacaton	1.0	
Artemisia frigida Fringed sagebush	.25	Low Shrub
Sphaeralcea ambigua Desert Globemallow	.25	Perennial wildflower
Sphaeralcea parvifolia Nelson Globemallow	.25	Perennial wildflower
Helianthus annuus	.5	Annual wildflower
Oenothera pallida White Evening Primrose	.25	Perennial wildflower
Baileya multiradiata Desert Marigold	.25	Biennial wildflower
Abronia fragrans or Abronia villosa Sand Verbena	.25	Perennial wildflower
Dalea purpurea var purpurea Purple Prairie Clover	.25	Perennial wildflower
Machaeranthera canescens Hoary transeyaster	.25	Perennial wildflower
Berlandiera lyrata Chocolate Flower	.25	Perennial wildflower
Ratibida columnifera forma pulcherrima Mexican Hat	.25	Perennial wildflower

PLANT SCHEDULE - PHASE 1 & 2

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE (INSTALL)	H X W	WATER	COVERAGE
EXISTING TREES						
	8	Existing Tree Remain in Place	Existing			
DECIDUOUS TREES						
	44	Chilopsis linearis Desert Willow	2" + Cal	20` x 20`	Low	(20`) - 350
	23	Prunus cerasifera Purple-leaf Plum	2" + Cal	20` x 20`	Low	(20`) - 350
	34	Pyrus calleryana 'Bradford' Bradford Callery Pear	2" + Cal	30` x 20`	Low	(20`) - 350
	70	Quercus gambelii Gambel Oak	2" + Cal	20` x 25`	Low	(25`) - 500
	27	Syringa reticulata Japanese Tree Lilac	2" + Cal	20` x 15`	Low	(15`) - 200
EVERGREEN TREES						
	20	Juniperus monosperma Oneseed Juniper	2" + Cal	12` x 12`	Low	(12`) - 125
	89	Pinus aristata Bristlecone Pine	2" + Cal	20` x 15`	Low	(15`) - 200
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SIZE MATURE (HXW)	WATER	COVERAGE
DECIDUOUS SHRUBS						
	116	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	5 gal	2` x 2.5`	Low-Medium	(2.5`) - 5
	193	Genista tinctoria Dyer's Broom	5 gal	3` x 3`	Low	(3`) - 9
	123	Syringa meyeri 'Palibin' Dwarf Korean Lilac	5 gal	4` x 6`	Low-Medium	(6`) - 30
DESERT ACCENTS						
	119	Agave neomexicana New Mexico Agave	5 gal	1.5` x 2.5`	Low	(2.5`) - 5
	21	Agave utahensis Utah Agave	5 gal	2` x 3`	Low	(3`) - 9
	47	Hesperaloe parviflora Texas Red Yucca	5 gal	3` x 3`	Low-Medium	(3`) - 9
EVERGREEN SHRUBS						
	136	Buxus microphylla japonica 'Winter Gem' Winter Gem Japanese Boxwood	5 gal	4` x 4`	Low-Medium	(4`) - 15
	377	Juniperus horizontalis 'Blue Chip' Blue Chip Creeping Juniper	5 gal	1` x 6`	Low-Medium	(6`) - 30
	369	Juniperus sabina 'Buffalo' Buffalo Juniper (female only)	5 gal	1` x 8`	Low-Medium	(8`) - 50
FLOWERING PLANTS						
	100	Caryopteris x clandonensis 'Blue Mist' Blue Mist Bluebeard	5 gal	3` x 3`	Low-Medium	(3`) - 9
	108	Hibiscus syriacus Rose of Sharon	5 gal	10` x 8`	Low-Medium	(8`) - 50
	251	Salvia greggii Autumn Sage	1 gal	2` x 2.5`	Low	(2.5`) - 5
	272	Salvia x 'Ultra Violet' Ultra Violet Sage	1 gal	1.5` x 2.5`	Low	(2.5`) - 5
GRASSES						
	245	Nassella tenuissima Mexican Feather Grass	1 gal	2` x 2`	Low	(2`) - 3
	346	Schizachyrium scoparium Little Bluestem	1 gal	2` x 2`	Low	(2`) - 3
MISCELLANEOUS						
	13,839 sf	Cobble Mulch Blend Santa Fe Brown: 4" to 6" Angular	SF			
	132,975 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF			
	3,051 sf	Native Seed Mix	SF			
	3,522 sf	Parkblend Sod Pop-Up Irrigation	SF			
	229 sf	Stabilized DG Path 1/4" Minus Stabilized DG	SF			

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REGISTRATION:

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

JOHN B. COLEMAN 539
12/4/23

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

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Scottsdale, AZ 85260
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PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

1-800-321-2537
(1-800-321-ALERT)
Know what's below. Call before you dig.

PLANTING NOTES

L-0.01 SHEET 02 OF 25

IRRIGATION NOTES

1. IRRIGATION CONTRACTOR GUARANTEES 100% COVERAGE IN LANDSCAPE AREAS.

2. IRRIGATION EQUIPMENT TO BE LOCATED IN LANDSCAPE AREAS WITHIN PROPERTY BOUNDARIES OF THE PROJECT - LINES AND EQUIPMENT ARE SCHEMATIC AND ARE SOMETIMES SHOWN IN ROADWAYS, SIDEWALKS, OR OUTSIDE PROPERTY LINES. THIS IS DONE FOR CLARITY PURPOSES ONLY.

3. THE DRAWINGS ARE DIAGRAMMATIC. THEREFORE, THE FOLLOWING SHOULD BE NOTED:

   A. IRRIGATION COMPONENTS MAY BE SHOWN OUTSIDE PLANTING AREAS FOR GRAPHIC CLARITY ONLY. AVOID CONFLICTS BETWEEN THE IRRIGATION SYSTEM, UTILITIES, PLANTING MATERIALS AND ARCHITECTURAL FEATURES. INSTALL IRRIGATION PIPE AND WIRING IN LANDSCAPED AREAS WHENEVER POSSIBLE.
   B. USE ONLY STANDARD TEES AND ELBOW FITTINGS. USE OF CROSS TYPE FITTINGS IS NOT PERMITTED.

4. IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A STATIC WATER PRESSURE OF 60 PSI. THE IRRIGATION SYSTEM DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE OF 45 PSI AND A MAXIMUM FLOW DEMAND OF 24 GPM WITH A BOOSTER PUMP PROVIDING A BOOST PRESSURE OF 20 PSI FOR A TOTAL PRESSURE RATING OF 80 PSI. THE CONTRACTOR SHALL VERIFY WATER PRESSURES PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE LANDSCAPE ARCHITECT IMMEDIATELY.

5. MATERIAL USED SHALL BE INSTALLED AS DETAILED. IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS. OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT SHALL APPROVE ANY DEVIATION FROM DRAWINGS OR MATERIALS USED.

6. THE OWNER'S REPRESENTATIVE MAY, AT ANY TIME, TAKE AND ANALYZE SAMPLES OF MATERIALS AND EQUIPMENT FOR CONFORMITY TO SPECIFICATIONS. THE CONTRACTOR SHALL MAKE SUCH SAMPLES AVAILABLE UPON REQUEST. REJECTED MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND REPLACED AT THE CONTRACTOR'S EXPENSE.

7. INSTALL BACKFLOW PREVENTION UNIT(BPU)(S) PIPING BETWEEN THE POINT OF CONNECTION AND THE BPU PER LOCAL CODES. THE OWNER'S AUTHORIZED REPRESENTATIVE SHALL APPROVE THE FINAL LOCATION OF THE BPU. BACKFLOW PREVENTOR SHALL BE SCREENED FROM VIEW.

8. CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING MATERIALS AND LABOR TO PROVIDE SPECIFIED ELECTRICAL SERVICE TO CONTROLLER LOCATIONS. ELECTRICAL WORK TO BE PER MANUFACTURER'S SPECIFICATIONS AND PER LOCAL CODE.

9. 24 VOLT WIRE SHALL BE 600V, UF, UL APPROVED, #14 GAUGE, SINGLE STRAND, PLASTIC INSULATED, COPPER WIRE. COMMON WIRE IS TO BE WHITE, CONTROL WIRE IS TO BE RED (USE NO BLACK WIRE). TAPE AND BUNDLE WIRE EVERY TEN (10) FEET. DURING INSTALLATION WIRES SHALL HAVE A 24" LOOP TIED AT ALL DIRECTION CHANGES GREATER THAN 30 DEGREES & BE UNTIED PRIOR TO TRENCH FILL IN. LAY BESIDE MAINLINE. SPLICE IN VALVE BOXES ONLY, USING MANUFACTURED EPOXY OR RESIN FILLED WIRE CONNECTORS. PROVIDE 34" SLACK AT EACH ELBOW IN MAIN LINE AND AT EACH REMOTE CONTROL VALVE. IF SYSTEM IS NOT A TWO-WIRE CONTROL SYSTEM, PULL ONE ADDITIONAL SPARE WIRE TO THE MOST DISTANT VALVE LOCATION FOR POTENTIAL FUTURE USE. COLOR OF EXTRA WIRE SHALL BE YELLOW. IF IRRIGATION SPECIFICATIONS DIFFER FROM THIS PARAGRAPH, FOLLOW THE IRRIGATION SPECIFICATIONS.

10. LEVEL OF PEA GRAVEL IN IRRIGATION BOXES SHALL BE A MINIMUM OF 4" BELOW THE BOTTOM OF THE VALVE SO THAT THE VALVE IS COMPLETELY VISIBLE. PEA GRAVEL IN VALVE BOX TO BE CLEANED FROM TOP OF VALVE SO THAT VALVE IS COMPLETELY VISIBLE. LIP OF VALVE BOX IS ALSO TO BE FREE OF DEBRIS. REFERENCE IRRIGATION DETAILS.

11. LOCATE PRESSURE REGULATOR AND 'Y' STRAINER IN A VALVE BOX AS REQUIRED. REMOTE CONTROL VALVE TO BE LOCATED IN A SEPARATE (ADJACENT) VALVE BOX, OR A JUMBO VALVE BOX MAY BE USED IN LIEU OF TWO SEPARATE BOXES.

12. DRIP SYSTEMS TO BE FLUSHED THROUGH FLUSH CAPS. FLUSH CAPS TO BE LOCATED IN 6" ROUND ECONOMY BOXES AND PLACED AT THE END OF LATERALS RUNS.

13. THE CONTRACTOR SHALL PROVIDE CHECK VALVES AND AIR VACUUM RELIEF VALVES AS REQUIRED, OR AT THE DISCRETION OF THE LANDSCAPE ARCHITECT, TO EACH CIRCUIT THROUGHOUT THE IRRIGATION SYSTEM LOCATED WITHIN SLOPED AREAS TO PREVENT LOW IRRIGATION HEAD DRAINAGE.

14. PIPE SIZES SHALL CONFORM TO THE PIPE SIZING SCHEDULE ON DETAIL SHEET. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED BY THE LANDSCAPE ARCHITECT.

15. PIPE SHALL BE BEDDED ON ALL SIDES WITH FOUR INCHES OF ROCK FREE (3/8" MINUS) MATERIAL. IMPORT SAND IF NECESSARY. BACKFILL IN TWO OR MORE COMPACTED LIFTS. SETTLING OF TRENCHES BY MORE THAN AN INCH SHALL BE BROUGHT TO FINISH GRADE AT THE CONTRACTOR'S EXPENSE.

16. IRRIGATION LINES ON SLOPES OR WITHIN RETENTION BASINS SHALL BE RUN PARALLEL WITH GRADE AND ARE TO MAINTAIN THE HIGHEST ELEVATIONS POSSIBLE.

17. MULTI-OUTLET EMITTERS SHALL SERVICE ALL TREES AND SHRUBS <5' O.C. AND SINGLE POINT-SOURCE EMITTERS SHALL SERVICE ALL SHRUBS AND/OR GROUNDCOVERS >5' O.C.

18. PLANTS THAT REQUIRE MORE THAN ONE DRIP EMITTER SHALL HAVE EMITTERS DISTRIBUTED EVENLY AROUND PERIMETER OF PLANTING WELL. EMISSION POINTS AT ROOTBALLS SHALL BE LOCATED ON THE UPHILL SIDE, MIDWAY BETWEEN THE CENTER OF THE PLANT AND THE EDGE OF THE ROOTBALL.

19. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR LANDSCAPE SLEEVING REQUIRED TO COMPLETE THE PROJECT, WHETHER SHOWN OR NOT. COORDINATE INSTALLATION WITH THE GENERAL CONTRACTOR. VERIFY ANY EXISTING SLEEVES INSTALLED BY OTHER CONTRACTORS.

20. IRRIGATION AND ELECTRICAL SLEEVES TO BE SCHEDULE 40 PVC AND ALL SLEEVES SHALL CONFORM TO THE IRRIGATION SCHEDULE. ALL SLEEVING INSTALLED UNDER NEW STREETS SHALL BE DONE WITH SCHEDULE 80 PVC SLEEVING CONDUIT. INSTALL ONE 2" SLEEVE AT ALL MAINLINE SLEEVE LOCATIONS FOR ELECTRICAL WIRE. SLEEVES SHALL BE TWICE THE DIAMETER OF THE PIPE BEING SLEEVED AND EXTEND AT LEAST 24" BEYOND CONCRETE OR ANY OTHER STRUCTURES. MARK SLEEVE ENDS AT GRADE UPON INSTALLATION FOR VERIFICATION OF LOCATION AND DEPTH. ALLOW AT LEAST 4" - 6" FROM END OF SLEEVES TO FIRST FITTING ON IRRIGATION LINE. SLEEVES TO BE 24" BELOW GRADE AND/OR PER OWNER'S SPECIFICATIONS. SLEEVES UNDER PARKING LOTS, STREETS, STAGING AREAS, AND PATIOS TO BE INSTALLED BY PAVING CONTRACTOR PRIOR TO PAVING. SEE IRRIGATION SPECIFICATIONS FOR PIPE AND FITTING MATERIAL TYPE.

21. NOTIFY THE OWNER'S REPRESENTATIVE 48 HOURS PRIOR TO THE FOLLOWING REQUIRED STAGES OF OBSERVATION FOR:
   MAINLINE: INSTALLATION, DEPTH, VALVES, WIRE, LINE PRESSURE TEST
   EMITTER LATERALS: INSTALLATION, DEPTH, VALVES, EMITTERS, OUTLET TUBING, AT LINE PRESSURE
   CONTROLLER: INSTALLATION, FUNCTIONING

22. PRIOR TO OWNER'S APPROVAL, AN IRRIGATION "TUNE UP" MUST BE PERFORMED AS FOLLOWS:
   A. IRRIGATION EQUIPMENT (INCLUDING PIPELINES AND SLEEVES) TO BE DOCUMENTED FROM TWO STATIONARY POINTS.
   B. DRIP SYSTEMS TO BE FLUSHED BEGINNING WITH "Y" STRAINER, WORKING AWAY FROM THE PRESSURE REGULATOR.

IRRIGATION NOTES - CONTINUED

   C. IRRIGATION SPRINKLER HEADS TO BE FLUSHED OF DEBRIS AND FLOW CONTROLS ADJUSTED TO ACHIEVE MAXIMUM COVERAGE FOR TURF AREAS. AVOID OVER SPRAY ON STREETS, CURBS, SIDEWALKS, WALLS, AND STRUCTURES.
   D. IRRIGATION HEADS SHALL BE ADJUSTED TO PROPER HEIGHT.
   E. IRRIGATION VALVES TO BE LABELED ON A SHEET OF PAPER WITH STATIONS CORRESPONDING TO ETCHED LABELS ON TOP OF VALVE BOXES. THIS SHEET TO BE PLACED IN A PLASTIC POUCH AND ATTACHED TO INSIDE OF CONTROLLER.

23. SET BACK SPRAY AND STREAM TYPE IRRIGATION HEADS FROM BACKS OF CURBS OR SIDEWALKS AS PER IRRIGATION DETAILS TO REDUCE OVER SPRAY OR PROVIDE DESIGN ALTERNATIVES TO ACHIEVE SIMILAR RESULTS TO BE APPROVED BY LANDSCAPE ARCHITECT.

24. LOCATE VALVE BOXES IN PLANTING AREAS SO THAT THEY ARE SCREENED FROM VIEW. IRRIGATION BOXES SHALL BE TAN. NO VALVE BOXES TO BE INSTALLED IN TURF.

25. MAINLINES AND IRRIGATION EQUIPMENT SHALL BE PLACED OUTSIDE THE RIGHT-OF-WAY AND PUBLIC UTILITY EASEMENTS.

26. PRIOR TO PLACING ANY IRRIGATION SYSTEMS IN SERVICE, AN ARIZONA CERTIFIED BACKFLOW DEVICE TESTER SHALL TEST THE BACKFLOW PREVENTION DEVICE AND GIVE A COPY OF THE PASSED TEST RESULTS TO THE CITY INSPECTOR OR MAIL IT TO THE CITY DEPARTMENT OF PUBLIC WORKS INSPECTION SECTION.

27. AFTER INITIAL TESTING EACH BACKFLOW DEVICES SHALL BE TESTED AND PASSED ANNUALLY IN ACCORDANCE WITH LOCAL UTILITY REQUIREMENTS.

28. BACKFLOW PREVENTION DEVICES SHALL BE PLACED A MINIMUM OF TWO (2') FEET FROM THE WATER METER / POINT OF CONNECTION AND BE THE SAME SIZE AS THE METER / POINT OF CONNECTION SERVICE LINE.

29. BACKFLOW PREVENTION DEVICES SHALL HAVE A MINIMUM 24"X36"X4" CLASS B CONCRETE SLAB WITH PIPE SLEEVES. IF A SECURITY CAGE IS INSTALLED CONCRETE SHALL BE SIX (6") INCHES LARGER ON ALL SIDES THAN THE SECURITY CAGE.

30. PIPE CROSSINGS IN THE RIGHT-OF-WAY SHALL BE MARKED ON EACH SIDE OF THE CURB WITH A NON-DESTRUCTIBLE MARKING.

31. INSTALL GATE VALVES FOR FULL FLOW.

IRRIGATION KEY NOTES:

- IRRIGATION CONTRACTOR TO REVIEW ACTUAL SITE CONDITIONS PRIOR TO INSTALLING IRRIGATION OR ORDERING MATERIALS. SOME ADJUSTMENTS IN EQUIPMENT LOCATIONS MAY BE REQUIRED TO MATCH ACTUAL CURRENT CONDITIONS. REVIEW ANY CHANGES WITH OWNERS REPRESENTATIVE. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS..
- THE IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A STATIC WATER PRESSURE OF 60 PSI. AT THE POINTS OF CONNECTION. CONTRACTOR TO CHECK WATER PRESSURE PRIOR TO STARTING CONSTRUCTION AND NOTIFY OWNER'S REPRESENTATIVE IF NOT MIN. 60 PSI.
- ALL MAINLINE FITTINGS OVER 3" SHALL BE IRON GASKETED WITH JOINT RESTRAINT HARNESSES.
- REFER TO EMITTER SCHEDULE FOR TREE, SHRUB GPH. & NUMBER OF EMITTERS. USE MULT-PORT EMITTERS ON SHRUBS WHEN SPACING ALLOWS.
- EQUIPMENT SUBMITTAL FOR APPROVAL PRIOR TO ORDERING MATERIALS.
- IRRIGATION LAYOUT IS SCHEMATIC IN NATURE. ALL IRRIGATION EQUIPMENT LOCATIONS ARE SHOWN FOR GRAPHIC CLARITY ONLY. CONTRACTOR SHALL INSTALL ALL IRRIGATION EQUIPMENT IN LANDSCAPE AREAS ONLY. IF THERE IS A DISCREPANCY IN THE FIELD, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
- SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
- INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
- USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
- TREES IN TURF HAVE (1) MULTI-PORT EMITTER W/ SIX OUTLETS.
- INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
- INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
- INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
- PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (>3") UNDER ASPHALT PAVING.
- RUN 2 WIRE LOOPS FROM EACH CONTROLLER BACK TO BOOSTER PUMP, HYDROMETER/MASTER VALVE, AND FLOW SENSOR ON EACH MAIN AND SUB-MAIN LOOP AS REQUIRED PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR RESPONSIBLE FOR INSURING MASTER VALVES, FLOW SENSORS, CONTROLLERS, AND PUMP STATION ARE ALL CONNECTED AND OPERATIONAL PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER LOCATION PER MANUFACTURE'S SPECIFICATIONS. LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS.
- ALL IRRIGATION EQUIPMENT TO BE INSTALLED IN COMMON AREA LANDSCAPE PLANTER AREAS, NOT IN PRIVATE YARDS, REGARDLESS OF WHAT IS SHOWN ON PLANS. IRRIGATION PLANS ARE SCHEMATIC AND NATURE AND DUE TO SCALE, EQUIPMENT IS SOMETIMES SHOWN IN AREAS THAT ARE NOT COMMON AREA LANDSCAPE PLANTERS. NO VALVES TO BE INSTALLED IN TURF.

RAIN BIRD TWO-WIRE NOTES:

1. ALL VALVES ARE TO BE INSTALLED WITH RAINBIRD DECODERS, 1, 2, OR 4 STATION.

2. TWO-WIRE SHALL BE RAINBIRD MAXI-WIRE BASED ON MAXIMUM DISTANCE TO DECODER.
   - 14 AWG WIRE PATH: 34,900'
   - 12 AWG WIRE PATH: 55,000'

3. INSTALL RAINBIRD SURGE ARRESTORS. PROVIDE GROUNDING OF THE TWO-WIRE PATH EVERY 8 DECODERS OR 500' OF WIRE RUN, WHICHEVER IS SHORTER, USING LSP-1 LINE SURGE DECODERS. THE LAST DECODER ON A RUN SHALL BE GROUNDED WITH 8' GROUNDING ROD. REFER TO DETAILS AND RAINBIRD SPECIFICATIONS.
4. TO COMPLY WITH PROPER INSTALLATION SPECIFICATIONS, THE FOLLOWING COMPONENTS SHOULD BE GROUNDED:
   - ESP-LX DECODER CONTROLLER
   - ESPLXD-SM75 DECODER CONTROLLER MODULE (IF NEEDED)
   - LSP-1 LIGHTNING SURGE PROTECTOR
   - SD-210 SENSOR DECODER
   - FD-401 FIELD DECODER
   - FD-601 FIELD DECODER
   - NOTE: EACH INSTALLED GROUNDING SYSTEM SHALL MAINTAIN A MAXIMUM GROUND RESISTANCE OF 10 OHMS OR LESS.

5. RAINBIRD FD-SERIES AND LSP-1 DECODER WIRE SPLICES SHALL BE 3M DBR/Y SPLICE KITS FOR ALL WIRE CONNECTIONS.

6. FOR SECONDARY WIRE RUN, THE DISTANCE BETWEEN THE FIELD DECODER AND THE SOLENOID (VALVE) CAN NOT EXCEED 450' USING 14 GAUGE WIRE.

7. USE GREY FIELD DECODERS FOR ALL SOLENOIDS AND GREEN (SD-210) SENSOR DECODERS FOR FLOW AND WEATHER SENSORS.

IRRIGATION SCHEDULE OVERALL

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
18 ADJ 18FT	Rain Bird R-VAN18 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45
24 ADJ 24FT	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
0.5 1.0 2.0	Rain Bird Xeri-Bug Emitter Rain Bird XB-PC, Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Remote Control Valve Rain Bird PEB-IVM: Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
	Quick Coupler Rain Bird 44-LRC: 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.

	Isolation Gate Valve (Same Size as Pipe) Nibco T-113-K: Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
MV	Master Valve 2" Rain Bird PEB-IVM: 1in., 1-1/2in., 2in. Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
A	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
BF	Backflow Preventer 2" Febco 825Y: Reduced Pressure Backflow Preventer
A	Pedestal Mount Controller Rain Bird ESPLXIVM-LXMMSS-LXMMSSPED: 60 Station, 2-Wire Controller w/ Smart Valve Technology. (1) ESPLXIVM 60-Station, Indoor/Outdoor, Plastic Wall-Mount Enclosure. Installed in LXMMSS-LXMMSSPED Stainless Steel Cabinet w/ Pedestal. System Requirements: Rain Bird LXIVM Integrated Valve Modules & 2-Wire Devices. Use Paige Electric Cable P7072D & Rain Bird WC20 Dry Splices ONLY. Ground System w/ LXIVMSD Surge Device in Rain Bird Round Valve Boxes. Install Per Manufacturers Recommendations.
FS	Flow Sensor Creative Sensor Technology FSI-T10-001: 1in. PVC tee type flow sensor w/socket ends, custom mounting tee and ultra-lightweight impeller enhances low flow measurement. 2 wire digital output compatible w/all irrigation controllers. Flow range: .86 GPM - 52 GPM.
BP	Booster Pump Rain Bird CLP Series: Booster Pump Pressure Increase of 20 PSI. Maximum Flow Rate of 24 GPM.
M	Water Meter 2"
L	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
S	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
ML	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
- # — Valve Number
- # — Valve Flow
- #" — Valve Type
- # — Valve Size

VALVE TYPE:
T=TREE,
E=EVERGREEN TREE,
LS= LOW WATER SHRUB,
LMS=LOW-MEDIUM WATER SHRUB,
SP=SPRINKLER,

Bungalows at Cerrillos - Water Budget Calculations (Phase 1 & 2):

Year 1 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	Unit:	Weekly Demand in Gallons (ea)	Weekly Demand in Gallons (Total)	Monthly Demand in Gallons
Perennials	523	ea	1.25	653.75	2,615.00
Shrubs	1709	ea	2.50	4,272.50	17,090.00
Native Grasses	591	ea	1.25	738.75	2,955.00
Native Grass/Turf	3522	SF	0.50	1,761.00	7,044.00
Trees - Deciduous	198	ea	45.00	8,910.00	35,640.00
Trees - Evergreen	109	ea	30.00	3,270.00	13,080.00
Total Monthly Demand (Gallons):					78,424.00
Total Yearly Demand (Gallons):					627,392.00
Total Acre-Feet/Yr.:					1.93

Demand Assumptions / Eight (8) month irrigation period

Perennials: .5 gal / hr per perennial run 1/2 hour five times a week = 1.25 gal / week
Shrubs: 1 gal / hr per shrub run 1/2 hour five times a week = 2.5 gal / week
Native Grasses: .5 gal / hr per plant run 1/2 hour five times a week - 1.25 gal / week
Native Grass / Turf: .5 gal / SF per week
Trees - Deciduous: 15 gal / hour per tree run 1.5 hours twice a week = 45 gal per week
Trees - Evergreen: 15 gal / hour per tree run 1 hour twice a week = 30 gal per week

Year 3 Water Budget Calculations

Landscape Water Demand Calculations	Quantity	Unit:	Weekly Demand in Gallons (ea)	Weekly Demand in Gallons (Total)	Monthly Demand in Gallons
Perennials	471	ea	0.63	296.73	1,186.92
Shrubs	1709	ea	1.25	2,136.25	8,545.00
Native Grasses	591	ea	0.63	372.33	1,489.32
Native Grass/Turf	3522	SF	0.00	0.00	0.00
Trees - Deciduous	198	ea	35.00	6,930.00	27,720.00
Trees - Evergreen	109	ea	20.00	2,180.00	8,720.00
Total Monthly Demand (Gallons):					47,661.24
Total Yearly Demand (Gallons):					381,289.92
Total Acre-Feet/Yr.:					1.17

Demand Assumptions / Eight (8) month irrigation period

Perennials: .5 gal / hr per perennial run 25 minutes three times a week = .63 gal / week
Shrubs: 1 gal / hr per shrub run 25 minutes three times a week = 1.25 gal / week
Native Grasses: .5 gal / hr per plant run 25 minutes three times a week = .63 gal / week
Native Grass / Turf: 0 gal / SF per week
Trees - Deciduous: 15 gal / hour per tree run 70 minutes twice a week = 35 gal per week
Trees - Evergreen: 15 gal / hour per tree run 40 minutes twice a week = 20 gal per week

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REGISTRATION:

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

JOHN B. COLEMAN 639
12/4/23

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
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PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

IRRIGATION NOTES

L-0.02 SHEET 03 OF 25

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WALL NOTES

1. THESE NOTES ARE GENERAL AND MAY BE SUPERSEDED BY EITHER THE SPECIFICATIONS OR LOCAL TRADE PRACTICES.
2. FOOTINGS SHALL BEAR ON UNDISTURBED NATIVE SOIL OR COMPACTED FILL.
3. THE EXPOSED UPPERMOST SOIL TO RECEIVE FILL SHALL BE SCARIFIED 6" DEEP, MOISTURE CONDITIONED TO ±3% OF OPTIMUM DENSITY CURVE FOR EACH TYPE OF SOIL ENCOUNTERED AND COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER ASTM D-2922 OR D-3017.
4. FILL MATERIAL SHALL BE PREDOMINANTLY GRANULAR, NON-EXPANSIVE, CLEAN OF ALL ORGANIC OR DETRITUS SUBSTANCES, AND HAVE A PLASTICITY INDEX LESS THAN SEVEN (7). BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY IN HORIZONTAL 8" LIFTS.
5. EXCAVATIONS FOR FOUNDATIONS SHALL BE NEAT TO LINES OF FOOTINGS. ALL LOOSE MATERIAL SHALL BE REMOVED FROM SURFACE TO RECEIVE CONCRETE.
6. ALLOWABLE SOIL BEARING PRESSURES AT FOOTING ON COMPACTED SOIL: 1500 PSI.
7. CONCRETE MIX DESIGN FOR FOOTINGS SHALL BE MAG CLASS 'B' (2500 PSI), UNLESS OTHERWISE NOTED ON DRAWINGS.
8. NO PIPES OR DUCTS SHALL BE PLACED IN STRUCTURAL CONCRETE UNLESS SPECIFICALLY DETAILED.
9. CONCRETE FOOTINGS SHALL BE CONTINUOUS POUR TO GREATEST EXTENT PRACTICAL. STEP FOOTINGS IN EVEN BLOCK INCREMENTS.
10. WALL CONTRACTOR TO BE RESPONSIBLE FOR STRUCTURAL CALCULATIONS OF THE WALLS.
11. SUBMIT TEST REPORTS FOR CONCRETE MIX DESIGNS TO LANDSCAPE ARCHITECT FOR REVIEW.
12. WATERPROOF AND GROUT SOLID RETAINING WALLS TO HIGH GRADE, IF APPLICABLE.
13. ALL IRON/STEEL WORK TO BE OF HIGHEST QUALITY WITH WELDS GROUND SMOOTH. ALL IRON WORK, EXCEPT WHERE NOTED, TO BE PRIMED AND PAINTED. PAINT COLOR TO BE SELECTED BY OWNER AND/OR LANDSCAPE ARCHITECT.
14. VERIFY HEIGHTS AND SLOPES AND TURNDOWNS BEFORE POURING FOOTINGS.
15. NEW WALL FINISHES SHALL MATCH EXISTING SURFACES, UNLESS OTHERWISE NOTED ON DRAWINGS.
16. GROUT SOLID ALL CMU CELLS AND VOIDS BELOW GRADE AND/OR CONTAINING REBAR.

WALL LEGEND

- 6' HIGH THEME WALL AND COLUMN
- 6' HIGH C.M.U. BUILDER'S WALL W/ SPLIT FACE BAND
- 6' HIGH C.M.U. WALL
- 5' OR 6' HIGH METAL VIEW FENCE
- ENTRY GATE LOCATION
- ENTRY SIGNAGE LOCATION

NORTH

0 60 120 180 240 feet

1" = 60'

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REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

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MASTER WALL PLAN

L-1.00 SHEET 04 OF 25

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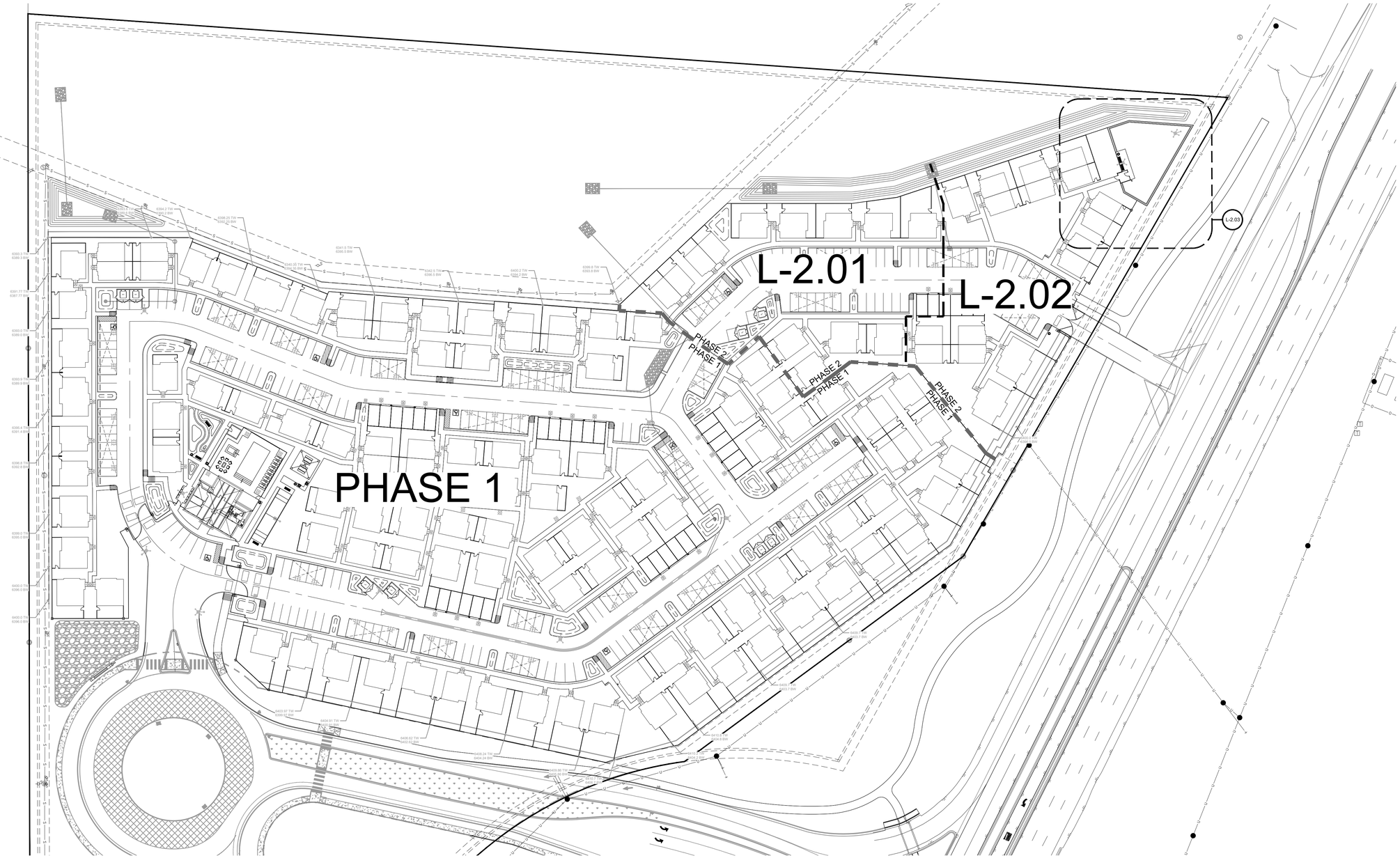

NORTH

1" = 50'

0 50 100 150 200 feet

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REGISTRATION:

JOHN B. COLEMAN
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HARDSCAPE REFERENCE PLAN

L-2.00 SHEET 05 OF 25

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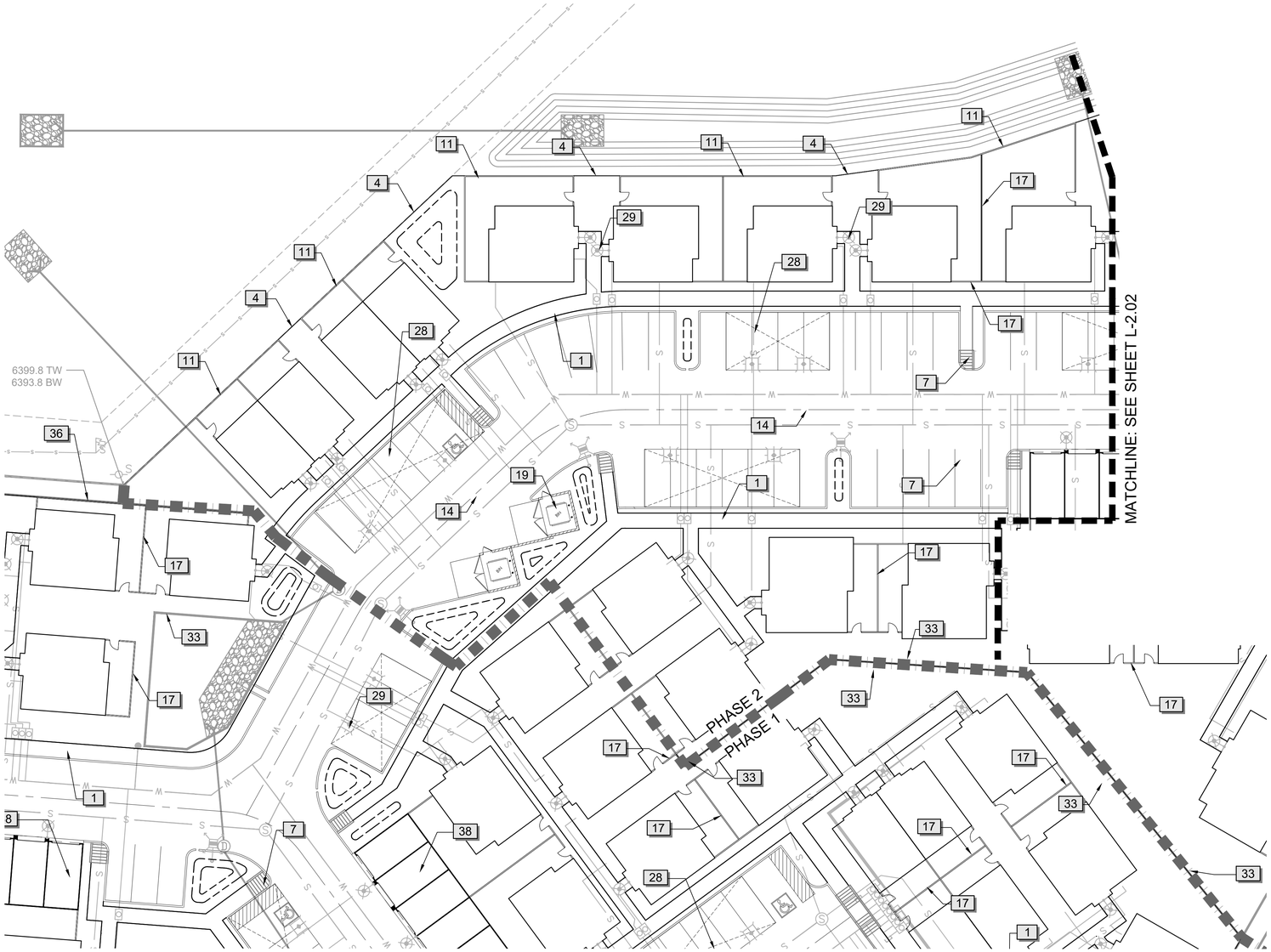

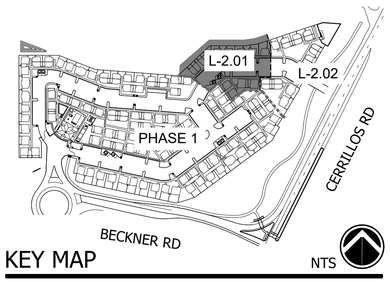

KEY MAP NTS

REFERENCE NOTES SCHEDULE	
SYMBOL	DESCRIPTION
1	CONCRETE SIDEWALK WITH MEDIUM BROOM FINISH
2	VEHICULAR GATE, SEE SHEET L-3.02, DETAIL 1
3	PEDESTRAIN GATE. SEE SHEET L-3.02, DETAIL 1
4	SIX-FOOT TALL METAL VIEW FENCE. SEE SHEET L-3.03, DETAIL 1
5	FIVE-FOOT TALL METAL VIEW FENCE. SEE SHEET L-3.01, DETAIL 7
6	CMU COLUMN. SEE SHEET L-3.01, DETAIL 1 & 8
7	ACCESSIBLE RAMP - SEE CIVIL ENGINEERING PLANS
8	FIRE HYDRANT - SEE CIVIL ENGINEERING PLANS
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10	LIFTMASTER ELITE SERIES GATE MOTOR - MODEL CSW24 DC GATE OPERATOR WITH BATTERY BACKUP
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15	COMMUNITY MAILBOXES - SEE SHEET L-3.02, DETAIL 6
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18	FIRE PIT. SEE SHEET L-3.02, DETAIL 2
19	TRASH ENCLOSURE. SEE SHEET L-3.03, DETAIL 3
20	CONCRETE HEADER. SEE SHEET L-3.04, DETAIL H3
21	WABASH VALLEY BENCH. SEE SHEET L-3.04, DETAIL H7
22	TRASH RECEPTACLE. SEE SHEET L-3.03, DETAIL 5
23	DOGI-POT WASTE STATION. SEE SHEET L-3.04, DETAIL H8
24	BIKE RACK. SEE SHEET L-3.04, DETAIL H9
25	RAMADA. SEE SHEET L-3.05
26	BARBECUE GRILL. SEE SHEET L-3.04, DETAIL H11
27	STABILIZED DECOMPOSED GRANITE - SEE SHEET L3.04, DETAIL H5
28	COVERED PARKING STRUCTURE - BY OTHERS
29	LIGHT POLE - SEE LIGHTING ENGINEERING PLANS
30	POOL - BY OTHERS
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36	SIX-FOOT TALL CMU BUILDER'S WALL WITH SPLIT FACE BAND (DECORATIVE WALL) ON TOP OF RETAINING WALL - SEE CIVIL ENGINEERING PLANS
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NORTH

0 20 40 60 80 feet

1" = 20'

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HARDSCAPE PLAN

L-2.01 SHEET 06 OF 25

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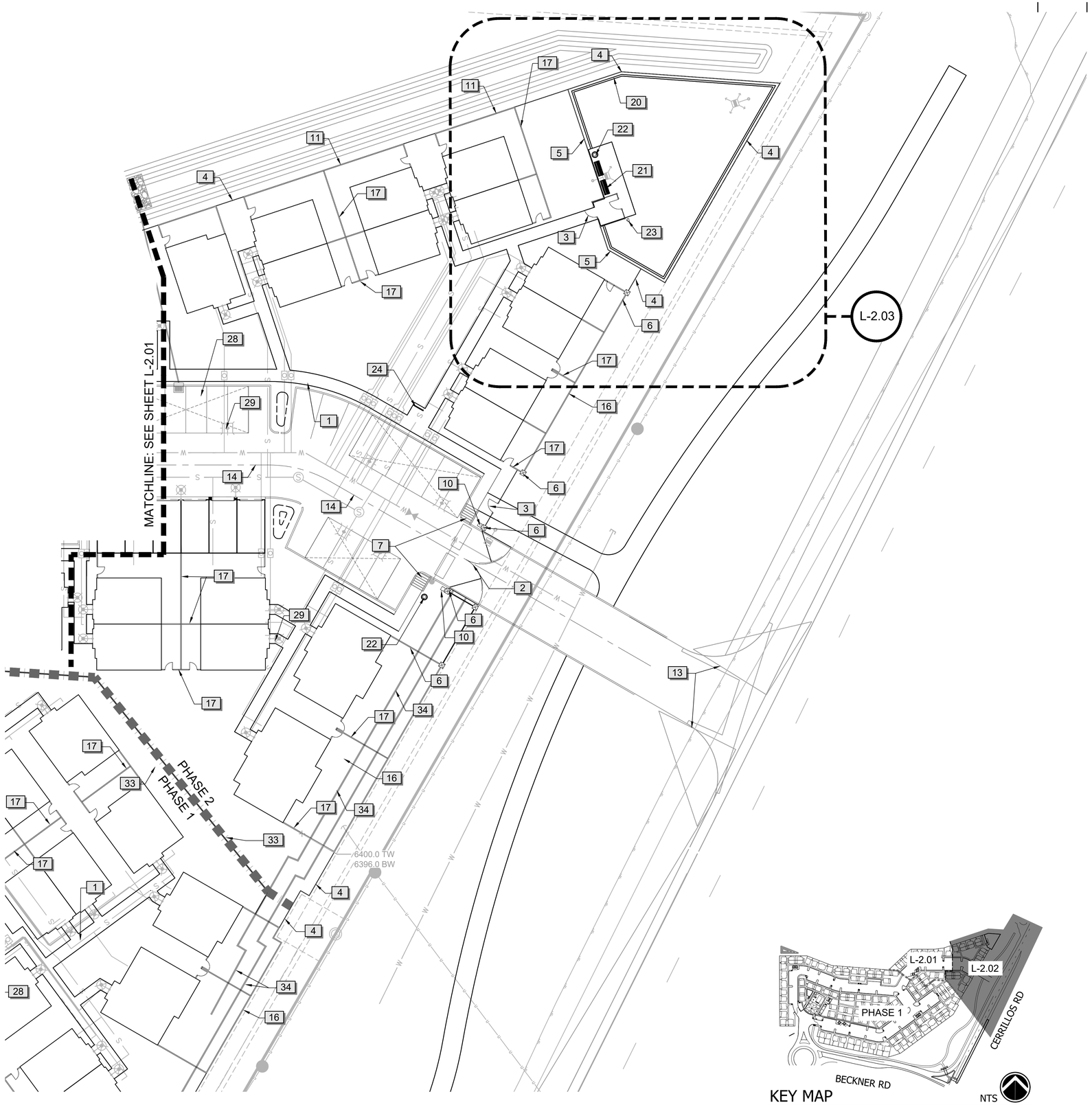

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PROJECT NO.: 23-010

PROJECT:

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SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
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CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

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HARDSCAPE PLAN

L-2.02 SHEET 07 OF 25

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1 Dog Park Enlargement
SCALE:1:10

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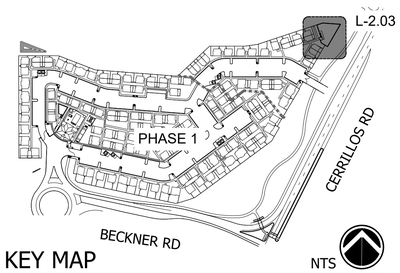

KEY MAP NTS

NORTH

0 10 20 30 40 feet
1" = 10'

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AMENITY ENLARGEMENTS

L-2.03 SHEET 08 OF 25

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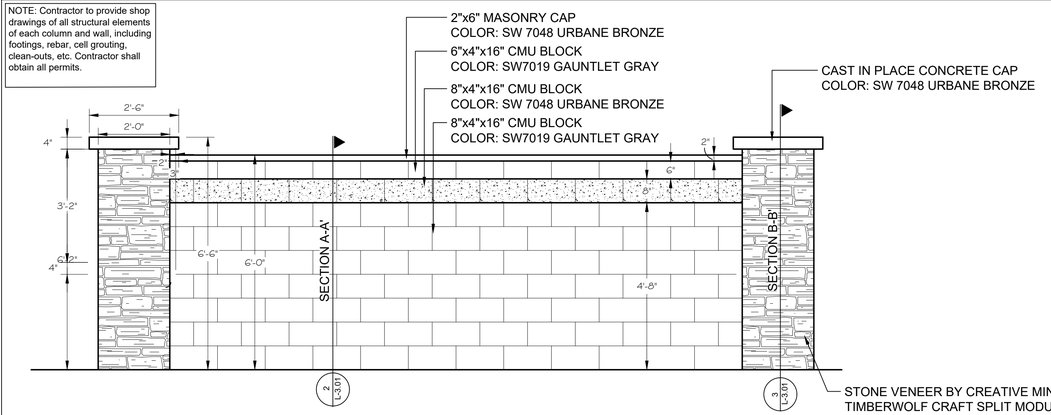

1 Theme Wall and Column Elevation

Scale: N.T.S.

Wall Details

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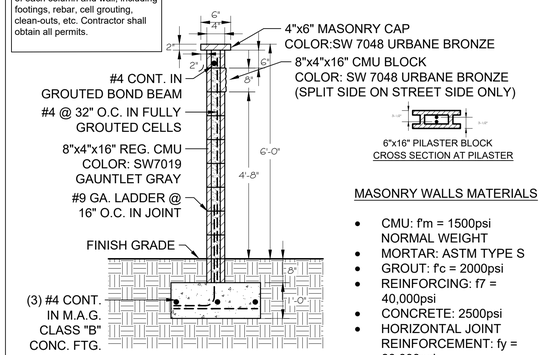

MASONRY WALLS MATERIALS

- CMU: f'm = 1500psi NORMAL WEIGHT
- MORTAR: ASTM TYPE S
- GROUT: f'c = 2000psi
- REINFORCING: f7 = 40,000psi
- CONCRETE: 2500psi
- HORIZONTAL JOINT REINFORCEMENT: fy = 80,000psi

NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

2 Section A-A'

Scale: N.T.S.

Wall Details

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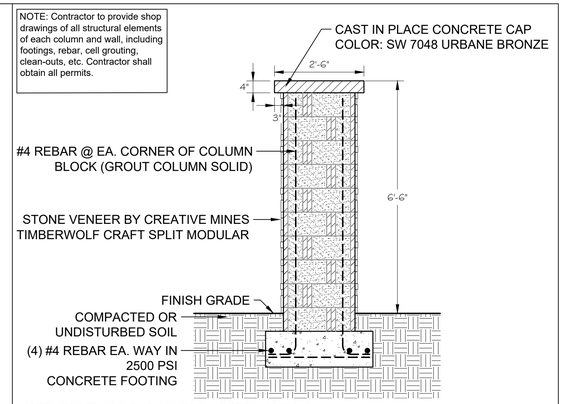

NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

3 Section B-B'

Scale: N.T.S.

Wall Details

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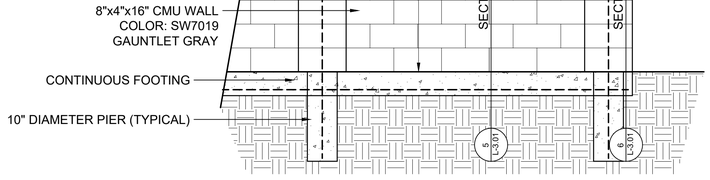


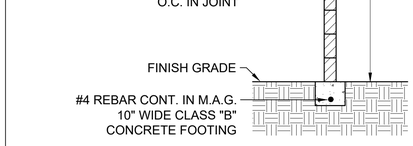
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

4 6' Tall - 4" CMU Builder's Wall

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



NOTE: INSTALL DRAIN BLOCKS @ FINISH GRADE AS REQUIRED TO DRAIN OUT OF REAR FENCED YARDS.

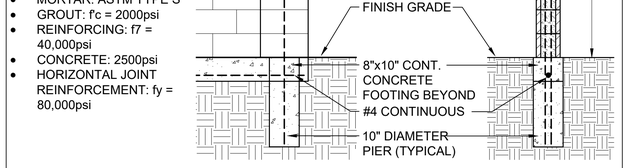
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

5 Section C-C'

Scale: NTS

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



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- CONCRETE: 2500psi
- HORIZONTAL JOINT REINFORCEMENT: fy = 80,000psi

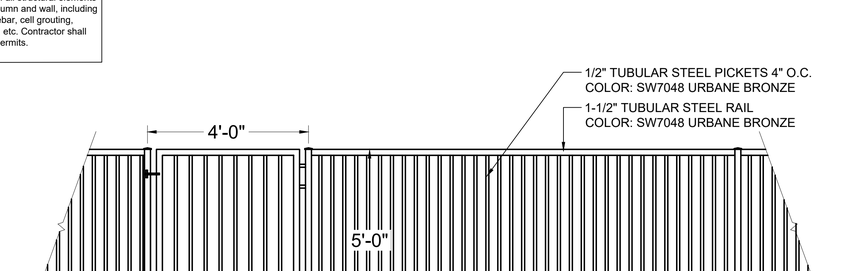
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

6 Section D-D'

Scale: N.T.S.

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



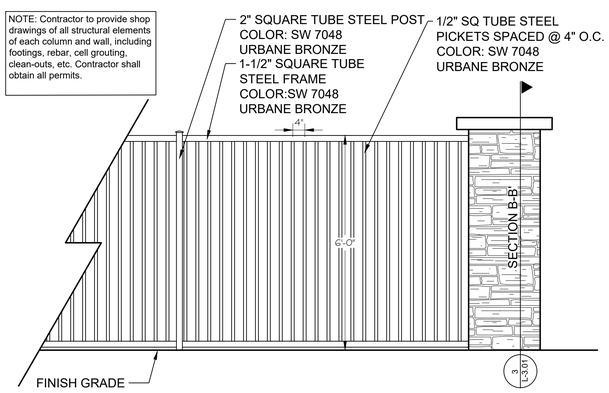
NOTE: FOOTINGS SHOWN FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS.

7 5' Metal View Fencing and Gate

Scale: NTS

Wall Details

NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.



NOTE: Contractor to provide shop drawings of all structural elements of each column and wall, including footings, rebar, cell grouting, clean-outs, etc. Contractor shall obtain all permits.

8 6' Tall View Fence and Column

Scale: N.T.S.

Wall Details

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HARDSCAPE DETAILS

L-3.01

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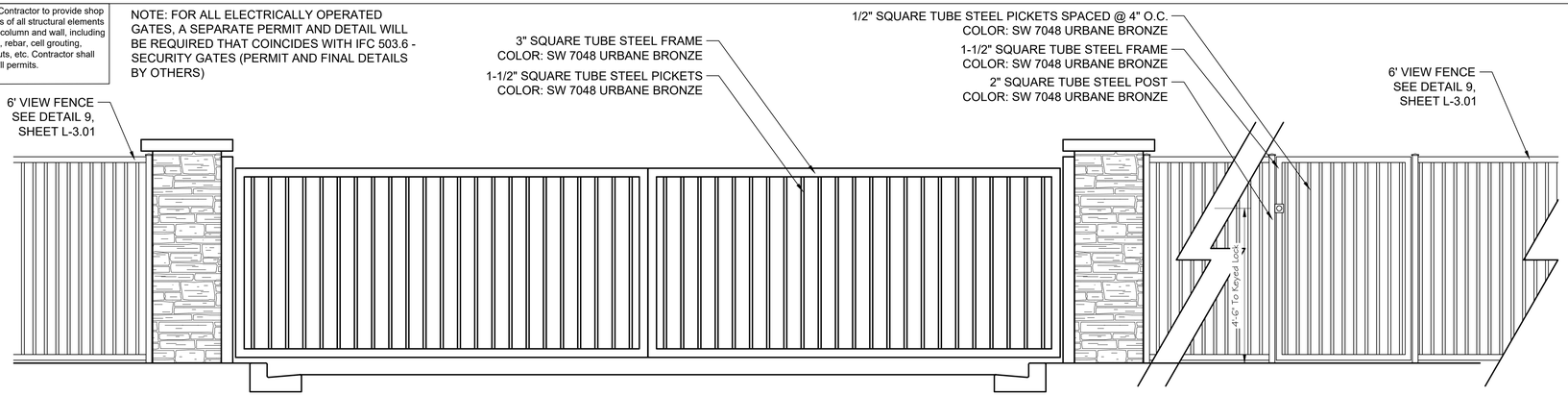
NOTE: FOR ALL ELECTRICALLY OPERATED GATES, A SEPARATE PERMIT AND DETAIL WILL BE REQUIRED THAT COINCIDES WITH IFC 503.6 - SECURITY GATES (PERMIT AND FINAL DETAILS BY OTHERS)



1 Entry and Pedestrian Gate Elevation — Scale: NTS — Wall Details

2 Not Used — Scale: N.T.S. — Wall Details

3 Not Used — Scale: N.T.S. — Wall Details

4 Not Used — Scale: N.T.S. — Wall Details

5 Not Used — Scale: N.T.S. — Wall Details

6 Not Used — Scale: N.T.S. — Wall Details

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Irrigation Consulting and Design
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PHOENIX, AZ 85020
602-432-5507
www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS
SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

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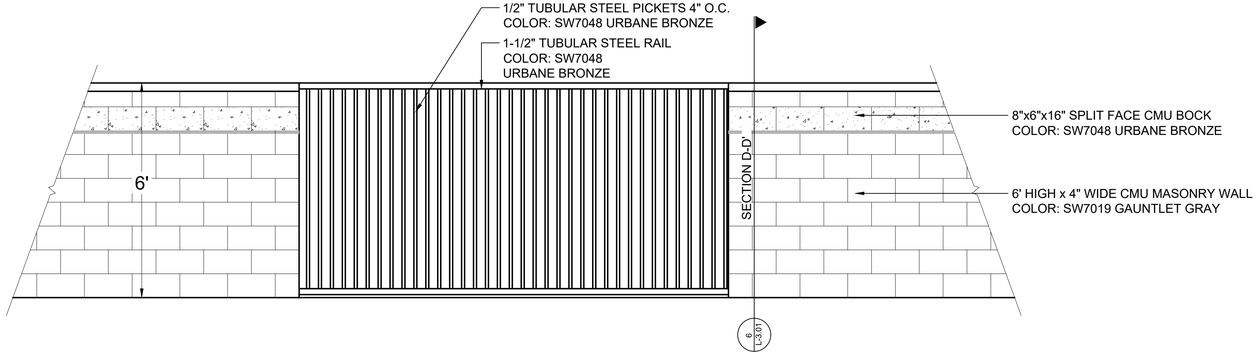
NO.	DATE	ITEM

CITY NUMBERS:

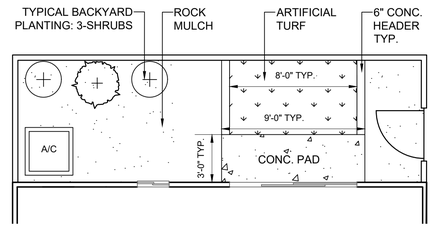
HARDSCAPE DETAILS

L-3.02 SHEET 10 OF 25



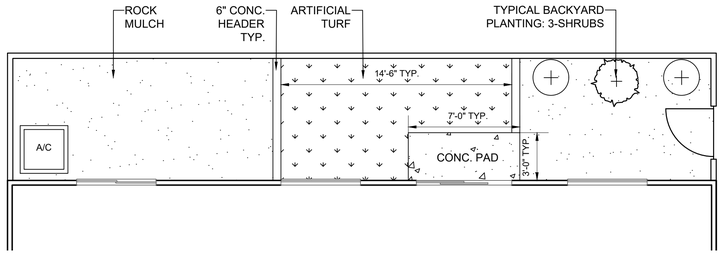
1 6' Tall Theme Wall and View Fence — Scale: N.T.S. — Hardscape Details

NOTE: CONTRACTOR TO ADJUST TYPICAL REAR YARD LAYOUT FOR NON-TYPICAL BACKYARD CONDITIONS AND REQUEST OWNER OR OWNER'S REP. APPROVAL PRIOR TO INSTALLATION.



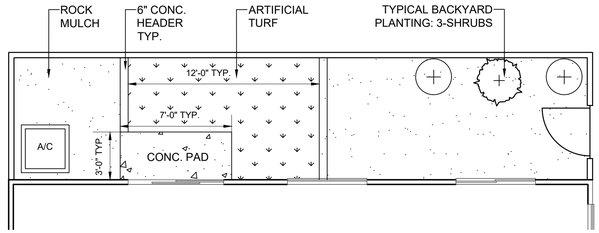
2 1 Bedroom Typical Back Yard Layout — Scale: N.T.S. — Hardscape Details

NOTE: CONTRACTOR TO ADJUST TYPICAL REAR YARD LAYOUT FOR NON-TYPICAL BACKYARD CONDITIONS AND REQUEST OWNER OR OWNER'S REP. APPROVAL PRIOR TO INSTALLATION.

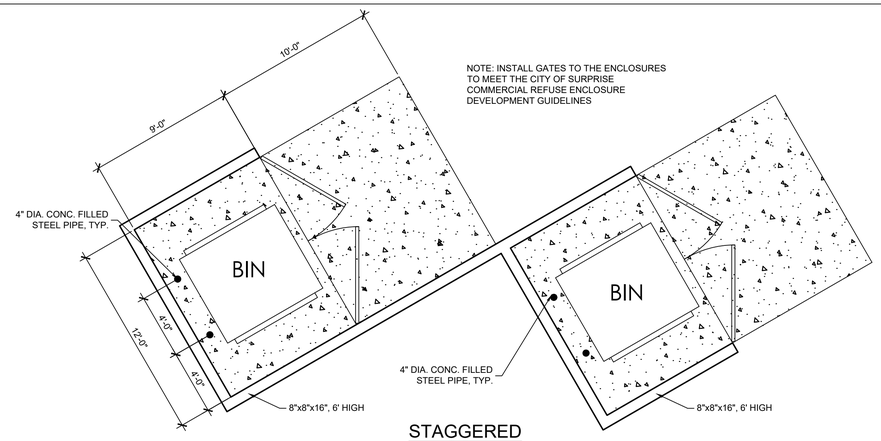


3 3 Bedroom Typical Back Yard Layout — Scale: N.T.S. — Hardscape Details

NOTE: CONTRACTOR TO ADJUST TYPICAL REAR YARD LAYOUT FOR NON-TYPICAL BACKYARD CONDITIONS AND REQUEST OWNER OR OWNER'S REP. APPROVAL PRIOR TO INSTALLATION.



4 2 Bedroom Typical Back Yard Layout — Scale: N.T.S. — Hardscape Details



5 Trash Enclosure — Scale: N.T.S. — Hardscape Details

6 Not Used — Scale: N.T.S. — Hardscape Details

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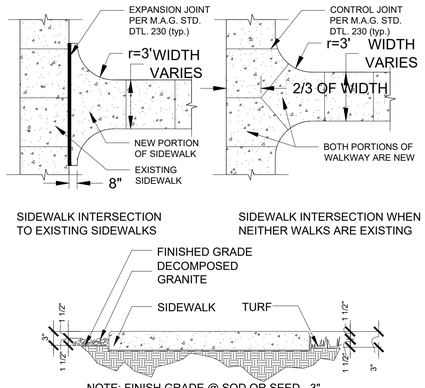
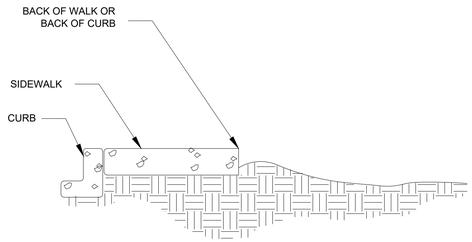
L-3.03 SHEET 11 OF 25



H1 Sidewalk Intersections & Grading at walks/headers

Scale: N.T.S.

Planting Details

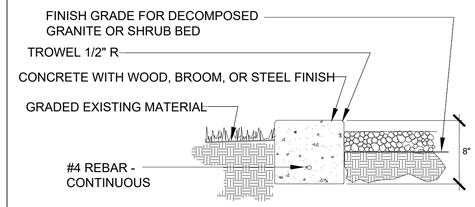


NOTE: FINISH GRADE TO BE 3" BELOW TOP OF WALK BEFORE INSTALLATION OF DECOMPOSED GRANITE 3" FOR SOD OR SEED).
TOP OF DG OR TURF TO BE 1 1/2" BELOW TOP OF CONCRETE WALK.

H2 Swale at walk or curb

Scale: N.T.S.

Planting Details

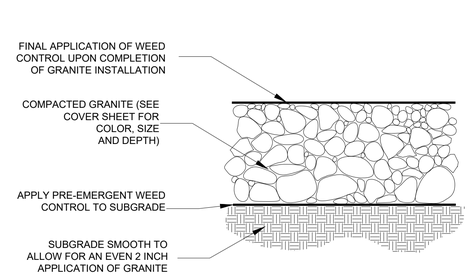


1. LANDSCAPE ARCHITECT TO APPROVE FORM WORK PRIOR TO PLACING CONCRETE.
2. HEADER SHOULD BE FLUSH WITH ADJOINING WALK OR CURB.
3. CONCRETE TO BE CLASS A (3000 PSI).
4. EXPANSION JOINTS AT 20' O.C.
5. STRAIGHT SECTIONS TO BE FORMED WITH MIN. OF 2"X6" LUMBER.
6. CURVED SECTIONS TO BE FORMED IN SMOOTH, EVEN CURVES AS SHOWN ON PLAN - FORM WITH 5/8"X6" PLYWOOD.
7. FORM STAKING SHALL NOT ALLOW DEFORMING OR LEAKING - ALL SPILL OR EXCESS CONCRETE SHALL BE CLEANED UP AND REMOVED FROM SITE BY CURB CONTRACTOR.
8. GRADING AT CURB SHALL BE BY CURB CONTRACTOR.

H3 Concrete Header Detail

Scale: N.T.S.

Planting Details



NOTE: PROVIDE GRANITE SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

H4 Decomposed granite detail

Scale: N.T.S.

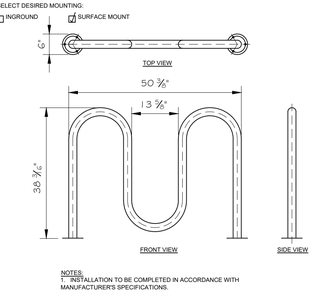
Planting Details

WABASH VALLEY
505 EAST MAIN ST
SILVER LAKE, IN 46982
TOLL FREE: 1-800-253-8619
PHONE: (260) 352-2102
www.wabashvalley.com

SELECT DESIRED COLOR:

☐ BEIGE	☐ GRANITE	☐ OCEAN BLUE	☐ SLATE BLUE	☑ TEXTURED BLACK
☐ BLACK	☐ GRAY	☐ ORANGE	☐ SMOKE	☐ TEXTURED RED
☐ BLUE	☐ GREEN	☐ PEWTER VEIN	☐ STAINLESS STEEL	☐ VANILLA
☐ BROWN	☐ HAZELNUT	☐ PURPLE	☐ STRAW	☐ WHITE
☐ BURST RUST	☐ HUNTER	☐ RED	☐ TEAL	☐ YELLOW
☐ CRANBERRY	☐ KELLY GREEN	☐ SAND	☐ TEXTURED BRONZE	☐ YOKE WHITE
☐ DARK BRONZE	☐ MOCCASIN	☐ SILVER	☐ TEXTURED GREEN	

SELECT DESIRED MOUNTING:
☐ INGROUND ☑ SURFACE MOUNT



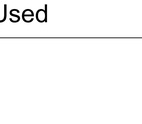
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

H5 Bike Rack-BRK538S

Scale: N.T.S.

Planting Details

Wabash Valley Urbanscape Waste Receptacle (TJ3F33P), Color: Bronze, with Rigid Plastic Liner & Flat Top Lid



It Is Not Recommended To Locate Anchor Bolt Until Receptacle Is In Place. Refer To Manufacturer's Plans, Details And Specifications

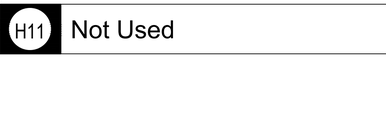
NOTES:
INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

H6 Trash Receptacle

Scale: N.T.S.

Planting Details

Wabash Valley (CY420D)- Courtyard Series 6' Bench with Back, Surface Mount, Perforated Pattern, Bronze Color



NOTES:
INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

It Is Not Recommended To Locate Anchor Bolt Until Receptacle Is In Place. Refer To Manufacturer's Plans, Details And Specifications

H7 Bench

Scale: NTS

Planting Details

DOGIPOT
2100 PRINCIPAL ROW, SUITE 405
ORLANDO, FL 32837
TOLL FREE: 1-800-364-7681
PHONE: (407) 888-4627
FAX: (407) 888-8526
www.dogipot.com

INCLUDES:
-ALUMINUM DOGIPOT PET SIGN, WITH MOUNTING HARDWARE
-ALUMINUM DOGIPOT JUNIOR BAG DISPENSER (ITEM #1002-2), WITH MOUNTING HARDWARE
-TWO KEYS FOR DISPENSER LOCKING FRONT ACCESS PANEL
-TWO ROLLS OF DOGIPOT LITTER PICK UP BAGS (ITEM #1402), INSTALLED IN DOGIPOT JUNIOR BAG DISPENSER
-10 GALLON ALUMINUM TRASH RECEPTACLE (ITEM #1206A-L) WITH ATTACHED HINGED LID AND TRASH LINER BAG RETAINER BANDS, WITH MOUNTING HARDWARE
-ONE DOGIPOT LINER TRASH BAGS (ITEM #1404)
-2" X 2" X 4'-8" GALVANIZED STEEL TELESCOPIC MOUNTING POST, WITH INSTALLATION HARDWARE

(A) DOGIPOT PET SIGN (ITEM #1203 / 1204):
-H: 18" X W: 11.5"
-14 GAUGE REFLECTIVE ALUMINUM
-WEIGHT: 1.35 LBS
-FOREST GREEN ON WHITE

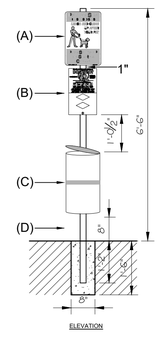
(B) DOGIPOT JUNIOR BAG DISPENSER (ITEM #1002-2):
-H: 15.5" X W: 9.4" X D: 3.25"
-12 GAUGE POWDER COATED FOREST GREEN ALUMINUM
-WEIGHT: 7 LBS
-400 BAG CAPACITY
-TWO DIAMOND BAG DISPENSER SLOTS
-FRONT LOCKING ACCESS PANEL
-CLEARLY POSTED INSTRUCTIONS

(C) TRASH RECEPTACLE WITH LID (ITEM #1206A-L):
-H: 23" X 11.5" DIAMETER
-11 GAUGE POWDER COATED FOREST GREEN ALUMINUM
-WEIGHT: 9 LBS.
-10 GALLON CAPACITY WITH INTERIOR TRASH LINER BAG RETAINER BANDS
-ATTACHED ALUMINUM HINGED LID
-ONE BOX 50 COUNT DOGIPOT LINER TRASH BAGS (ITEM #1404)

(D) TELESCOPIC GALVANIZED STEEL MOUNTING POST (ITEM #1301-P):
-2" X 2" X 8'
-11 GAUGE GALVANIZED STEEL
-WEIGHT: 15 LBS.

HOLE:
-D: 18" X W: 8"
-FILL WITH 40 LBS. "READY TO USE: CEMENT

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.



H8 Dogi-Pot Waste Station

Scale: N.T.S.

Planting Details

H9 Not Used

Scale: N.T.S.

Planting Details

H10 Not Used

Scale: N.T.S.

Planting Details

H11 Not Used

Scale: N.T.S.

Hardscape Details

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SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
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CONTACT: Jeremy Hall

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L-3.04

SHEET 12 OF 25

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NORTH

0 50 100 150 200 feet

1" = 50'

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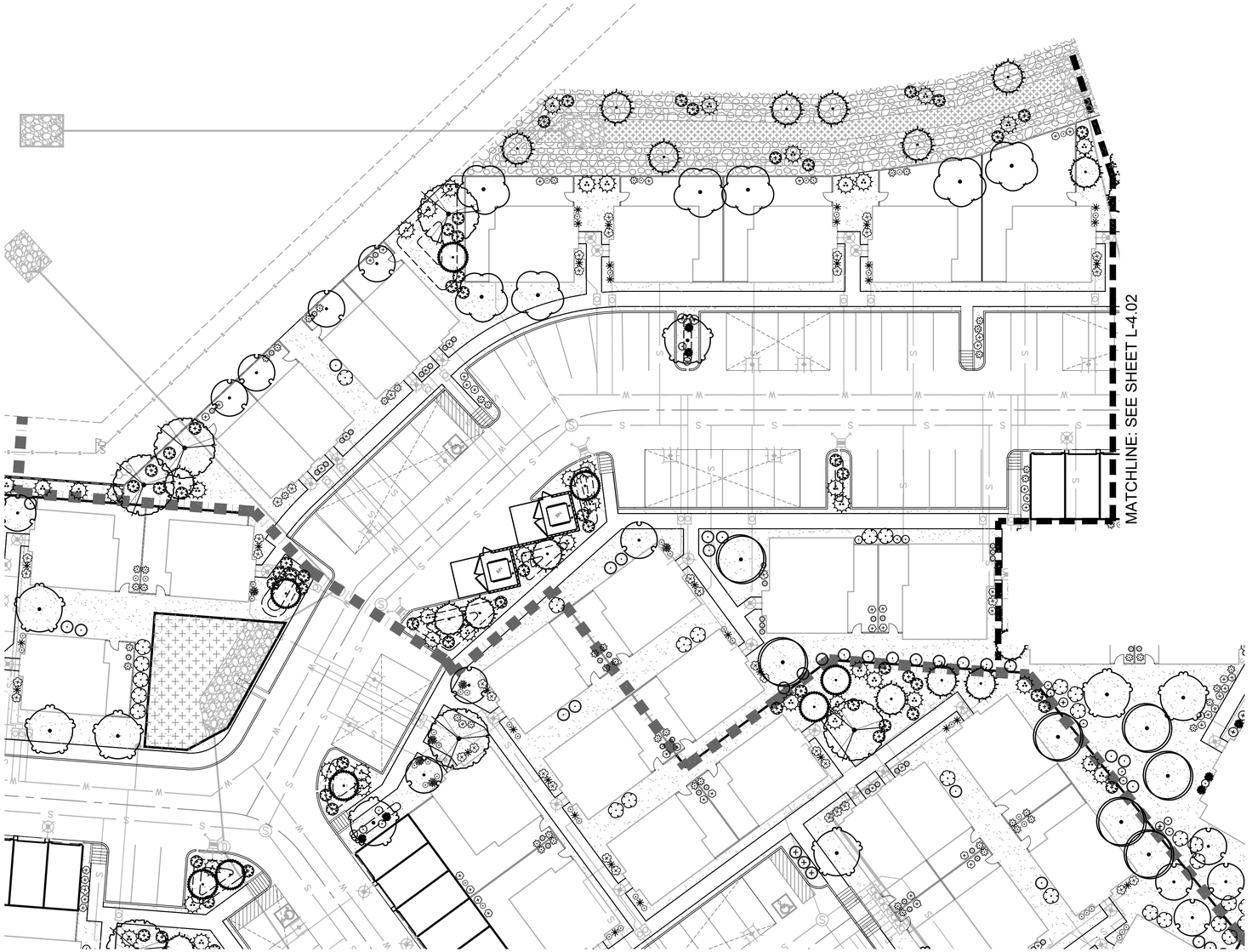
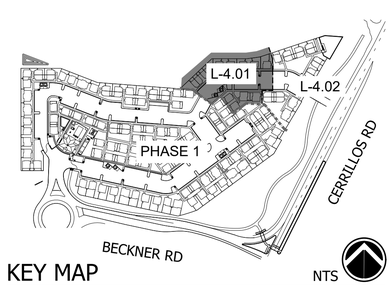
L-4.00 SHEET 13 OF 25





KEY MAP NTS

PLANT SCHEDULE PHASE 2			
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE (INSTALL)
EXISTING TREES			
	3	Existing Tree Remain in Place	Existing
DECIDUOUS TREES			
	20	Chilopsis linearis Desert Willow	2" + Cal
	4	Prunus cerasifera Purple-leaf Plum	2" + Cal
	5	Pyrus calleryana 'Bradford' Bradford Callery Pear	2" + Cal
	8	Quercus gambelii Gambel Oak	2" + Cal
	10	Syringa reticulata Japanese Tree Lilac	2" + Cal
EVERGREEN TREES			
	6	Juniperus monosperma Oneseed Juniper	2" + Cal
	40	Pinus aristata Bristlecone Pine	2" + Cal
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
DECIDUOUS SHRUBS			
	18	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	5 gal
	26	Genista tinctoria Dyer's Broom	5 gal
	20	Syringa meyeri 'Palibin' Dwarf Korean Lilac	5 gal
DESERT ACCENTS			
	26	Agave neomexicana New Mexico Agave	5 gal
	1	Agave utahensis Utah Agave	5 gal
	14	Hesperaloe parviflora Texas Red Yucca	5 gal
EVERGREEN SHRUBS			
	17	Buxus microphylla japonica 'Winter Gem' Winter Gem Japanese Boxwood	5 gal
	84	Juniperus horizontalis 'Blue Chip' Blue Chip Creeping Juniper	5 gal
	60	Juniperus sabina 'Buffalo' Buffalo Juniper (female only)	5 gal
FLOWERING PLANTS			
	10	Caryopteris x clandonensis 'Blue Mist' Blue Mist Bluebeard	5 gal
	19	Hibiscus syriacus Rose of Sharon	5 gal
	56	Salvia greggii Autumn Sage	1 gal
	71	Salvia x 'Ultra Violet' Ultra Violet Sage	1 gal
GRASSES			
	42	Nassella tenuissima Mexican Feather Grass	1 gal
	66	Schizachyrium scoparium Little Bluestem	1 gal
MISCELLANEOUS			
	11,470 sf	Cobble Mulch Blend Santa Fe Brown: 4" to 6" Angular	SF
	26,120 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF
	1,948 sf	Native Seed Mix	SF
	3,522 sf	Parkblend Sod Pop-Up Irrigation	SF

NORTH

0 20 40 60 80 feet

1" = 20'

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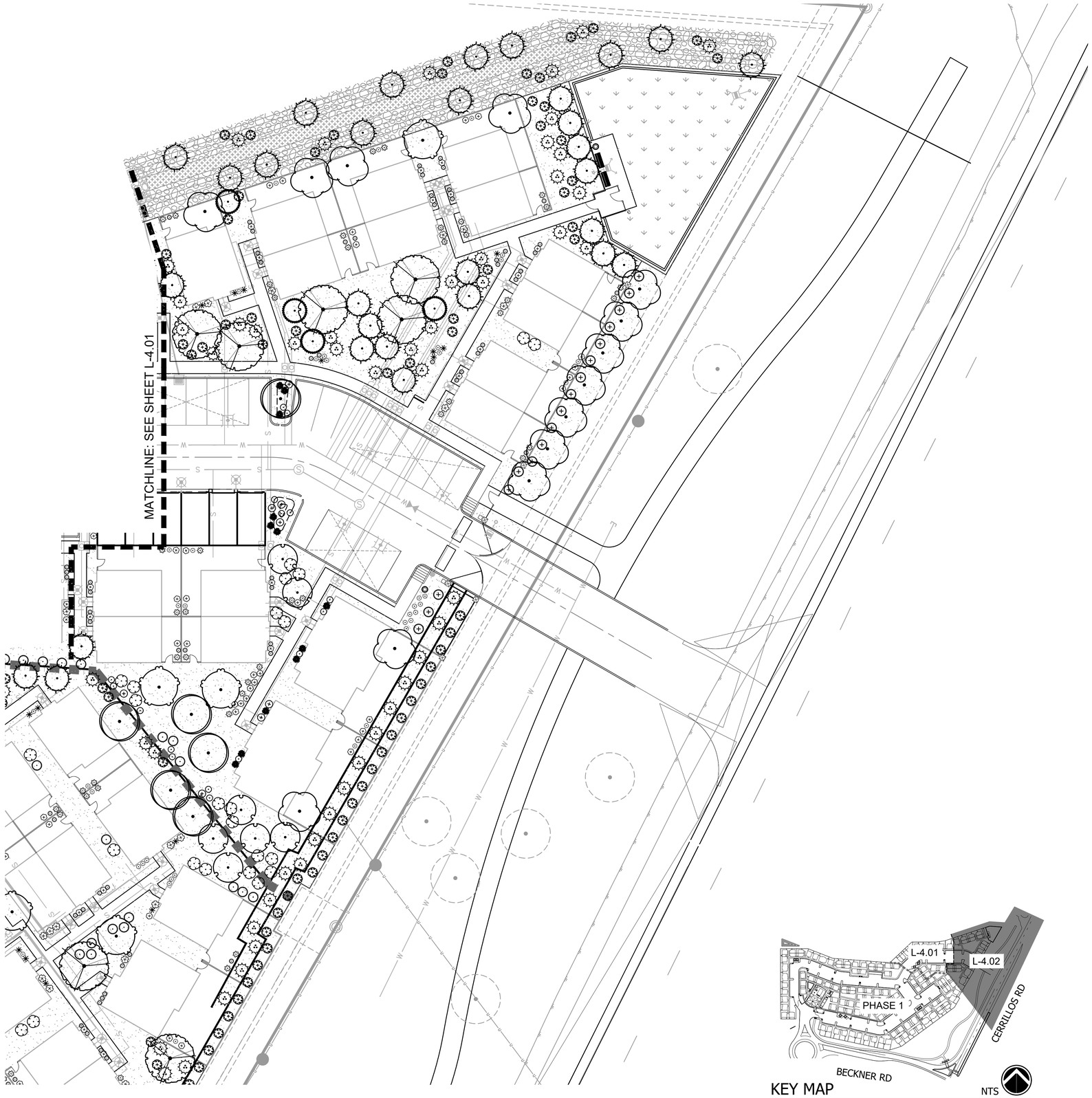

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	42	Nassella tenuissima Mexican Feather Grass	1 gal
	66	Schizachyrium scoparium Little Bluestem	1 gal
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	26,120 sf	Landscape Gravel with Filter Fabric 1/2" Brown Gravel	SF
	1,948 sf	Native Seed Mix	SF
	3,522 sf	Parkblend Sod Pop-Up Irrigation	SF

KEY MAP NTS

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0 20 40 60 80 feet

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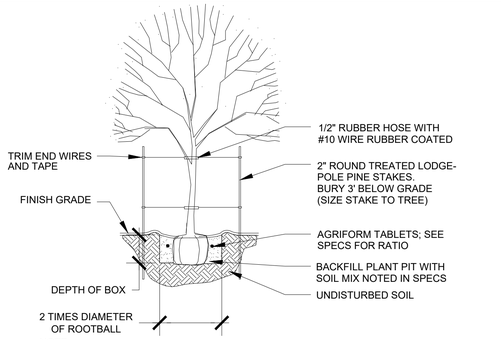
PLANTING PLAN

L-4.02 SHEET 15 OF 25



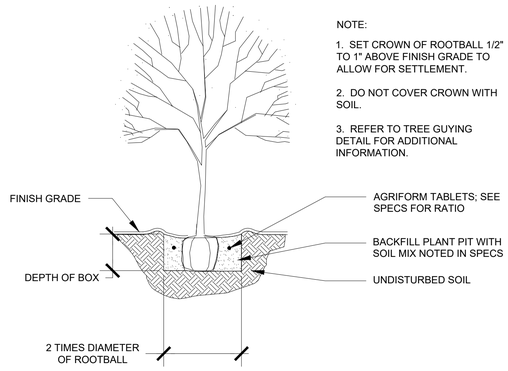
NOTE:

1. SET CROWN OF ROOTBALL 1/2" TO 1" ABOVE FINISH GRADE TO ALLOW FOR SETTLEMENT.
2. DO NOT COVER CROWN WITH SOIL.
3. REFER TO TREE GUYING DETAIL FOR ADDITIONAL INFORMATION.

L1 Tree planting detail (15 gallon - 30" box)

Scale: N.T.S.

Planting Details



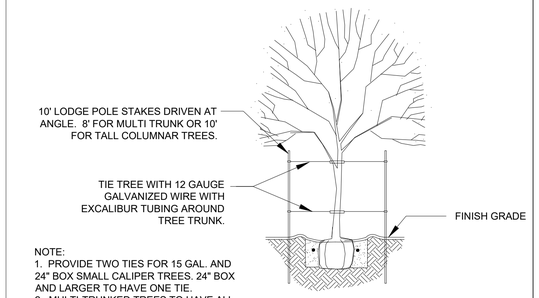
NOTE:

1. SET CROWN OF ROOTBALL 1/2" TO 1" ABOVE FINISH GRADE TO ALLOW FOR SETTLEMENT.
2. DO NOT COVER CROWN WITH SOIL.
3. REFER TO TREE GUYING DETAIL FOR ADDITIONAL INFORMATION.

L2 Tree planting detail (36" box and larger)

Scale: N.T.S.

Planting Details



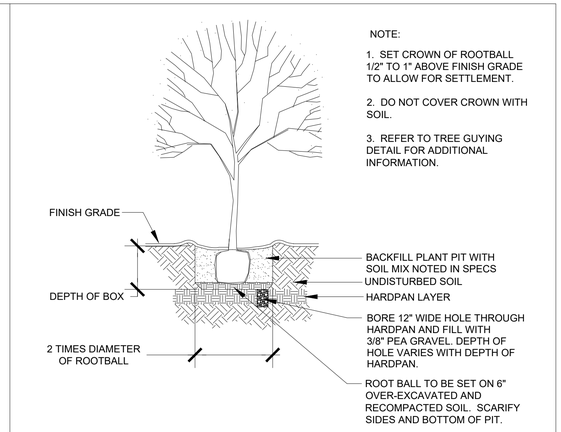
NOTE:

1. PROVIDE TWO TIES FOR 15 GAL. AND 24" BOX SMALL CALIPER TREES. 24" BOX AND LARGER TO HAVE ONE TIE.
2. MULTI-TRUNKED TREES TO HAVE ALL MAJOR LEADERS STAKED OR SUPPORTED. ALL WIRE TO WRAP A MIN. OF 5 TIMES AROUND ITSELF.

L3 Typical staking detail

Scale: N.T.S.

Planting Details



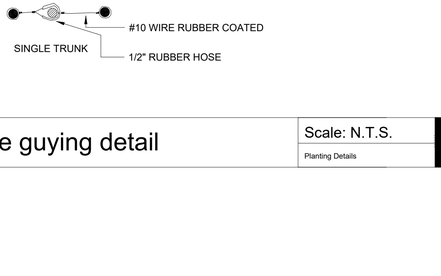
NOTE:

1. SET CROWN OF ROOTBALL 1/2" TO 1" ABOVE FINISH GRADE TO ALLOW FOR SETTLEMENT.
2. DO NOT COVER CROWN WITH SOIL.
3. REFER TO TREE GUYING DETAIL FOR ADDITIONAL INFORMATION.

L4 Hardpan planting detail

Scale: N.T.S.

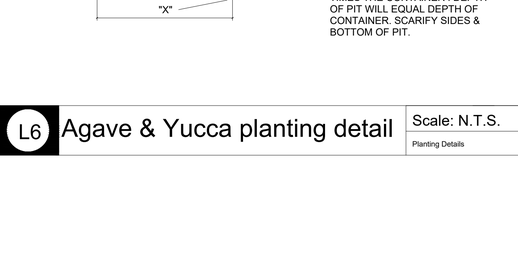
Planting Details



L5 Tree guying detail

Scale: N.T.S.

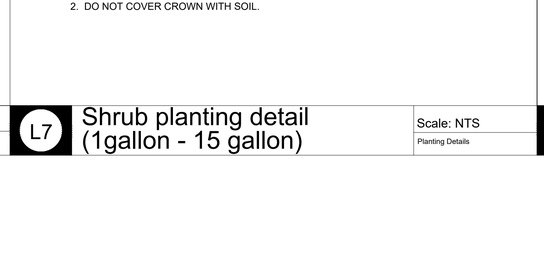
Planting Details



L6 Agave & Yucca planting detail

Scale: N.T.S.

Planting Details



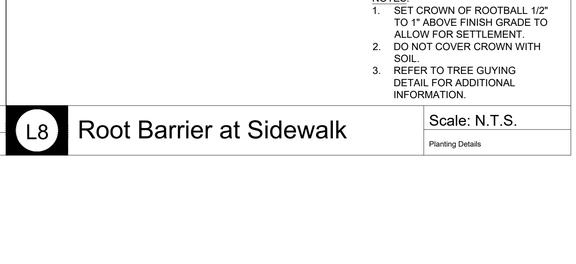
NOTE:

1. SET CROWN OF ROOTBALL 1/2" TO 1" ABOVE FINISH GRADE TO ALLOW FOR SETTLEMENT.
2. DO NOT COVER CROWN WITH SOIL.

L7 Shrub planting detail (1gallon - 15 gallon)

Scale: NTS

Planting Details



NOTES:

1. SET CROWN OF ROOTBALL 1/2" TO 1" ABOVE FINISH GRADE TO ALLOW FOR SETTLEMENT.
2. DO NOT COVER CROWN WITH SOIL.
3. REFER TO TREE GUYING DETAIL FOR ADDITIONAL INFORMATION.

L8 Root Barrier at Sidewalk

Scale: N.T.S.

Planting Details

COLEMAN DESIGN GROUP
landscape architecture
Irrigation Consulting and Design
111 E. DUNLAP AVENUE, SUITE 1-107
PHOENIX, AZ 85020
602-432-5507
www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

PLANTING DETAILS

L-5.01 SHEET 16 OF 25

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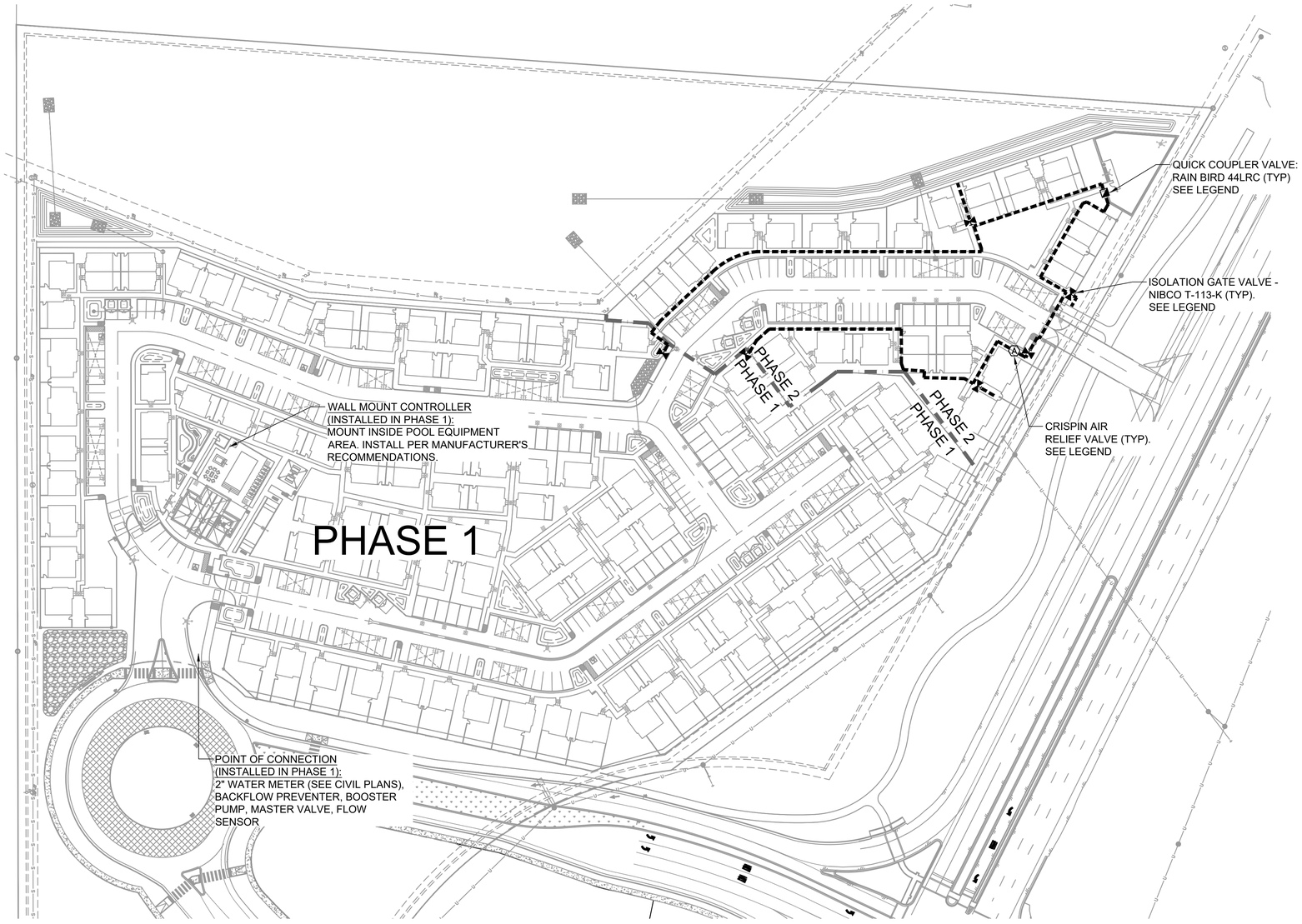
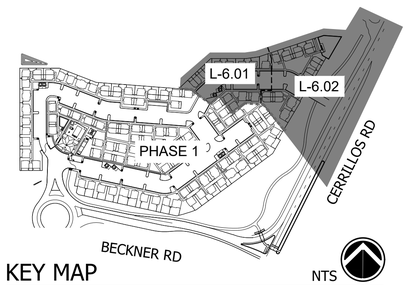


IRRIGATION KEY NOTES:

- IRRIGATION CONTRACTOR TO REVIEW ACTUAL SITE CONDITIONS PRIOR TO INSTALLING IRRIGATION OR ORDERING MATERIALS. SOME ADJUSTMENTS IN EQUIPMENT LOCATIONS MAY BE REQUIRED TO MATCH ACTUAL CURRENT CONDITIONS. REVIEW ANY CHANGES WITH OWNERS REPRESENTATIVE. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS..
- THE IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A STATIC WATER PRESSURE OF 60 PSI. AT THE POINTS OF CONNECTION. CONTRACTOR TO CHECK WATER PRESSURE PRIOR TO STARTING CONSTRUCTION AND NOTIFY OWNER'S REPRESENTATIVE IF NOT MIN. 60 PSI.
- ALL MAINLINE FITTINGS OVER 3" SHALL BE IRON GASKETED WITH JOINT RESTRAINT HARNESSES.
- REFER TO EMITTER SCHEDULE FOR TREE, SHRUB GPH. & NUMBER OF EMITTERS. USE MULT-PORT EMITTERS ON SHRUBS WHEN SPACING ALLOWS.
- EQUIPMENT SUBMITTAL FOR APPROVAL PRIOR TO ORDERING MATERIALS.
- IRRIGATION LAYOUT IS SCHEMATIC IN NATURE. ALL IRRIGATION EQUIPMENT LOCATIONS ARE SHOWN FOR GRAPHIC CLARITY ONLY. CONTRACTOR SHALL INSTALL ALL IRRIGATION EQUIPMENT IN LANDSCAPE AREAS ONLY. IF THERE IS A DISCREPANCY IN THE FIELD, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
- SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
- INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
- USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
- TREES IN TURF HAVE (1) MULTI-PORT EMITTER W/ SIX OUTLETS.
- INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
- INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
- INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
- PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (3"+) UNDER DRIVABLE SURFACES.
- RUN 2 WIRE LOOPS FROM EACH CONTROLLER BACK TO BOOSTER PUMP, HYDROMETER/MASTER VALVE, AND FLOW SENSOR ON EACH MAIN AND SUB-MAIN LOOP AS REQUIRED PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR RESPONSIBLE FOR INSURING MASTER VALVES, FLOW SENSORS, CONTROLLERS, AND PUMP STATION ARE ALL CONNECTED AND OPERATIONAL PER MANUFACTURER'S SPECIFICATIONS.
- CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER LOCATION PER MANUFACTURE'S SPECIFICATIONS. LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS.
- ALL IRRIGATION EQUIPMENT TO BE INSTALLED IN COMMON AREA LANDSCAPE PLANTER AREAS, NOT IN PRIVATE YARDS, REGARDLESS OF WHAT IS SHOWN ON PLANS. IRRIGATION PLANS ARE SCHEMATIC AND NATURE AND DUE TO SCALE, EQUIPMENT IS SOMETIMES SHOWN IN AREAS THAT ARE NOT COMMON AREA LANDSCAPE PLANTERS. NO VALVES TO BE INSTALLED IN TURF.



KEY MAP NTS

IRRIGATION SCHEDULE PHASE 2

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
18ADJ 18F	Rain Bird R-VAN18 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45
24ADJ 24F	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
0.5 1.0 2.0	Rain Bird Xeri-Bug Emitter Rain Bird XB-PC, Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Remote Control Valve Rain Bird PEB-IVM: Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
	Quick Coupler Rain Bird 44-LRC: 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	Isolation Gate Valve (Same Size as Pipe) Nibco T-113-K: Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
A	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
L	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
S	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
- Valve Number
- Valve Flow
- Valve Type
- Valve Size

VALVE TYPE:
T=TREE,
E=EVERGREEN TREE,
LS= LOW WATER SHRUB,
LMS=LOW-MEDIUM WATER SHRUB,
SP=SPRINKLER,

NORTH

0 50 100 150 200 feet

1" = 50'

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REGISTRATION:

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SANTA FE, NEW MEXICO

PREPARED FOR:

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15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

IRRIGATION MASTER PLAN

L-6.00 SHEET 17 OF 25

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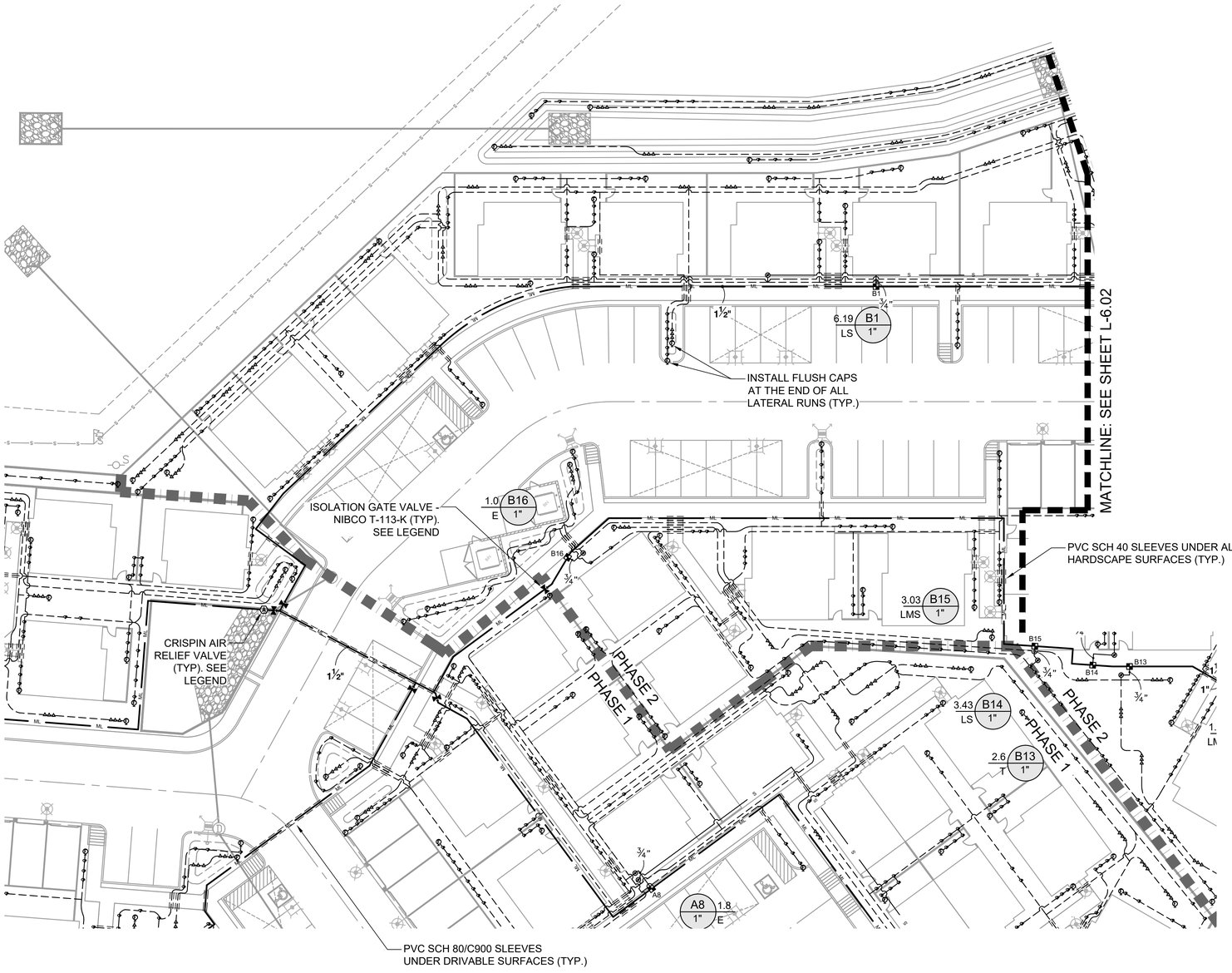

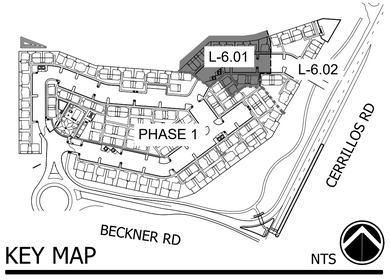

KEY MAP NTS

NOTES:

1. IRRIGATION LAYOUT IS SCHEMATIC IN NATURE. ALL IRRIGATION EQUIPMENT LOCATIONS ARE SHOWN FOR GRAPHIC CLARITY ONLY. CONTRACTOR SHALL INSTALL ALL IRRIGATION EQUIPMENT IN LANDSCAPE AREAS ONLY. IF THERE IS A DISCREPANCY IN THE FIELD, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
2. CONTRACTOR TO PROVIDE ELECTRICAL POWER TO CONTROLLER LOCATION PER MANUFACTURE'S SPECIFICATIONS. LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS. SEE "GROUNDING FOR 2-WIRE SYSTEMS" PUBLICATION FROM RAINBIRD FOR PROPER GROUNDING FOR LXIVM SERIES CONTROLLERS.
3. INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
4. USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
5. INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
6. INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
7. INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
8. SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
9. PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (3"+) UNDER DRIVABLE SURFACES.
10. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS.

IRRIGATION SCHEDULE PHASE 2

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI
18ADJ 18F	Rain Bird R-VAN18 1804-SAM-P45 Turf Rotary, 13ft.-18ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45
24ADJ 24F	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird Drip Control Valve 1in. Ball Valve with 1in. PESBIVM Smart Valve. Add QKCHK-100 1" Basket Filter with 200 mesh stainless steel screen. 0.3-20 gpm
	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
0.5 1.0 2.0	Rain Bird Xeri-Bug Emitter Rain Bird XB-PC, Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Remote Control Valve Rain Bird PEB-IVM: Plastic Industrial Smart Valves w/ Factory Installed IVM-SOL. Low Flow Operating Capability, Globe Configuration.
	Quick Coupler Rain Bird 44-LRC: 1in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.
	Isolation Gate Valve (Same Size as Pipe) Nibco T-113-K: Class 125 bronze gate shut off valve with cross handle, same size as mainline pipe diameter at valve location. Size Range - 1/4in. - 3in.
A	1" Air and Vacuum Valve 1" Crispin AL Series Air and Vacuum Valve. Model #: CR-AL-10
——— 1 ———	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
——— S ———	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
———	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
- - - - - -	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
——— ML ———	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
= = = = = = =	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
- Valve Number
- Valve Flow
- Valve Type
- Valve Size

VALVE TYPE:
T=TREE,
E=EVERGREEN TREE,
LS= LOW WATER SHRUB,
LMS=LOW-MEDIUM WATER SHRUB,
SP=SPRINKLER,

NORTH

0 20 40 60 80 feet
1" = 20'

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PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

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IRRIGATION PLAN

L-6.01 SHEET 18 OF 25

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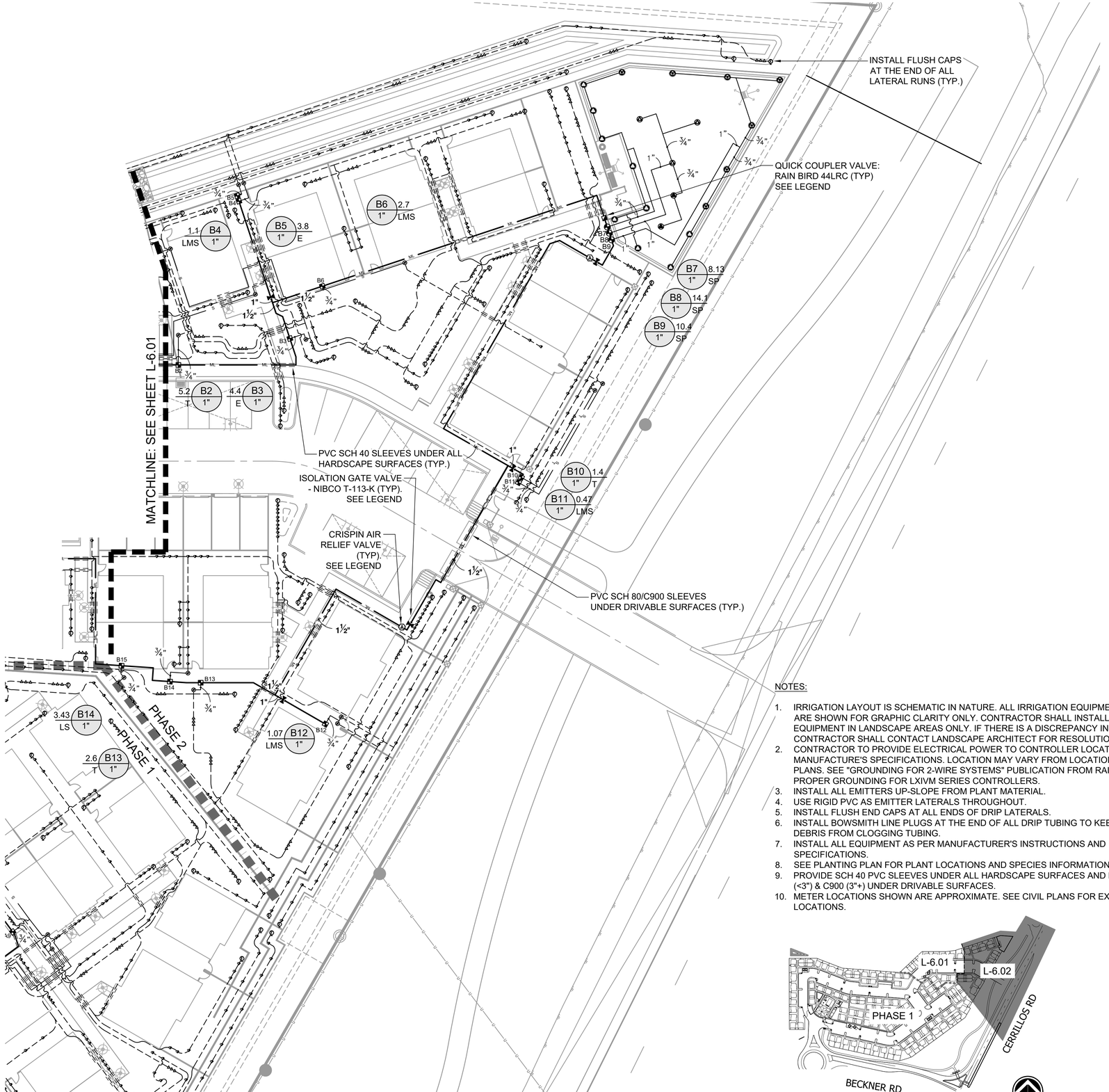

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3. INSTALL ALL EMITTERS UP-SLOPE FROM PLANT MATERIAL.
4. USE RIGID PVC AS EMITTER LATERALS THROUGHOUT.
5. INSTALL FLUSH END CAPS AT ALL ENDS OF DRIP LATERALS.
6. INSTALL BOWSMITH LINE PLUGS AT THE END OF ALL DRIP TUBING TO KEEP INSECTS OR DEBRIS FROM CLOGGING TUBING.
7. INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
8. SEE PLANTING PLAN FOR PLANT LOCATIONS AND SPECIES INFORMATION.
9. PROVIDE SCH 40 PVC SLEEVES UNDER ALL HARDSCAPE SURFACES AND PVC SCH 80 (<3") & C900 (3"+) UNDER DRIVABLE SURFACES.
10. METER LOCATIONS SHOWN ARE APPROXIMATE. SEE CIVIL PLANS FOR EXACT LOCATIONS.

KEY MAP NTS

NORTH

0 20 40 60 80 feet

1" = 20'

IRRIGATION SCHEDULE PHASE 2

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24ADJ 24F	Rain Bird R-VAN24 1804-SAM-P45 Turf Rotary, 17ft.-24ft. 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4in. pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2in. NPT Female Threaded Inlet.	45

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	Pipe Transition Point in Drip Box PVC to Drip Connection Assembly. Senninger #PSR-30 Pressure Regulator (3/4" FIPT) With Associated Drip Connection Fittings. Installed in tan 10" Round Valve Box.
	Flush Cap 3/4" Male PVC SCH 40 S/T Adapter And 3/4" Female Threaded Cap
5 7 10 12 18 24	Rain Bird PC-DIFF Emitter Single Outlet, Pressure Compensating Drip Emitters with Self-Piercing Barb Inlet and Diffuser Cap. Flow rate: 5 GPH=light brown; 7 GPH=violet; 10 GPH=green; 12 GPH=dark brown; 18 GPH=white; 24 GPH=orange.
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——— S ———	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: PVC Class 200 SDR 21 3/4" unless otherwise noted.
	Irrigation Lateral Line: Toro-Blue Stripe Poly Hose Blue Stripe Drip Tubing to Trees & Shrubs. 0.75" Polyethylene Drip Tubing with 1/4" Poly DistributionTtubing - Install Rain Bird Pressure Compensating Drip Emitters.
ML	Irrigation Mainline: PVC Schedule 40 1" - 3" Diameter
	Pipe Sleeve: See Details for Pipe Sizing & Sleeve Schedule. Twice the nominal diameter of the pipe being sleeved.

Valve Callout
- Valve Number
- Valve Flow
- Valve Type
- Valve Size

VALVE TYPE: T=TREE, E=EVERGREEN TREE, LS= LOW WATER SHRUB, LMS=LOW-MEDIUM WATER SHRUB, SP=SPRINKLER,

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Irrigation Consulting and Design
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PHOENIX, AZ 85020
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www.colemandesigngroup.net

REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

IRRIGATION PLAN

L-6.02 SHEET 19 OF 25

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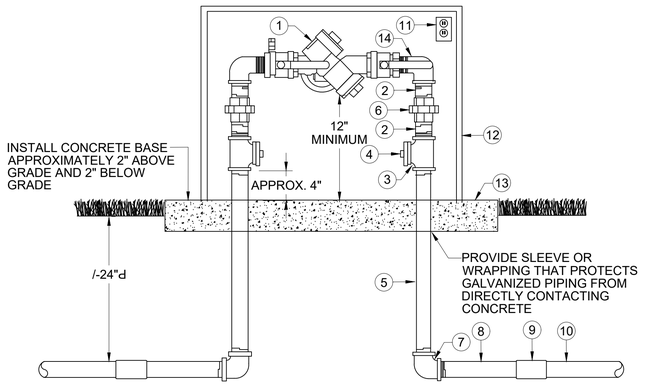


120V ELECTRICAL POWER:

- THE CONTRACTOR SHALL PROVIDE, COORDINATE AND INSTALL THE NECESSARY CONDUITS, WIRES, BREAKERS, AND ANY OTHER MATERIALS AND LABOR AS REQUIRED TO PROVIDE 120VAC ELECTRICAL POWER FOR HEAT-TAPE FREEZE PROTECTION - INSTALL AS PER NEC AND LOCAL CODES

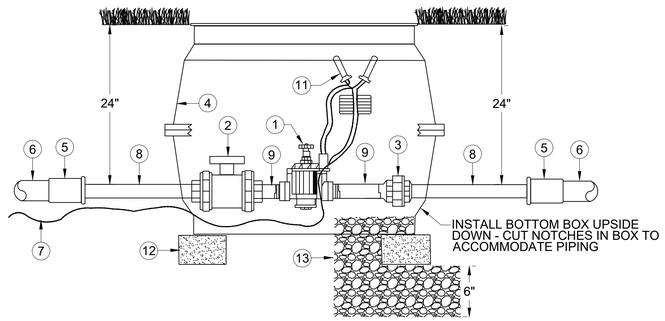
IMPORTANT NOTE:

- WRAP ALL EXPOSED PIPING WITH HEAT TAPE AND PROVIDE A SECURE WRAPPING OF INSULATION TO AVOID HEAT LOSS

1. REDUCED PRESSURE PRINCIPAL BACKFLOW PREVENTER (SIZE AND MODEL AS INDICATED IN LEGEND)
2. GALVANIZED NIPPLE (CLOSE LENGTH OR LENGTH AS REQUIRED)
3. GALVANIZED TEE (PROVIDE GALVANIZED REDUCER BUSHING IF NECESSARY TO ACCOMMODATE DRAIN)
4. BUCKNER #BDV 1/2" BRASS AUTOMATIC DRAIN
5. GALVANIZED NIPPLE (30" LENGTH OR LENGTH AS REQUIRED)
6. GALVENIZED UNION
7. GALVENIZED ELL
8. SCH.80 PVC TOE NIPPLE (8" LENGTH)
9. SCH.40 PVC COUPLING
10. SCH.40 PVC MAINLINE PIPING
11. 120VAC ELECTRICAL OUTLET FOR FREEZE PROTECTION HEAT TAPE - INSTALL PER ELECTRICAL CODES
12. INSULATED ENCLOSURE (SIZE AND MODEL AS INDICATED IN LEGEND)
13. 4" THICK (3000psi) CONCRETE BASE - SIZE PER ENCLOSURE MANUFACTURERS RECOMMENDATIONS
14. GALVANIZED STREET ELL

A SCALE: NTS — RP BACKFLOW PREVENTER (1"-2") - REFERENCE ONLY (SEE PHASE 1)

24" - BURY



FOR DECODER (2-WIRE) INSTALLATIONS:

- REFER TO LEGEND FOR DECODER MODULE REQUIRED - INSTALL AS PER MANUFACTURER'S INSTRUCTIONS

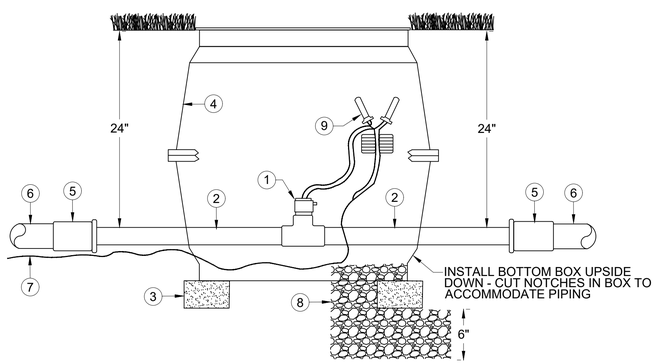
NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING, SPRINKLER TOPS, VALVE HANDLES, VALVES BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

1. AUTOMATIC MASTER VALVE (REFER TO LEGEND FOR MODEL AND SIZE)
2. SCH.80 PVC TRU-UNION BALL VALVE (REGULAR STYLE, SOCKET ENDS)
3. SCH.80 PVC UNION (SOCKET ENDS)
4. CARSON #1324-15 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
6. MAINLINE PIPING (REFER TO LEGEND FOR TYPE AND SIZE)
7. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL SLIGHTLY BELOW MAINLINE PIPE)
8. SCH.80 PVC TOE NIPPLE (PROVIDE 12" LENGTH, CUT OFF THREADS)
9. SCH.80 PVC TOE NIPPLE (PROVIDE 3" LENGTH)
10. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
11. 3M #DBRY WIRE SPLICE KIT OR AS REQUIRED BY VALVE MANUFACTURER (PROVIDE 24" COILED SLACK)
12. SOLID BRICK (SUPPORT ALL FOR CORNERS OF BOX)

B SCALE: NTS — ELECTRIC MASTER VALVE (1"-2") - REFERENCE ONLY (SEE PHASE 1)

24" - BURY (1324-15 BOXES)



NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

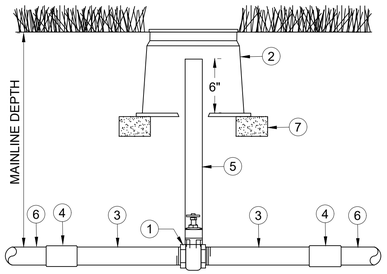
IMPORTANT NOTE REGARDING LAMINAR FLOW THROUGH METER

- THE CONTRACTOR SHALL BE AWARE THAT THE FLOW METER MANUFACTURE MAY HAVE SPECIFIC MINIMUM DISTANCES OF UNINTERRUPTED FLOW UPSTREAM AND DOWNSTREAM OF FLOW METER TO INSURE ACCURATE FLOW REPORTING - REFER TO MANUFACTURER'S LITERATURE AND ENSURE THAT MINIMUM DISTANCE REQUIREMENTS ARE MET.

1. FLOW SENSOR (REFER TO LEGEND FOR SIZE) ASSEMBLY INCLUDES PVC PLASTIC BODY (SOCKET ENDS)
2. SCH.40 PVC PIPE (SIZE PER FLOW SENSOR CONNECTIONS) PROVIDE LENGTHS AS REQUIRED FREE OF FITTINGS
3. SOLID BRICK (SUPPORT ALL FOUR CORNERS OF BOX)
4. CARSON #1324-15 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
6. MAINLINE PIPING (REFER TO LEGEND FOR TYPE AND SIZE)
7. COMMUNICATION CABLE AS PER FLOW SENSOR MANUFACTURER (INTEFACE WITH CONTROLLER)
8. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
9. 3M #DBR WIRE SPLICE KIT (PROVIDE 24" COILED SLACK FOR EACH CONDUCTOR)

C SCALE: NTS — FLOW SENSOR (1" THROUGH 4") - REFERENCE ONLY (SEE PHASE 1)

24" BURY (1324-15 BOXES)



1. WATTS #WGV-X SERIES GATE VALVE (PIPE SIZE)
2. CARSON (OLDCASTLE) #910-10 WITH "T-STYLE" COVER OF APPROPRIATE COLOR
3. SCH.80 PVC TOE NIPPLE (12" LENGTH)
4. SCH.80 PVC COUPLING (SOCKET ENDS)
5. SCH.40 PVC SLEEVE PIPE (2") LENGTH AS REQUIRED
6. PVC SYSTEM PIPING (REFER TO PLANT FOR SIZE AND TYPE)
7. SOLID BRICK (2 BRICKS REQUIRED)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

D SCALE: NTS — ISOLATION GATE VALVE (1"-3")

3" OR SMALLER PIPE

E SCALE: NTS — CRISPIN AIR/VACUUM RELIEF VALVE

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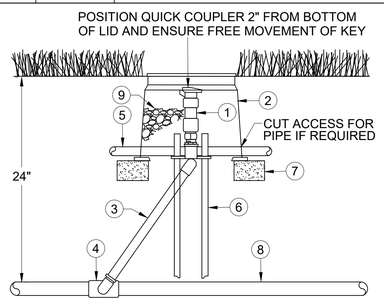

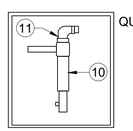

QUICK COUPLER KEY

1. 1" QUICK COUPLER VALVE - MODEL AS PER IRRIGATION LEGEND AND SPECIFICATIONS
2. CARSON (OLDCASTLE) #910-10 WITH T-STYLE COVER
3. LASCO #G17S-218-SNAPLOK - 1" DIAMETER, 24" LAY, BRASS MIPT OUTLET, LONG SPIGOT INLET
4. SCH.80 PVC FITTING WITH 1" SOCKET OUTLET
5. 1" SCH.40 PVC PIPE - CUT TO 18" LENGTH - INSTALL ON PROVIDED FITTING AT SWING-JOIN
6. 3/8" STEEL REBAR - 24" LENGTH (2 PIECES REQUIRED - SEE SWING-JOINT INSTRUCTIONS)
7. SOLID BRICK (2 BRICKS REQUIRED)
8. MAINLINE, SUB-MAIN OR LATERAL PIPING (REFER TO PLAN FOR SIZE)
9. 3/4" CRUSHED GRAVEL - TAMP AND COMPACT
10. 1" QUICK COUPLER KEY (UNLESS OTHERWISE NOTED ON PLAN, PROVIDE 3 WITH JOB)
11. 1" x 3/4" HOSE AND SWIVEL (UNLESS OTHERWISE NOTED ON PLAN, PROVIDE 3 WITH JOB)

F SCALE: NTS — 1" QUICK COUPLER VALVE

24" BURY - 3" OR SMALLER PIPE

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IRRIGATION DETAILS

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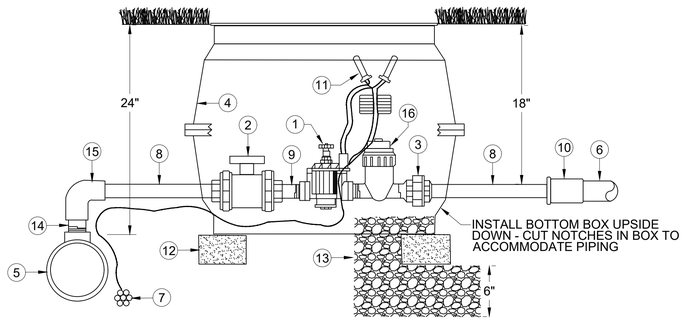


1. AUTOMATIC ZONE VALVE (REFER TO LEGEND FOR MODEL AND SIZE)
2. SCH.80 PVC TRU-UNION BALL VALVE (REGULAR STYLE, SOCKET ENDS)
3. SCH.80 PVC UNION (THREAD x SOCKET ENDS)
4. CARSON #1324-12 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. MAINLINE SERVICE FITTING (USE SCH.80 PVC FOR PIPE 3" AND SMALLER, DUCTILE IRON 4" AND LARGER)
6. LATERAL PIPE (REFER TO PLAN AND SIZE TYPE)
7. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL SLIGHTLY BELOW MAINLINE PIPE)
8. SCH.80 PVC TOE NIPPLE (PROVIDE 12" LENGTH OR LENGTH AS REQUIRED TO ACCOMMODATE VALVE BOX)
9. SCH.80 PVC TOE NIPPLE (PROVIDE 3" LENGTH OR LENGTH AS REQUIRED FOR PROPER CLEARANCE)
10. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
11. 3M #DBRY WIRE SPLICE KIT OR AS REQUIRED BY VALVE MANUFACTURER (PROVIDE 24" COILED SLACK)
12. SOLID BRICK (SUPPORT ALL FOR CORNERS OF BOX)
13. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
14. SCH.80 PVC TOE NIPPLE (PROVIDE 8" LENGTH, CUT TO LENGTH REQUIRED TO MATCH DEPTH OF BURY)
15. SCH.80 PVC ELBOW (SOCKET ENDS)
16. BASKET-STYLE, NON-PRESSURE REGULATING FILTER WITH MAINTENANCE INDICATOR (200 MESH, 75 MICRON)

FOR DECODER (2-WIRE) INSTALLATIONS:

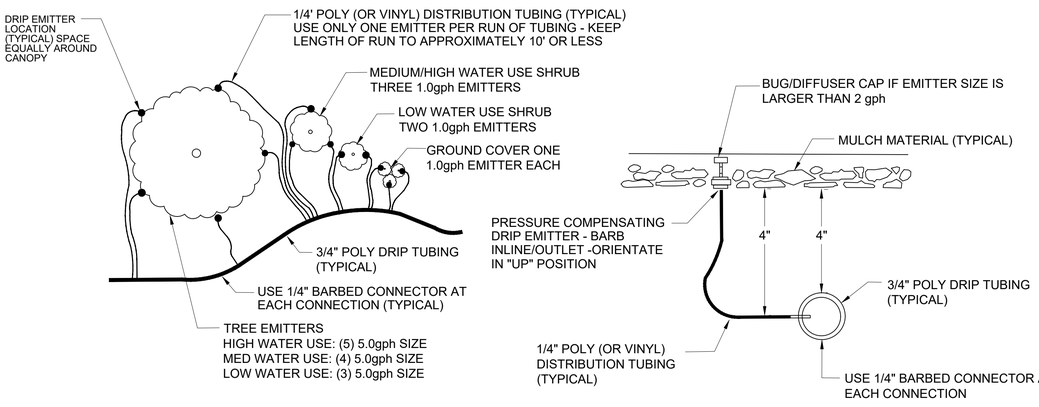
- REFER TO LEGEND FOR DECODER MODULE REQUIRED - INSTALL AS PER MANUFACTURER'S INSTRUCTIONS

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING, SPRINKLER TOPS, VALVE HANDLES, VALVES BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

G SCALE: NTS — ELECTRIC ZONE VALVE - DRIP (1")

24" x 18" BURY (1324-12 BOXES)

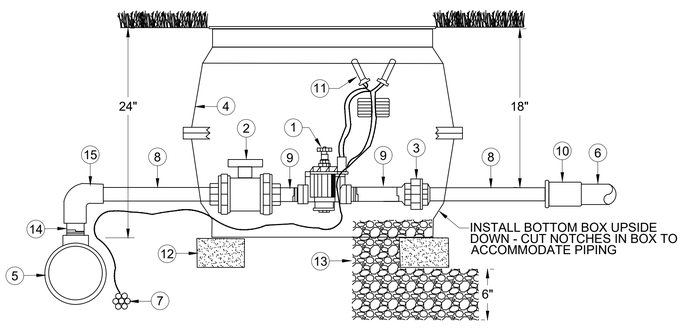


IMPORTANT NOTES:

A. DRIP EMITTER MUST BE PRESSURE COMPENSATING - OTHER EMITTER TYPES ARE NOT ALLOWED
B. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSERTING DRIP EMITTERS - NOTE INLET AND OUTLET SIDE OF EMITTER.
C. SECURE ALL TUBING IN PLACE WITH LANDSCAPE STAPLES IN 3.0" INTERVALS.
D. NEVER STRETCH ANY TUBING TIGHT - THE CONTRACTOR MUST ALLOW ADEQUATE SLACK IN ORDER FOR THE TUBING TO EXPAND AND CONTRACT WITH TEMPERATURE CHANGES.
E. EACH DRIP EMITTER SHALL USE A SEPARATE 1/4" SPAGHETTI TUBE. DO NOT INSTALL MULTIPLE EMITTERS ON 1/4" SPAGHETTI TUBING. SPACE EMITTERS EQUALLY AROUND CANOPY OF PLANT MATERIAL.
F. INSTALL EMITTERS ORIENTATED UPWARD AND JUST ABOVE THE MULCH MATERIAL SURROUNDING THE PLANT. THE EMITTER SHOULD NOT BE HIGHER THAN 1" ABOVE MULCH MATERIAL.

H SCALE: NTS — DRIP EMITTER LAYOUT - DRIP TUBING

ARRANGEMENT AT PLANTINGS



1. AUTOMATIC ZONE VALVE (REFER TO LEGEND FOR MODEL AND SIZE)
2. SCH.80 PVC TRU-UNION BALL VALVE (REGULAR STYLE, SOCKET ENDS)
3. SCH.80 PVC UNION (SOCKET ENDS)
4. CARSON #1324-12 VALVE BOX (2 REQUIRED) - PROVIDE (1) "T-STYLE" LID OF APPROPRIATE COLOR
5. MAINLINE SERVICE FITTING (USE SCH.80 PVC FOR PIPE 3" AND SMALLER, DUCTILE IRON 4" AND LARGER)
6. LATERAL PIPE (REFER TO PLAN AND SIZE TYPE)
7. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL SLIGHTLY BELOW MAINLINE PIPE)
8. SCH.80 PVC TOE NIPPLE (PROVIDE 12" LENGTH OR LENGTH AS REQUIRED TO ACCOMMODATE VALVE BOX)
9. SCH.80 PVC TOE NIPPLE (PROVIDE 3" LENGTH OR LENGTH AS REQUIRED FOR PROPER CLEARANCE)
10. SCH.40 PVC COUPLING (WITH REDUCER BUSHING IF NECESSARY)
11. 3M #DBRY WIRE SPLICE KIT OR AS REQUIRED BY VALVE MANUFACTURER (PROVIDE 24" COILED SLACK)
12. SOLID BRICK (SUPPORT ALL FOR CORNERS OF BOX)
13. 3/4" CRUSHED GRAVEL (TAMP AND LEVEL) PROVIDE 6" BASE AND PARTIALLY FILL BOX INTERIOR
14. SCH.80 PVC TOE NIPPLE (PROVIDE 8" LENGTH, CUT TO LENGTH REQUIRED TO MATCH DEPTH OF BURY)
15. SCH.80 PVC ELBOW (SOCKET ENDS)

FOR DECODER (2-WIRE) INSTALLATIONS:

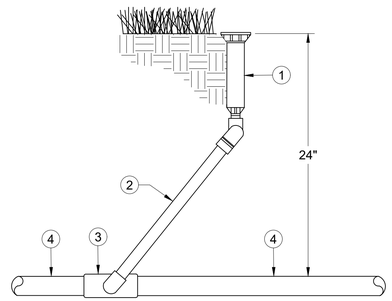
- REFER TO LEGEND FOR DECODER MODULE REQUIRED - INSTALL AS PER MANUFACTURER'S INSTRUCTIONS

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING, SPRINKLER TOPS, VALVE HANDLES, VALVES BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

I SCALE: NTS — ELECTRIC ZONE VALVE

24" x 18" BURY (1324-12 BOXES)

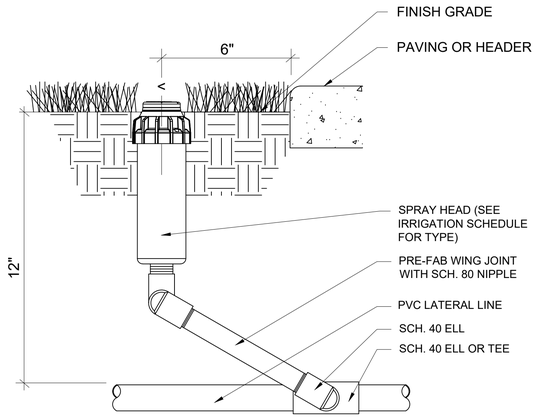


1. TYPICAL 4" OR 6" POP-UP SPRAY HEAD SPRINKLER WITH 1/2" FIPT INLET (SEE LEGEND)
2. SWING-JOINT ASSEMBLY (RIDGED OR FLEXIBLE) 1/2" INLET x 1/2" MIPT OUTLET x 18" LAY LENGTH
3. SCH. 40 PVC LATERAL FITTING WITH 1/2" OUTLET (CONNECTION DETERMINED BY SWING JOINT)
4. LATERAL PIPING (SEE LEGEND FOR SIZE AND TYPE)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

J SCALE: NTS — TYPICAL SPRAY HEAD 1/2" INLET (4"-6" POP)



K SCALE: NTS — GEAR DRIVEN ROTOR

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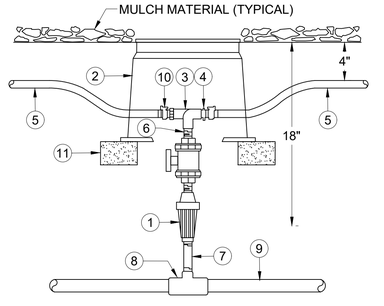

1. RAINBIRD PSI-M30X-075 30psi PRESSURE REGULATOR (3/4" NPT INLET AND OUTLET)
2. CARSON (OLDCASTLE) #910-10 WITH "T-STYLE" COVER OF APPROPRIATE COLOR
3. SCH. 40 PVC THREADED TEE OR THREADED ELL (REFER TO PLAN) - 3/4"
4. BARBED DRIP INSERT FITTING (TYPICAL) (3/4" MIPT x 3/4" BARB)
5. 3/4" POLY DRIP TUBING - MAXIMUM RUN OF 150' IN EACH DIRECTION
6. SCH.80 PVC NIPPLE - 3/4" x CLOSE
7. SCH.80 PVC NIPPLE - 3/4" x 6" (OR LENGTH AS REQUIRED)
8. SCH.40 PVC LATERAL FITTING WITH 3/4" THREADED OUTLET (SEE PLAN FOR SIZE)
9. LATERAL PIPING (SEE PLAN FOR SIZE AND TYPE)
10. 1" STAINLESS STEEL HOSE CLAMP (TYPICAL) - SECURE TUBING TO INSERT FITTING
11. SOLID BRICK (2 BRICKS REQUIRED)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

L SCALE: NTS — PVC TO DRIP TUBING CONNECTION

18" BURY (8.0gpm MAX FLOW)

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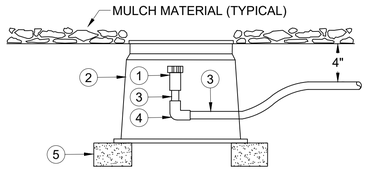
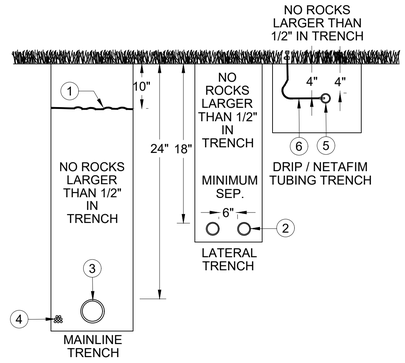


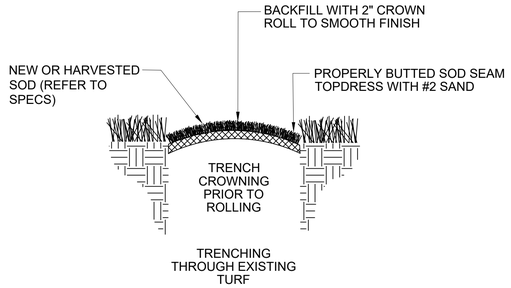
1. COMPRESSION FLUSH CAP FOR 3/4" POLYETHYLENE DRIP TUBING
2. CARSON (OLDCASTLE) #910-10 WITH "T-STYLE" COVER OF APPROPRIATE COLOR
3. 3/4" POLYETHYLENE DROP TUBING
4. COMPRESSION ELBOW FOR 3/4" POLYETHYLENE DRIP TUBING
5. SOLID BRICK (2 BRICKS REQUIRED)

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

M SCALE: NTS DRIP TUBING FLUSH CAP





1. 3" WIDE, NON-DETECTABLE "BURIED IRRIGATION PIPING" WARNING TAPE - 10" BURY
2. LATERAL OR SUBMAIN PIPING - 18" BURY
3. MAINLINE PIPING - 24" BURY
4. 24V WIRE BUNDLE OR COMMUNICATION CABLE (INSTALL WIRES ON ONE SIDE OF AND SLIGHTLY BELOW MAINLINE PIPE)
5. 3/4" POLYETHYLENE DRIP TUBING OR NETAFIM SUBSURFACE TUBING - 4" BURY
6. 1/4" POLY OR VINYL DISTRIBUTION TUBING - 4" BURY

NON-POTABLE WATER INDICATORS:

- THE CONTRACTOR SHALL INSTALL PURPLE (VIOLET) COLORED PIPING. SPRINKLER TOPS, VALVE HANDLES, VALVE BOXES AND LIDS IF USING NON-POTABLE WATER OR IF REQUESTED BY THE OWNER OR IF OTHERWISE INDICATED ON PLAN.

N SCALE: NTS DEPTH OF BURY - TRENCHING

MAINLINE, LATERAL & DRIP TUBING

NOTE:
ALL PIPE SLEEVES UNDER ALL HARDSCAPE SHALL BE SCHEDULE 40 PVC AND UNDER NEW STREETS SHALL BE SCHEDULE 80 PVC. THEY SHALL BE INSTALLED WITH A MINIMUM OFFSET AT THE JOINTS TO PERMIT EASY INSTALLATION AND REMOVAL OF THE IRRIGATION LINES. ALL PLASTIC LINES SHALL BE INSTALLED IN SLEEVES UNDER PAVED AREAS. SLEEVES SHALL EXTEND AT LEAST 12" BEYOND THE EDGES OF THE PAVEMENT. SIZE OF SLEEVES SHALL BE AS FOLLOWS:

SLEEVING SCHEDULE

PIPE SIZE	MIN. SLEEVE SIZE	PIPE SIZE	MIN. SLEEVE SIZE
1/2", 3/4", 1"	2"	3", 4"	6", 10"
1-1/2"	3"	8"	16"
2", 2-1/4"	4", 6"	10"	16"

PIPE SIZING SCHEDULE

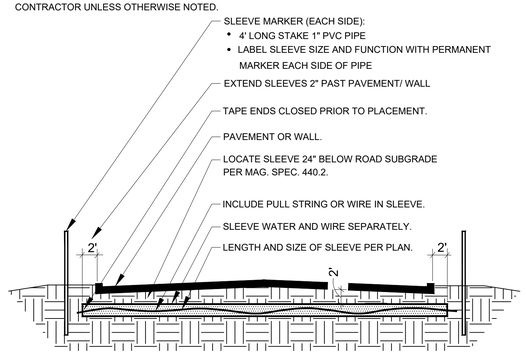
PIPE SIZE	FLOW (GPM)		PIPE SIZE	FLOW (GPM)	
	SCH 40	CL 200		SCH 40	CL 200
1/2"	0 - 4	0 - 5	3"	71 - 110	81 - 120
3/4"	5 - 7	6 - 10	4"	111 - 190	121 - 200
1"	8 - 12	11 - 16	6"	191 - 440	201 - 420
1-1/4"	13 - 22	17 - 26	8"	441 - 772	421 - 736
1-1/2"	23 - 30	27 - 34	10"	773 - 1220	737 - 1145
2"	31 - 50	35 - 55	12"	1221 - 1732	1146 - 1611
2-1/2"	51 - 70	61 - 80			

NOTE:
ALL MAINLINE PIPE 6" AND LARGER SHALL BE A MINIMUM CLASS 200 RING-TIGHT PIPE. MAINLINE 4" AND LESS SHALL BE A MINIMUM SCHEDULE 40 PVC. ALL LATERAL PIPE ABOVE 1/2" SHALL BE MINIMUM CLASS 200. ALL 1/2" LATERAL PIPE SHALL BE CLASS 315.

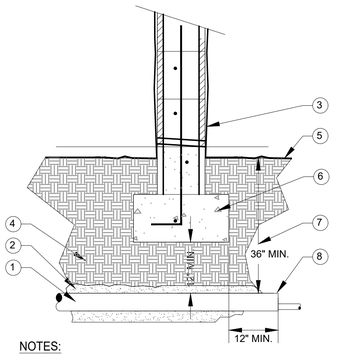
O SCALE: NTS SN: - PIPE SIZING SCHEDULE

NOTE:

- SIMILAR TREATMENTS AT DRIVEWAYS, WALLS, WALKS OR PATIOS.
- COORDINATE SLEEVES INSTALLED BY UNDERGROUND UTILITY CONTRACTOR UNLESS OTHERWISE NOTED.



P SCALE: NTS SN: - PIPE SLEEVE



1. SCH. 40 PVC SLEEVE. TWICE DIAMETER OF SERVICE PIPE, SEE SLEEVE/PIPE SCHEDULE.
2. WASHED AND GRADED MORTAR SAND BACKFILL IN ROCKY SOIL CONDITIONS.
3. WALL PER WALL DETAIL.
4. COMPACT SOIL AROUND SLEEVE TO SAME DENSITY AS UNDISTURBED ADJACENT SOIL.
5. FINISH GRADE / TOP OF DG.
6. WALL FOOTING PER WALL DETAIL. DO NOT DISTURB FOOTING OR COMPACTION FOR MINIMUM OF 12" IN ALL DIRECTIONS.
7. 36" MIN. DEPTH OR PER LOCAL CODE.
8. EXTEND SLEEVES 12" BEYOND EDGES.

NOTES:

1. CAP SLEEVES UNTIL USE.
2. MULTIPLE SLEEVES REQUIRE 4" SEPERATION WITHIN SAME SLEEVE TRENCH.
3. PROVIDE SEPERATE WATER LINE AND WIRE SLEEVES AS REQUIRED. NO WIRES IN WATER SLEEVES.

Q SCALE: NTS SN: - SLEEVE UNDER WALL

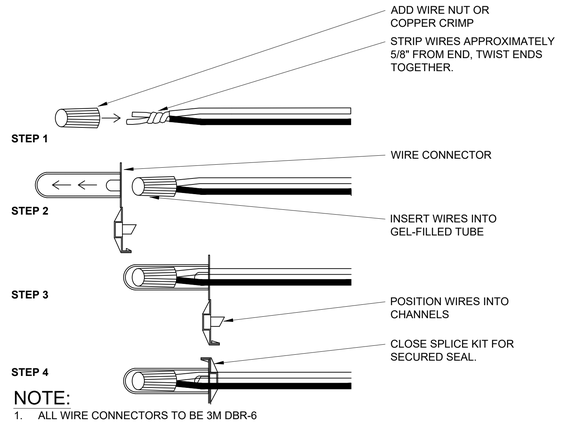
SLEEVE SCHEDULE

IRRIGATION PIPE SIZE	SLEEVE SIZE
1/2"	2"
3/4"	2"
1"	2"
1 1/2"	3"
2"	4"
2 1/2"	6"
3"	6"
4"	10"

NOTES

1. SLEEVE SIZE EQUALS THE SUM OF ALL PIPE WITHIN THE SLEEVE.
2. WIRE SLEEVES SHALL BE PROVIDED AS NOTED BELOW AND ARE NOT INDICATED ON THE PLANS.
3. ALL SLEEVES UNDER STREETS SHALL BE C 900 PVC FOR 4" & LARGER, USE SCH40 PVC FOR SMALLER SIZES. LOCATE WIRE SLEEVE ALONG ONE SIDE OF PIPE SLEEVE.
   1-24 WIRE, (1) 2" SCH. 40 SLEEVE
   25-48 WIRE, (1) 3"SCH. 40 SLEEVE
4. ALL SLEEVES SHALL EXTEND AT LEAST 2' BEYOND THE EDGE OF THE HARDSCAPE/PAVEMENT.
   SLEEVE SIDEWALKS AS REQUIRED.
5. ALL SLEEVES UNDER NEW STREETS SHALL BE SCH 80 PVC

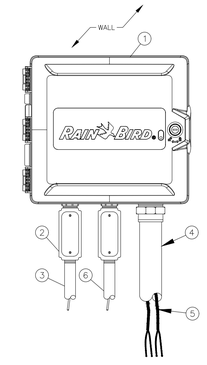
R SCALE: NTS SN: - SLEEVE SCHEDULE



NOTE:

1. ALL WIRE CONNECTORS TO BE 3M DBR-6

S SCALE: NTS SN: - WIRE SPLICE



TWO-WIRE CONTROLLER:
RAIN BIRD ESP-LXIVM/PRO IN PLASTIC CABINET WITH WALL MOUNT. INSTALL CONTROLLER AND CABINET ON WALL PER MANUFACTURER'S RECOMMENDATIONS.

2. JUNCTION BOX
3. 1-INCH CONDUIT AND FITTINGS FOR POWER SUPPLY WIRE
4. 2-INCH CONDUIT AND FITTINGS FOR TWO-WIRE CABLE
5. MAXICABLE TWO-WIRE PATH TO FIELD DEVICES USE A DIFFERENT CABLE JACKET COLOR FOR EACH PATH.
6. 1-INCH CONDUIT AND FITTINGS FOR GROUND WIRE. ONLY FOR OUTDOOR INSTALLATIONS.

NOTES:

1. ESP-LXIVM CONTROLLER IS AVAILABLE IN TWO MODELS. THE LXIVM WITH 60 STATIONS AND THE LMVM-PRO WITH 240 STATIONS. REFER TO THE CHART BELOW FOR DIFFERENCES BETWEEN THE TWO MODELS.
2. USE STEEL CONDUIT FOR ABOVE GRADE AND SCH 40 PVC CONDUIT FOR BELOW GRADE CONDITIONS.
3. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS. IF CONTROLLER IS MOUNTED INDOORS, USE POWER SUPPLY GROUND.

KEY SPECIFICATIONS

FEATURE / MODEL	MAX PROGRAMS	MAX STATIONS	MAX SIMULSTATIONS	MASTER VALVES	FLOW SENSORS	WEATHER SENSORS
LX-IVM	10	60	8	5	5	4
LX-IVM PRO	40	240	16	10	10	8

T SCALE: NTS WALL MOUNT CONTROLLER - REFERENCE ONLY (SEE PHASE 1)

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REGISTRATION:

JOHN B. COLEMAN 639 12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

IRRIGATION DETAILS

L-7.03 SHEET 22 OF 25

1-800-321-2537
(1-800-321-ALERT)
Know what's below. Call before you dig.

SECTION 32 93 00 - LANDSCAPE

PART 1 - GENERAL

1.01 Work Included

1. Landscape Fine Grading
2. Soil Preparation
3. Tree Supports and Headers
4. Planting
5. Watering
6. Maintenance

1.02 Definitions

Plants - all shrubs and cacti other than trees, and turf.
Plant material - all trees, shrubs, succulents, cacti, ground cover, and other plants.

1.03 Related Work

Contractor: minimum 5 years experience in supply and installation of landscape materials.

1.04 Source Quality Control

Provide certificates of inspection for all materials as required by this specification and/or prevailing law or regulation.

Developer's Representative shall review plant material prior to planting. Any material deemed unacceptable shall be removed from the site and not planted.

Provide trees and shrubs grown in a recognized nursery in accordance with good horticultural practice. Provide healthy, undamaged, vigorous stock grown under climactic conditions similar to conditions at project site and free of disease, insects, eggs, larvae and defects such as sun-scald, knots, injuries, abrasions or disfigurements. Provide trees and shrubs of the sizes indicated. Trees and shrubs of sizes larger than those indicated may be used provided roots, root ball, staking and planting pits are increased proportionately.

1.05 Reference Standards

- Arizona Nursery Association plant standards for nursery stock
- ANSI 60.1 - American Standards for Nursery Stock, International Society of
- Arboriculture
- American Joint Committee on Horticultural Nomenclature

1.06 Samples

Submit samples to developer's representative a minimum of 2 weeks prior to start of work for the following material:
1. Topsoil for backfill mix
2. Mulches
3. Tree supports
4. Inert Groundcovers (1 gallon)
5. Boulders
6. Steel Edging - 6" sample length

The Developer's Representative reserves the right to take and analyze samples of materials for conformity to specification at any time. Furnish samples upon request by Developer's Representative.

1.07 Products

Submit to Developer's Representative a minimum of 2 weeks prior to start of work manufacturer's comprehensive product description, including specifications and installation instructions.

1.08 Certificates and Test Reports

Provide and pay for all materials testing. Testing agency shall be acceptable to the Developer's Representative.

Submit to Developer's Representative a minimum of 2 weeks prior to start of work 2 copies of certificates of inspection as required by these specifications, jurisdictional authorities, and vendor's certified analysis for soil amendments, fertilizer materials, and chemicals. Submit other data substantiation that materials comply with specified requirements. Certificates are required to determine the quality and quantity of all specified soil amendments.

Materials certification to be submitted include, but are not limited to:

- Topsoil source and nutrient analysis
- Mulch
- Fertilizers/soil amendments/chemicals

Test representative material samples proposed for use. Provide the following data:

- Topsoil and planting backfill
- Soil PH
- Particle size, percentage soil texture
- Percentage organic material
- Nutrient level analysis
- All macro, secondary and micronutrients
- Salinity
- Percolation rate

Recommendations on type and quantity of amendments required to bring levels into acceptable ranges as detailed in part 2 - products of materials of these specifications.

Separate recommendations to be submitted for each crop. Crop to be identified as:

- irrigated trees, shrubs, and groundcovers
- turf or lawn

1.09 Maintenance Data

Submit to Developer's Representative 2 copies of written instructions, prior to expiration of the initial maintenance period, recommending procedures to be followed by the developer for the maintenance of landscape work for one full year.

1.10 Product Delivery, Storage and Handling

Deliver packaged materials in containers showing weight, analysis and identification of manufacturer. Protect materials from environmental conditions and deterioration at all times.

Provide protective covers to plant life and trees during delivery. Do not prune trees prior to delivery. Do not bend trees or shrubs in such a manner as to cause damage or destroy shape.

Deliver materials after preparations for planting have been completed. If planting is delayed for more than 8 hours after delivery, set plant material in shade, protect from weather and mechanical damage and keep roots moist.

Do not remove container grown stock from containers until planting time.

1.11 Site Conditions

Determine location of underground utilities. Use professional services to determine locations.

Execute work as required to prevent damage.

Maintain grade stakes set by others until directed otherwise.

Protect of all existing plants to remain:
1. Do not store materials or equipment, permitted burning, or operate or park equipment under the branch of any existing plant or plant material to remain except as actually required for construction in those areas
2. Provide barricades, fences or other barriers as necessary at the drip line to protect existing plants to remain from damage during construction
3. Notify Developer's Representative in any case where contractor feels grading or other construction called for by contract documents may damage existing plants to remain
4. If existing plants to remain are damaged during construction, contractor shall replace such plants of the same species and size as those damaged at no cost to Developer. Determination of extent of damage and value of damaged plant shall rest solely with Developer's Representative

1.12 Warranty

Submit warranty to Developer's Representative.

Trees, Saguaros, Yuccas, and Ocotillos
Warrant that trees, saguaros, yuccas and ocotillos will be alive and in good health for a period of one (1) year after acceptance except for defects resulting from neglect by developer or abuse by others.

Developer must follow contractor's maintenance schedule and provide current maintenance log to Developer's Representative.

Remove and replace dead, unhealthy or girdled trees, yuccas and ocotillos that lose original form and size during warranty period with material equal to that specified. Replace any material which does not meet requirements within thirty days of notification. All replacement material shall be subject to an additional one year maintenance period.

Shrubs and Other Plantings

Guarantee all other planting will be alive and in satisfactory condition for a period of 90 days from date of acceptance or will be replaced at no additional cost to the Developer.

All plant material shall be maintained in a healthy, sturdy condition during the warranty period by the contractor. Turf shall be mowed and trimmed weekly after root establishment.

All replacement plants, including shrubs, cacti, groundcovers, vines and perennials shall be subject to an additional 90 day maintenance period.

PART 2 - PRODUCTS

2.01 Fill Materials

Provide dry, loose material for fill, backfill, planting backfill and topsoil for planter beds. Frozen or muddy soils are not acceptable. Salts are not to exceed 1500 ppm, and soils shall be free of debris, noxious weeds, ingredients or objects detrimental to healthy plant growth.

Topsoil - screened, fertile, friable, from well drained arable land, free of noxious weeds, refuse, roots, heavy clay or any material toxic to plant growth; contents shall be as follows:

- Silt: 20-45%
- Slay: 15-20%
- Sand: 30-60%
- Ph: 7.0-8.3
- Soluble Salts: 1,500 ppm
- Organic material (natural or otherwise): 2% minimum
- Nutrients: enough to bring levels of acceptable plant growth.

Percolation rate shall be between 3 to 4 inches per hour. Existing topsoil may be used provided it meets these requirements. Imported topsoil must be proven to meet these requirements.

2.02 Commercial Grade Fertilizers

Agri-Sul dispersal - use only for sulfur agriculture grade gypsum, osmacote, 'sierra-blend', apply at mfg. recommended rate for each planting type.

2.03 Soil Amendments

Wood shavings: nitrogen stabilized fir or pine shavings containing 0.75% total nitrogen and 0.1 to 0.15% total iron, and under 60 ppm total manganese; composted, leached and aged for a minimum of 10 to 12 months; ph factor, 4.0 to 4.5. No soil amendments are required for salvaged plant material and cacti unless otherwise specified.

2.04 Tree Supports

Tree stakes: copper naphthenate impregnated lodge pole 12 feet in length for trees 15 gallon to 36" box, 2 lodge poles per tree, 3 poles for multi-trunk trees. Tree stakes are not required for salvaged plant material or 48" box trees or larger, unless determined otherwise by Landscape Architect due to high wind conditions. Tree ties: provide a minimum of two per tree, 18" tree strap by star nursery (www.Starnursery.Com) or approved equal, beige, with grommets. No. 10 gauge pliable zinc coated iron wire to be threaded through grommets and connected to tree stakes. Wire will not make contact with tree.

2.05 Pesticides and Herbicides

Pre-emergent herbicide shall be Surflan as manufactured by Dow/Elanco chemical company or equal.

Pesticides shall be ortho "Lindane Borer and Leaf Miner Spray" by Ortho, Consumer Products Division, Chevron Chemical Company, San Francisco, CA 94119, or "Borer Killer", by Greenlight Company, San Antonio, TX 78217. Contact herbicide shall be submitted by contractor to Developer's Representative.

Types of herbicides to be used and the methods of application will conform to Environmental Protection Agency, state and location requirements and labeling instructions.

2.06 Plant Material

Plant material shall be healthy, shapely and well-rooted. Roots shall show no evidence of having been restricted or deformed at any time. All plants shall have normally developed branching. Plants shall be free from disfiguring knots, sun scald injuries and abrasions of bark.

Plants not meeting these requirements shall be considered defective and shall be replaced immediately. All plants shall be true to name and shall be tagged, one of each variety. All plant material shall be grown in nurseries inspected by the State Department of Agriculture.

Specimen plant material shall be selected and tagged at the growers nursery prior to shipment.

Plants shall be measured when branches are in their normal position. Height and spread dimensions specified refer to main body of plant and not branch tip to tip. Caliper measurement shall be taken at a point on the trunk 6" above natural ground line for trees up to 4" in caliper and at a point 12" above the natural ground line for trees over 4" in caliper. If a range of size is given, no plant shall be less than the minimum size and not less than 40% of the plants shall be large as the maximum size specified. The measurements specified are the minimum size acceptable and are the measurements after pruning, where pruning is required. Plants that meet the measurements specified, but do not possess a normal balance between height and spread shall be rejected.

Container stock, when specified, shall have grown in the containers in which delivered for at least 6 months, but not over 2 years. Samples must prove no rootbound conditions exist. No container plants that have cracked or broken balls of earth when taken from container shall be planted except upon special approval by Developer's Representative.

Container stock shall not be pruned before delivery. Field grown plants recently transplanted into containers will not be accepted.
Sod shall be dense with the grass having been mowed at a height of 1" prior to removal from field. All grass shall be grown on fumigated fields. Sod shall not be stacked for more than 24 hours between time of cutting and time of delivery.

2.07 Inert Groundcover

Inert groundcovers, including but not limited to, decomposed granite (DG), crushed rock, and river rock shall have a minimum 2" coverage depth, unless noted otherwise on plans. Inerts shall be the size and color as per plan, and shall be taken from a single quarry. DG shall be from a single source approved by the Developer's Representative. Screened DG shall be uniform, free of clay lumps, calcareous coatings, caliche, organic matter or deleterious
substances.

Boulders will be from a single source approved by the Developer's Representative. Surface Select Boulders to be free of broken areas, scars and scrapes. Boulders for seating shall have a flattened top.

2.08 Edging

Edging, including but not limited to, poly or steel product, shall be of the size (gauge and depth) specified on plans and drawings. Samples shall be submitted by contractor for approval.

PART 3 - EXECUTION

3.01 General

Install all material in accordance with the methods, techniques and specifications of each manufacturer and these specifications.

Do not begin planting until completion of the site grading and installation of a fully functional underground irrigation system is in place.

The Contractor will, prior to the start of construction activities on the site, define the limit boundaries of all areas designated as off-limits to the Contractor. Provide protective fencing for existing landscaped plants from construction activities as noted per drawings.

3.02 Backfill, Imported Fill or Artificial Soil and Gravel

Inspect the integrity of all damp-proofing and water proofing membranes which occur over, on or against any construction to be fully or partially concealed by earthwork prior to the placement of any imported soil, backfill, gravel fill or sub-base.

3.03 Topsoil

Import additional topsoil only as required to bring planting areas up to finish grade or per turf or planting bed requirements. Spread and cultivate soil so that no settling takes place at any time.

3.04 Landscape Fine Grading

Allow for the addition of soil amendments, conditioners and any specified top dressing when determining and executing finish grade.

Set finish grade 2-1/2 inches below adjacent paving, curb and headers to allow for decomposed granite, groundcover mulch or turf sod.

Complete all finish grading prior to commencing landscape operations. Surface drainage will be away from the building foundation and walls, and will ensure proper drainage of the site as indicated on the drawings. Grade all planting areas to a smooth, even and uniform plane with no abrupt changes to surface, and the area drains as designed. Grade and maintain all flow lines, designated or not, to allow free flow of surface water. Cultivate entire area to a depth of 6 inches minimum and remove all rock in excess if 1-1/2 inches, all building rubble, building construction material, waste and any other material that may impair satisfactory growth.

Dispose of any unacceptable or excess soil or other materials at a legal offsite disposal area and pay all dumping fees and charges.

3.05 Inert Groundcovers

Apply inert groundcovers to a 2 inch minimum depth within 1/2 inch of the top of adjacent curb or sidewalk.

Exercise care when placing inert groundcover around plant materials so as not to choke, cover or damage plant. Inert groundcovers will be kept out of the crowns of the plants.

Areas of installation will be completely weed-free before the placement of inert groundcover.

Apply pre-emergent according to manufacturer's recommendations before and after groundcover installation. Feather granite to provide a smooth transition to areas not receiving DG. After placing and grading DG, the Contractor will lightly water the granite to remove fine material from the surface.

3.06 Herbicide Application

All areas shall be maintained weed-free at all times during construction. Do not apply pre-emergent herbicides at locations of revegetation seeding. The contractor shall manually remove invasive weeds within these areas.

3.07 Tree Support

Only stake trees which are delivered with nursery stakes. Remove nursery stakes and install lodgepole per specifications. Install tree supports as shown on the drawings within 48 hours of planting. Bracing stakes will be driven vertically into firm ground and outside the rootball. Tree supports shall be installed to prevent rubbing and girdling, yet allow for trunk movement. Tree ties that encircle trunks shall be large enough to allow for normal growth of the trunk during the first year without girdling.

3.08 Plant Placement

Layout plant locations with stakes or flags prior to planting. Coordinate with developer's representative to assure appropriate location.

Place shrubs no closer than 20 inches from foundations, fences, walls and walks or as far as character of growth demands, whichever is greater unless directed otherwise by the Developer's Representative.

Place trees no closer than 6 feet to foundations, fences, walls and walks unless directed otherwise by the Developer's Representative.

All plants which settle deeper than the surrounding grade will be rejected and must be raised to correct level.

Where rock, underground construction or other detrimental conditions are encountered at plant pits, Developer's Representative may selective alternate location.

3.09 Container Stock

Test drainage of plant beds and pits by filling with water. Notify developer's representative of areas where water is retained more than 24 hours and request a hardpan planting detail. Any drainage problem must be rectified prior to planting.

Do not expose roots to air except during transplanting.

Dig pits with perpendicular sides to a minimum of 2 to 3 times the width (see details) of the root ball for containerized trees and shrubs. Dig pits only as deep as the root ball to prevent settling of the tree or shrub.

Unless otherwise specified, place all plants in the center of planting pits, plant upright and face to give the best appearance and relationship to the adjacent plants for structures.

Plants will be set in relation to surrounding grade so they are even with depth at which they were grown in nursery or container.

After removing plant from container, scarify sides of rootball to eliminate root bound condition. Do not plant stock if rootball is cracked or broken.

3.10 Boxed Trees

Branches and rootballs must not be damaged.

Top of rootball will be one ince (1") above adjacent finished grade.

Add soil backfill under the tree if needed to bring rootball to proper height.

Planting pit will be backfilled with clean topsoil as box sides are progressively removed to minimize damage to the rootball and to prevent it from collapsing.

Backfill in bottom of planting pit will be to prevent undue settling.

Water the trees at planting as needed until the permanent automatic irrigation system is installed and operating.

3.11 Backfilling

Backfill plant pits and form a temporary shallow basin around the plant to hold enough water to saturate the root ball and backfill. Water plants immediately after planting and allow backfill to settle in plant pit. Do not water ocotillos after planting. Remove basin prior to installation of inert groundcovers or turf.

Treat all planting areas with a pre-emergent, with the exception of the revegetated seed areas.

3.12 Annuals

At time of transplanting, soil in flats shall be sufficiently moist so as not to fall apart when lifting plants. Plant each plant with its proportionate amount of the flat soil in a manner that will ensure a minimum disturbance to the root structure.

Plant flat material sufficiently deep to cover all roots. Firmly tamp the earth around each plant to force out large air pockets.

3.13 Sod

Soil Preparation
Provide soil with an organic matter content of 25 percent to 30 percent. Incorporate into soil by tilling the soil to a depth of 6 inches thoroughly remove debris, weeds and rocks from soil.

Soil Amendments
Prior to tilling, apply gypsum at a rate of 100 pounds per 1,000 square feet, phosphate at a rate of two pounds per 1,000 square feet and soil sulfur at five pounds per 1,000 square feet.

Sod Installation
Install sod along the straightest edge of turf area. Stagger joints in a brick- like pattern. Avoid gaps and overlapping. Place sod diagonally across slopes, so it cannot slide, and so that it provides complete cover with no brown sections or cracks showing. Water sod at least every thirty minutes. After installation, water lightly and roll in two directions with a sod roller.

3.14 Watering

Water all plants immediately after planting to avoid drying out, to the full depth, saturating the root ball of each plant hole repeat watering as often as necessary to keep the ground moist but not soaked, well below the root system of the plants.

3.15 Clean Up

Keep all areas clean and orderly during and after execution of work.

3.16 Pruning

Prune shrubs and trees upon completion of the work, according to standard horticultural practices to preserve the natural character of the species and to repair or replace injured plants at directed. Limit pruning only to remove dead or injured twigs and branches and to compensate for loss of roots as a result of planting operations

3.17 Maintenance Period

Upon substantial completion, as determined by the Developer's Representative, in accordance with the conditions of the contract, the contractor shall be notified in writing that the maintenance period is to begin.

Landscape contractor shall be responsible for maintenance of landscaped areas for a period of 90 days. Maintenance includes watering trees and grasses, monitoring and adjusting the irrigation system as necessary, mowing and trimming lawn areas, pruning and trimming plant material, weed removal, and cultivating plant beds.

Landscape contractor shall be responsible for maintenance of the sprinkler irrigation system, including monitoring and adjusting the duration and frequency of the watering schedule, adjustment of heads for coverage and elevation, repair of leaks in both main and lateral lines, and all other work required to establish a complete working sprinkler irrigation system.

Landscape contractor shall be responsible for maintenance of new planting, including watering, cultivating, weeding, mulching, re-staking, tightening and repairing guys, resetting plants to proper grades and position, maintenance of temporary tree wells, and furnishing and supplying all fertilizers, herbicides, and pesticides to maintain a thriving landscape. Landscape contractor, in order to protect his guarantee, shall give typewritten to developer, a complete maintenance manual in the care, maintenance and fertilization of the landscape.

Maintenance manual may include, but is not limited to the following: irrigation, fertilization, weeding, pesticide and herbicide application, pruning, resetting unstable plants, mowing, repairing, adjusting or replacing stake and guying, repair damage caused by weather, wildlife and vandalism or other hazards, perform maintenance operations necessary to assure healthy plant growth.

Landscape contractor shall request, in writing, a final inspection at the completion of the maintenance period. If the developer's representative determines the work is satisfactory, the maintenance period will end on the date of the final inspection. If the maintenance is unsatisfactory, the maintenance period will be extended, at the contractor's expense, until such time as all corrections are made and the work is inspected and approved by the developer's representative. Retention will not be released until final inspection is made and approval issued by the developer's representative.

3.18 Field Quality Control

Notify Developer's Representative of the requirement for inspections at least 48 hours in advance. Inspections are required, but not limited to, the following:

- Inspection and acceptance of plant material prior to shipping.
- At completion of rough grade prior to boulder placement.
- At completion of landscape finish grading and soil preparation, prior to planting.
- At layout of irrigation system, prior to installation of irrigation system.
- A installation of irrigation system, prior to backfilling trenches and planting
- During installation of specimen tree, palm or other specimen plant material.
- After staking locations for plant holes, but prior to planting.
- During the planting process.
- During the placement and aiming of all light fixtures
- At substantial completion of the work.
- During warranty period to observe maintenance procedures.
- At final completion of the work.

- END OF SECTION 32 93 00 -

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DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

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PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

SPECIFICATIONS

L-8.01

SHEET 23 OF 25

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SECTION 32 84 00 - PLANTING IRRIGATION

PART 1 - GENERAL

1.01 SUMMARY:

A. Work Included: Provide a provision for an underground irrigation system including the following:

1. Trenching, stockpiling, excavation of materials, and refilling trenches.
2. Complete systems including but not limited to piping, pump station, backflow preventer, assemblies, valves, fittings, heads, controller wiring, and final adjustments to ensure efficient coverage as determined by Consultant.

1. 02 REFERENCES:

A. Perform Work in accordance with requirement of Conditions of the Contract and Division 01-General Requirements as well as provisions of all applicable laws, codes, ordinances, rules and regulations. Conform to requirements of reference information listed below, except where more stringent requirements are shown or specified in Contract Documents.

1. American Society for Testing and Materials (ASTM) - Specifications and Test Methods specifically referenced in this section.
2. Underwriters Laboratories (UL) - UL wires and Cables.

1.03 QUALITY ASSURANCE:

A. Installer Qualifications: Installer shall have had considerable experience and demonstrated ability in the installation of irrigation system(s) of specified type(s) in a neat, orderly, and responsible manner in accordance with recognized standards of workmanship.

B. Special Requirements:

1. Tolerances - Specified depths and separations of pressure supply lines and laterals and pitch of pipes are minimums. Settlement of trenches is cause for removal of finish grade treatment and repair of finished grade treatment.
2. Coordination with Other Contracts - Protect, maintain, and coordinate Work with Tasks under other sections.
3. Damage to Other Improvements - Contractor shall replace or repair damage to grading, soil preparation, seeding, sodding, or planting done under other Sections during work associated with installation of irrigation system at no additional cost to the Owner.
4. Work involving substantial plumbing for installation of pump station, backflow preventers, copper service, and related work shall be executed by licensed and bonded plumber(s), performed in accordance with all prevailing codes and regulations.
5. Work involving connection to, installation, or extension of 120-volt or greater electrical service shall be executed by a licensed and bonded electrician, performed in accordance with all prevailing codes and regulations.

D. Irrigation Control System Procedures:

1. Contractor shall be responsible to provide and install all specified control equipment to result in a complete and working system, whether or not all appurtenances are shown on plans. System shall include controllers; all grounding and surge protection; master valves; and weather communication source.

1.04 SUBMITTALS:

A. Submittals: Prepare and make submittals in accordance with conditions of the Contract prior to installation.

B. Construction Record Drawings:

1. Contractor shall draw lateral piping, controller station numbers, and all other record information on the Field Record. The Field Record plan(s) shall be available at the Project Site for review. Upon completion of Project, Contractor shall submit Field Record Plan for review, prior to final acceptance. Dimension from two permanent points of reference, (building corners, sidewalks, road intersections, or permanent structures), location of the following items:
   a. Routing of pressure supply lines (dimension every 100 feet along the routing).
   b. Electric control valves.
   c. Control wire routing (if not with pressure supply line).
   d. Record plans shall be to same scale and in the same format as designed plans.
2. Prior to scheduling walk-through for substantial completion, Contractor is to submit all Field Record information to the Owner for approval.
3. Contractor shall also provide both a hard copy and Electronic Form version of the Controller Data Sheets to the Consultant.

C. Controller Charts: Do not prepare controller charts until record (as-built) drawings have been approved by the Consultant.

1. Provide controller chart, automatic controller.

   a. Controller drawing may be same size reproduction of the record drawing, if scale permits fitting them inside the controller door without folding drawing. If photo reduction prints are required, keep reproduction to maximum size possible to retain full legibility. Chart may also be Controller Data Sheet as for central-satellite systems, if approved by Consultant.
   b. Controller chart shall be bond print of actual as-built system, showing area covered by that controller; or Controller Data Sheet showing information on each station, and with complete description of each station's location.
   c. Identify area of coverage of each remote control valve, using a distinctly different pastel color for each zone. Highlight heads, lateral piping, and control valves.
   d. Following review of controller drawings by Consultant, hermetically seal each chart between two layers of 20 mm thick clear plastic.
   e. Controller chart shall be completed and approved by Consultant prior to final completion walk-through of irrigation system.
   f. Attach approved controller chart to inside of each controller door using self adhesive Velcro strips.
2. Following installation of each controller, contractor shall record all station data on a "Data Sheet" provided by the Consultant. This data shall include the type and quantity of irrigation devices on each station, nozzle type, arc, area of control (turf, trees, shrubs, etc), valve size, gpm, location, etc. as shown on the Data Sheet.
3. Prior to final walk-through for each area of the project, Contractor shall confirm that the following has been accomplished:
   a. Construction record drawings per 1.04.1.
   b. Data Sheets for Controllers.

E. Operational Manual: Submit 3 sets of Operations Manual to Consultant for approval, prior to scheduling the final completion walk-through. Manual is to include the following in a 1 x 3 ring binder:

1. Index sheet stating project name, and listing Contractor name, address, phone number, and contact person. Include same information for Primary Sub-Contractors.
2. Manufacturer cut sheets for all material components of irrigation system. Highlight or circle specific models or items.

1.05 DELIVERY, STORAGE and HANDLING:

A. Deliver, unload, store and handle materials, packaging, bundling, products, in dry conditions, or a weatherproof manner, to prevent damage, breakage, deterioration, intrusion, ignition, and vandalism. Deliver in original unopened packaging containers prominently displaying manufacturer name, volume, quantity, contents, instructions, and conformance to local, state, and federal law. Remove and replace cracked, broken, or contaminated items or elements prematurely exposed to moisture, inclement weather, snow, ice, temperature extremes, fire, or job site damage.

B. Handling of PVC Pipe: Exercise care in handling, loading and storing of PVC pipe. All PVC pipe shall be transported in a vehicle which allows the entire length of pipe to lie flat so as not to subject it to undue bending or concentrated external loads. All sections of pipe that have been dented or damaged shall be discarded, and if installed, shall be removed and replaced with new piping.

1.06 JOBSITE CONDITIONS:

A. Protection of Property:

1. Preserve and protect all trees, plants, monuments, structures, and paved areas from damage due to Work in this Section. In the event damage does occur, all damage to inanimate items shall be completely repaired or replaced to the satisfaction of the Owner. All injuries to living plants shall be repaired by the Owner, and all costs of such repairs shall be charged to and paid by the Contractor.
2. Protect buildings, walks, walls, and other property from damage. Flare and barricade open ditches. Damage caused to asphalt, concrete, or other building material surfaces shall be repaired or replaced at no cost to the Owner. Restore disturbed areas to original condition.

B. Existing trees:

1. All trenching or other Work under limb spread of any and all evergreens or low branching deciduous material shall be done by hand or by other methods so as to prevent damage to limbs or branches.

C. Protection and Repair of Underground Lines: Request proper utility company to stake exact location (including depth) of all underground utilities. Take whatever precautions necessary to protect these underground lines from damage. In the event damage does occur, all damages shall be repaired by Contractor unless other arrangements have been made.

D. Replacement of Paving and Curbs: Where trenches and lines cross existing roadways, paths, curbing, etc., damage to these shall be kept to a minimum and shall be restored to original condition.

1.07 WARRANTY / GUARANTEE:

A. Contractor shall warrant materials against defects for a period of one year from the date of Substantial Completion. Contractor shall guarantee workmanship for similar period. Contractor shall be responsible for coordinating material warranty items with the manufacturer / distributor.
B. Settling of backfilled trenches which may occur during guaranty period shall be repaired by Contractor at no expense to the Owner, including complete restoration of damaged property.
C. Expenses due to vandalism before substantial completion shall be borne by Contractor.
D. Owner or representative maintenance company will maintain turf and planting areas during warranty period, so as not to hamper proper operation of the irrigation system.

1.08 MAINTENANCE:

A. Furnish the following maintenance items to Owner prior to final Acceptance:

1. 2 sets of special tools required for moving, disassembling, and adjusting each type of sprinkler head and valve supplied on this project.
2. 2 keys for each automatic controller.

1.09 EXTRA STOCK:

A. In addition to installed system furnish the following items to Owner:
1. 4 per 100 installed drip emitters of each type used.
2. 2 pop-up heads of each type used.

PART 2 - PRODUCTS

2.01 MATERIALS:

A. General piping:

Note: All piping for reclaimed water systems shall be purple colored, or wrapped with reclaimed "sock" or reclaimed marking tape, and main lines shall have detectable reclaimed marking tape in trench 12" above top of pipe continuously.

1. Pressure Supply Lines (downstream of Pump Station) - Sch. 40 PVC, Solvent Weld Belled End for 2-1/2" or smaller, and rubber-ring joint for 3" and larger with ductile iron fittings and taps.
2. Non-pressure lines - Sch. PVC, Solvent Weld Belled End.
3. Drip Piping - ¾" Sch. 40, Solvent Weld unless otherwise specified on plans.
4. Emitter Tubing - by emitter manufacturer.

B. Plastic Pipe and Fittings:

1. Identification Markings:
   a. All pipe to be identified with following indelible markings:
      1) Manufacturer's Name.
   b. All fittings including valve taps for rubber-ring pipe shall be cast or ductile iron, rubber-ring for PVC.
2. Solvent Weld Pipe - Manufactured from virgin polyvinyl chloride (PVC) compound in accordance with ASTM D2241 and ASTM D1784; cell classification 12245-B, Type 1, Grade 1.

   a. Fittings - Standard weight, Schedule 40, injection molded PVC; complying with ASTM D1784 and D2466, cell classification 12454-B.
      1) Threads - Injection molded type (where required).
      2) Tees and ells - Side gated.
   b. Threaded Nipples - ASTM D2464, Schedule 80 with molded threads.
   c. Joint Cement and Primer - Type as recommended by manufacturer of pipe and fittings.

C. Low Pressure / Volume Systems:

1. Emitters as indicated on drawings.
2. Drip Piping - manufactured of polyvinyl chloride compound conforming to ASTM D2241 and ASTM D1784, Type 1, Grade 1.
3. Fittings - Schedule 40 PVC, or as recommended by piping manufacturer.
4. Drip Valve Assembly - Type and size shown on drawings.
   a. Wye Strainer - Plastic / Fiberglass construction with 150 mesh nylon screen and blow out assembly.
   b. Control Valve - 2-way, solenoid pilot operated type made of synthetic, non-corrosive material; diaphragm-activated and slow closing. Include freely pivoted seat seal; retained (mounted) without attachment to diaphragm.
   c. Pressure Regulator - Plastic / Fiberglass construction, preset type with pressure setting per drawings.

D. Copper Pipe and Fittings:

1. Copper Pipe - Type K hard tempered.
2. Fittings - Wrought copper, solder joint type.
3. Joints - Soldered with solder, 45% silver, 15% copper, 16% zinc, and 24% cadmium and solids at 1125 F and liquids at 1145 F.

E. Brass Pipe and Fittings:

1. Fittings - Medium brass, screwed 125 pound class.
2. Brass Pipe - 85% red brass, AMSI Schedule 40 screwed pipe.

G. Valve Boxes:

1) Note: All box covers for reclaimed water systems shall be purple colored, and marked for reclaimed. Nominal pipe size.
2) Schedule or class.
3) Pressure Rating.
4) NSF (National Sanitation Foundation) seal of approval.
5) Date of extrusion.

Otherwise, valve box color to be selected based upon a review of the location and adjacent material by Owner and Landscape Architect prior to installation.

1. Drip Line Blow-out Stubs, and Wire Stub Box - Carson #910-12.
2. 1-inch through 2-inch Control Valves - Carson #1419-13B.
3. Drip Valve Assemblies - Carson #1419-13B.
4. Control Wiring Splices - Carson #910-12.
5. Main Line Gate Valves - Carson #910-12.
6. Air-Relief Valves - Carson #1419-13B.
7. Manual Drain Valves - Carson #1419-13B.
8. Master Control Valve - As shown on detail.

H. Electrical Control Wiring:
1. Low Voltage:
   a. Electrical Control Wire - Hunter two-wire.
   b. If multiple controllers are utilized, a different two wire for each controller.
2. High Voltage: Type required by local codes and ordinances, of proper size to accommodate needs of equipment serviced.

I. Sprinkler Heads: As shown on drawings. Use Purple caps or nozzles for Reclaimed Water use.
K. Electric Control Valves: As noted on drawings. Purple handles for Reclaimed Water use. Install pressure regulating devices where specified on plans.
L. Pipe Bedding Material: Construction grade sand approved by Consultant.
M. Automatic Controller: As shown on drawings. Provide two (2) remote control units (compatible as specified by Owner) as part of the work.
N. Manual Drain Valve: As shown on drawings.
O. Air-Relief Valve: As shown on drawings.
P. Master Control Valve: As shown on drawings.
Q. Pump Station: As shown on drawings.

PART 3 - EXECUTION

3.01 INSPECTION:

A. Examine areas and conditions under which Work of this Section is to be performed. Do not proceed with Work until unsatisfactory conditions have been corrected.
B. Grading operations, with the exception of final grading, shall be completed and approved by Owner prior to staking or installation of any portion of irrigation system except sleeving.

3.02 PREPARATION:

A. Staking Shall Occur as Follows:
1. Mark with powdered lime or marking paint routing of pressure supply lines, and flag heads and control valve locations for first series of zones for approval.
B. Sleeving: Install sleeving under all asphalt paving and concrete walks, prior to the installation of concrete or paving operations, to accommodate piping and wiring. Compact backfill around sleeves to 95% Standard Proctor Density within 2% of optimum moisture content in accordance with ASTM D1557.
C. Trenching: Trench excavation shall follow, as much as possible, layout shown on Drawings. Dig trenches straight, and support the pipe continuously on the bottom of trench. Trench bottom shall be clean and smooth with all rock and organic debris removed. Pressure supply line trenches shall be over-excavated as required to allow for bedding material. Trench depth shall be uniform as required to meet minimum depth requirements for the type of piping being installed.

1. Clearances:
   a. Piping smaller than 3 inches - Trenches shall have a minimum width of 7 inches. 12 inches for 3" and larger pipe.
   b. Line clearance - Provide not less than 6 inches of clearance between each line, and not less than 12 inches of clearance between lines of other trades.
   c. For Reclaimed Water systems, 2-foot vertical (below) and 6-foot horizontal separations from potable lines are required per MAG and industry standards.

2. Pipe and Wire Depth:
   a. Pressure Supply Piping - 24 inches from top of pipe (30 inches where 6" and larger pipe is on project).
   b. Non-pressure piping - 12 inches from top of pipe.
   c. Two-wire - Side and bottom of pressure supply line.
   d. Drip Piping - 12 inches from top of pipe.
   e. Emitter tubing - 12 inches from top of pipe (non slope plantings). 4 inches from the top of pipe (slopes 2:1 of greater).

3.03 INSTALLATION:

A. Other Equipment: Locate other equipment as near as possible to location designated on construction drawings. Deviations shall be approved by Consultant prior to installation.
B. PVC Piping:
1. Snake pipe in trench as much as possible to allow for expansion and contraction.
2. When pipe laying is not in progress, or at end of each day, close pipe ends with tight plug or cap. (Perform work in accordance with good practices prevailing in piping trades).
3. Coordinate pressure supply line installation with required bedding operations. Concrete thrust blocks or steel joint restraints shall be utilized for all rubber-ring joint fittings per industry standards. In sandy soil, mechanical joint fittings shall be used with thrust blocks.
4. Stake all above-grade PVC piping per details.
5. Use 45-degree ells when making perpendicular crossings of above-grade PVC piping, to depress bottom pipe.
6. Lay pipe and make all plastic-to-plastic joints in accordance with manufacturer's recommendations.

C. Drip Piping:
1. Install fitting connections per manufacturer's recommendations.
2. Use threaded risers and Sch. 40 or Sch. 80 fittings per details when making connections in drip piping for emitters and fittings.
3. Install drip line blow-out stubs at all dead ends of drip piping.
4. Any deviations from drip pipe routing shown on drawings must be approved by Consultant prior to installation.

D. Control Wiring:
1. Low Voltage Wiring (Two Wire):
   a. Bury control wiring between controller and electric valves in pressure supply

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PROJECT:

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PREPARED FOR:

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PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

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PLANTING IRRIGATION CONTINUED

line trenches, with wires consistently located to one side of pipe, on top of initial pipe bedding, or in separate trench.

a. Provide an expansion loop at pressure supply line angle fittings, every electric control valve location (in valve box), and at minimum 500 feet intervals. Form expansion loop by wrapping wire at least 8 times around a 1-inch pipe and withdrawing pipe.
b. Make splices and electric control valve connections using DBY connectors or similar dry splice method.
c. Install two wire splices not occurring at control valve in a separate splice valve box.

2. High Voltage Wiring for Automatic Controller:
   a. Provide 120-volt power connection to automatic controller.

E. Automatic Controller:

1. Install controller in accordance with manufacturer's instructions as detailed and where shown on Drawings.
2. Connect remote control valves to controller in numerical sequence as shown on Drawings.
3. Final location of controller shall be approved by Consultant prior to installation.
4. Each controller shall have a dedicated separate ground wire and surge protection.
5. Above-ground conduit shall be rigid galvanized steel with appropriate fittings. Below-ground conduit shall be Schedule 40 PVC.

F. Drip Valve Assemblies: Install drip valve assembly as detailed.

G. Drip Emitters: Install drip emitters as detailed.

H. Valve Boxes:

1. Install one valve box for each type of valve installed as detailed flush with grade for all sodded areas, and above-grade for all seeded areas.
2. Valve box extensions are not acceptable, except for master valve.
3. Install gravel sump after compaction of all trenches. Valve box to rest on gravel sump. Place final portion of gravel inside valve box after valve box is backfilled and compacted.
4. Install “Christy” stainless steel or 2.5” x 5” plastic valve label tags for each valve box (1-800-258-4583). Entire controller & station number shall be printed on each tag. Letter and number size shall be no smaller than 1/8 inch and no greater than ¼ inches. Label each valve box as follows:
   a. Control valves - Controller letter and station number.
   b. Quick Coupler Valves - Label “QCV.”
   c. Wire Splices - Label wire splices with the letters “W.S.”
   d. Drip Piping Blow-our Stubs - Controller letter and station number of each drip piping blow-out.
   e. Gate Valves - Label with letters “GV” typical.
   f. Air-Relief Valves - Label with letters “ARV” typical.
   g. Manual Drain Valve - Label with letters “MDV.”
5. Valve box color to be selected based upon a review of the location and adjacent material by Owner and Landscape Architect prior to installation. These guidelines are typical of all installations unless water source is effluent. In that case all valve boxes no matter the location are to be purple in color and meet all applicable codes and ordinances.

I. Pump Station: Install as detailed on Drawings.

J. Electric Control Valves:

1. Install top of cross handle a maximum of 3 inches below finished grade where shown on Drawings and as detailed.
2. When grouped together, allow a minimum of 12 inches between valve box sides.
3. Space control valves accordingly.
4. Install each remote control valve in a separate valve box.
5. Install valve boxes flush with grade.
6. When parallel to roadway, sidewalk or other permanent element or structure, control valve and box are to be installed perpendicular to element or structure, spaced equally.
7. For athletic areas such as football fields where concrete curbs exist, place the electric valves within one foot of the curb (no further into the playfield).

K. Main Line Gate Valves: Install as detailed on Drawings.

L. Air-Relief Valves: Install as detailed on Drawings.

M. Control Wiring:

1. All control wiring to be laid to bottom and side of pressure supply line trench. Separate wire trenches will not be allowed unless approved by Consultant prior to installation.

N. Backfilling: Do not begin backfilling operation until required system tests have been completed. Backfill shall not be done in freezing weather except with prior written approval by Consultant. Leave trenches slightly mounded to allow for settlement after backfilling is complete. Trenches shall be finished graded prior to walk-through of system by Consultant.

1. All pressure supply lines shall be bedded with construction grade sand 4 inches below invert of pipe, to 6” above top of pipe and width of trench when site conditions are rocky or otherwise unfavorable.
2. Materials: Excavated material is generally considered satisfactory for backfilling purposes after completing bedding requirements. Backfill materials shall be free of rubbish, vegetative matter, frozen materials, and stones larger than 2 inches in maximum dimension. Do not mix subsoil with topsoil. Material not suitable for backfill shall be hauled away. Contractor shall be responsible for providing suitable backfill if excavated material is unacceptable, or not sufficient to meet backfill, compaction, and final grade requirements.
3. Do not leave trenches open for a period of more than 48 hours. Open excavations shall be protected in accordance with OSHA regulations.
4. Compact backfill to 90% maximum density in 6” lifts, determined in accordance with ASTM D155-7 utilizing the following methods:
   a. Mechanical tamping.
   b. Puddling or ponding. Puddling or ponding and/or jetting is prohibited within 10’-0” of building or foundation walls.

S. Piping Under Paving:

1. Provide for a minimum cover of 24 inches between the top of the pipe and the bottom of the aggregate base for all pressure and non-pressure piping installed under asphalt concrete or concrete paving. Provide sleeving as required by municipality, or as shown on plans.
2. Piping shall be bedded with construction grade sand - 6 inches below pipe to 6 inches above pipe and the width of the trench.
3. Compact backfill material in 6-inch lifts at 95% maximum density determined in accordance with ASTM D1557 using manual or mechanical tamping devices.
4. Set in place, cap, and pressure test all piping under paving, in presence of Consultant or Owner prior to backfilling and paving operations.
5. Piping under existing walk or concrete pavement shall be done by jacking, boring, or hydraulic driving, but where cutting or breaking of walks and/or concrete is necessary, it shall be done and replaced at no cost to the Owner. Obtain permission and prior approval from Owner to cut or break walks and / or concrete.

3.04 FIELD QUALITY CONTROL:

A. Flushing: After piping, risers, and valves are in place and connected, but prior to installation of emitter heads, quick coupler valves, and air relief valves, thoroughly flush piping system under full head of water pressure from dead end fittings. Maintain flushing for 5 minutes through furthestmost valves. Cap riser after flushing.

B. Testing: Conduct tests in presence of Consultant. Arrange for presence of Consultant a minimum of 48 hours in advance of testing. Supply force pump and all other test equipment.

1. After backfilling, and installation of all control valves & quick coupler valves, fill pressure supply line with water, and pressurize to 40 PSI over the designated static pressure or 120 PSI, whichever is greater, for a period of 2 hours.
2. Leakage, Pressure Loss: Test is acceptable if no leakage or loss of pressure is evident during test period.
3. Leaks: Detect and repair leaks.
4. Retest system until pressure can be maintained for the duration of the test.
5. Before final acceptance, pressure supply line shall remain under pressure for a period of 48 hours.

C. Walk-Through for Substantial Completion:

1. Arrange for Consultant's presence a minimum of 48 hours in advance of walk-through.
2. Entire System shall be completely installed and operational prior to scheduling of walk-through. All sodded areas are to be complete with head height and valve boxes adjusted accordingly.
3. Operate each zone in its entirety for Consultant at time of walk-through, and open all valve boxes.
4. Consultant shall generate a list of items to be corrected prior to Final Completion (“Punch List”).
5. Furnish all materials and perform all Work required to correct all inadequacies due to deviations from Contract Documents, and as directed by Consultant.
6. During walk-through, expose all drip emitters and sprinklers under operations for observation by Consultant to demonstrate that they are performing and installed as designed; prior to placing of all mulch material. Schedule separate walk-through if necessary.

D. Walk-Through for Final Completion:

1. Arrange for Consultant's presence a minimum of 48 hours in advance of walk-through.
2. Show evidence to Consultant that Owner has received all accessories, charts, record drawings, and equipment as required before Final Completion walk-through is scheduled.
3. Operate each zone identified as deficient at substantial completion walk-through for Consultant to review at time of final completion walk-through to ensure correction of all incomplete items.
4. Items deemed not acceptable by Consultant shall be reworked to the complete satisfaction of Consultant.
5. If after request to Consultant for a walk-through for Final Completion of the irrigation system, Consultant finds items during walk-through to be deficient, Contractor shall be charged for all subsequent walk-throughs. Funds will be withheld from final payment and/or retainage to Contractor, in amount equal to additional time and expenses required by Consultant to conduct and document further walk-throughs as deemed necessary to ensure compliance with Contract Documents.

3.05 ADJUSTING:

A. Upon substantial completion of installation, fine-tune entire system by regulating valves, adjusting spray patterns and break-up arms/screws, and setting pressure reducing valves or throttling electric valve flow control stems to proper pressure settings to provide optimum and efficient coverage. Flush and adjust all sprinkler heads for optimum performance and to prevent overspray onto walks, roadways, and buildings as much as possible. Heads of same type shall be operating at same pressure +/- 7%.
B. If it is determined that irrigation adjustments will provide proper and more adequate coverage, make such adjustments prior to Final Acceptance, as directed, at no additional cost to Owner. Adjustments may also include changes in nozzle sizes, degrees of arc, and control valve throttling.
C. All sprinkler heads shall be set perpendicular to finish grade unless otherwise designated.
D. Areas which do not conform to designated operation requirements due to unauthorized changes or poor installation practices shall be immediately corrected at no additional cost to the Owner.

-END OF SECTION 32 84 00-

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REGISTRATION:

JOHN B. COLEMAN
639
12/4/23

DESIGNED: TEAM
DRAWN: TEAM
APPROVED: JBC
PROJECT NO.: 23-010

PROJECT:

BUNGALOWS AT CERRILLOS

SANTA FE, NEW MEXICO

PREPARED FOR:

CAVAN COMPANIES
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260
CONTACT: Jeremy Hall

PHASE 2 LANDSCAPE CONSTRUCTION DOCUMENTS

DATE: DECEMBER 04, 2023

REVISIONS:

NO.	DATE	ITEM

CITY NUMBERS:

1-800-321-2537
(1-800-321-ALERT)
nm811
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SPECIFICATIONS

L-8.03

BUNGALOWS AT CERRILLOS PHASE 1

CERRILLOS RD & W FRONTAGE RD
SANTA FE, NEW MEXICO
ELECTRICAL SITE PLAN

THESE DRAWINGS AND SPECIFICATIONS ARE THE SOLE PROPERTY OF WRIGHT ENGINEERING CORPORATION AND MAY NOT BE REPRODUCED OR MODIFIED FOR ANY USE WITHOUT THE EXPRESS WRITTEN PERMISSION OF WRIGHT ENGINEERING CORPORATION.

GENERAL ELECTRICAL NOTES

1. ELECTRICAL WORK SHALL COMPLY WITH THE NATIONAL ELECTRIC CODE (2017), FEDERAL, STATE AND LOCAL JURISDICTION CODES.
2. ALL WORK SHALL BE DONE IN A NEAT, WORKMANLIKE, FINISHED AND SAFE MANNER, ACCORDING TO THE LATEST PUBLISHED NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION STANDARDS OF INSTALLATION, UNDER COMPETENT SUPERVISION.
3. VISIT THE SITE PRIOR TO BIDDING TO BECOME FAMILIAR WITH EXISTING CONDITIONS AND ALL OTHER FACTORS WHICH MAY AFFECT THE EXECUTION OF THIS WORK. INCLUDE ALL RELATED COSTS IN THE INITIAL BID PROPOSAL.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATIONS OF ALL EXISTING UTILITIES AND AVOIDING DAMAGE TO SAME. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO UTILITIES CAUSED AS A RESULT OF HIS WORK. CALL (602) 263-1100 FOR BLUE STAKES. IRRIGATION LINES LESS THAN 2" WILL NOT BE MARKED AND SHALL BE REPAIRED IN KIND BY THE CONTRACTOR.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING WALKS, WALLS, DRIVES, CURBS, ETC. DAMAGES SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST TO THE OWNER.
6. PROPER PROTECTION OF THE CONSTRUCTION AREA FOR SAFETY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COVER ALL TRENCHES AT THE END OF EACH WORK DAY. BARRICADES SHALL BE INSTALLED AS DIRECTED BY THE OWNER OR THE PROJECT INSPECTOR. THE SITE AND ALL WORK SHALL CONFORM TO OSHA REQUIREMENTS.
7. ALL EXISTING LANDSCAPE, HARDSCAPE AND SPRINKLER SYSTEMS DAMAGED OR DISTURBED DURING THE CONSTRUCTION OF THIS PROJECT BY THE CONTRACTOR SHALL BE REPLACED IN KIND.
8. CONTRACTOR SHALL PAY FOR PERMITS AND INSPECTIONS AS MAY BE REQUIRED AND PROVIDE A CERTIFICATE OF INSPECTION TO THE OWNER.
9. PROTECT ALL MATERIAL AND EQUIPMENT INSTALLED AGAINST DAMAGE BY OTHER TRADES, WEATHER CONDITIONS OR ANY OTHER CAUSES. EQUIPMENT FOUND DAMAGED OR IN OTHER THAN NEW CONDITION WILL BE REJECTED AS DEFECTIVE. ALL COMPONENTS SHALL BE FREE OF DUST, GRIT AND FOREIGN MATERIALS, AND LEFT AS NEW BEFORE FINAL ACCEPTANCE OF WORK.
10. LEAVE THE SITE CLEAN, REMOVE ALL DEBRIS, EMPTY CARTONS, TOOLS, CONDUIT, WIRE SCRUTILITY COMPANY AND ALL MISCELLANEOUS SPARE EQUIPMENT AND MATERIALS USED IN THE WORK DURING CONSTRUCTION.
11. IT IS THE OBLIGATION OF THE CONTRACTOR TO ORGANIZE HIS WORK SO THAT A COMPLETE ELECTRICAL, INSTRUMENTATION, AND/OR CONTROL SYSTEM FOR THE FACILITY WILL BE PROVIDED AND SUPPORTED BY ACCURATE SHOP AND RECORD DRAWINGS, AND ALL O & M MANUALS.
12. ALL UNDERGROUND CONDUIT SHALL BE SCHEDULE 40 PVC, BURIED 24" MINIMUM BELOW FINISHED GRADE, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS.
13. PROVIDE EMT INDOOR AND GRS OUTDOOR FOR ABOVE GROUND CONDUIT, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS. WHERE METALLIC CONDUITS COME IN CONTACT WITH DIRT, THEY SHALL BE HALF LAP WRAPPED WITH SCOTCH 50 TAPE TO 12" AFG. FITTINGS SHALL BE STEEL, THREADED TYPE WITH INSULATED THROATS. SECURELY ATTACH ALL SURFACE MOUNTED CONDUIT EVERY 10 FEET AND WITHIN 3 FEET OF EACH JUNCTION BOX, PER NEC ARTICLE 344.30.
14. MINIMUM CONDUIT SIZE SHALL BE 3/4" UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS.
15. ALL FEEDERS AND BRANCH CIRCUIT WIRE SHALL BE COPPER TYPE XHHW (75 DEGREE C) FOR BELOW GRADE INSTALLATIONS (AND CONDUIT RISERS) AND THHN/THWN (75 DEGREE C) FOR ABOVE GRADE INSTALLATIONS. MINIMUM SIZE SHALL BE #12 AWG, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS. ALL WIRING SHALL BE IN CONDUIT. PER MARICOPA COUNTY AMENDMENT TO NEC ARTICLE 334.10 AND 334.12, MARICOPA COUNTY DOES NOT PERMIT TYPES NM, NMC, NMS (ROMEX) CABLES IN COMMERCIAL APPLICATIONS.
16. A SEPARATE GREEN INSULATED EQUIPMENT GROUNDING CONDUCTOR (BOND) SHALL BE INSTALLED, SIZED PER NEC CODE 250.122, WITHIN EACH RACEWAY TYPE, INCLUDING EMT.
17. WHEN A PANEL IS SUPPLIED BY A FEEDER OR BRANCH CIRCUIT, ANY INSTALLED GROUNDED CONDUCTOR SHALL NOT BE CONNECTED TO THE EQUIPMENT GROUNDING CONDUCTOR (GEC) OR TO THE GROUNDING ELECTRODE(S) PER NEC ARTICLE 250.32(B)(1).
18. BOND ALL ENCLOSURES PER NEC ARTICLE 250.96.
19. CONTRACTOR SHALL PLAN AND INSTALL WORK IN SUCH A MANNER AS TO CONFORM TO THE STRUCTURE, AVOID OBSTRUCTIONS, PRESERVE HEADROOM AND KEEP OPENINGS AND PASSAGEWAYS CLEAR.
20. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL, ETC. NECESSARY FOR A COMPLETE AND WORKABLE ELECTRICAL SYSTEM WHETHER OR NOT THESE ITEMS ARE SPECIFICALLY NOTED ON THESE DRAWINGS. INCIDENTAL ITEMS NOT INDICATED ON THE DRAWINGS, NOR MENTIONED IN SPECIFICATIONS THAT CAN BE LEGITIMATELY AND REASONABLY INFERRED TO BELONG TO THE WORK DESCRIBED OR BE NECESSARY IN GOOD PRACTICE TO PROVIDE A COMPLETE SYSTEM, SHALL BE FURNISHED AND INSTALLED AS THOUGH ITEMIZED HERE IN EVERY DETAIL.
21. CONTRACTOR IS RESPONSIBLE FOR AND SHALL PROVIDE ALL LABOR, MATERIAL, TRENCHING, CONDUIT, TRANSFORMER PAD AND OTHER REQUIRED EQUIPMENT PER UTILITY COMPANY PLANS AND SPECIFICATIONS NECESSARY FOR A COMPLETE UNDERGROUND CONDUIT SYSTEM FROM THE UTILITY POINT OF SERVICE TO THE UTILITY CO. TRANSFORMER AND FROM THE UTILITY CO. TRANSFORMER TO THE ELECTRICAL SERVICE ENTRANCE SECTION.
22. ALL TRENCHING, CONDUITS, ETC. SHALL BE ROUTED AND INSTALLED IN SUCH A MANNER THAT WILL NOT DAMAGE EXISTING FACILITIES. SHOULD DAMAGE OCCUR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR DAMAGE TO THE SATISFACTION OF THE OWNER OR INSPECTOR.
23. ALL CONDUIT RUNS SHOWN ON THIS PLAN ARE SCHEMATIC IN NATURE. THE CONTRACTOR SHALL MAKE SURE THAT ALL CONDUIT, ETC. FALLS WITHIN THE CONSTRUCTION AREA/RIGHT OF WAY. (THIS INCLUDES MAINTAINING ALL REQUIRED CLEARANCES.)
24. WHEN CROSSING PATHWAYS OR SIDEWALKS, CONTRACTOR SHALL BORE UNDER EXISTING CONCRETE WALKS AND SAWCUT ASPHALT WALKS. ASPHALT WALKS SHALL BE REPLACED IN KIND.
25. CONTRACTOR SHALL GUARANTEE WORK INSTALLED UNDER THE CONTRACT TO BE FREE FROM DEFECTIVE WORKMANSHIP AND MATERIALS, USUAL WEAR EXPECTED, AND SHOULD ANY SUCH DEFECTS DEVELOP WITHIN A PERIOD OF ONE YEAR ACCEPTANCE OF THE PROJECT BY THE OWNER, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE ANY DEFECTIVE ITEMS AND DAMAGE RESULTING FROM FAILURE OF THESE ITEMS, AT NO EXPENSE WHATSOEVER TO THE OWNER.
26. CONTRACTOR SHALL IDENTIFY SERVICE ENTRANCE SECTION MAIN SERVICE DISCONNECT(S) WITH 3/32-INCH THICK LAMINATED PHENOLIC TYPE NAMEPLATES WITH 1/4-INCH MINIMUM HEIGHT LETTERS. NAMEPLATE TO BE BLACK MATTE FINISH SURFACE WITH WHITE LETTER ENGRAVING. ATTACH NAMEPLATE TO THE OUTSIDE PANEL FACE WITH TWO STAINLESS STEEL SELF-TAPPING SCREWS. NAMEPLATE SHALL READ "SERVICE DISCONNECT" PER NEC ARTICLE 230.70(B).
27. ALL CIRCUITS SHALL BE LEGIBLY IDENTIFIED AT THE PANEL, JUNCTION BOXES AND AT ALL EQUIPMENT IN A PERMANENT MANNER (I.E. ETCHED PLATES, CONDUCTOR TAG, PERMANENT MARKER, ETC.). THE LABELING SHALL INCLUDE PANEL CIRCUIT NUMBER, "TO" AND "FROM" IDENTIFICATION, AND MARKED "SPARE" WHERE APPLICABLE.
28. CONTRACTOR SHALL TEST ELECTRICAL SYSTEM FOR SHORT CIRCUITS AND MEGGER TEST FEEDERS AND BRANCH CIRCUIT WIRING. INSURE LOW IMPEDANCE GROUND PATH SYSTEM. PERFORM HIPOT TESTING WHEN REQUIRED BY LOCAL JURISDICTION.
29. ALL CONDUIT AND J-BOXES SHOWN SHALL BE CONCEALED WHEN POSSIBLE. WHEN NOT POSSIBLE, CONDUIT AND J-BOXES MAY BE SURFACE MOUNTED WITH PERMISSION OF THE OWNER OR OWNER'S REPRESENTATIVE.
30. CONTRACTOR SHALL COORDINATE ALL EQUIPMENT CONNECTIONS WITH EQUIPMENT SUPPLIER PRIOR TO ROUGH-IN. PROVIDE ADDITIONAL FUSED DISCONNECT SWITCHES AND CONTROLS IF OVERCURRENT PROTECTION OR CONTROLS IS NOT INTEGRAL WITH UNITS.
31. ALL EQUIPMENT SHALL BE FUSE SIZED PER MANUFACTURES RECOMMENDATIONS AND U.L. APPROVAL.
32. ELECTRICAL DEVICES, DISCONNECT SWITCHES, ETC., SHALL BE SUPPORTED INDEPENDENT OF AND ISOLATED FROM EQUIPMENT VIBRATIONS.
33. FULL LOAD AMPS (FLA) SIZES, AS NOTED IN THESE DRAWINGS, ARE BASED ON SPECIFIED EQUIPMENT DATA. CONTRACTOR SHALL VERIFY NAMEPLATE FLA OF EQUIPMENT SUPPLIED AND COORDINATE ACCORDINGLY PER EQUIPMENT SUPPLIERS RECOMMENDATIONS.
34. ALL OUTDOOR ELECTRICAL EQUIPMENT SHALL BE NEMA-3R OR NEMA-4 ENCLOSURES.
35. CONDUITS OR RACEWAYS ROUTED FROM INDOORS TO OUTDOORS OR AS DESCRIBED IN NEC 300.7(A), SHALL BE SEALED WITH A PLIABLE SEALING COMPOUND AT A CONDUIT BODY OR AT A JUNCTION BOX BEFORE THE CONDUIT ENTERS THE COLDER ENVIRONMENT.
36. CONDUITS OR RACEWAYS INSTALLED IN AREAS WHERE ELEVATION CHANGES MAY CAUSE WATER OR MOISTURE TO ENTER THE ELECTRICAL EQUIPMENT THROUGH THE CONDUIT SHALL BE SEALED WITH A HERMETIC CONDUIT SEAL AT BOTH ENDS OF THE CONDUIT OR RACEWAY.
37. ALL POLE LIGHTS SHALL BE PROVIDED WITH A TWO POLE FUSE HOLDER BUSSMANN #HEX OR A SINGLE POLE FUSE HOLDER BUSSMANN #HEB OR EQUAL FOR INLINE FUSING, PROVIDE 5A FUSING IN FUSEHOLDER.
38. CONTRACTOR TO INSTALL PULL BOX ADJACENT TO EACH PATHWAY, AREA AND PARKING LOT LIGHT, SEE PULL BOX INSTALLATION DETAIL. PULL BOXES MAY NOT BE SHOWN AT ALL LOCATIONS ON PLANS.
39. PRIOR TO POURING THE POLE BASES OR COVERING ANY ELECTRICAL CONDUITS, CONTACT THE INSPECTION DEPARTMENT 24 HOURS IN ADVANCE FOR APPROVAL.
40. MATERIALS SHALL BE NEW AND OF THE BEST QUALITY WITH MANUFACTURER'S NAME PRINTED THEREON. MATERIALS SHALL BE MANUFACTURED IN ACCORDANCE WITH NEMA, ANSI, UNDERWRITER'S LABORATORY OR OTHER APPLICABLE STANDARDS AND RATED FOR HEAVY DUTY SERVICE.
41. ALL WIRING DEVICES SHALL BE SPECIFICATION GRADE. ALL 15 AND 20 AMP, 125 AND 250 VOLT, NONLOCKING RECEPTACLES INSTALLED OUTDOORS SHALL BE LISTED WEATHER-RESISTANT TYPE. ALL WEATHERPROOF WHILE IN-USE RECEPTACLE COVERS SHALL BE METAL.
42. SELECTION OF MATERIALS SHALL BE IN STRICT ACCORDANCE WITH THE DRAWINGS AND/OR SPECIFICATIONS. THE USE OF MANUFACTURER'S NAME, MODEL, AND NUMBER IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE, USEFULNESS AND BID PRICE. CONTRACTOR SHALL SUBMIT TO THE OWNER OR OWNER'S REPRESENTATIVE FOR REVIEW AND APPROVAL (PRIOR TO ORDERING MATERIALS) COPIES OF EQUIPMENT SHOP DRAWINGS AS FOLLOWS: 1) LIGHT FIXTURES, 2) POLES, 3) POLE BASES, 4) SERVICE ENTRANCE SECTION, 5) ELECTRICAL EQUIPMENT, 6) DISCONNECT SWITCHES, 7) TIME CLOCKS AND OTHER CONTROLS, 8) LIGHTING CONTACTORS AND 9) PULL BOXES. AT THE TIME OF EACH SUBMITTAL, THE CONTRACTOR SHALL DEFINE AND DELINEATE IN WRITING ANY DEVIATIONS FROM THE CONTRACT DOCUMENTS. THE REVIEW WILL BE ONLY FOR CONFORMANCE WITH THE DESIGN CONCEPT OF THE WORK AND FOR COMPLIANCE WITH THE INFORMATION CONTAINED IN THE CONTRACT DOCUMENTS. THE REVIEW OF A SPECIFIED ITEM, AS SUCH, WILL NOT INDICATE REVIEW OF THE ASSEMBLY IN WHICH THE ITEM FUNCTIONS. REVIEW BY THE OWNER OR OWNER'S REPRESENTATIVE WILL NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE SUBMITTALS NOR FROM HIS RESPONSIBILITY FOR COMPLYING WITH THE CONTRACT DOCUMENTS.
43. THE SUBMITTALS SHALL BE NEATLY GROUPED AND ORGANIZED. PERTINENT INFORMATION SHALL BE HIGHLIGHTED, AND THE SPECIFIC PRODUCT SHALL BE IDENTIFIED. ALL SUBMITTALS SHALL BE COMPLETE, AND PRESENTED IN ONE PACKAGE. THE SUBMITTAL SHALL INCLUDE A COMPLETE LIST OF THE EQUIPMENT AND MATERIALS, INCLUDING THE MANUFACTURER'S NAME, PRODUCT SPECIFICATION, DESCRIPTIVE DATA, TECHNICAL LITERATURE, PERFORMANCE CHARTS, CATALOG CUTS, INSTALLATION INSTRUCTIONS, AND SPARE PART RECOMMENDATIONS FOR EACH DIFFERENT ITEM OF THE EQUIPMENT SPECIFIED.
44. CONTRACTOR SHALL COORDINATE WITH POWER COMPANY REGARDING METERING EQUIPMENT PRIOR TO BIDDING AND ORDERING EQUIPMENT. CONTRACTOR SHALL VERIFY POWER COMPANY METERING REQUIREMENTS INCLUDING WHICH SERVICES NEED TO BE COMMERCIALLY RATED WITH APPROVED BY-PASS TEST BLOCKS. SERVICES THAT FEED SITE LIGHTING/"LIFE SAFETY" MAY NEED BY-PASS TEST BLOCKS DEPENDING ON POWER COMPANY STANDARDS.

CONSTRUCTION NOTES

1. EACH UNIT SHALL HAVE A SEPARATE AND INDIVIDUAL CONDUIT AND CIRCUIT FROM THE POINT OF DELIVERY. THE CONDUIT TAG AT THE UNIT IS THE SIZE FROM THE POINT OF DELIVERY TO THE SERVICE PER UNIT.
2. PROPOSED LOCATION OF UTILITY COMPANY TRANSFORMER. FINAL LOCATION PER UTILITY COMPANY PLANS.

LEGEND

- 1ø UTILITY COMPANY TRANSFORMER. COORDINATE WITH UTILITY COMPANY FOR EXACT LOCATION AND POWER CONNECTION TO NEW SERVICE. DUE TO SINGLE-PHASE TRANSFORMERS BEING RATED 100KVA OR SMALLER, MAINTAIN 10' CLEARANCE FROM ALL COMBUSTIBLE STRUCTURES. COORDINATE WITH POWER COMPANY IF LIQUID STORAGE IS MORE THAN 100 GALLONS TO ENSURE PROPER 25' CLEARANCE.
- WALL MOUNTED 200A METER/MAIN/PANEL 120/240V 1ø 3W NEMA 3R PANEL BOARD, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS.
- WALL MOUNTED 125A METER/MAIN/PANEL 120/240V 1ø 3W NEMA 3R PANEL BOARD, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS.
- WALL MOUNTED 200A DUPLEX METER WITH (2) 125A MAINS, 120/240V 1ø 3W NEMA 3R, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS. PANELBOARDS MAY BE INSTALLED INDOORS PER ARCHITECT PLANS.
- UNDERGROUND CONDUIT. CONDUIT SHALL BE SCHEDULE 40 PVC, BURIED 24" MINIMUM BELOW FINISHED GRADE UNLESS SPECIFICALLY NOTED OTHERWISE IN NOTES OR DETAILS. SEE GENERAL NOTES 12 & 13 ON SHEET SE1.1. SEE CONDUIT TAG AND TABLE ON SHEET SE2.1 FOR CONDUIT SIZE AND CONDUCTORS.

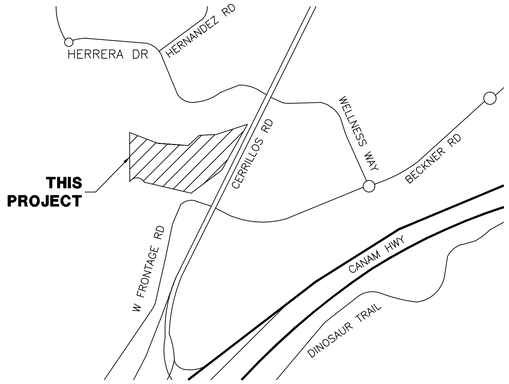
SCOPE OF WORK

1) PROVIDE PREFERRED LOCATIONS OF TRANSFORMERS, PULL-BOXES AND CONDUIT RUNS TO BUILDING PANELS (NO NEW PANEL BOARDS IN THIS SCOPE)

2) PROVIDE AND INSTALL EXTERIOR LIGHTING (NON-BUILDING), AND SITE ELECTRICAL.

3) PROVIDE AND INSTALL CIRCUIT BREAKERS IN PANEL BOARD, BY OTHERS, FOR SITE LIGHTING/ELECTRICAL.

4) COORDINATION ITEMS THAT NEED TO BE SHOWN FOR ELECTRICAL LOAD SUMMARIES AND THAT NEED TO HAVE ELECTRICAL CONNECTIONS ARE SHOWN FOR REFERENCE ONLY, BY OTHERS, UNDER SEPARATE PERMIT.



VICINITY MAP
N.T.S.

NORTH

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PHONE: (505) 858-3100
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ELECTRICAL ENGINEER:
WRIGHT ENGINEERING CORPORATION
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PHONE: (480) 497-5829
CONTACT: KIMBALL WILLIAMS
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SHEET INDEX

SHEET SE1.1 - ELECTRICAL COVER SHEET
SHEET SE2.1 - SES KEY MAP
SHEET SE2.2 - ELECTRICAL SITE PLAN
SHEET SE2.3 - ELECTRICAL SITE PLAN
SHEET SE2.4 - ELECTRICAL SITE PLAN
SHEET SE2.5 - ELECTRICAL SITE PLAN
SHEET SE2.6 - ELECTRICAL SITE PLAN
SHEET SE3.1 - LIGHTING KEY MAP
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SHEET SE3.4 - LIGHTING SITE PLAN
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SHEET SE4.2 - ELECTRICAL CALCULATIONS
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SHEET SE4.4 - PANEL SCHEDULES
SHEET SE5.1 - ELECTRICAL DETAILS
SHEET SE5.2 - ELECTRICAL DETAILS
SHEET SE5.3 - ELECTRICAL DETAILS

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WRIGHT ENGINEERING PROJECT NO:
23176-SE-1

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
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www.wrightengineering.us

PROJECT: BUNGALOWS AT CERRILLOS PHASE 1
SANTA FE, NEW MEXICO
CERRILLOS RD & W FRONTAGE RD

TITLE: ELECTRICAL COVER SHEET

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
11-18-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE1.1
OF 20

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CONSTRUCTION NOTES

1. EACH UNIT SHALL HAVE A SEPARATE AND INDIVIDUAL CONDUIT AND CIRCUIT FROM THE POINT OF DELIVERY. THE CONDUIT TAG AT THE UNIT IS THE SIZE FROM THE POINT OF DELIVERY TO THE SERVICE PER UNIT.
2. PROPOSED LOCATION OF UTILITY COMPANY TRANSFORMER. FINAL LOCATION PER UTILITY COMPANY PLANS.

LEGEND

- 1ø UTILITY COMPANY TRANSFORMER. COORDINATE WITH UTILITY COMPANY FOR EXACT LOCATION AND POWER CONNECTION TO NEW SERVICE. DUE TO SINGLE-PHASE TRANSFORMERS BEING RATED 100KVA OR SMALLER, MAINTAIN 10' CLEARANCE FROM ALL COMBUSTIBLE STRUCTURES. COORDINATE WITH POWER COMPANY IF LIQUID STORAGE IS MORE THAN 100 GALLONS TO ENSURE PROPER 25' CLEARANCE.
- WALL MOUNTED 200A METER/MAIN/PANEL 120/240V 1ø 3W NEMA 3R PANEL BOARD, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS.
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WIRE AND CONDUIT TABLE

CONDUIT		WIRE				REMARKS
NO.	SIZE	POWER	NEUTRAL	GROUND	TYPE*	
100	POWER COMPANY CONDUIT AND WIRE					FROM POWER COMPANY TRANSFORMER TO EACH INDIVIDUAL UNIT METER PANEL (TYP.)
200	1"	(1) #12	(1) #12	(1) #12	CU	TYP. SEE PLANS FOR CKT
201	1"	(2) #12	–	(1) #12	CU	TYP. SEE PLANS FOR CKT
202	1"	(2) #12	(1) #12	(1) #12	CU	SHARED NEUTREL FOR RAMADA LIGHTING
203	1"	(1) #8	(1) #8	(1) #8	CU	TYP. SEE PLANS FOR CKT
300	1"	DETECTABLE PULL ROPE				SPARE

* THIS COLUMN IDENTIFIES THE CONDUCTOR MATERIAL TYPE. CU = COPPER, AL = ALUMINUM. ALL GROUNDING ELECTRODE CONDUCTORS SHALL BE COPPER CONDUCTORS SIZED PER NEC 250.66.

EQUIPMENT GROUNDING CONDUCTORS MAY BE CU OR AL PER TABLE.

SERVICE WIRE TO DWELLING UNITS PER NEC TABLE 310.15(B)(7).

EACH UNIT SHALL HAVE A SEPARATE AND INDIVIDUAL CONDUIT AND CIRCUIT FROM THE TRANSFORMER. THE CONDUIT TAG AT THE UNITS IS THE SIZE FROM THE TRANSFORMER PER UNIT.

SES KEY MAP

NOTE: THE SITE PLAN SHOWN IS FOR REFERENCE ONLY. SEE SHEETS SE2.2 THROUGH SE2.6 FOR FURTHER DETAIL OF UTILITY TRANSFORMERS.

GRAPHIC SCALE
60 30 0 30 60 120
1 INCH = 60 FEET

NORTH

nm811 Know what's below. Call before you dig.

WRIGHT ENGINEERING PROJECT NO:
23176-SE-1

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
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PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 1
CERRILLOS RD & W FRONTAGE RD

TITLE: SES KEY MAP

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
11-28-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE2.1
OF 20

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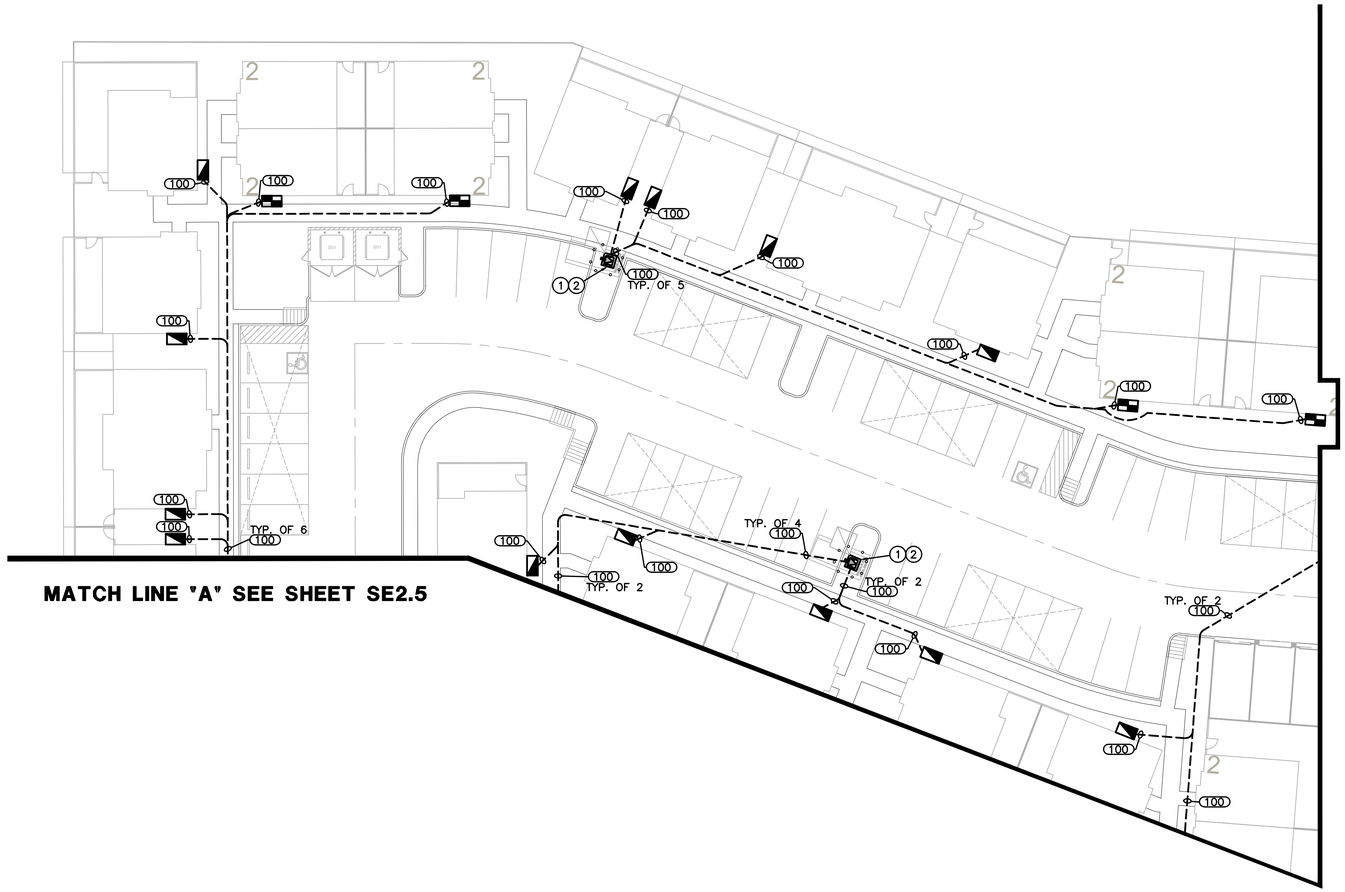

CONSTRUCTION NOTES

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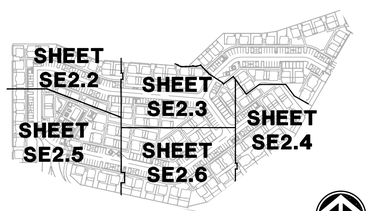

NORTH
NO SCALE

KEY MAP

GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

NORTH

Know what's below. Call before you dig.

ELECTRICAL SITE PLAN

WRIGHT ENGINEERING PROJECT NO:
23176-SE-1

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807
www.wrightengineering.us

PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 1
CERRILLOS RD & W FRONTAGE RD

TITLE: ELECTRICAL SITE PLAN

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
PROFESSIONAL ENGINEER

DRAWING NO:
SE2.2
OF 20

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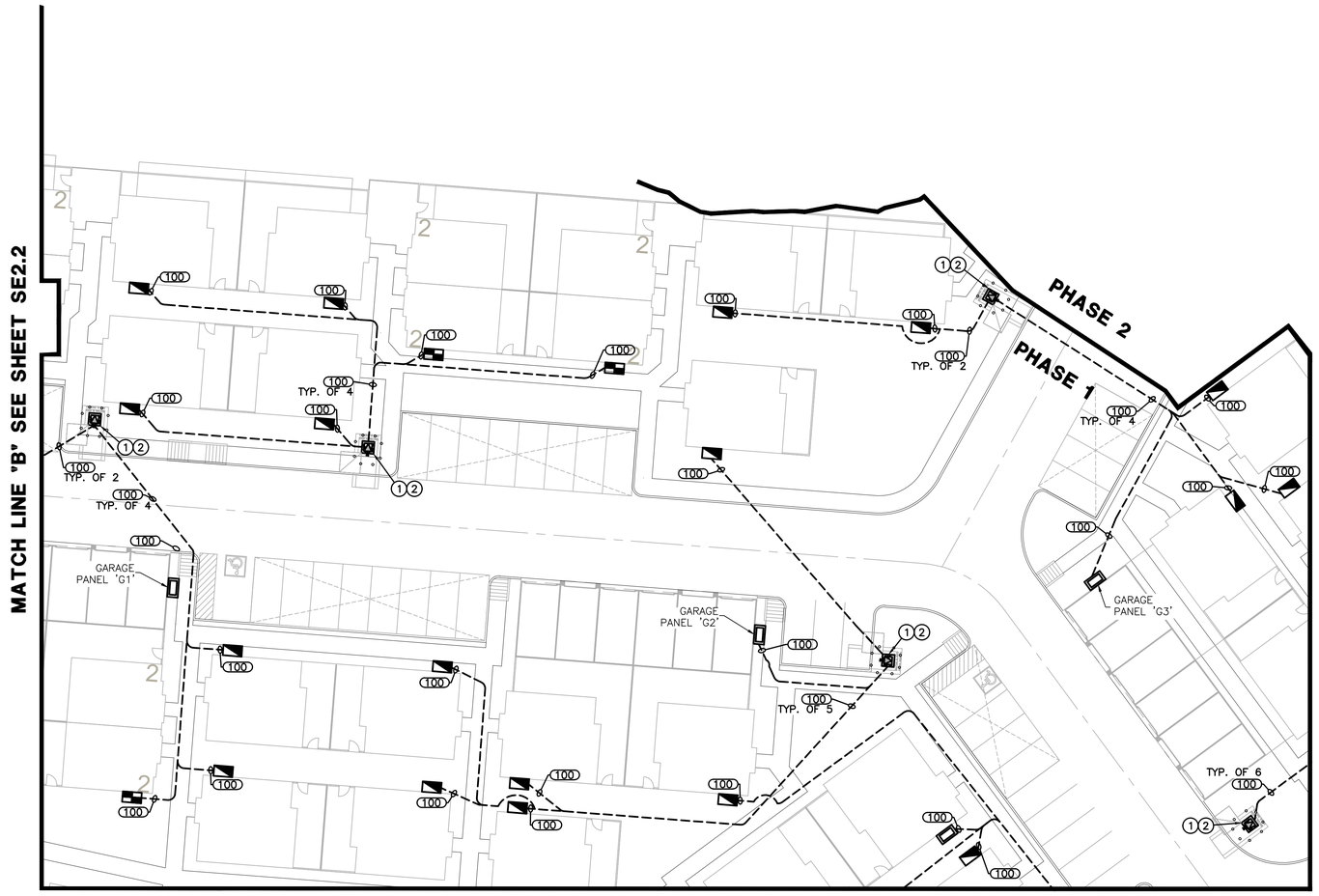

MATCH LINE "C" SEE SHEET SE2.6

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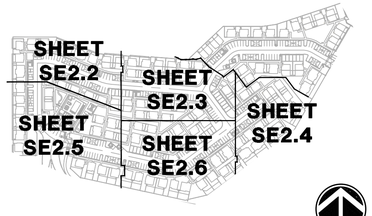

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PROJECT: TITLE:
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CERRILLOS RD & W FRONTAGE RD
ELECTRICAL SITE PLAN

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AARON D. KUTCHINSKY
NEW MEXICO
19615
PROFESSIONAL ENGINEER

DRAWING NO:
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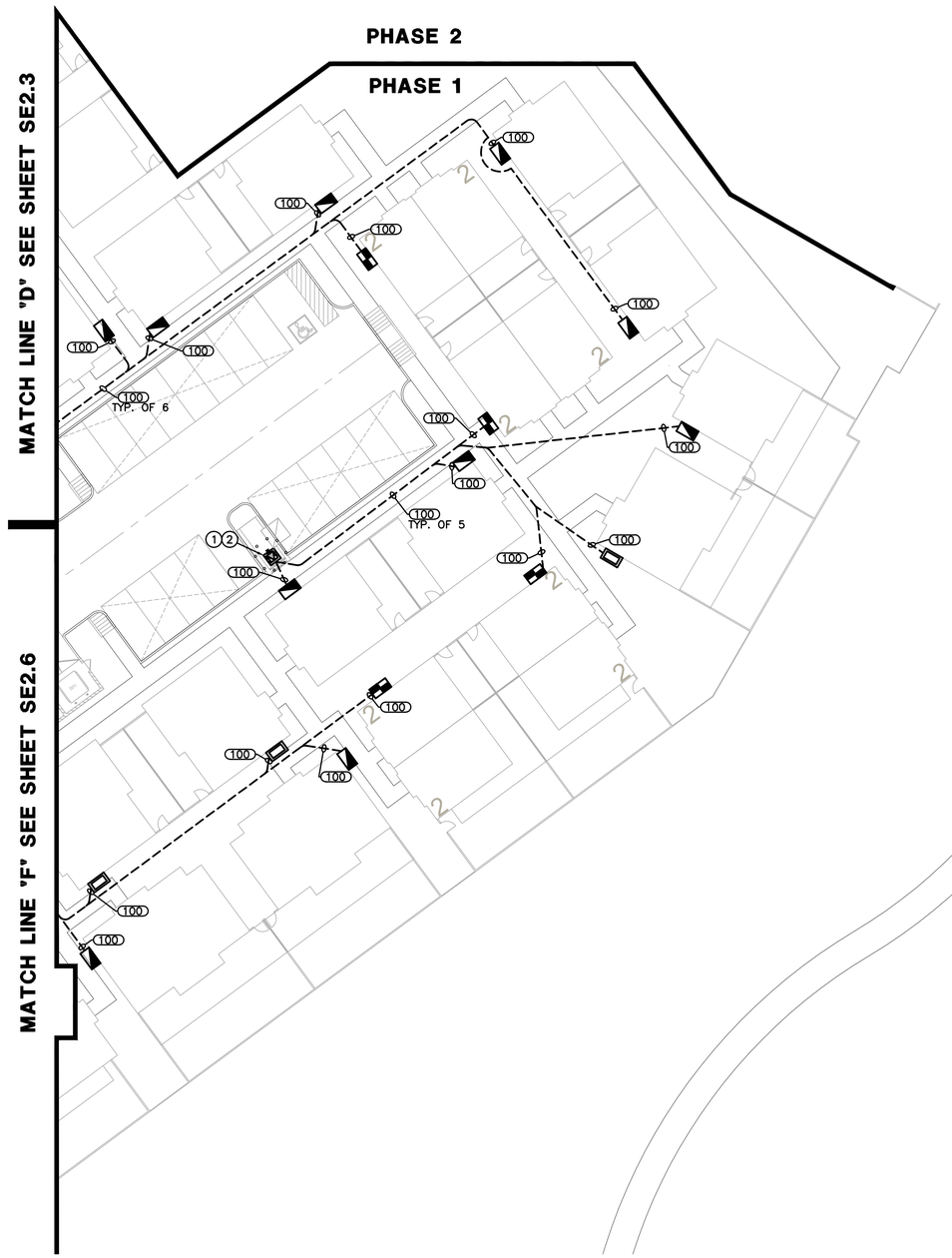

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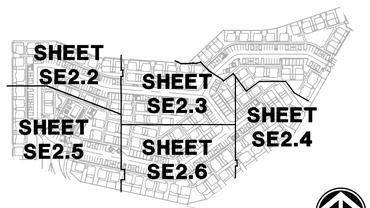

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AARON D. KUTCHINSKY
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19615
11-28-23
PROFESSIONAL ENGINEER

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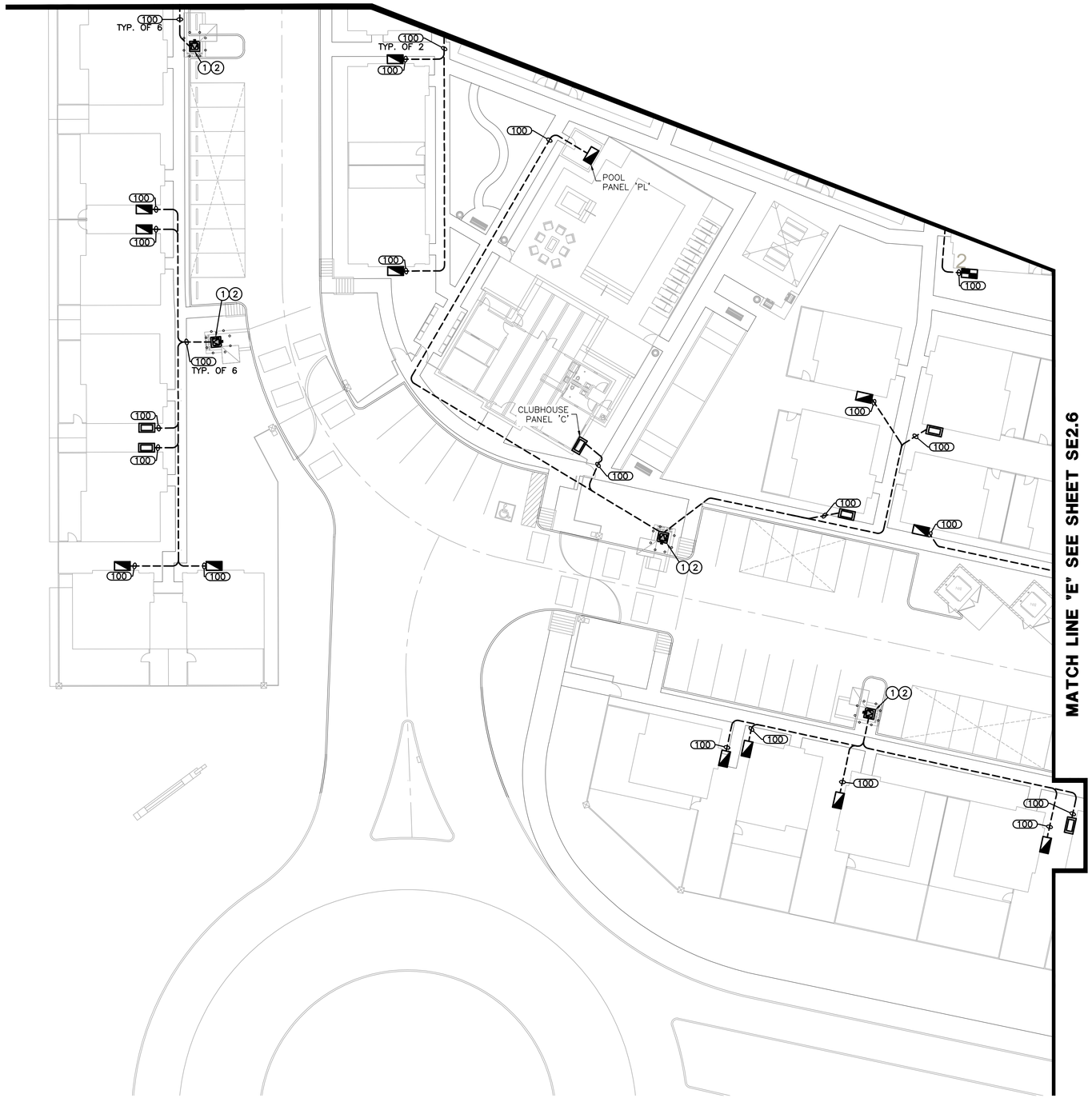

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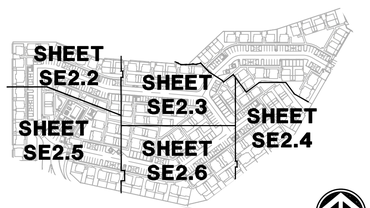

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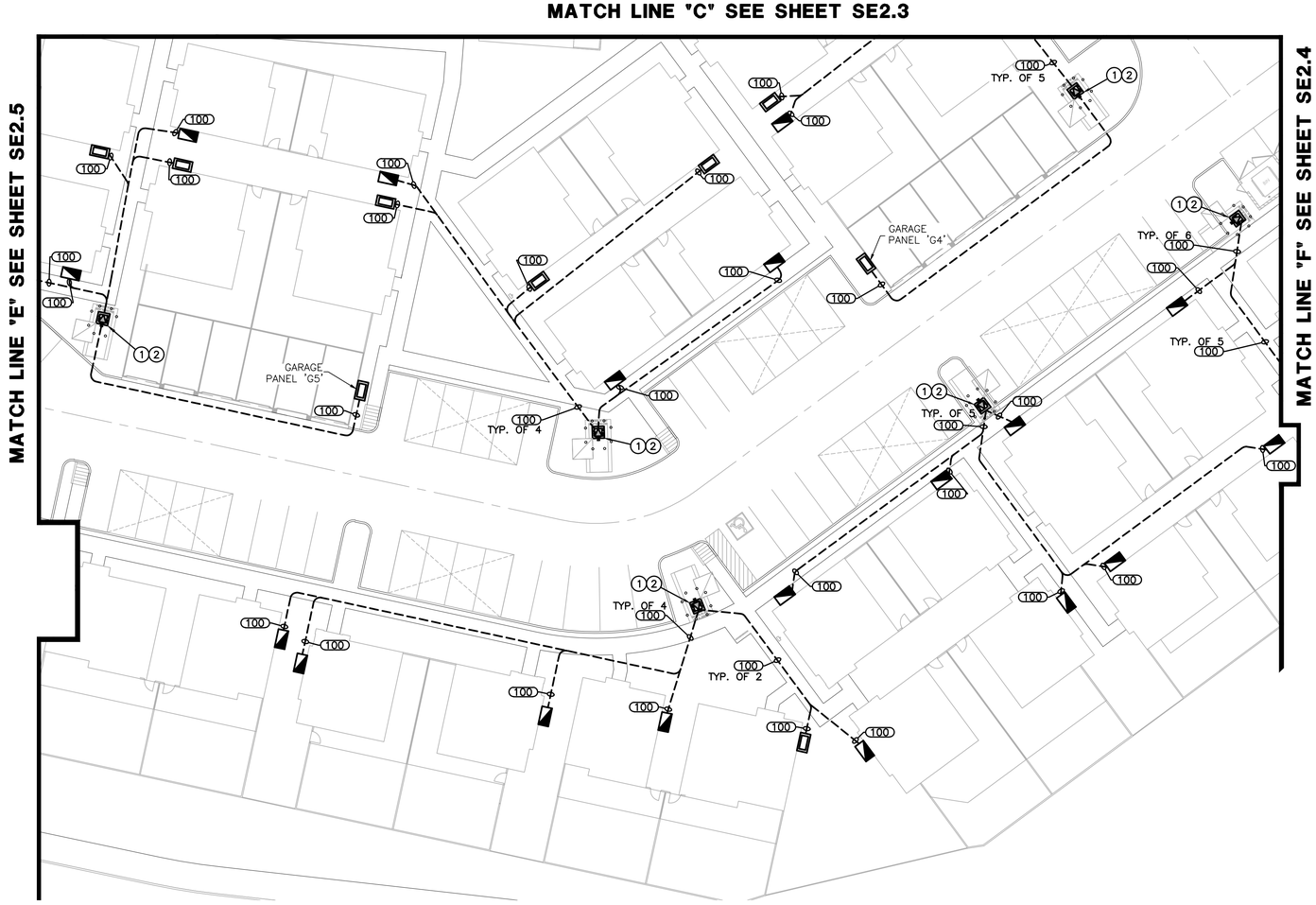

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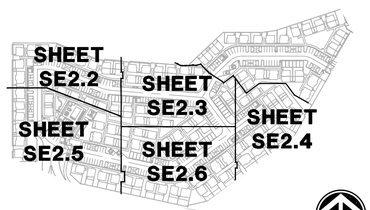

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NEW MEXICO
19615
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CONSTRUCTION NOTES

1. INSTALL A 3" SLEEVE UNDER ROADWAY FROM LANDSCAPE AREA TO LANDSCAPE AREA FOR LOW VOLTAGE CABLE
2. ELECTRICAL CONTRACTOR SHALL INSTALL POWER FEED TO IRRIGATION CONTROLLER & MAKE ALL 120V CONNECTIONS. COORDINATE WORK WITH IRRIGATION CONTRACTOR.
3. INSTALL LOOP DETECTOR. COORDINATE WITH GATE CONTRACTOR CONSULTANT FOR CONNECTION TO GATE MOTOR/KEY PAD.
4. INSTALL WALL MOUNTED 30A DISCONNECT FOR MONUMENT LIGHT. COORDINATE EXACT LOCATION WITH SIGN CONTRACTOR.
5. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF FLAGPOLE. INSTALL UPLIGHT PER DETAIL 4 ON SHEET SE5.1.
6. STUB UP AND CAP CONDUIT FOR FIRE TABLE IGNITER. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION AND INSTALLATION DETAILS.
7. INSTALL PUSH BUTTON FOR AREA LIGHT, PER DETAIL 14 ON SHEET SE5.3.
8. INSTALL PUSH BUTTON PER DETAIL 15 ON SHEET SE5.3, COORDINATE WITH OWNER FOR EXACT LOCATION. SEE DETAIL 6 ON SHEET SE5.1 FOR CONTROL SCHEMATIC.

LEGEND

- ELECTRICAL PANELBOARD. SEE SHEETS SE2.1 THROUGH SE2.6 FOR ADDITIONAL DETAILS.
- ELECTRICAL PANELBOARD. SEE SHEETS SE2.1 THROUGH SE2.6 FOR ADDITIONAL DETAILS.
- LVX — LOW VOLTAGE TRANSFORMER FOR ACCENT LIGHTING PER LANDSCAPE ARCHITECT PLANS. SEE DETAIL 5 ON SHEET SE5.1. COORDINATE FINAL LOCATION AND SIZE WITH LANDSCAPE ARCHITECT.
- G1–2 — CIRCUIT NUMBER. EXAMPLE, PANEL 'G1' CIRCUIT '2'.
- UNDERGROUND CONDUIT. CONDUIT SHALL BE SCHEDULE 40 PVC, BURIED 24" MINIMUM BELOW FINISHED GRADE. SEE GENERAL NOTES 12, 13 & 15 ON SHEET SE1.1 FOR ADDITIONAL DETAILS ON CONDUIT INSTALLATIONS.
- ABOVE GROUND CONDUIT. CONDUIT SHALL BE GRS UNLESS OTHERWISE INDICATED. SEE GENERAL NOTES 12, 13 & 15 ON SHEET SE1.1 FOR ADDITIONAL DETAILS ON CONDUIT INSTALLATIONS.
- J — WEATHERPROOF JUNCTION BOX.
- 200 — CONDUIT TAG. SEE CONDUIT AND WIRE TABLE FOR CONDUIT AND WIRE DETAILS.
- LED AREA LIGHT MOUNTED 15' ABOVE FINISHED GRADE. SEE DETAIL 1 ON SHEET SE5.1 FOR INSTALLATION DETAILS. SEE LIGHTING FIXTURE SCHEDULE ON SE3.1 FOR ADDITIONAL INFORMATION.
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- LED CANOPY MOUNTED LIGHT. SEE DETAIL 2 ON SHEET SE5.1 FOR INSTALLATION DETAILS. SEE LIGHTING FIXTURE SCHEDULE ON SE3.1 FOR ADDITIONAL INFORMATION.
- LED RIGID RAMADA LIGHT. SEE DETAIL 4 ON SHEET SE5.2 FOR INSTALLATION DETAILS. SEE LIGHT FIXTURE SCHEDULE ON SHEET SE3.1 FOR ADDITIONAL INFORMATION.
- LED CONCRETE BOLLARD PER DETAIL 3 ON SHEET SE5.1. SEE LIGHT FIXTURE SCHEDULE ON SHEET SE3.1 FOR ADDITIONAL INFORMATION.
- FLAG UPLIGHT FIXTURE PER MANUFACTURER RECOMMENDATIONS AND SPECIFICATIONS. SEE DETAIL 4 ON PAGE SE5.1 FOR INSTALLATION DETAILS. SEE LIGHT FIXTURE SCHEDULE ON SHEET SE3.1 FOR ADDITIONAL INFORMATION.
- PUSH BUTTON. SEE DETAIL 15 ON SHEET SE5.3 FOR INSTALLATION DETAILS.
- DUPLEX CONVENIENCE WEATHERPROOF GFCI RECEPTACLE AT +12" OR AS NOTED.
- 30A DISCONNECT WALL MOUNTED NEMA 3R.
- K — KEYPAD, COORDINATE WITH GATE CONTRACTOR FOR INSTALLATION.
- GATE OPERATOR TO BE INSTALLED PER MANUFACTURERS SPECIFICATIONS.
- SITE MAP. COORDINATE WITH GENERAL CONTRACTOR FOR LOCATION AND INSTALLATION.
- C — IRRIGATION CONTROLER, PER LANDSCAPE ARCHITECT PLANS.

LIGHTING FIXTURE SCHEDULE

LABEL	SYMBOL	MANUFACTURER	CATALOG #	WATTS	VOLTS	LAMP(S)	LAMP TEMPERATURE	QUANTITY	COLOR FINISH	MOUNTING	LUMENS
A		LITHONIA LIGHTING	DSX0–LED–P2–30K–70CRI–T5W–MVOLT–DDBXD	45W	120	LED	3000K	2	DARK BRONZE	15'	6,293
B		LITHONIA LIGHTING	DSX0–LED–P1–30K–70CRI–T5W–MVOLT–DDBXD	33W	120	LED	3000K	8	DARK BRONZE	15'	4,878
C		HOLOPHANE	PPSQL2–HP10–30K–XX–FC–T5W	25W	240	LED	3000K	30	BRONZE	8.5' SURFACE	2,843
D		RAB LIGHTING	OWK–2–L–COG–20LC–3–3K	22W	120	LED	3000K	15	BRONZE	42"	1,593
E		PINNACLE LIGHTING	EX3–WET–N–830–4	19W	120	LED	3000K	1	DARK BRONZE	8.5' SURFACE	436
F		VISTA PROFESSIONAL	1182–SS–DZ–NS–30–C–RBK	9.9W	120	LED	3000K	2	DARK BRONZE	IN–GRADE	777

CONTRACTOR SHALL VERIFY ALL QUANTITIES. CONTRACTOR MAY SUBMIT ALTERNATIVES FOR AN ENGINEER APPROVED EQUAL
LIGHTS A–E SHALL BE DARK SKY RATED "FULL CUT OFF"
GENERAL GARAGE LIGHTING CONTROL SCHEMATICS SHOWN ON SHEET SE5.1.

LIGHTING SITE PLAN

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LIGHTING KEY MAP

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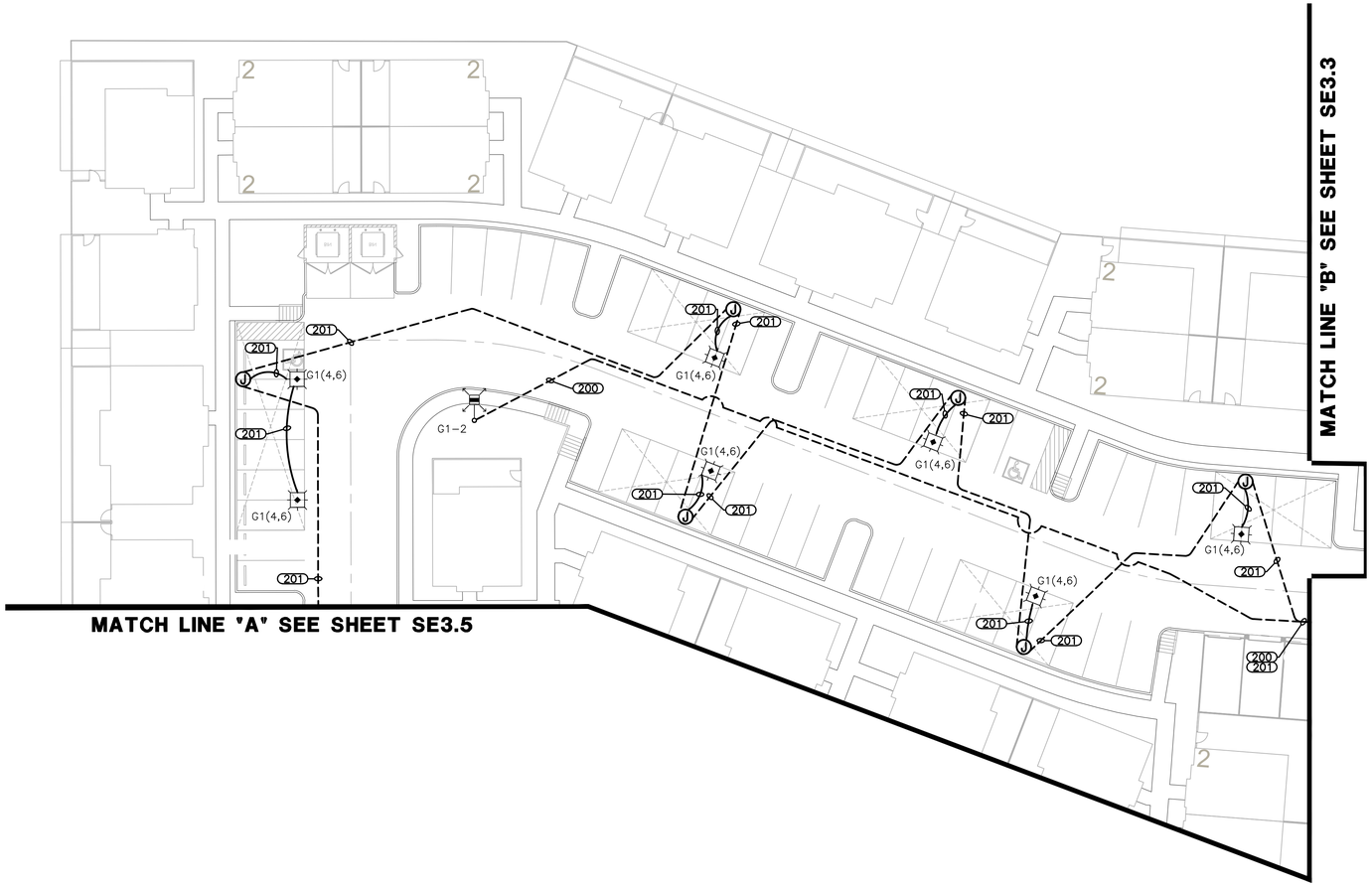

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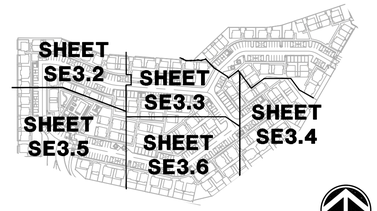

KEY MAP

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811 Know what's below. Call before you dig.

LIGHTING SITE PLAN

WRIGHT ENGINEERING PROJECT NO:
23176-SE-1

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807
www.wrightengineering.us

PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 1
CERRILLOS RD & W FRONTAGE RD

TITLE: LIGHTING SITE PLAN

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
11-28-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE3.2
OF 20

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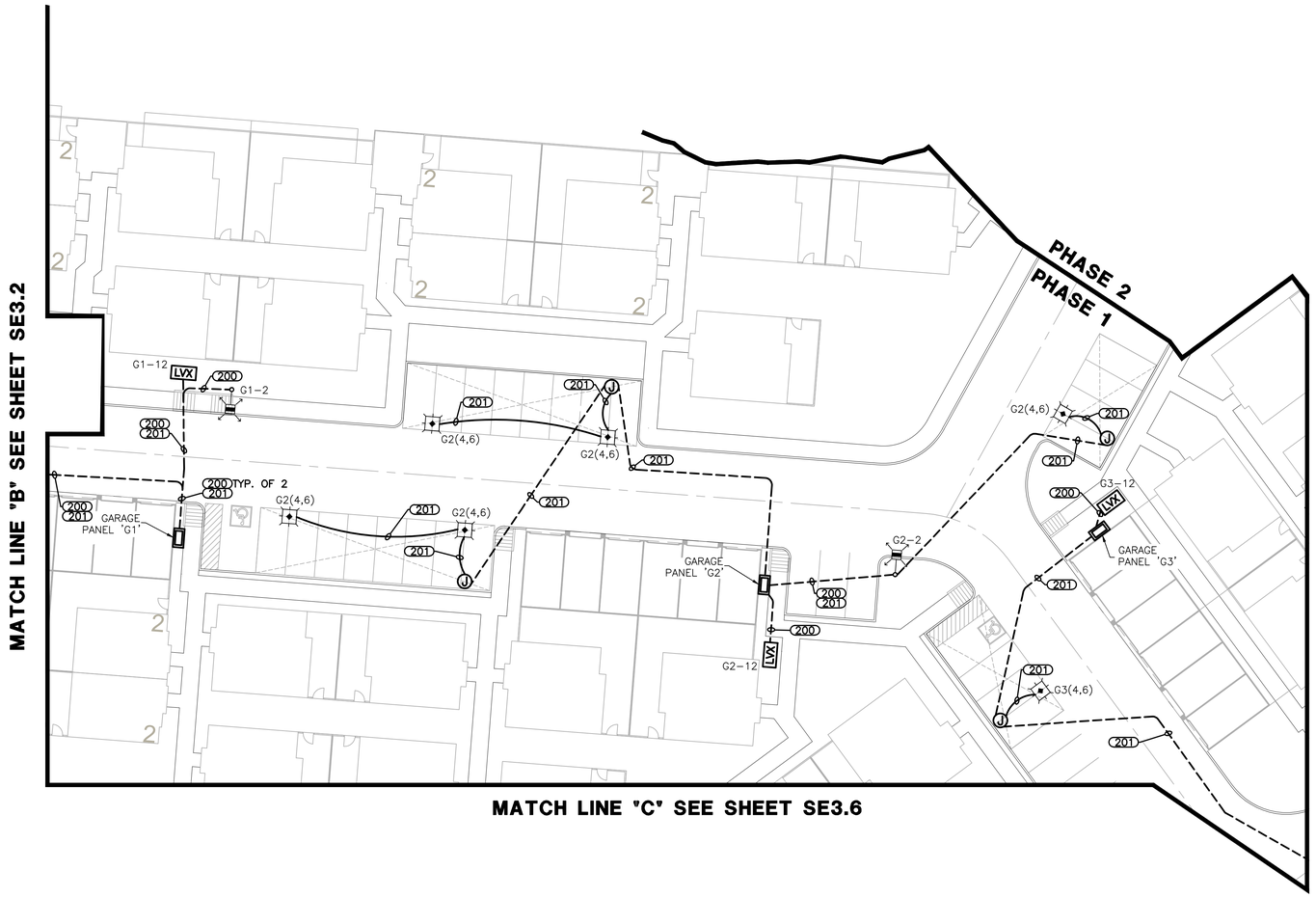

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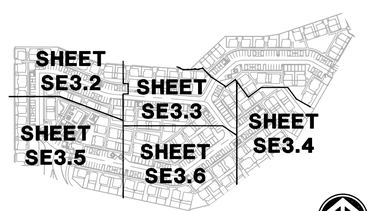

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WRIGHT ENGINEERING PROJECT NO:
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DRAWN BY: CGK
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165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
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PROJECT: TITLE:

SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 1
CERRILLOS RD & W FRONTAGE RD
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AARON D. KUTCHINSKY
NEW MEXICO
19615
11-8-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE3.3
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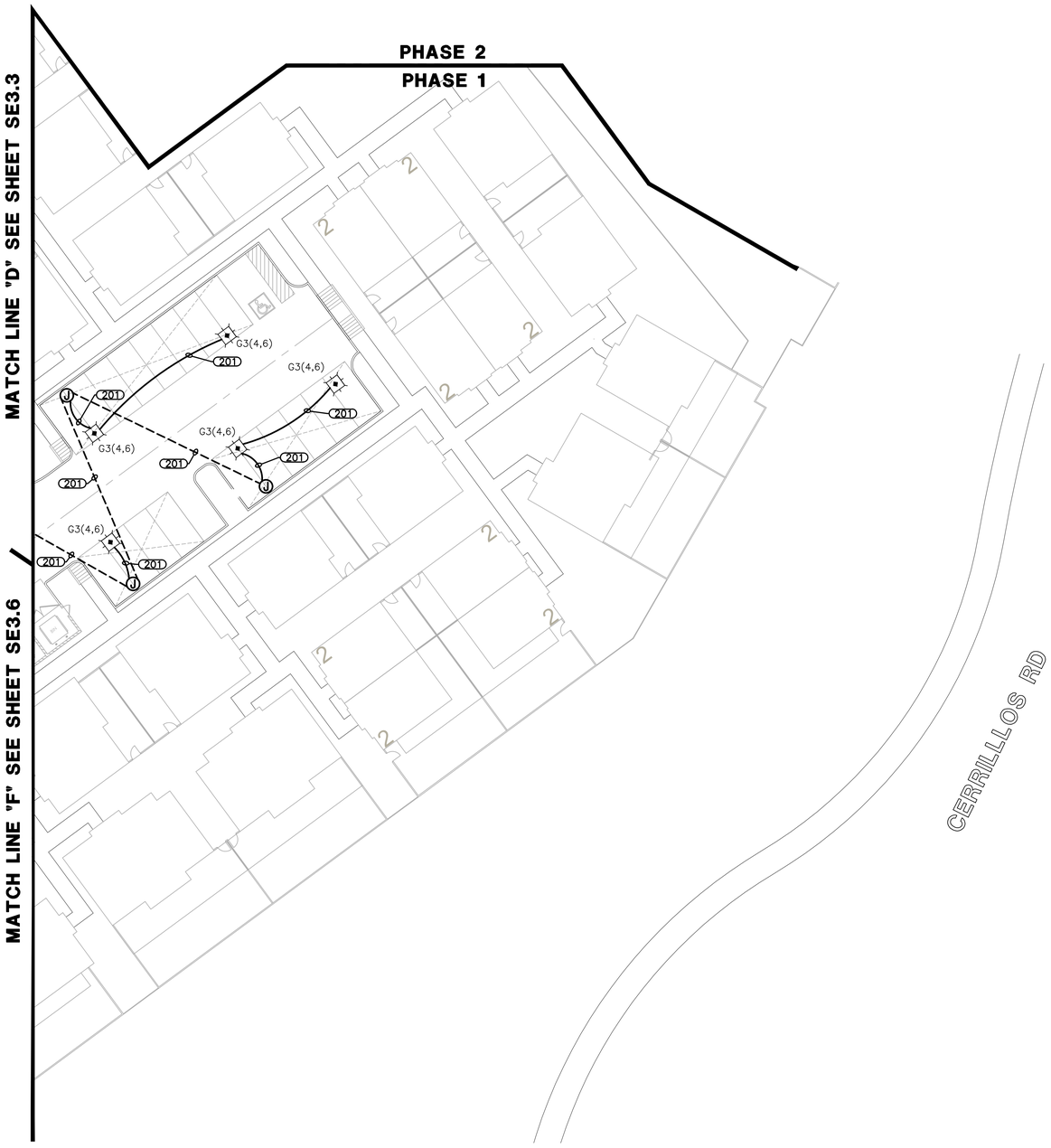

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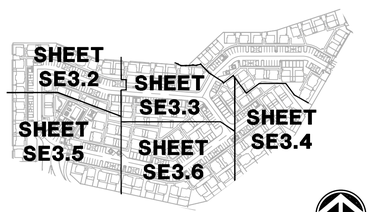

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2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY NEW MEXICO 19615 11-9-23 PROFESSIONAL ENGINEER

DRAWING NO:
SE3.4
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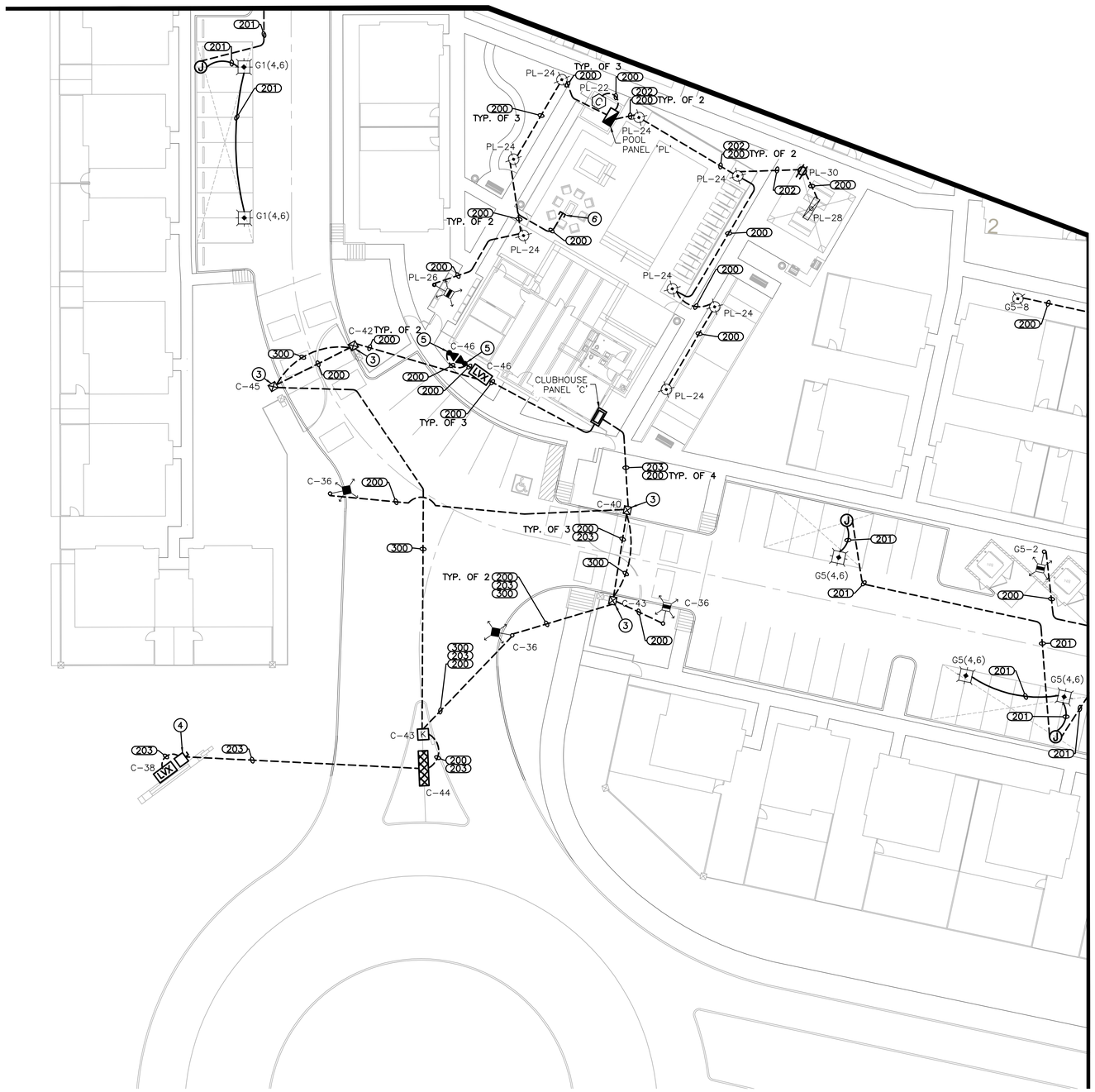

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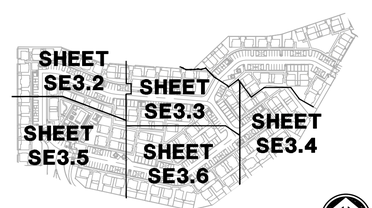

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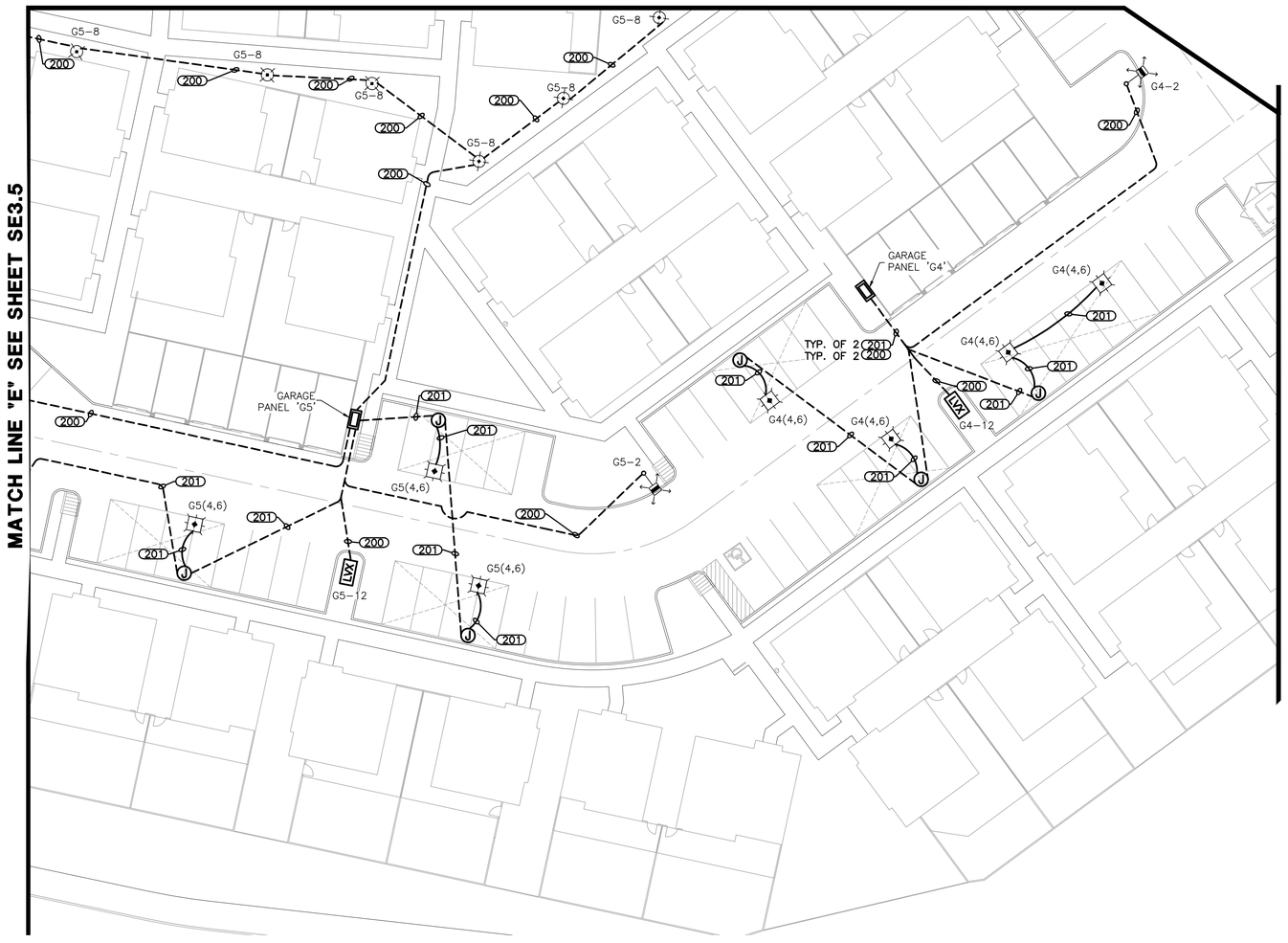

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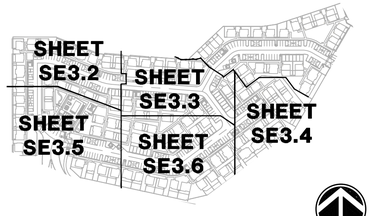
6. STUB UP AND CAP CONDUIT FOR FIRE TABLE IGNITER. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION AND INSTALLATION DETAILS.
7. INSTALL PUSH BUTTON FOR AREA LIGHT, PER DETAIL 14 ON SHEET SE5.3.
8. INSTALL PUSH BUTTON PER DETAIL 15 ON SHEET SE5.3, COORDINATE WITH OWNER FOR EXACT LOCATION. SEE DETAIL 6 ON SHEET SE5.1 FOR CONTROL SCHEMATIC.

LEGEND

- ELECTRICAL PANELBOARD. SEE SHEETS SE2.1 THROUGH SE2.6 FOR ADDITIONAL DETAILS.
- ELECTRICAL PANELBOARD. SEE SHEETS SE2.1 THROUGH SE2.6 FOR ADDITIONAL DETAILS.
- LVX — LOW VOLTAGE TRANSFORMER FOR ACCENT LIGHTING PER LANDSCAPE ARCHITECT PLANS. SEE DETAIL 5 ON SHEET SE5.1. COORDINATE FINAL LOCATION AND SIZE WITH LANDSCAPE ARCHITECT.
- G1–2 — CIRCUIT NUMBER. EXAMPLE, PANEL 'G1' CIRCUIT '2'.
- UNDERGROUND CONDUIT. CONDUIT SHALL BE SCHEDULE 40 PVC, BURIED 24" MINIMUM BELOW FINISHED GRADE. SEE GENERAL NOTES 12, 13 & 15 ON SHEET SE1.1 FOR ADDITIONAL DETAILS ON CONDUIT INSTALLATIONS.
- ABOVE GROUND CONDUIT. CONDUIT SHALL BE GRS UNLESS OTHERWISE INDICATED. SEE GENERAL NOTES 12, 13 & 15 ON SHEET SE1.1 FOR ADDITIONAL DETAILS ON CONDUIT INSTALLATIONS.
- J — WEATHERPROOF JUNCTION BOX.
- 200 — CONDUIT TAG. SEE CONDUIT AND WIRE TABLE FOR CONDUIT AND WIRE DETAILS.
- LED AREA LIGHT MOUNTED 15' ABOVE FINISHED GRADE. SEE DETAIL 1 ON SHEET SE5.1 FOR INSTALLATION DETAILS. SEE LIGHTING FIXTURE SCHEDULE ON SE3.1 FOR ADDITIONAL INFORMATION.
- LED AREA LIGHT MOUNTED 15' ABOVE FINISHED GRADE. SEE DETAIL 1 ON SHEET SE5.1 FOR INSTALLATION DETAILS. SEE LIGHTING FIXTURE SCHEDULE ON SE3.1 FOR ADDITIONAL INFORMATION.
- LED CANOPY MOUNTED LIGHT. SEE DETAIL 2 ON SHEET SE5.1 FOR INSTALLATION DETAILS. SEE LIGHTING FIXTURE SCHEDULE ON SE3.1 FOR ADDITIONAL INFORMATION.
- LED RIGID RAMADA LIGHT. SEE DETAIL 4 ON SHEET SE5.2 FOR INSTALLATION DETAILS. SEE LIGHT FIXTURE SCHEDULE ON SHEET SE3.1 FOR ADDITIONAL INFORMATION.
- LED CONCRETE BOLLARD PER DETAIL 3 ON SHEET SE5.1. SEE LIGHT FIXTURE SCHEDULE ON SHEET SE3.1 FOR ADDITIONAL INFORMATION.
- FLAG UPLIGHT FIXTURE PER MANUFACTURER RECOMMENDATIONS AND SPECIFICATIONS. SEE DETAIL 4 ON PAGE SE5.1 FOR INSTALLATION DETAILS. SEE LIGHT FIXTURE SCHEDULE ON SHEET SE3.1 FOR ADDITIONAL INFORMATION.
- PUSH BUTTON. SEE DETAIL 15 ON SHEET SE5.3 FOR INSTALLATION DETAILS.
- DUPLEX CONVENIENCE WEATHERPROOF GFCI RECEPTACLE AT +12" OR AS NOTED.
- 30A DISCONNECT WALL MOUNTED NEMA 3R.
- K — KEYPAD, COORDINATE WITH GATE CONTRACTOR FOR INSTALLATION.
- GATE OPERATOR TO BE INSTALLED PER MANUFACTURERS SPECIFICATIONS.
- SITE MAP. COORDINATE WITH GENERAL CONTRACTOR FOR LOCATION AND INSTALLATION.
- C — IRRIGATION CONTROLER, PER LANDSCAPE ARCHITECT PLANS.



NORTH
NO SCALE

KEY MAP

GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

NORTH

Know what's below. Call before you dig.

LIGHTING SITE PLAN

WRIGHT ENGINEERING PROJECT NO:
23176-SE-1

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
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PROJECT: TITLE:

SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 1
CERRILLOS RD & W FRONTAGE RD
LIGHTING SITE PLAN

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
11-28-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE3.6
OF 20

H:\2023\23176-Bungalows at Cerrillos\23176-SE-Phase 1.dwg

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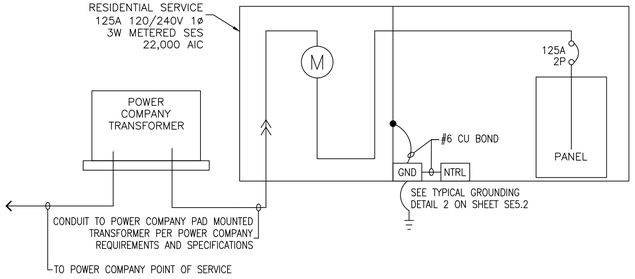
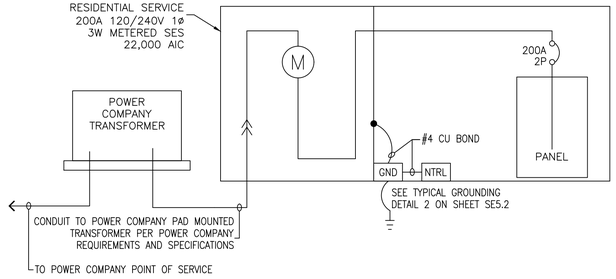
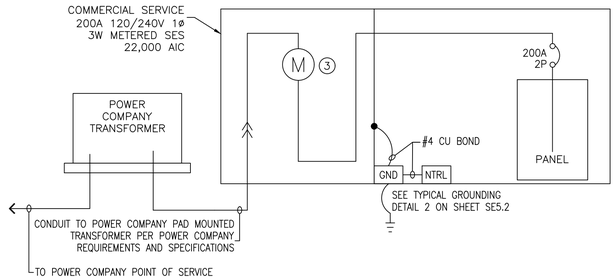


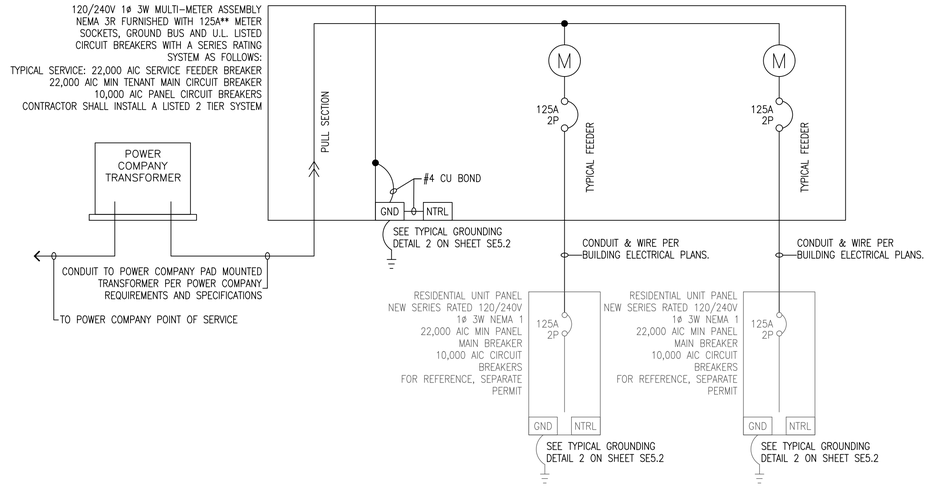
SINGLE LINE DIAGRAM - UNIT METER (SLD-U-1)



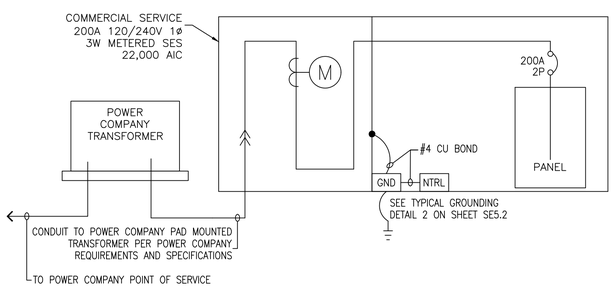
SINGLE LINE DIAGRAM - UNIT METER (SLD-U-2)



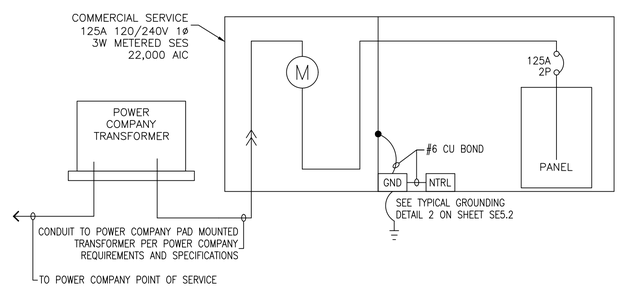
SINGLE LINE DIAGRAM - UNIT METER (SLD-G)



SINGLE LINE DIAGRAM - DUPLEX METER PACK (SLD-2)



SINGLE LINE DIAGRAM - CLUBHOUSE PANEL (SLD-CH)



SINGLE LINE DIAGRAM - POOL PANEL (SLD-PL)

NOTES

1. SUBMIT SHOP DRAWINGS TO POWER COMPANY FOR APPROVAL PRIOR TO ORDERING EQUIPMENT. THIS APPLIES TO ALL SERVICES.
2. SES SHALL BE INSTALLED IN AN ACCORDANCE WITH ALL NEC CODE AND POWER COMPANY CLEARANCE REQUIREMENTS. THIS APPLIES TO ALL SERVICES.
3. COMMERCIAL SES SHALL BE COMMERCIAL RATED WITH APPROVED TEST BLOCKS PER POWER COMPANY REQUIREMENTS. THIS APPLIES TO ALL COMMERCIAL SERVICES (I.E. GARAGES, OFFICES, NON-RESIDENTIAL SERVICES, ETC.)
4. ELECTRICAL CONTRACTOR SHALL LABEL PANELS PER TENANT NUMBER UNLESS NOTED OTHERWISE ON PLANS. THIS APPLIES TO ALL SERVICES.
5. REFER TO PANEL SCHEDULES ON SHEET SE4.3 THROUGH SE4.4 FOR CIRCUIT DESIGNATIONS.
6. *ELECTRICAL CONTRACTOR SHALL REFER TO SITE PLAN FOR CIRCUIT BREAKER SIZES ON SHEETS SE2.1 THROUGH SE2.6.
7. SERIES RATING AND LABELS PER NEC 240.86, 110.9, 110.22, 240.86. THIS APPLIES TO ALL SERVICES.
8. PER NEC 250.32(B)(1) NEUTRAL AND GROUND CONNECTION IS NOT PERMITTED IN PANELS DOWNSTREAM OF METERS. THIS APPLIES TO ALL SERVICES.

SINGLE LINE DIAGRAM LEGEND

BOLD – NEW PER WRIGHT ENGINEERING PLANS.

GREY – FOR REFERENCE ONLY, BY OTHERS, UNDER SEPARATE PERMIT.

WRIGHT ENGINEERING PROJECT NO:
23176-SE-1

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

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PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 1
CERRILLOS RD & W FRONTAGE RD

TITLE:
ELECTRICAL SINGLE LINE DIAGRAMS

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
11-14-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE4.1
OF 20

H:\2023\23176-Bungalows at Cerrillos\23176-SE-Phase 1.dwg

BUNGALOWS AT CERRILLOS PHASE 2

CERRILLOS RD & W FRONTAGE RD
SANTA FE, NEW MEXICO
ELECTRICAL SITE PLAN

THESE DRAWINGS AND SPECIFICATIONS ARE THE SOLE PROPERTY OF WRIGHT ENGINEERING CORPORATION AND MAY NOT BE REPRODUCED OR MODIFIED FOR ANY USE WITHOUT THE EXPRESS WRITTEN PERMISSION OF WRIGHT ENGINEERING CORPORATION.

GENERAL ELECTRICAL NOTES

1. ELECTRICAL WORK SHALL COMPLY WITH THE NATIONAL ELECTRIC CODE (2017), FEDERAL, STATE AND LOCAL JURISDICTION CODES.
2. ALL WORK SHALL BE DONE IN A NEAT, WORKMANLIKE, FINISHED AND SAFE MANNER, ACCORDING TO THE LATEST PUBLISHED NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION STANDARDS OF INSTALLATION, UNDER COMPETENT SUPERVISION.
3. VISIT THE SITE PRIOR TO BIDDING TO BECOME FAMILIAR WITH EXISTING CONDITIONS AND ALL OTHER FACTORS WHICH MAY AFFECT THE EXECUTION OF THIS WORK. INCLUDE ALL RELATED COSTS IN THE INITIAL BID PROPOSAL.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATIONS OF ALL EXISTING UTILITIES AND AVOIDING DAMAGE TO SAME. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO UTILITIES CAUSED AS A RESULT OF HIS WORK. CALL (602) 263-1100 FOR BLUE STAKES. IRRIGATION LINES LESS THAN 2" WILL NOT BE MARKED AND SHALL BE REPAIRED IN KIND BY THE CONTRACTOR.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING WALKS, WALLS, DRIVES, CURBS, ETC. DAMAGES SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST TO THE OWNER.
6. PROPER PROTECTION OF THE CONSTRUCTION AREA FOR SAFETY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COVER ALL TRENCHES AT THE END OF EACH WORK DAY. BARRICADES SHALL BE INSTALLED AS DIRECTED BY THE OWNER OR THE PROJECT INSPECTOR. THE SITE AND ALL WORK SHALL CONFORM TO OSHA REQUIREMENTS.
7. ALL EXISTING LANDSCAPE, HARDSCAPE AND SPRINKLER SYSTEMS DAMAGED OR DISTURBED DURING THE CONSTRUCTION OF THIS PROJECT BY THE CONTRACTOR SHALL BE REPLACED IN KIND.
8. CONTRACTOR SHALL PAY FOR PERMITS AND INSPECTIONS AS MAY BE REQUIRED AND PROVIDE A CERTIFICATE OF INSPECTION TO THE OWNER.
9. PROTECT ALL MATERIAL AND EQUIPMENT INSTALLED AGAINST DAMAGE BY OTHER TRADES, WEATHER CONDITIONS OR ANY OTHER CAUSES. EQUIPMENT FOUND DAMAGED OR IN OTHER THAN NEW CONDITION WILL BE REJECTED AS DEFECTIVE. ALL COMPONENTS SHALL BE FREE OF DUST, GRIT AND FOREIGN MATERIALS, AND LEFT AS NEW BEFORE FINAL ACCEPTANCE OF WORK.
10. LEAVE THE SITE CLEAN, REMOVE ALL DEBRIS, EMPTY CARTONS, TOOLS, CONDUIT, WIRE SCRUTILITY COMPANY AND ALL MISCELLANEOUS SPARE EQUIPMENT AND MATERIALS USED IN THE WORK DURING CONSTRUCTION.
11. IT IS THE OBLIGATION OF THE CONTRACTOR TO ORGANIZE HIS WORK SO THAT A COMPLETE ELECTRICAL, INSTRUMENTATION, AND/OR CONTROL SYSTEM FOR THE FACILITY WILL BE PROVIDED AND SUPPORTED BY ACCURATE SHOP AND RECORD DRAWINGS, AND ALL O & M MANUALS.
12. ALL UNDERGROUND CONDUIT SHALL BE SCHEDULE 40 PVC, BURIED 24" MINIMUM BELOW FINISHED GRADE, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS.
13. PROVIDE EMT INDOOR AND GRS OUTDOOR FOR ABOVE GROUND CONDUIT, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS. WHERE METALLIC CONDUITS COME IN CONTACT WITH DIRT, THEY SHALL BE HALF LAP WRAPPED WITH SCOTCH 50 TAPE TO 12" AFG. FITTINGS SHALL BE STEEL, THREADED TYPE WITH INSULATED THROATS. SECURELY ATTACH ALL SURFACE MOUNTED CONDUIT EVERY 10 FEET AND WITHIN 3 FEET OF EACH JUNCTION BOX, PER NEC ARTICLE 344.30.
14. MINIMUM CONDUIT SIZE SHALL BE 3/4" UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS.
15. ALL FEEDERS AND BRANCH CIRCUIT WIRE SHALL BE COPPER TYPE XHHW (75 DEGREE C) FOR BELOW GRADE INSTALLATIONS (AND CONDUIT RISERS) AND THHN/THWN (75 DEGREE C) FOR ABOVE GRADE INSTALLATIONS. MINIMUM SIZE SHALL BE #12 AWG, UNLESS SPECIFICALLY NOTED OTHERWISE ON PLANS OR IN DETAILS. ALL WIRING SHALL BE IN CONDUIT. PER MARICOPA COUNTY AMENDMENT TO NEC ARTICLE 334.10 AND 334.12, MARICOPA COUNTY DOES NOT PERMIT TYPES NM, NMC, NMS (ROMEX) CABLES IN COMMERCIAL APPLICATIONS.
16. A SEPARATE GREEN INSULATED EQUIPMENT GROUNDING CONDUCTOR (BOND) SHALL BE INSTALLED, SIZED PER NEC CODE 250.122, WITHIN EACH RACEWAY TYPE, INCLUDING EMT.
17. WHEN A PANEL IS SUPPLIED BY A FEEDER OR BRANCH CIRCUIT, ANY INSTALLED GROUNDED CONDUCTOR SHALL NOT BE CONNECTED TO THE EQUIPMENT GROUNDING CONDUCTOR (GEC) OR TO THE GROUNDING ELECTRODE(S) PER NEC ARTICLE 250.32(B)(1).
18. BOND ALL ENCLOSURES PER NEC ARTICLE 250.96.
19. CONTRACTOR SHALL PLAN AND INSTALL WORK IN SUCH A MANNER AS TO CONFORM TO THE STRUCTURE, AVOID OBSTRUCTIONS, PRESERVE HEADROOM AND KEEP OPENINGS AND PASSAGEWAYS CLEAR.
20. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL, ETC. NECESSARY FOR A COMPLETE AND WORKABLE ELECTRICAL SYSTEM WHETHER OR NOT THESE ITEMS ARE SPECIFICALLY NOTED ON THESE DRAWINGS. INCIDENTAL ITEMS NOT INDICATED ON THE DRAWINGS, NOR MENTIONED IN SPECIFICATIONS THAT CAN BE LEGITIMATELY AND REASONABLY INFERRED TO BELONG TO THE WORK DESCRIBED OR BE NECESSARY IN GOOD PRACTICE TO PROVIDE A COMPLETE SYSTEM, SHALL BE FURNISHED AND INSTALLED AS THOUGH ITEMIZED HERE IN EVERY DETAIL.
21. CONTRACTOR IS RESPONSIBLE FOR AND SHALL PROVIDE ALL LABOR, MATERIAL, TRENCHING, CONDUIT, TRANSFORMER PAD AND OTHER REQUIRED EQUIPMENT PER UTILITY COMPANY PLANS AND SPECIFICATIONS NECESSARY FOR A COMPLETE UNDERGROUND CONDUIT SYSTEM FROM THE UTILITY POINT OF SERVICE TO THE UTILITY CO. TRANSFORMER AND FROM THE UTILITY CO. TRANSFORMER TO THE ELECTRICAL SERVICE ENTRANCE SECTION.
22. ALL TRENCHING, CONDUITS, ETC. SHALL BE ROUTED AND INSTALLED IN SUCH A MANNER THAT WILL NOT DAMAGE EXISTING FACILITIES. SHOULD DAMAGE OCCUR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR DAMAGE TO THE SATISFACTION OF THE OWNER OR INSPECTOR.
23. ALL CONDUIT RUNS SHOWN ON THIS PLAN ARE SCHEMATIC IN NATURE. THE CONTRACTOR SHALL MAKE SURE THAT ALL CONDUIT, ETC. FALLS WITHIN THE CONSTRUCTION AREA/RIGHT OF WAY. (THIS INCLUDES MAINTAINING ALL REQUIRED CLEARANCES.)
24. WHEN CROSSING PATHWAYS OR SIDEWALKS, CONTRACTOR SHALL BORE UNDER EXISTING CONCRETE WALKS AND SAWCUT ASPHALT WALKS. ASPHALT WALKS SHALL BE REPLACED IN KIND.
25. CONTRACTOR SHALL GUARANTEE WORK INSTALLED UNDER THE CONTRACT TO BE FREE FROM DEFECTIVE WORKMANSHIP AND MATERIALS, USUAL WEAR EXPECTED, AND SHOULD ANY SUCH DEFECTS DEVELOP WITHIN A PERIOD OF ONE YEAR ACCEPTANCE OF THE PROJECT BY THE OWNER, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE ANY DEFECTIVE ITEMS AND DAMAGE RESULTING FROM FAILURE OF THESE ITEMS, AT NO EXPENSE WHATSOEVER TO THE OWNER.
26. CONTRACTOR SHALL IDENTIFY SERVICE ENTRANCE SECTION MAIN SERVICE DISCONNECT(S) WITH 3/32-INCH THICK LAMINATED PHENOLIC TYPE NAMEPLATES WITH 1/4-INCH MINIMUM HEIGHT LETTERS. NAMEPLATE TO BE BLACK MATTE FINISH SURFACE WITH WHITE LETTER ENGRAVING. ATTACH NAMEPLATE TO THE OUTSIDE PANEL FACE WITH TWO STAINLESS STEEL SELF-TAPPING SCREWS. NAMEPLATE SHALL READ "SERVICE DISCONNECT" PER NEC ARTICLE 230.70(B).
27. ALL CIRCUITS SHALL BE LEGIBLY IDENTIFIED AT THE PANEL, JUNCTION BOXES AND AT ALL EQUIPMENT IN A PERMANENT MANNER (I.E. ETCHED PLATES, CONDUCTOR TAG, PERMANENT MARKER, ETC.). THE LABELING SHALL INCLUDE PANEL CIRCUIT NUMBER, "TO" AND "FROM" IDENTIFICATION, AND MARKED "SPARE" WHERE APPLICABLE.
28. CONTRACTOR SHALL TEST ELECTRICAL SYSTEM FOR SHORT CIRCUITS AND MEGGER TEST FEEDERS AND BRANCH CIRCUIT WIRING. INSURE LOW IMPEDANCE GROUND PATH SYSTEM. PERFORM HIPOT TESTING WHEN REQUIRED BY LOCAL JURISDICTION.
29. ALL CONDUIT AND J-BOXES SHOWN SHALL BE CONCEALED WHEN POSSIBLE. WHEN NOT POSSIBLE, CONDUIT AND J-BOXES MAY BE SURFACE MOUNTED WITH PERMISSION OF THE OWNER OR OWNER'S REPRESENTATIVE.
30. CONTRACTOR SHALL COORDINATE ALL EQUIPMENT CONNECTIONS WITH EQUIPMENT SUPPLIER PRIOR TO ROUGH-IN. PROVIDE ADDITIONAL FUSED DISCONNECT SWITCHES AND CONTROLS IF OVERCURRENT PROTECTION OR CONTROLS IS NOT INTEGRAL WITH UNITS.
31. ALL EQUIPMENT SHALL BE FUSE SIZED PER MANUFACTURES RECOMMENDATIONS AND U.L. APPROVAL.
32. ELECTRICAL DEVICES, DISCONNECT SWITCHES, ETC., SHALL BE SUPPORTED INDEPENDENT OF AND ISOLATED FROM EQUIPMENT VIBRATIONS.
33. FULL LOAD AMPS (FLA) SIZES, AS NOTED IN THESE DRAWINGS, ARE BASED ON SPECIFIED EQUIPMENT DATA. CONTRACTOR SHALL VERIFY NAMEPLATE FLA OF EQUIPMENT SUPPLIED AND COORDINATE ACCORDINGLY PER EQUIPMENT SUPPLIERS RECOMMENDATIONS.
34. ALL OUTDOOR ELECTRICAL EQUIPMENT SHALL BE NEMA-3R OR NEMA-4 ENCLOSURES.
35. CONDUITS OR RACEWAYS ROUTED FROM INDOORS TO OUTDOORS OR AS DESCRIBED IN NEC 300.7(A), SHALL BE SEALED WITH A PLIABLE SEALING COMPOUND AT A CONDUIT BODY OR AT A JUNCTION BOX BEFORE THE CONDUIT ENTERS THE COLDER ENVIRONMENT.
36. CONDUITS OR RACEWAYS INSTALLED IN AREAS WHERE ELEVATION CHANGES MAY CAUSE WATER OR MOISTURE TO ENTER THE ELECTRICAL EQUIPMENT THROUGH THE CONDUIT SHALL BE SEALED WITH A HERMETIC CONDUIT SEAL AT BOTH ENDS OF THE CONDUIT OR RACEWAY.
37. ALL POLE LIGHTS SHALL BE PROVIDED WITH A TWO POLE FUSE HOLDER BUSSMANN #HEX OR A SINGLE POLE FUSE HOLDER BUSSMANN #HEB OR EQUAL FOR INLINE FUSING, PROVIDE 5A FUSING IN FUSEHOLDER.
38. CONTRACTOR TO INSTALL PULL BOX ADJACENT TO EACH PATHWAY, AREA AND PARKING LOT LIGHT, SEE PULL BOX INSTALLATION DETAIL. PULL BOXES MAY NOT BE SHOWN AT ALL LOCATIONS ON PLANS.
39. PRIOR TO POURING THE POLE BASES OR COVERING ANY ELECTRICAL CONDUITS, CONTACT THE INSPECTION DEPARTMENT 24 HOURS IN ADVANCE FOR APPROVAL.
40. MATERIALS SHALL BE NEW AND OF THE BEST QUALITY WITH MANUFACTURER'S NAME PRINTED THEREON. MATERIALS SHALL BE MANUFACTURED IN ACCORDANCE WITH NEMA, ANSI, UNDERWRITER'S LABORATORY OR OTHER APPLICABLE STANDARDS AND RATED FOR HEAVY DUTY SERVICE.
41. ALL WIRING DEVICES SHALL BE SPECIFICATION GRADE. ALL 15 AND 20 AMP, 125 AND 250 VOLT, NONLOCKING RECEPTACLES INSTALLED OUTDOORS SHALL BE LISTED WEATHER-RESISTANT TYPE. ALL WEATHERPROOF WHILE IN-USE RECEPTACLE COVERS SHALL BE METAL.
42. SELECTION OF MATERIALS SHALL BE IN STRICT ACCORDANCE WITH THE DRAWINGS AND/OR SPECIFICATIONS. THE USE OF MANUFACTURER'S NAME, MODEL, AND NUMBER IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE, USEFULNESS AND BID PRICE. CONTRACTOR SHALL SUBMIT TO THE OWNER OR OWNER'S REPRESENTATIVE FOR REVIEW AND APPROVAL (PRIOR TO ORDERING MATERIALS) COPIES OF EQUIPMENT SHOP DRAWINGS AS FOLLOWS: 1) LIGHT FIXTURES, 2) POLES, 3) POLE BASES, 4) SERVICE ENTRANCE SECTION, 5) ELECTRICAL EQUIPMENT, 6) DISCONNECT SWITCHES, 7) TIME CLOCKS AND OTHER CONTROLS, 8) LIGHTING CONTACTORS AND 9) PULL BOXES. AT THE TIME OF EACH SUBMITTAL, THE CONTRACTOR SHALL DEFINE AND DELINEATE IN WRITING ANY DEVIATIONS FROM THE CONTRACT DOCUMENTS. THE REVIEW WILL BE ONLY FOR CONFORMANCE WITH THE DESIGN CONCEPT OF THE WORK AND FOR COMPLIANCE WITH THE INFORMATION CONTAINED IN THE CONTRACT DOCUMENTS. THE REVIEW OF A SPECIFIED ITEM, AS SUCH, WILL NOT INDICATE REVIEW OF THE ASSEMBLY IN WHICH THE ITEM FUNCTIONS. REVIEW BY THE OWNER OR OWNER'S REPRESENTATIVE WILL NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE SUBMITTALS NOR FROM HIS RESPONSIBILITY FOR COMPLYING WITH THE CONTRACT DOCUMENTS.
43. THE SUBMITTALS SHALL BE NEATLY GROUPED AND ORGANIZED. PERTINENT INFORMATION SHALL BE HIGHLIGHTED, AND THE SPECIFIC PRODUCT SHALL BE IDENTIFIED. ALL SUBMITTALS SHALL BE COMPLETE, AND PRESENTED IN ONE PACKAGE. THE SUBMITTAL SHALL INCLUDE A COMPLETE LIST OF THE EQUIPMENT AND MATERIALS, INCLUDING THE MANUFACTURER'S NAME, PRODUCT SPECIFICATION, DESCRIPTIVE DATA, TECHNICAL LITERATURE, PERFORMANCE CHARTS, CATALOG CUTS, INSTALLATION INSTRUCTIONS, AND SPARE PART RECOMMENDATIONS FOR EACH DIFFERENT ITEM OF THE EQUIPMENT SPECIFIED.
44. CONTRACTOR SHALL COORDINATE WITH POWER COMPANY REGARDING METERING EQUIPMENT PRIOR TO BIDDING AND ORDERING EQUIPMENT. CONTRACTOR SHALL VERIFY POWER COMPANY METERING REQUIREMENTS INCLUDING WHICH SERVICES NEED TO BE COMMERCIALLY RATED WITH APPROVED BY-PASS TEST BLOCKS. SERVICES THAT FEED SITE LIGHTING/"LIFE SAFETY" MAY NEED BY-PASS TEST BLOCKS DEPENDING ON POWER COMPANY STANDARDS.

CONSTRUCTION NOTES

1. EACH UNIT SHALL HAVE A SEPARATE AND INDIVIDUAL CONDUIT AND CIRCUIT FROM THE POINT OF DELIVERY. THE CONDUIT TAG AT THE UNIT IS THE SIZE FROM THE POINT OF DELIVERY TO THE SERVICE PER UNIT.
2. PROPOSED LOCATION OF UTILITY COMPANY TRANSFORMER. FINAL LOCATION PER UTILITY COMPANY PLANS.

LEGEND

- 1ø UTILITY COMPANY TRANSFORMER. COORDINATE WITH UTILITY COMPANY FOR EXACT LOCATION AND POWER CONNECTION TO NEW SERVICE. DUE TO SINGLE-PHASE TRANSFORMERS BEING RATED 100KVA OR SMALLER, MAINTAIN 10' CLEARANCE FROM ALL COMBUSTIBLE STRUCTURES. COORDINATE WITH POWER COMPANY IF LIQUID STORAGE IS MORE THAN 100 GALLONS TO ENSURE PROPER 25' CLEARANCE.
- WALL MOUNTED 200A METER/MAIN/PANEL 120/240V 1ø 3W NEMA 3R PANEL BOARD, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS.
- WALL MOUNTED 125A METER/MAIN/PANEL 120/240V 1ø 3W NEMA 3R PANEL BOARD, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS.
- WALL MOUNTED 200A DUPLEX METER WITH (2) 125A MAINS, 120/240V 1ø 3W NEMA 3R, BY OTHERS. SEE SINGLE LINE DIAGRAMS ON SHEET SE4.1 FOR ADDITIONAL DETAILS. PANELBOARDS MAY BE INSTALLED INDOORS PER ARCHITECT PLANS.
- UNDERGROUND CONDUIT. CONDUIT SHALL BE SCHEDULE 40 PVC, BURIED 24" MINIMUM BELOW FINISHED GRADE UNLESS SPECIFICALLY NOTED OTHERWISE IN NOTES OR DETAILS. SEE GENERAL NOTES 12 & 13 ON SHEET SE1.1. SEE CONDUIT TAG AND TABLE ON SHEET SE2.1 FOR CONDUIT SIZE AND CONDUCTORS.

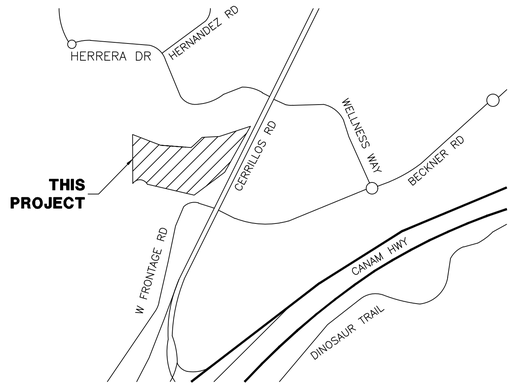
SCOPE OF WORK

1) PROVIDE PREFERRED LOCATIONS OF TRANSFORMERS, PULL-BOXES AND CONDUIT RUNS TO BUILDING PANELS (NO NEW PANEL BOARDS IN THIS SCOPE)

2) PROVIDE AND INSTALL EXTERIOR LIGHTING (NON-BUILDING), AND SITE ELECTRICAL.

3) PROVIDE AND INSTALL CIRCUIT BREAKERS IN PANEL BOARD, BY OTHERS, FOR SITE LIGHTING/ELECTRICAL.

4) COORDINATION ITEMS THAT NEED TO BE SHOWN FOR ELECTRICAL LOAD SUMMARIES AND THAT NEED TO HAVE ELECTRICAL CONNECTIONS ARE SHOWN FOR REFERENCE ONLY, BY OTHERS, UNDER SEPARATE PERMIT.



VICINITY MAP
N.T.S.

NORTH

DEVELOPER
CAVAN COMPANIES
15300 NORTH 90TH STREET, SUITE 200
SCOTTSDALE, AZ 85260
PHONE: (480) 627-7000
CONTACT: JOHN HAMEL
EMAIL: JHAMEL@CAVANCOMPANIES.COM

CIVIL ENGINEER:
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NORTHEAST
ALBUQUERQUE, NM 87109
PHONE: (505) 858-3100
CONTACT: VINCE CARRICA
EMAIL: VCARRICA@TIERRAWESTLLC.COM

ELECTRICAL ENGINEER:
WRIGHT ENGINEERING CORPORATION
165 EAST CHILTON DRIVE
CHANDLER, AZ 85225
PHONE: (480) 497-5829
CONTACT: KIMBALL WILLIAMS
EMAIL: KWILLIAMS@WRIGHTENGINEERING.US

SHEET INDEX

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SHEET SE2.1 - SES KEY MAP
SHEET SE2.2 - ELECTRICAL SITE PLAN
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SHEET SE3.3 - LIGHTING SITE PLAN
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SHEET SE4.3 - PANEL SCHEDULES
SHEET SE5.1 - ELECTRICAL DETAILS
SHEET SE5.2 - ELECTRICAL DETAILS
SHEET SE5.3 - ELECTRICAL DETAILS

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ELECTRICAL ENGINEERING AND DESIGN
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WRIGHT ENGINEERING PROJECT NO:
23176-SE-2

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 2
CERRILLOS RD & W FRONTAGE RD

TITLE: ELECTRICAL COVER SHEET

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY
NEW MEXICO
19615
11-9-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE1.1
OF 13

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CONSTRUCTION NOTES

1. EACH UNIT SHALL HAVE A SEPARATE AND INDIVIDUAL CONDUIT AND CIRCUIT FROM THE POINT OF DELIVERY. THE CONDUIT TAG AT THE UNIT IS THE SIZE FROM THE POINT OF DELIVERY TO THE SERVICE PER UNIT.
2. PROPOSED LOCATION OF UTILITY COMPANY TRANSFORMER. FINAL LOCATION PER UTILITY COMPANY PLANS.

LEGEND

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WIRE AND CONDUIT TABLE

CONDUIT		WIRE				REMARKS
NO.	SIZE	POWER	NEUTRAL	GROUND	TYPE*	
100		POWER COMPANY CONDUIT AND WIRE				FROM POWER COMPANY TRANSFORMER TO EACH INDIVIDUAL UNIT METER PANEL (TYP.)
200	1"	(1) #12	(1) #12	(1) #12	CU	TYP. SEE PLANS FOR CKT
201	1"	(2) #12	–	(1) #12	CU	TYP. SEE PLANS FOR CKT
300	1"	DETECTABLE PULL ROPE				SPARE

* THIS COLUMN IDENTIFIES THE CONDUCTOR MATERIAL TYPE. CU = COPPER, AL = ALUMINUM.
ALL GROUNDING ELECTRODE CONDUCTORS SHALL BE COPPER CONDUCTORS SIZED PER NEC 250.66.

EQUIPMENT GROUNDING CONDUCTORS MAY BE CU OR AL PER TABLE.

SERVICE WIRE TO DWELLING UNITS PER NEC TABLE 310.15(B)(7).

EACH UNIT SHALL HAVE A SEPARATE AND INDIVIDUAL CONDUIT AND CIRCUIT FROM THE TRANSFORMER. THE CONDUIT TAG AT THE UNITS IS THE SIZE FROM THE TRANSFORMER PER UNIT.

NOTE

1. SUBMIT SHOP DRAWINGS TO POWER COMPANY FOR APPROVAL PRIOR TO ORDERING EQUIPMENT.
2. SES SHALL BE INSTALLED IN AN ACCORDANCE WITH ALL NEC CODE AND POWER COMPANY CLEARANCE REQUIREMENTS.
3. SES SHALL BE COMMERCIAL RATED WITH APPROVED TEST BLOCKS PER POWER COMPANY REQUIREMENTS.

SES KEY MAP

NOTE: THE SITE PLAN SHOWN IS FOR REFERENCE ONLY. SEE SHEETS SE2.2 THROUGH SE2.3 FOR FURTHER DETAIL OF UTILITY TRANSFORMERS.

GRAPHIC SCALE
60 30 0 30 60 120
1 INCH = 60 FEET

NORTH

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PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 2
CERRILLOS RD & W FRONTAGE RD

TITLE: SES KEY MAP

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AARON D. KUTCHINSKY NEW MEXICO 19615 11-28-23 PROFESSIONAL ENGINEER

DRAWING NO: SE2.1
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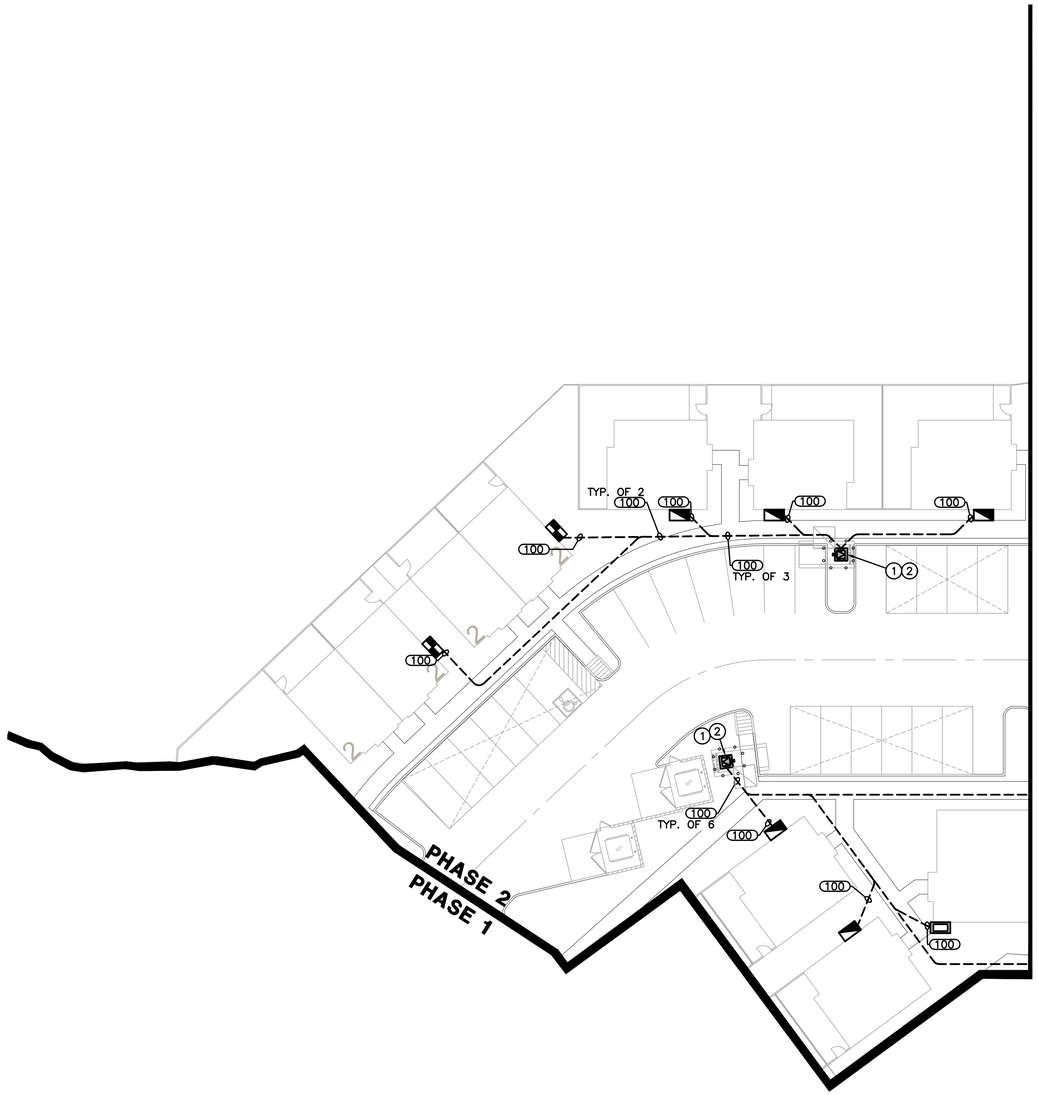

MATCH LINE 'A' SEE SHEET SE2.3

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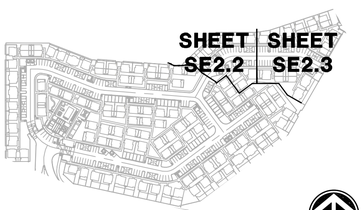

NORTH
NO SCALE

KEY MAP

GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

NORTH

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ELECTRICAL SITE PLAN

WRIGHT ENGINEERING PROJECT NO:
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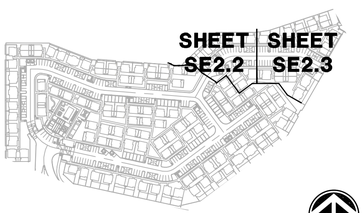

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NO SCALE

KEY MAP

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20 10 0 10 20 40
1 INCH = 20 FEET

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ELECTRICAL SITE PLAN

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ELECTRICAL SITE PLAN

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DRAWING NO:
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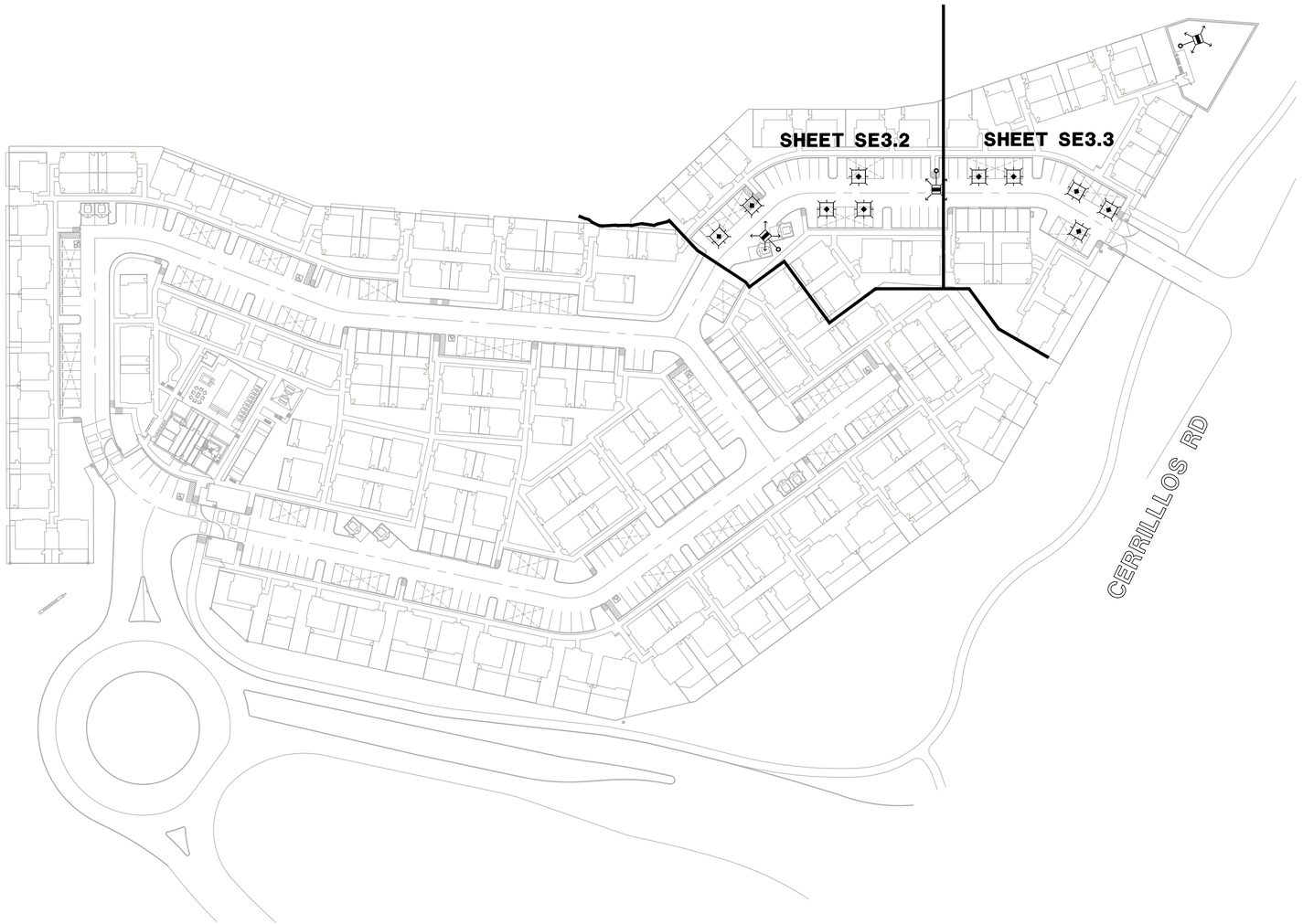

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LEGEND

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LIGHTING FIXTURE SCHEDULE

LABEL	SYMBOL	MANUFACTURER	CATALOG #	WATTS	VOLTS	LAMP(S)	LAMP TEMPERATURE	QUANTITY	COLOR FINISH	MOUNTING	LUMENS
A		LITHONIA LIGHTING	DSXO–LED–P1–30K–70CRI–T5W–MVOLT–DDBXD	33W	120	LED	3000K	3	DARK BRONZE	15'	4,878
B		HOLOPHANE	PPSQL2–HP10–30K–XX–FC–T5W	25W	240	LED	3000K	10	BRONZE	8.5' SURFACE	2,843

CONTRACTOR SHALL VERIFY ALL QUANTITIES. CONTRACTOR MAY SUBMIT ALTERNATIVES FOR AN ENGINEER APPROVED EQUAL
LIGHTS A–B SHALL BE DARK SKY RATED "FULL CUT OFF"
GENERAL GARAGE LIGHTING CONTROL SCHEMATICS SHOWN ON SHEET SE5.1.

LIGHTING SITE PLAN

GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

NORTH

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PROJECT: TITLE:
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LIGHTING KEY MAP

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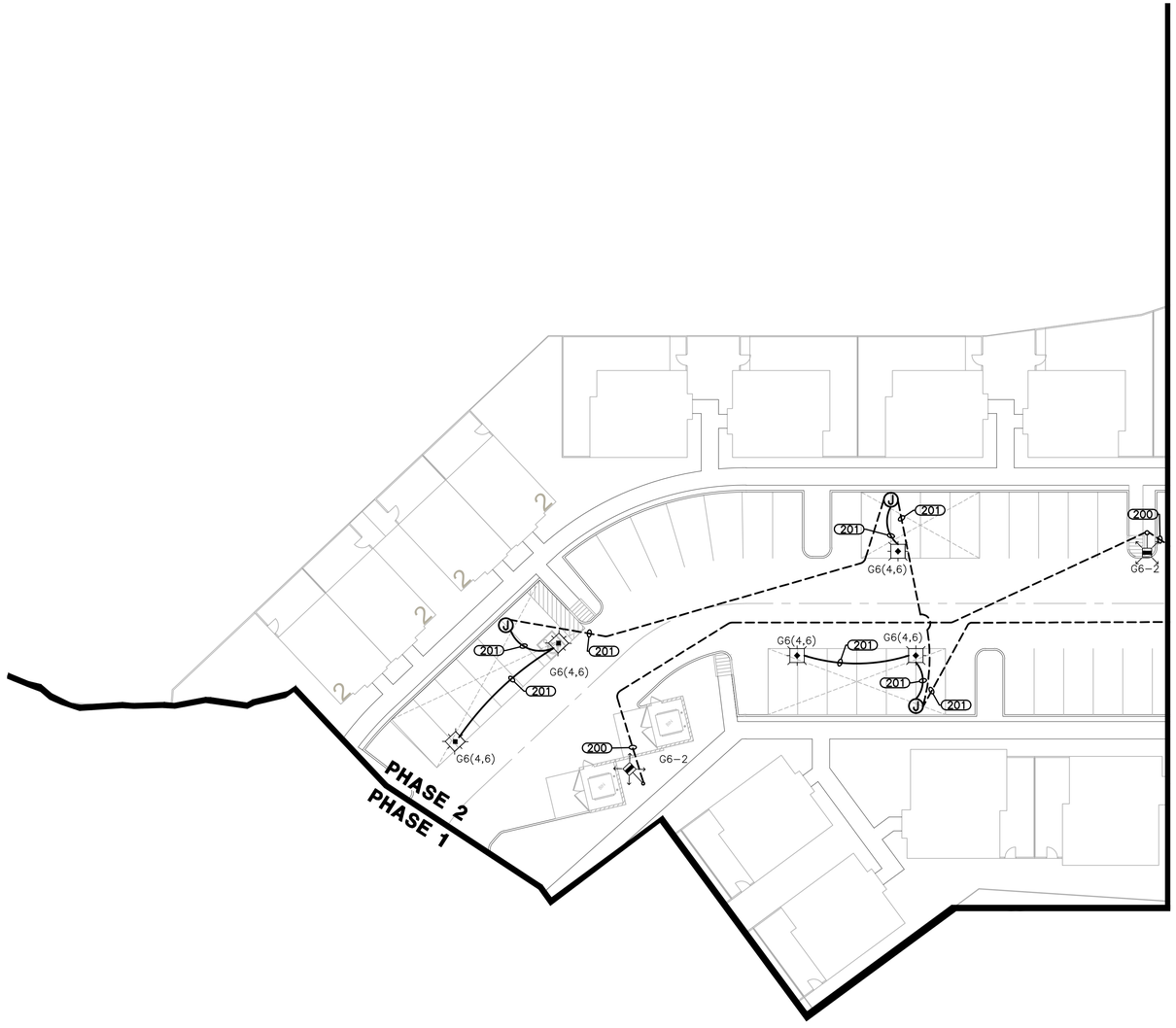

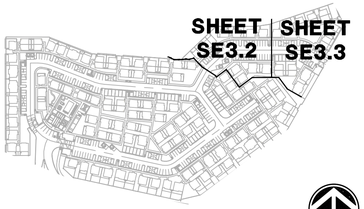

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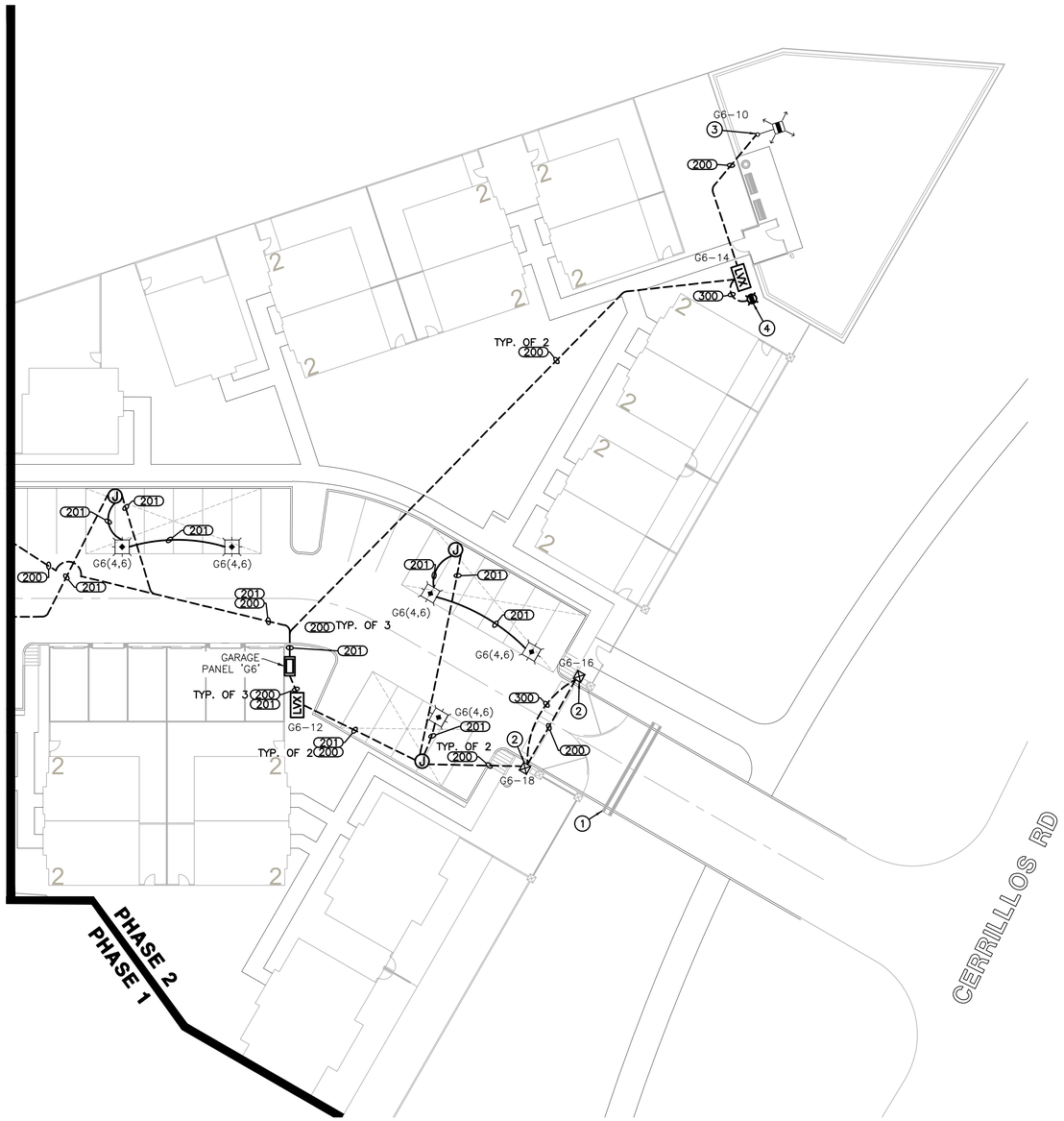

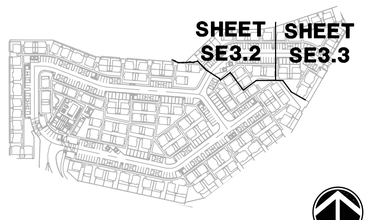

SHEET SE3.2 | SHEET SE3.3

NORTH
NO SCALE

KEY MAP

GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

NORTH

nm811 Know what's below. Call before you dig.

LIGHTING SITE PLAN

WRIGHT ENGINEERING PROJECT NO:
23176-SE-2

DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807
www.wrightengineering.us

PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 2
CERRILLOS RD & W FRONTAGE RD

TITLE: LIGHTING SITE PLAN

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

AARON D. KUTCHINSKY NEW MEXICO 19615 PROFESSIONAL ENGINEER 11-8-23

DRAWING NO:
SE3.3
OF 13

H:\2023\23176-Bungalows at Cerrillos\23176-SE-Phase 2.dwg

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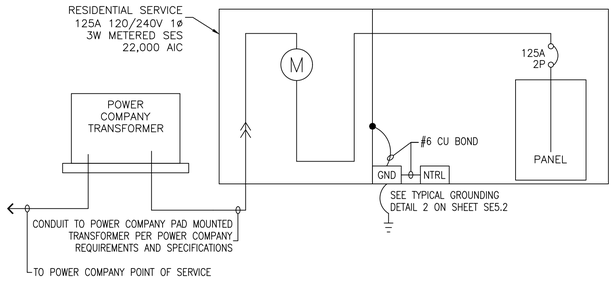
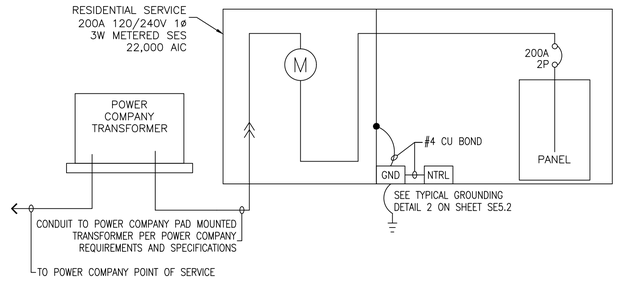
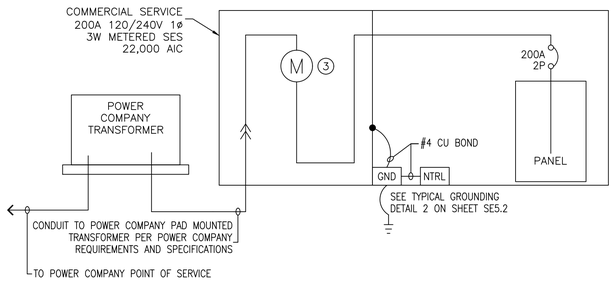


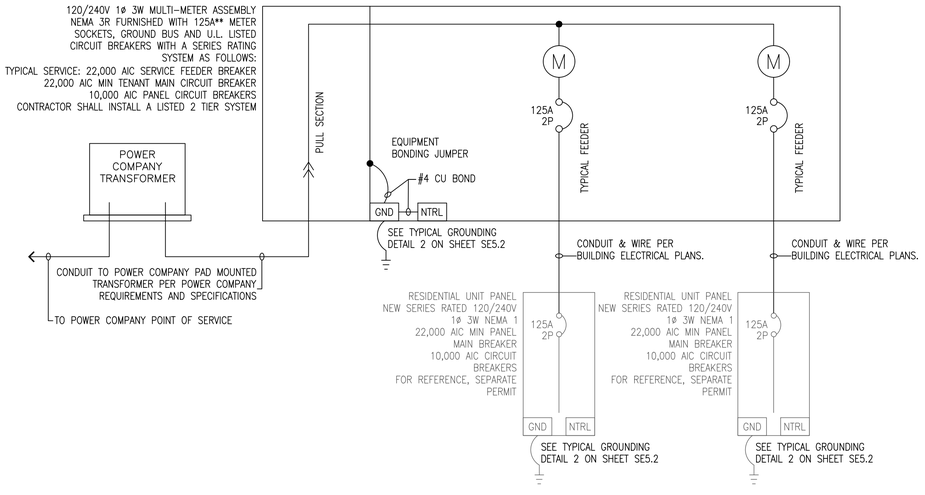
SINGLE LINE DIAGRAM - UNIT METER (SLD-U-1)



SINGLE LINE DIAGRAM - UNIT METER (SLD-U-2)



SINGLE LINE DIAGRAM - UNIT METER (SLD-G)



SINGLE LINE DIAGRAM - DUPLEX METER PACK (SLD-2)

NOTES

1. SUBMIT SHOP DRAWINGS TO POWER COMPANY FOR APPROVAL PRIOR TO ORDERING EQUIPMENT. THIS APPLIES TO ALL SERVICES.
2. SES SHALL BE INSTALLED IN AN ACCORDANCE WITH ALL NEC CODE AND POWER COMPANY CLEARANCE REQUIREMENTS. THIS APPLIES TO ALL SERVICES.
3. COMMERCIAL SES SHALL BE COMMERCIAL RATED WITH APPROVED TEST BLOCKS PER POWER COMPANY REQUIREMENTS. THIS APPLIES TO ALL COMMERCIAL SERVICES (I.E. GARAGES, OFFICES, NON-RESIDENTIAL SERVICES, ETC.)
4. ELECTRICAL CONTRACTOR SHALL LABEL PANELS PER TENANT NUMBER UNLESS NOTED OTHERWISE ON PLANS. THIS APPLIES TO ALL SERVICES.
5. REFER TO PANEL SCHEDULES ON SHEET SE4.3 FOR CIRCUIT DESIGNATIONS.
6. *ELECTRICAL CONTRACTOR SHALL REFER TO SITE PLAN FOR CIRCUIT BREAKER SIZES ON SHEETS SE2.1 THROUGH SE2.2.
7. SERIES RATING AND LABELS PER NEC 240.86, 110.9, 110.22, 240.86. THIS APPLIES TO ALL SERVICES.
8. PER NEC 250.32(B)(1) NEUTRAL AND GROUND CONNECTION IS NOT PERMITTED IN PANELS DOWNSTREAM OF METERS. THIS APPLIES TO ALL SERVICES.

SINGLE LINE DIAGRAM LEGEND

BOLD – NEW PER WRIGHT ENGINEERING PLANS.

GREY – FOR REFERENCE ONLY, BY OTHERS, UNDER SEPARATE PERMIT.

WRIGHT ENGINEERING PROJECT NO:
23176-SE-2
DESIGN BY: KRW
DRAWN BY: CGK
CHECKED BY: ADK

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807
www.wrightengineering.us

PROJECT: SANTA FE, NEW MEXICO
BUNGALOWS AT CERRILLOS PHASE 2
CERRILLOS RD & W FRONTAGE RD

TITLE:
ELECTRICAL SINGLE LINE DIAGRAMS

NO.	DATE	SUBMITTALS/REVISIONS (DESCRIPTIONS)
1	JUL 2023	1ST SUBMITTAL
2	NOV 2023	2ND SUBMITTAL

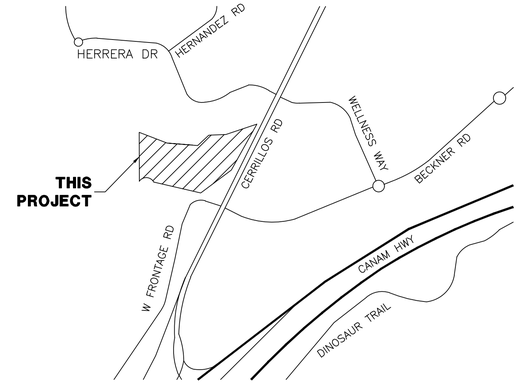
AARON D. KUTCHINSKY
NEW MEXICO
19615
11-28-23
PROFESSIONAL ENGINEER

DRAWING NO:
SE4.1
OF 13

H:\2023\23176-Bungalows at Cerrillos\23176-SE-Phase 2.dwg

BUNGALOWS AT CERRILLOS

CERRILLOS RD & W FRONTAGE RD
SANTA FE, NEW MEXICO
PHOTOMETRIC LIGHTING PLAN



VICINITY MAP
N.T.S.

NORTH

CALCULATIONS

PARKING AISLE & DRIVEWAY
960 points
HORIZONTAL FOOTCANDLES

Average	1.0
Maximum	2.1
Minimum	0.2
Avg:Min	4.76
Max:Min	10.50
Coef Var	0.45

WALKWAYS
682 points
HORIZONTAL FOOTCANDLES

Average	0.7
Maximum	2.5
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.96

PROPERTY LINE
327 points
HORIZONTAL FOOTCANDLES

Average	0.0
Maximum	0.0
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.00

ENTRANCES
94 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

Average	0.7
Maximum	1.3
Minimum	0.1
Avg:Min	6.69
Max:Min	13.00
Coef Var	0.48
UnifGrad	3.54

DOG PARK
41 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

Average	0.4
Maximum	0.8
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.52
UnifGrad	N/A

LEGEND

45W LED T5W AREA LIGHT
candela file 'DSX0 LED P2 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 45
mounting height= 15 ft
number locations= 2, number luminaires= 2
kw all locations= 0.1

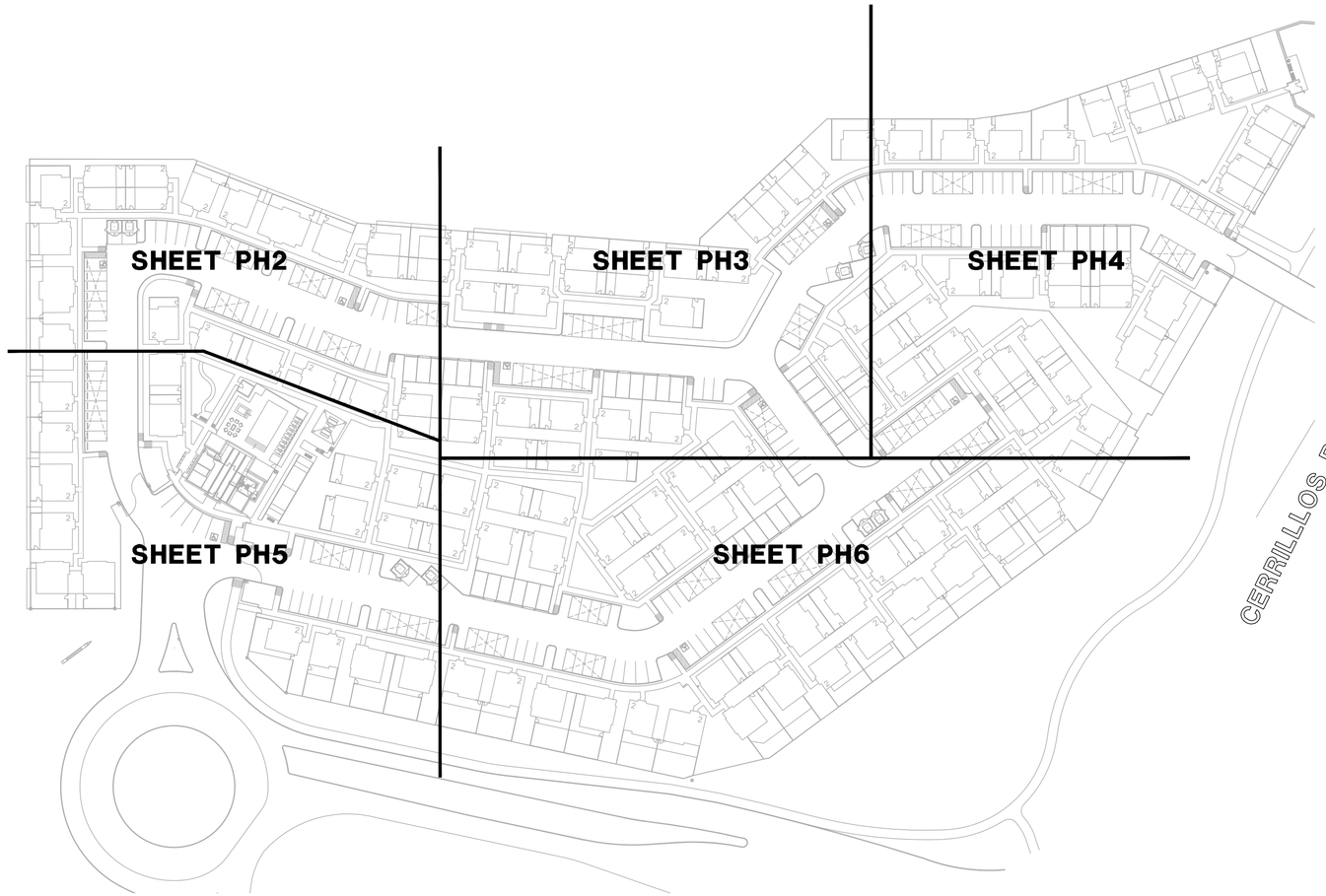
33W LED T5W AREA LIGHT
candela file 'DSX0 LED P1 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 33
mounting height= 15 ft
number locations= 11, number luminaires= 11
kw all locations= 0.4

GENERIC PORCH LIGHT
candela file '49551_11263563-1245388.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 11
mounting height= 6.5 ft
number locations= 159, number luminaires= 159
kw all locations= 1.8

25W CANOPY LIGHT
candela file 'PPSQL2_HP10_30K_XX_FC_T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 25
mounting height= 10 ft
number locations= 40, number luminaires= 40
kw all locations= 1.0

19W LED LINEAR TRELLIS LIGHT
candela file 'EX3-WET-N-830-4.IES'
144 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 19
mounting height= 8.5 ft
number locations= 1, number luminaires= 1
kw all locations= 0.0

22W LED BOLLARDS
candela file 'OWK-2-L_COG_20LC_3_3K.IES'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 22
mounting height= 3.6 ft
number locations= 15, number luminaires= 15
kw all locations= 0.3



KEY MAP

NORTH

GRAPHIC SCALE
60 30 0 30 60 120
1 INCH = 60 FEET

DEVELOPER

CAVAN COMPANIES
15300 NORTH 90TH STREET, SUITE 200
SCOTTSDALE, AZ 85260
PHONE: (480) 627-7000
CONTACT: JON HAMEL
EMAIL: JHAMEL@CAVANCOMPANIES.COM

CIVIL ENGINEER

TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NORTHEAST
ALBUQUERQUE, NM 87109
PHONE: (505) 858-3100
CONTACT: VINCE CARRICA
EMAIL: VCARRICA@TIERRAWESTLLC.COM

ELECTRICAL ENGINEER

WRIGHT ENGINEERING CORPORATION
165 EAST CHILTON DRIVE
CHANDLER, AZ 85225
PHONE: (480) 497-5829
CONTACT: JACOB BIELEFELDT
EMAIL: JBIELEFELDT@WRIGHTENGINEERING.US

SHEET INDEX

SHEET PH1	PHOTOMETRIC COVER SHEET
SHEET PH2	PHOTOMETRIC CALCULATIONS
SHEET PH3	PHOTOMETRIC CALCULATIONS
SHEET PH4	PHOTOMETRIC CALCULATIONS
SHEET PH5	PHOTOMETRIC CALCULATIONS
SHEET PH6	PHOTOMETRIC CALCULATIONS
SHEET PH7	PHOTOMETRIC CUT SHEETS & DETAILS
SHEET PH8	PHOTOMETRIC CUT SHEETS & DETAILS

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
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PHONE 480.497.5825 • FAX 480.497.5807

PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 PROFESSIONAL ENGINEER 11-18-23

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

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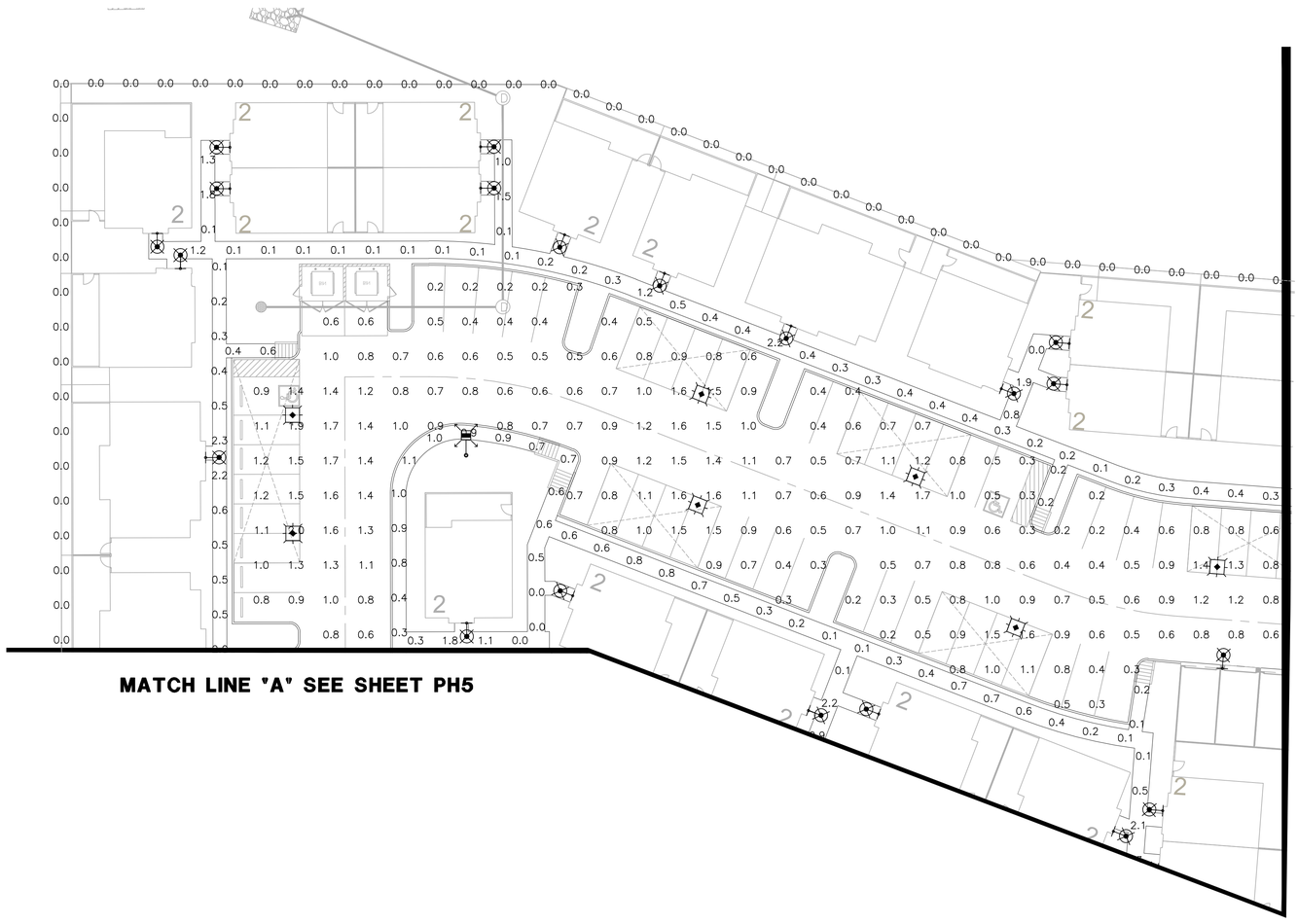

CALCULATIONS

PARKING AISLE & DRIVEWAY
960 points
HORIZONTAL FOOTCANDLES

Average	1.0
Maximum	2.1
Minimum	0.2
Avg:Min	4.76
Max:Min	10.50
Coef Var	0.45

WALKWAYS
682 points
HORIZONTAL FOOTCANDLES

Average	0.7
Maximum	2.5
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.96

PROPERTY LINE
327 points
HORIZONTAL FOOTCANDLES

Average	0.0
Maximum	0.0
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.00

ENTRANCES
94 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

Average	0.7
Maximum	1.3
Minimum	0.1
Avg:Min	6.69
Max:Min	13.00
Coef Var	0.48
UnifGrad	3.54

DOG PARK
41 points at z=0, sp 10ft by 10ft
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Average	0.4
Maximum	0.8
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.52
UnifGrad	N/A

LEGEND

45W LED T5W AREA LIGHT
candela file 'DSX0 LED P2 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 45
mounting height= 15 ft
number locations= 2, number luminaires= 2
kw all locations= 0.1

33W LED T5W AREA LIGHT
candela file 'DSX0 LED P1 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 33
mounting height= 15 ft
number locations= 11, number luminaires= 11
kw all locations= 0.4

GENERIC PORCH LIGHT
candela file '49551_11263563-1245388.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 11
mounting height= 6.5 ft
number locations= 159, number luminaires= 159
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25W CANOPY LIGHT
candela file 'PPSQL2_HP10_30K_XX_FC_T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 25
mounting height= 10 ft
number locations= 40, number luminaires= 40
kw all locations= 1.0

19W LED LINEAR TRELLIS LIGHT
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144 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 19
mounting height= 8.5 ft
number locations= 1, number luminaires= 1
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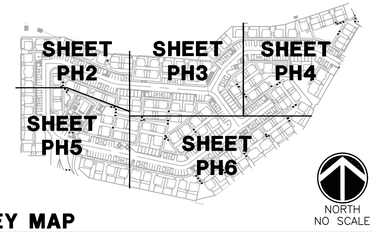
22W LED BOLLARDS
candela file 'OWK-2-L_COG_20LC_3_3K.IES'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 22
mounting height= 3.6 ft
number locations= 15, number luminaires= 15
kw all locations= 0.3

PHOTOMETRIC CALCULATIONS

NORTH
GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

KEY MAP



NORTH
NO SCALE

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ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807

PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 11-28-23 PROFESSIONAL ENGINEER

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

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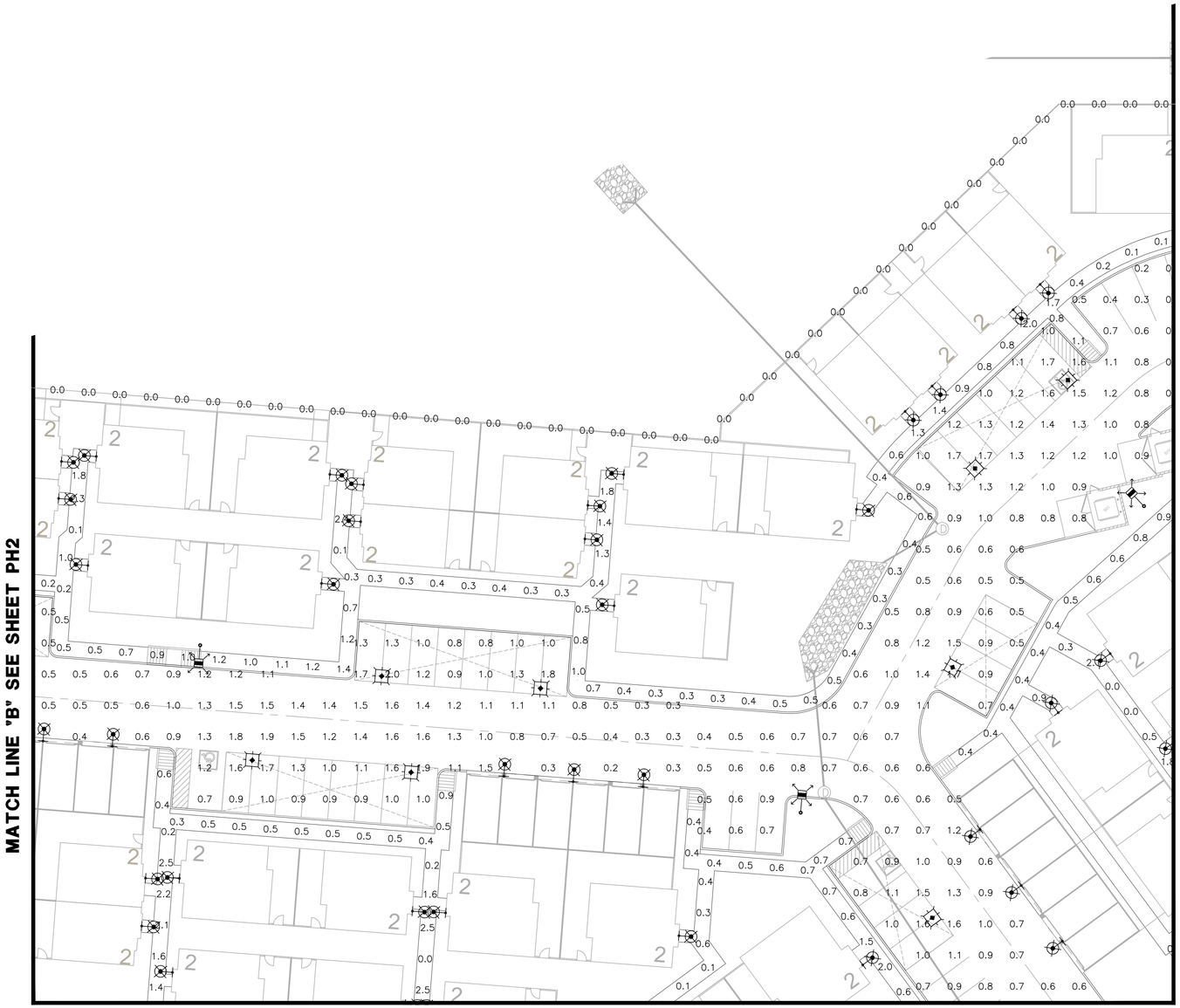

CALCULATIONS

PARKING AISLE & DRIVEWAY
960 points
HORIZONTAL FOOTCANDLES

Average	1.0
Maximum	2.1
Minimum	0.2
Avg:Min	4.76
Max:Min	10.50
Coef Var	0.45

WALKWAYS
682 points
HORIZONTAL FOOTCANDLES

Average	0.7
Maximum	2.5
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.96

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327 points
HORIZONTAL FOOTCANDLES

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Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.00

ENTRANCES
94 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

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Minimum	0.1
Avg:Min	6.69
Max:Min	13.00
Coef Var	0.48
UnifGrad	3.54

DOG PARK
41 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

Average	0.4
Maximum	0.8
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.52
UnifGrad	N/A

LEGEND

45W LED T5W AREA LIGHT
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kw all locations= 0.1

33W LED T5W AREA LIGHT
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Light Loss Factor = 0.900, watts per luminaire = 33
mounting height= 15 ft
number locations= 11, number luminaires= 11
kw all locations= 0.4

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candela file '49551_11263563-1245388.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 11
mounting height= 6.5 ft
number locations= 159, number luminaires= 159
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144 lamp(s) per luminaire, photometry is absolute
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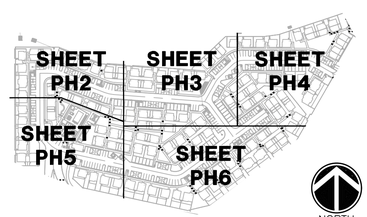
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 22
mounting height= 3.6 ft
number locations= 15, number luminaires= 15
kw all locations= 0.3

PHOTOMETRIC CALCULATIONS

NORTH
GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

KEY MAP



NORTH
NO SCALE

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ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5825 • FAX 480.497.5807

PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 11-28-23 PROFESSIONAL ENGINEER

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

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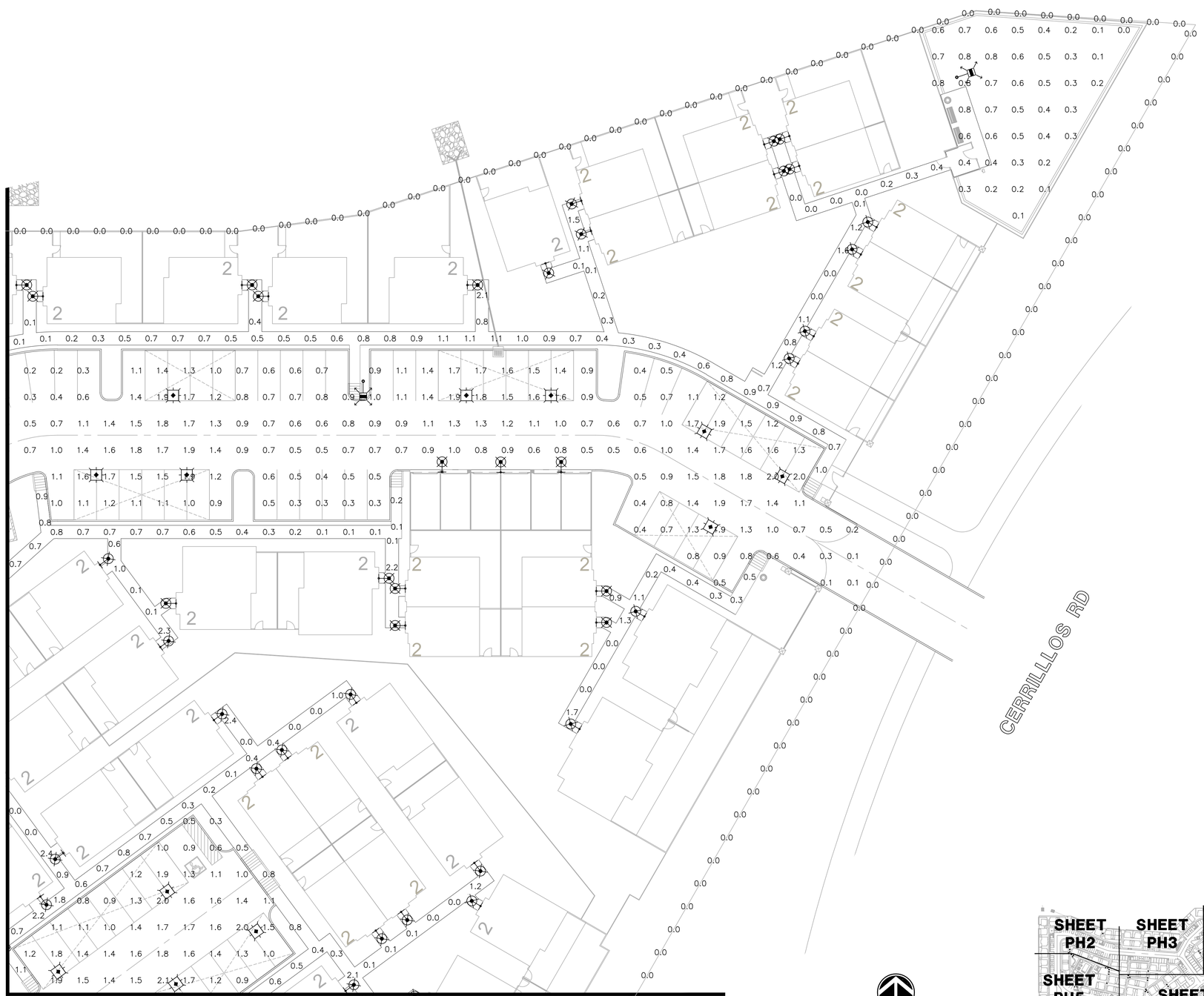

PHOTOMETRIC CALCULATIONS

CALCULATIONS

PARKING AISLE & DRIVEWAY
960 points
HORIZONTAL FOOTCANDLES

Average	1.0
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Minimum	0.2
Avg:Min	4.76
Max:Min	10.50
Coef Var	0.45

WALKWAYS
682 points
HORIZONTAL FOOTCANDLES

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Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.96

PROPERTY LINE
327 points
HORIZONTAL FOOTCANDLES

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Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
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Max:Min	13.00
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Max:Min	N/A
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candela file 'DSX0 LED P2 30K 70CRI T5W.ies'
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kw all locations= 0.1

33W LED T5W AREA LIGHT
candela file 'DSX0 LED P1 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 33
mounting height= 15 ft
number locations= 11, number luminaires= 11
kw all locations= 0.4

GENERIC PORCH LIGHT
candela file '49551_11263563-1245388.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 11
mounting height= 6.5 ft
number locations= 159, number luminaires= 159
kw all locations= 1.8

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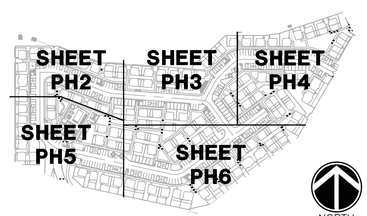
Light Loss Factor = 0.900, watts per luminaire = 25
mounting height= 10 ft
number locations= 40, number luminaires= 40
kw all locations= 1.0

19W LED LINEAR TRELLIS LIGHT
candela file 'EX3-WET-N-830-4.IES'
144 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 19
mounting height= 8.5 ft
number locations= 1, number luminaires= 1
kw all locations= 0.0

22W LED BOLLARDS
candela file 'OWK-2-L_COG_20LC_3_3K.IES'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 22
mounting height= 3.6 ft
number locations= 15, number luminaires= 15
kw all locations= 0.3

NORTH
GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET



KEY MAP
NORTH
NO SCALE

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807

PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 11-28-23 PROFESSIONAL ENGINEER

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

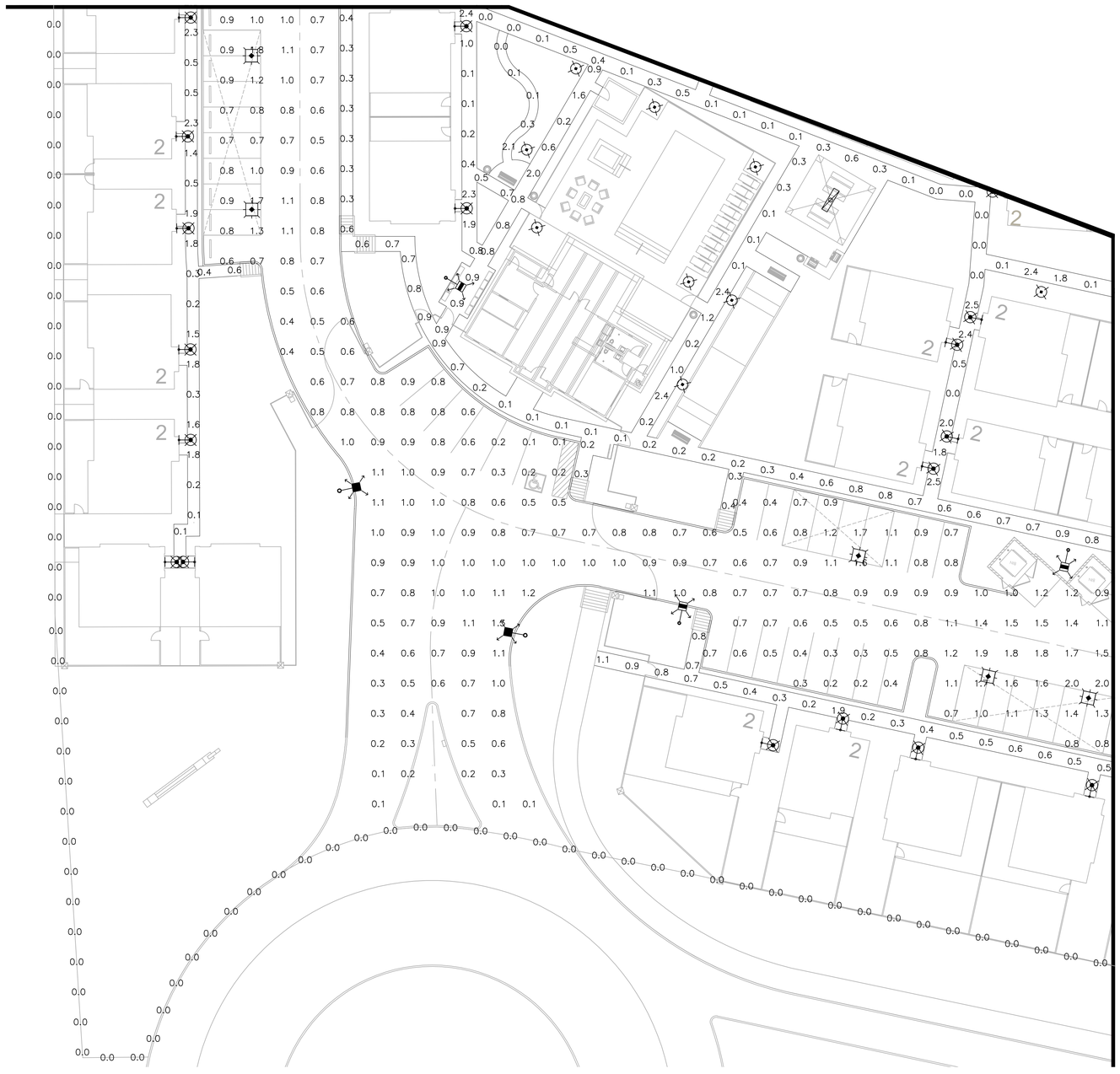
WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

nm811 Know what's below. Call before you dig.

H:\2023\23176-Bungalows at Cerrillos\Photometrics\23176-PH.dwg

MATCH LINE "A" SEE SHEET PH2



MATCH LINE "F" SEE SHEET PH6

CALCULATIONS

PARKING AISLE & DRIVEWAY
960 points
HORIZONTAL FOOTCANDLES
Average 1.0
Maximum 2.1
Minimum 0.2
Avg:Min 4.76
Max:Min 10.50
Coef Var 0.45

WALKWAYS
682 points
HORIZONTAL FOOTCANDLES
Average 0.7
Maximum 2.5
Minimum 0.0
Avg:Min N/A
Max:Min N/A
Coef Var 0.96

PROPERTY LINE
327 points
HORIZONTAL FOOTCANDLES
Average 0.0
Maximum 0.0
Minimum 0.0
Avg:Min N/A
Max:Min N/A
Coef Var 0.00

ENTRANCES
94 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES
Average 0.7
Maximum 1.3
Minimum 0.1
Avg:Min 6.69
Max:Min 13.00
Coef Var 0.48
UnifGrad 3.54

DOG PARK
41 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES
Average 0.4
Maximum 0.8
Minimum 0.0
Avg:Min N/A
Max:Min N/A
Coef Var 0.52
UnifGrad N/A

LEGEND

45W LED T5W AREA LIGHT
candela file 'DSX0 LED P2 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 45
mounting height= 15 ft
number locations= 2, number luminaires= 2
kw all locations= 0.1

33W LED T5W AREA LIGHT
candela file 'DSX0 LED P1 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 33
mounting height= 15 ft
number locations= 11, number luminaires= 11
kw all locations= 0.4

GENERIC PORCH LIGHT
candela file '49551_11263563-1245388.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 11
mounting height= 6.5 ft
number locations= 159, number luminaires= 159
kw all locations= 1.8

25W CANOPY LIGHT
candela file 'PPSQL2_HP10_30K_XX_FC_T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 25
mounting height= 10 ft
number locations= 40, number luminaires= 40
kw all locations= 1.0

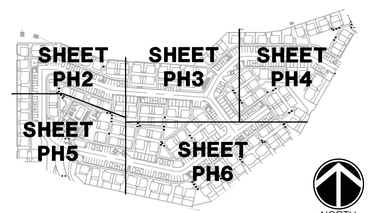
19W LED LINEAR TRELLIS LIGHT
candela file 'EX3-WET-N-830-4.IES'
144 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 19
mounting height= 8.5 ft
number locations= 1, number luminaires= 1
kw all locations= 0.0

22W LED BOLLARDS
candela file 'OWK-2-L_COG_20LC_3_3K.IES'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 22
mounting height= 3.6 ft
number locations= 15, number luminaires= 15
kw all locations= 0.3

NORTH
GRAPHIC SCALE
20 10 0 10 20 40
1 INCH = 20 FEET

PHOTOMETRIC CALCULATIONS

KEY MAP



NORTH
NO SCALE

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WRIGHT engineering corporation
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PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 PROFESSIONAL ENGINEER 11-28-23

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

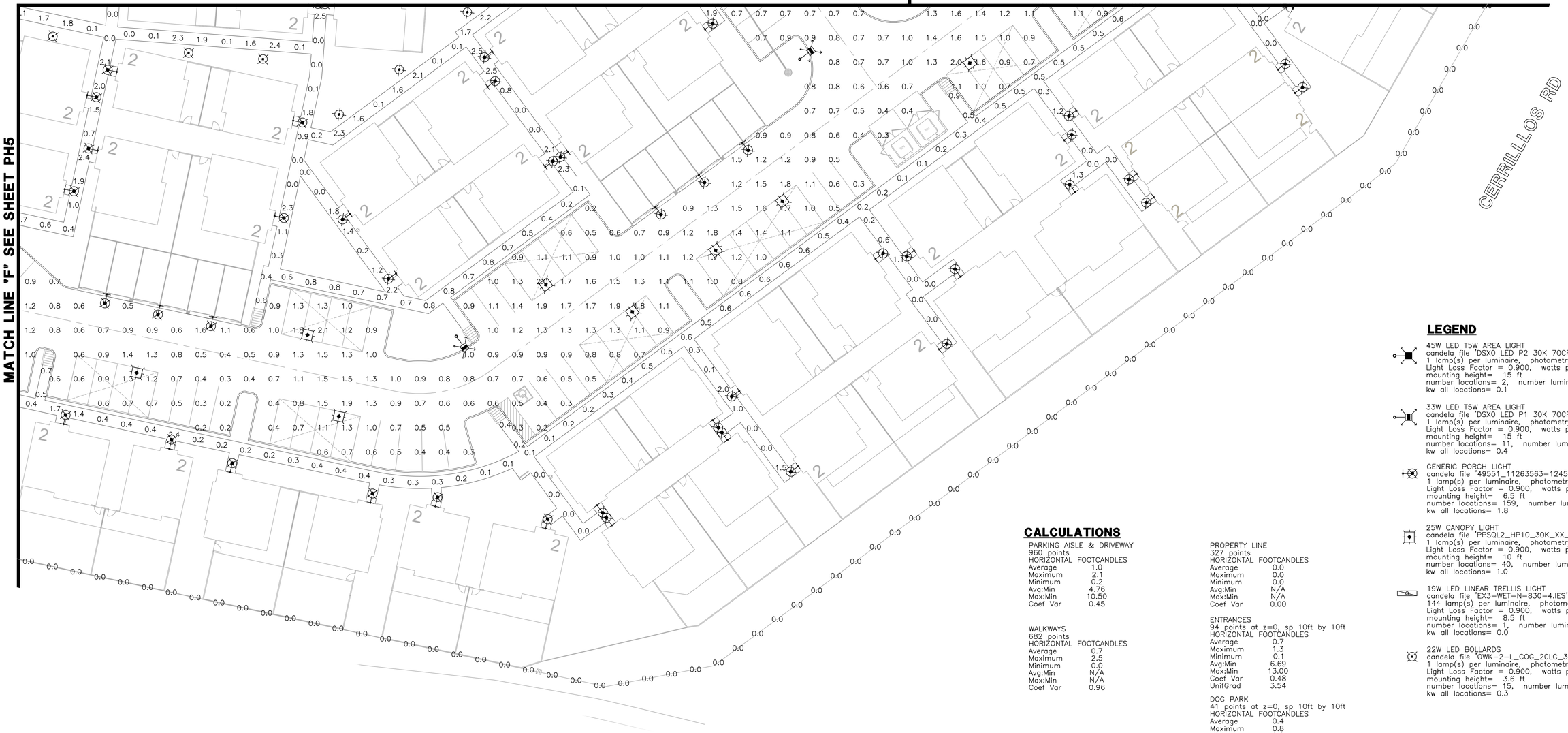
H:\2023\23176-Bungalows at Cerrillos\Photometrics\23176-PH.dwg

MATCH LINE "C" SEE SHEET PH3

MATCH LINE "E" SEE SHEET PH4

MATCH LINE "F" SEE SHEET PH5

CERRILLOS RD



LEGEND

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candela file 'DSX0 LED P2 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 45
mounting height= 15 ft
number locations= 2, number luminaires= 2
kw all locations= 0.1

33W LED T5W AREA LIGHT
candela file 'DSX0 LED P1 30K 70CRI T5W.ies'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 33
mounting height= 15 ft
number locations= 11, number luminaires= 11
kw all locations= 0.4

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1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 11
mounting height= 6.5 ft
number locations= 159, number luminaires= 159
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Light Loss Factor = 0.900, watts per luminaire = 19
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number locations= 1, number luminaires= 1
kw all locations= 0.0

22W LED BOLLARDS
candela file 'OWK-2-L_COG_20LC_3_3K.IES'
1 lamp(s) per luminaire, photometry is absolute
Light Loss Factor = 0.900, watts per luminaire = 22
mounting height= 3.6 ft
number locations= 15, number luminaires= 15
kw all locations= 0.3

CALCULATIONS

PARKING AISLE & DRIVEWAY
960 points
HORIZONTAL FOOTCANDLES

Average	1.0
Maximum	2.1
Minimum	0.2
Avg:Min	4.76
Max:Min	10.50
Coef Var	0.45

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682 points
HORIZONTAL FOOTCANDLES

Average	0.7
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Coef Var	0.96

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327 points
HORIZONTAL FOOTCANDLES

Average	0.0
Maximum	0.0
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.00

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94 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

Average	0.7
Maximum	1.3
Minimum	0.1
Avg:Min	6.69
Max:Min	13.00
Coef Var	0.48
UnifGrad	3.54

DOG PARK
41 points at z=0, sp 10ft by 10ft
HORIZONTAL FOOTCANDLES

Average	0.4
Maximum	0.8
Minimum	0.0
Avg:Min	N/A
Max:Min	N/A
Coef Var	0.52
UnifGrad	N/A

NORTH

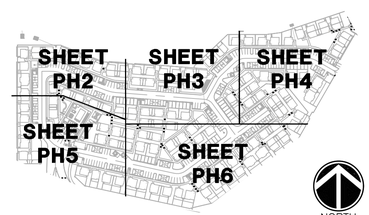
GRAPHIC SCALE

20 10 0 10 20 40

1 INCH = 20 FEET

PHOTOMETRIC CALCULATIONS

KEY MAP



NORTH
NO SCALE

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PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 PROFESSIONAL ENGINEER 11-28-23

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

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D-Series Size 0
LED Area Luminaire

d-series

Catalog Number

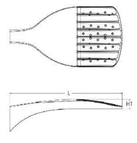
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature[2]	Color Rendering Index[1]	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] T4FTM Forward throw medium T5M Type V medium T5LG Type V low glare[3] T5VW Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[4,5] XVOLT (277V-480V)[4,5]	**Shipped included** SPA Square pole mounting (4@ drilling, 3.5" min. SQ pole) RPA Round pole mounting (4@ drilling, 3" min. RND pole) SPA5 Square pole mounting (5@ drilling, 3" min. SQ pole)[5] RPA5 Round pole mounting (5@ drilling, 3" min. RND pole)[5] SPA8IN Square narrow pole mounting (4@ drilling, 3" min. SQ pole) WBA Wall bracket[6] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD	Dark Bronze
NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc.[7,8,12,13,14]	HS	Houseside shield (black finish standard)[9]	DBLXD	Black
PIR	High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc.[12,13,14]	L90	Left rotated optics[1]	DNAXD	Natural Aluminum
PER	NEMA twist-lock receptacle only (controls ordered separately)[10]	R90	Right rotated optics[1]	DWHXD	White
PERS	Five-pin receptacle only (controls ordered separately)[10,11]	CCE	Coastal Construction[3]	DDBTXD	Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separately)[14,15]	HA	50°C ambient operation[3]	DBLBXD	Textured black
FAO	Field adjustable output[1,16]	**Shipped separately**		DNATXD	Textured natural aluminum
BL30	Bi-level switched dimming, 30%[16,17]	ECSR	External Glare Shield (reversible, field install required, matches housing finish)	DWHGXD	Textured white
BL50	Bi-level switched dimming, 50%[16,17]	BSDB	Bird Spikes (field install required)		
DMG	0–10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]				

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Performance Data

Lumen Output

Lumens values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	33W	20	530	T1S	4,906	1	0	1	148	5,113	1	0	1	154	5,233	1	0	1	157
				T2M	4,545	1	0	2	137	4,736	1	0	2	143	4,829	1	0	2	145
				T3M	4,597	1	0	2	138	4,791	1	0	2	144	4,885	1	0	2	147
				T3LG	4,107	1	0	1	124	4,280	1	0	1	129	4,363	1	0	1	131
				T4M	4,666	1	0	2	141	4,863	1	0	2	146	4,957	1	0	2	149
				T4LG	4,244	1	0	1	128	4,423	1	0	1	133	4,509	1	0	1	136
				T4FTM	4,698	1	0	2	141	4,896	1	0	2	147	4,992	1	0	2	150
				T5M	4,801	3	0	1	145	5,003	3	0	1	151	5,101	3	0	1	154
				T5VW	4,828	3	0	1	147	5,084	3	0	2	153	5,183	3	0	2	156
				T5LG	4,614	2	0	1	140	5,018	2	0	1	151	5,115	2	0	1	154
				BLC3	3,344	0	0	1	101	3,485	0	0	1	105	3,553	0	0	1	107
				BLC4	3,454	0	0	2	104	3,599	0	0	2	108	3,670	0	0	2	111
				RCCO	3,374	0	0	1	102	3,517	0	0	1	106	3,585	0	0	1	108
				LCCO	3,374	0	0	1	102	3,517	0	0	1	106	3,585	0	0	1	108
				AFR	4,906	1	0	1	148	5,113	1	0	1	154	5,213	1	0	1	157
P2	45W	20	700	T1S	6,328	1	0	1	140	6,595	1	0	1	146	6,724	1	0	1	149
				T2M	5,862	1	0	2	130	6,109	1	0	2	135	6,228	1	0	2	138
				T3M	5,930	1	0	3	131	6,180	1	0	3	137	6,301	1	0	3	140
				T3LG	5,297	1	0	1	117	5,521	1	0	1	122	5,628	1	0	1	125
				T4M	6,018	1	0	3	133	6,272	1	0	3	139	6,395	1	0	3	142
				T4LG	5,474	1	0	1	121	5,705	1	0	1	126	5,816	1	0	1	129
				T4FTM	6,060	1	0	3	134	6,316	1	0	3	140	6,439	1	0	3	143
				T5M	6,192	3	0	1	137	6,453	3	0	2	143	6,579	3	0	2	146
				T5VW	6,293	3	0	2	139	6,558	3	0	2	145	6,686	3	0	2	148
				T5LG	6,210	2	0	1	138	6,472	3	0	1	143	6,598	3	0	1	146
				BLC3	4,313	0	0	2	96	4,495	0	0	2	100	4,583	0	0	2	102
				BLC4	4,455	0	0	2	99	4,643	0	0	2	103	4,733	0	0	2	105
				RCCO	4,352	0	0	2	96	4,536	0	0	2	100	4,624	0	0	2	102
				LCCO	4,352	0	0	2	96	4,536	0	0	2	100	4,624	0	0	2	102
				AFR	6,328	1	0	1	140	6,595	1	0	1	146	6,724	1	0	1	149
P3	69W	20	1050	T1S	9,006	1	0	2	131	9,386	1	0	2	136	9,569	1	0	2	139
				T2M	8,343	2	0	3	121	8,694	2	0	3	126	8,864	2	0	3	129
				T3M	8,439	2	0	3	122	8,795	2	0	3	128	8,967	2	0	3	130
				T3LG	7,539	1	0	2	109	7,857	1	0	2	114	8,010	1	0	2	116
				T4M	8,565	2	0	3	124	8,926	2	0	3	129	9,100	2	0	3	132
				T4LG	7,790	1	0	2	113	8,119	1	0	2	118	8,277	1	0	2	120
				T4FTM	8,624	1	0	3	125	8,988	1	0	3	130	9,163	2	0	3	133
				T5M	8,812	3	0	2	128	9,184	4	0	2	133	9,363	4	0	2	136
				T5VW	8,955	4	0	2	130	9,333	4	0	2	135	9,515	4	0	2	138
				T5LG	8,838	3	0	1	128	9,211	3	0	1	134	9,390	3	0	1	136
				BLC3	6,139	0	0	2	89	6,398	0	0	2	93	6,522	0	0	2	95
				BLC4	6,340	0	0	2	92	6,607	0	0	2	96	6,736	0	0	3	98
				RCCO	6,194	1	0	2	90	6,455	1	0	2	94	6,581	1	0	2	95
				LCCO	6,194	1	0	2	90	6,455	1	0	2	94	6,581	1	0	2	95
				AFR	9,006	1	0	2	131	9,386	1	0	2	136	9,569	1	0	2	139
P4	93W	20	1400	T1S	11,396	1	0	2	122	11,877	1	0	2	128	12,109	2	0	2	130
				T2M	10,557	2	0	3	113	11,003	2	0	3	118	11,217	2	0	3	121
				T3M	10,680	2	0	3	115	11,130	2	0	3	120	11,347	2	0	3	122
				T3LG	9,540	1	0	2	103	9,942	1	0	2	107	10,136	1	0	2	109
				T4M	10,839	2	0	3	117	11,296	2	0	3	121	11,516	2	0	4	124
				T4LG	9,858	1	0	2	106	10,274	1	0	2	110	10,474	1	0	2	113
				T4FTM	10,914	2	0	3	117	11,374	2	0	3	122	11,596	2	0	3	125
				T5M	11,152	4	0	2	120	11,622	4	0	2	125	11,849	4	0	2	127
				T5VW	11,332	4	0	3	122	11,811	4	0	3	127	12,041	4	0	3	129
				T5LG	11,384	3	0	1	120	11,656	3	0	2	125	11,883	3	0	2	128
				BLC3	7,768	0	0	2	83	8,096	0	0	2	87	8,254	0	0	2	89
				BLC4	8,023	0	0	3	86	8,362	0	0	3	90	8,534	0	0	3	92
				RCCO	7,838	1	0	2	84	8,169	1	0	2	88	8,328	1	0	2	90
				LCCO	7,838	1	0	2	84	8,169	1	0	2	88	8,328	1	0	2	90
				AFR	11,396	1	0	2	122	11,877	1	0	2	128	12,109	2	0	2	130

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1A - POLE-MOUNTED AREA LIGHT

HOLOPHANE
LEADER IN LIGHTING SOLUTIONS

Catalog Number

Notes

Type

Parkpak® LED

Mechanical
- Heavy grade A360 cast aluminum coupled with a rigorous 5-stage pretreatment, epoxy basecoat and polyester topcoat yield a finish that achieves a scribe creepage rating of 8 after 5,000 hours of salt spray.
- Mounts to a standard junction box
- Provide a swivel kit for pendant mount applications that is secured to a 4 inch square electrical box
- Wet location listed
- IP66 rating
- ¾" threaded plug (¾" - 14 NPT) on each side, accepts ¾" and ½" conduit.
- Vibe rating for surface mount: 3G
- Vibe rating for pendant mount: 3G at 1.5 feet, excludes swivel kit
- Pendant mount: ¾" - 14 NPT in center of housing
- Bird Shroud (Accessory)

Electrical
- Electrical harness for quick and safe disconnect / connect of power and options
- Rated for -40°C / -40°F minimum ambient
- Programmable electronic driver with 0-10V control leads
- Available in: 120-277V 50/60 Hz and 347-480V 50/60 Hz
- Standard: 3000K, 4000K and 5000K CCT (>70 CRI)
- Optional >80 CRI, 8 week lead-time
- Internal mounted emergency battery backup for operation in an ambient temperature ranging from -20°C / -4°F to 30°C / 86°F for P10 thru P40 performance packages, non CEC compliant
- All surge protection meets ANSI/IEEE C62.41.2 10kV/10kA
- Standard surge protection is 20kV/10kA with indicator light per ANSI C136.2
- Optional surge protection is 10kV/5kA per ANSI C136.2
- The emergency battery option surge protection is 10kV/5kA per ANSI C136.2

Optical
- The light engine shall be IP66
- Type V: E (entry), M (medium), R (rectangle) & W(wide)
- Asymmetric

Optical Material Options
- Borosilicate glass lens (GL)
- Polycarbonate lens (PY)
- Zero uplight option (FC)

Controls
- Field adjustable output
- Button style photocontrol
- XPoint™ Wireless control
- Motion Sensor / Ambient Photocontrol with mounting options ranging from (8-15') and (15-30')
- Title 24 compliance options available

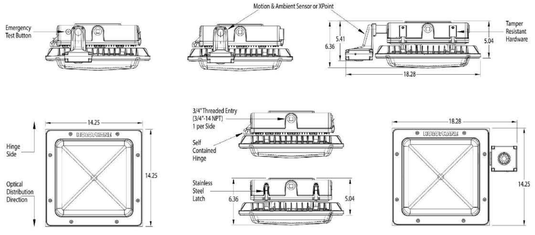
Certification and Standards
- Luminaire is CSA listed, US and Canada
- Suitable for operation in an ambient temperature up to 40°C / 104°F for standard product
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- LM-79 compliant
- The projected LED Lumen Maintenance shall be based only on IES LM-80-08 and TM-21

Warranty

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/resources/terms-and-conditions

Note: 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.

DIMENSIONAL DATA **Maximum weight: 24 lbs.**



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Parkpak LED

HOLOPHANE
LEADER IN LIGHTING SOLUTIONS

ORDERING INFORMATION **Example:** PPSQL2 P40 40K AS GL T5M STM WHSDP 10KV

Series	LED Performance Package	Color Temperature	Voltage	Optics Material	Optics
PPSQL2 Parkpak LED	1 LEM Package P10 LED Package P20 LED Package P30 LED Package P40 LED Package 2 LEM Package P50 LED Package P60 LED Package P70 LED Package P80 LED Package (Refer to page 3 for performance details)	30K 3,000 K CCT 40K 4,000 K CCT 50K 5,000 K CCT	AS Auto-Sensing Voltage (120V-277V) 50/60HZ AH Auto-Sensing Voltage (347V-480V) 50/60HZ 12 120V 20 208V 24 240V 27 277V 34 347V 48 480V	GL Borosilicate Glass Lens (Standard) PY Polycarbonate Lens FC No uplight	TSE Type 5 Entry T5M Type 5 Medium T5R Type 5 Rectangular T5VW Type 5 Wide AST Asymmetric

Mounting		Super Durable Paint		SPD		CRI	
STM	Surface Mount, Top Feed, 12" Leads	BKSDP	Black	(Blank)	20kV/10kA	(Blank)	70 CRI (STD)
SSTM	Surface Mount, Side Feed, 12" Leads	BZSDP	Bronze	10KV	10kV/5kA	80CRI	80 CRI
PSTM	Pendant Swivel Mount, 36" Leads	GHSDP	Graphite				
(See page 8 for details)		GYSDP	Grey				
		WHSDP	White				

Options:

Adjustable/Programmable Options		**Control Options for 15-30' Mounting Height** (refer to page 7 for default settings)		**XPoint Control Options**	
AO	Field Adjustable Output (for lumen/wattage outputs, refer to page 3 for details)	MASH	Motion / Ambient Sensor	XAD	XPoint™ Wireless Enabled
Control Options for 8-15' Mounting Height (refer to page 7 for default settings)		MASH3FC3V924	Motion / Ambient Sensor, Title 24 Compliance, for use on Emergency Lighting Circuit	XAD924	XPoint™ Wireless Enabled, for use on Emergency Lighting Circuit
MASL	Motion / Ambient Sensor	MASH3FC3V	Motion / Ambient Sensor, Title 24 Compliance - Contact Holophane TSG for this option	**Button Style Photocontrol Option**	
MASL3FC3V924	Motion / Ambient Sensor, Title 24 Compliance, for use on Emergency Lighting Circuit	**XPoint Control Options** (refer to page 5 for default settings)		PE	Button Style Photocontrol
MASL3FC3V	Motion / Ambient Sensor, Title 24 Compliance - Contact Holophane TSG for this option	XAD MASH	XPoint™ Wireless Enabled, Motion / Ambient Sensor, 8-15' Mounting Height	**Fuse Option**	
XPoint Control Options (refer to page 5 for default settings)		XAD924 MASH	XPoint™ Wireless Enabled, Motion / Ambient Sensor, for use on Emergency Lighting Circuit	SF	Single Fuse
XAD MASL	XPoint™ Wireless Enabled, Motion / Ambient Sensor, 8-15' Mounting Height			DF	Dual Fuse
XAD924 MASL	XPoint™ Wireless Enabled, Motion / Ambient Sensor, for use on Emergency Lighting Circuit			**Safety Option**	
				EM	Integral Emergency Battery Backup, non CEC compliant
				TP	Tamper Resistant Hardware

Accessories (Ordered & Shipped Separately)

Bird Shroud
BSPPSQL2 Field Installed, (Specify Paint Color) *Ex. BSPPSQL2 WHSDP*

Note:
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

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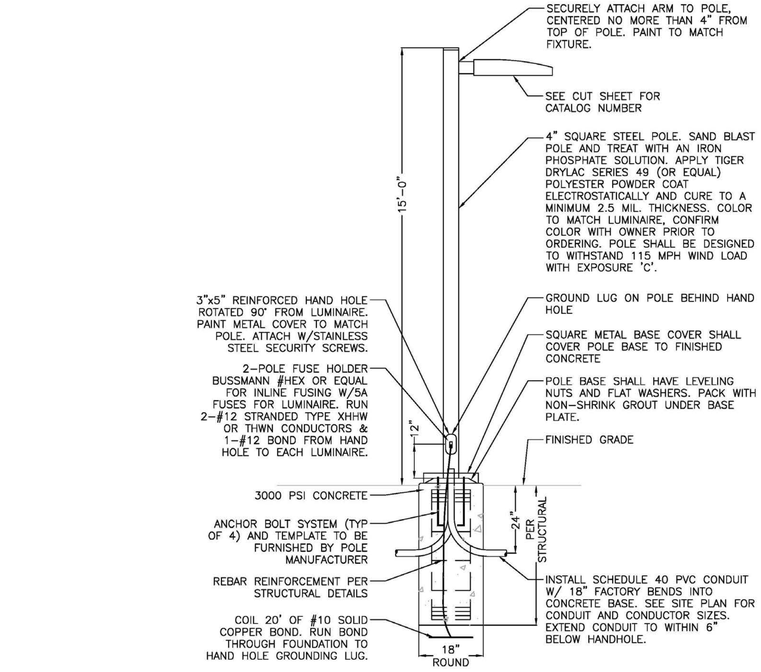
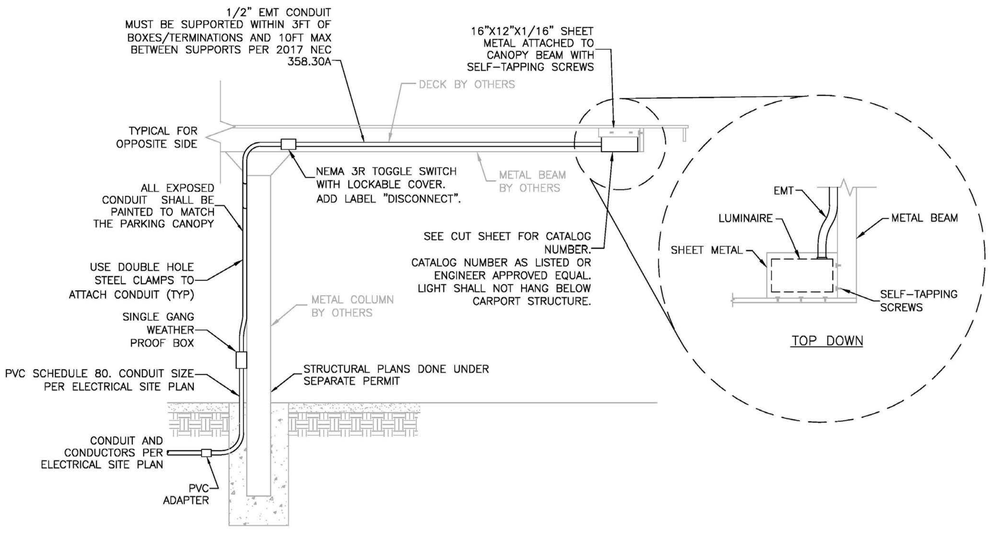
2A - CANOPY-MOUNTED LIGHT



1B - AREA LIGHT DETAIL

NO SCALE



2B - CANOPY LIGHT DETAIL

NO SCALE

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807

PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19815 11-28-23 PROFESSIONAL ENGINEER

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

nm811 Know what's below. Call before you dig.

H:\2023\23176-Bungalows at Cerrillos\Photometrics\23176-PH.dwg

Walden 12" LED Wall Light Textured Black

49551BKTLED

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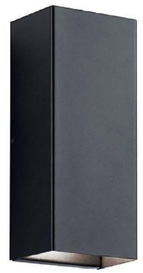
SPECIFICATIONS

Certifications/Qualifications	
	www.kichler.com/warranty
Dimensions	
Base Backplate	4.75 X 11.75
Extension	3.75"
Weight	2.96 LBS
Height from center of Wall opening (Spec Sheet)	6.00"
Height	12.00"
Width	3.00"
Electrical	
Input Voltage	Single(120)V
Light Source	
Delivered Lumens	880
Dimmable	Yes
Dimmable Notes	This LED is compatible with most standard incandescent dimmers, LED dimmers, and electronic low voltage dimmers. For more information, go to Kichler.com/dimming.
Equivalent Light Source	Incandescent
Expected Life Span (Hours)	35000
Lamp Included	Integrated
Light Source	LED
Max or Nominal Watt	16W
# of Bulbs/LED Modules	2
Mounting/Installation	
Interior/Exterior	Exterior
Location Rating	Wet
Mounting Style	Wall Mount
Mounting Weight	4.60 LBS
Photometrics	
Color Rendering Index	90
Color Temperature Range	3000
Delivered Efficacy (Lumens/Watt)	650
Kelvin Temperature	3000K

FIXTURE ATTRIBUTES

Housing	
Diffuser Description	Clear Tempered Glass With Inside Etch
Primary Material	ALUMINUM
Product/Ordering Information	
SKU	49551BKTLED
Finish	Textured Black
Style	Contemporary
UPC	783927458443
Finish Options	
Architectural Bronze	
Textured Black	



ALSO IN THIS FAMILY

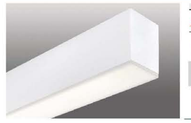
49550AZLED | 49550BKTLED | 49551AZLED

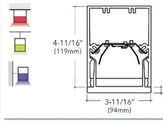
3 - GENERIC PORCH LIGHT

PINNACLE ARCHITECTURAL LIGHTING®

Project Name _____

Date _____ Type _____





EDGE EX3WET

3" Suspended Direct Linear WET

Key Features

- Approved for wet location unless otherwise noted. IP65 and IK10 rated
- 6063-T5 Extruded aluminum housing
- Highly reflective die-formed white painted reflector
- All-inclusive module houses all LED system components in one compact unit
- Unit easily releases from the housing for room-side maintenance
- Wiring access available through bottom of housing
- 5-year limited warranty covers LED, driver and fixture
- UL and cUL listed
- Buy American Act compliant

Example Part #: EX3-WET-N-830HO-8'-IND-AC48GI-U-OL2-1-0-W

EX3 - WET - N - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____

DIRECT SHIELDING | INDIRECT SHIELDING | CRI, CCT & OUTPUT | LENGTH | MOUNTING | VOLTAGE | DRIVER | CIRCUITING | BATTERY & EMERGENCY | FINISH | FIXTURE OPTIONS

WET	N	_ _ _ _ _	_ _ _ _
DIRECT SHIELDING	**INDIRECT SHIELDING**	**CRI, CCT & OUTPUT[1]**	**LENGTH[2]**
WET - Satine Wet Lens *Shielding pg. 2*	**N** - None *Shielding pg. 2*	**_27_ _** - 2700K **_30_ _** - 3000K **_35_ _** - 3500K **_40_ _** - 4000K **_50_ _** - 5000K **CL_ _ _ _ _** - Custom Lumens **CW_ _ _ _ _** - Custom Watts *Lumen Output pg. 2*	**_ _** - Individual Fixture *Length pg. 2*

_ _ _	_ _ _ _ _ _	_	_ _ _
POSITION[3]	**MOUNTING[4]**	**VOLTAGE**	**DRIVER**
IND - Individual Fixture **BOR** - Beginning of Row **MOR** - Middle of Row **EOR** - End of Row *Position pg. 3*	**PP_ _JB** - Pendant to J Box **PP_ _ST** - Pendant to Structure **WA** - Wall Mount **S** - Surface Mount *Mounting pg. 3*	**U** - Universal *(120 thru 277V)* **1** - 120V **2** - 277V **3** - 347V *Voltage pg. 3*	**FSD** - Factory Select Driver *(1%, 0-10v)* **PL2** - Advance Xitanium *(1%, 0-10v)* **OL4** - Osram 347v *(1%, 0-10v)* **EE1** - eldoLED ECOdrive *(1%, 0-10v)* **ES1** - eldoLED SOLOdrive *(0%, 0-10v)* **LH1** - Lutron Hi-lume *(1%, EcoSystem)* **PS1** - Advance Xitanium *(50%/100%)* **OL2** - Osram *(1%, 0-10v)* *Driver pg. 3*

_	_ _ _	_ _	_ _ _ _	
CIRCUITING	**BATTERY & EMERGENCY[5]**	**FINISH**	**FIXTURE OPTIONS[6]**	**CONTROLS**
1 - Single Circuit **M** - Multi Circuit **E** - Emergency *(entire fixture)* **N** - Night Light *(entire fixture)* *Circuiting pg. 4*	**0** - None **_FSG_** - Factory Select ALCR **_GI_** - Iota ETS DR **_GB_** - Bodine GTD **_P_** - Bodine 10w Integral **_IC_** - Iota 10w Integral (CES listed) **_E_** - Emergency Section **_N_** - Night Light Section **_L_** - Life Safety Section *Battery and Emergency pg. 4*	**W** - White **S** - Metallic Silver **BL** - Textured Black **BR** - Bronze **GR** - Graphite **CC** - Custom Color *Finish pg. 4*	**GLR** - Internal Fast Blow Fuse **EPF** - End Power Feed **N** - Natatorium *(corrosion resistant hardware)* *Fixture Options pg. 5*	*Pinnacle is able to accommodate different control solutions from different manufacturers. Consult Factory for more information.*

[1]When specifying OUTPUT the first _ is for specifying either 8 - 80CRI or 9 -90CRI. The ending _ _ are for specifying output, example HO - High Output. See output charts for more information. [2]Individual fixtures come in nominal 2', 3', 4', 5', 6', 7', & 8' lengths, see pg. 2 for actual lengths. [3]Specify position of fixture. Use IND for an individual fixture, use BOR, MOR, or EOR for building connected rows. [4]Specify pendant length of either 12", 18" or 24". Pendant options not available with Natatorium. [5]Enter quantity for Battery and Emergency. Example 2R. [6]Natatorium not available with pendant options.

Specifications and dimensions subject to change without notice. Specification sheets that appear on pinnacle-ltg.com are the most recent version and supersede all other previously printed or electronic versions.

Designed in Denver, CO • USA | pinnacle-ltg.com | O: 303-322-5670 EX3_WET_LED_SPEC_MAY2022 A brand of legrand®

5A - RAMADA LIGHT

OCEANWALK ROUND Bollard LED Specifications

Project Name:

Catalog Number: OWK-2-L_COG_20LC_3_3K

Type:

The **OceanWalk - Round LED** series of architectural bollards combines contemporary styling with durable, vandal-resistant construction and smooth, low-level, 360-degree symmetrical illumination with available cutoff optics; and is an excellent choice for walkways, entrances, promenades, plazas, courtyards, driveways and landscaped areas.

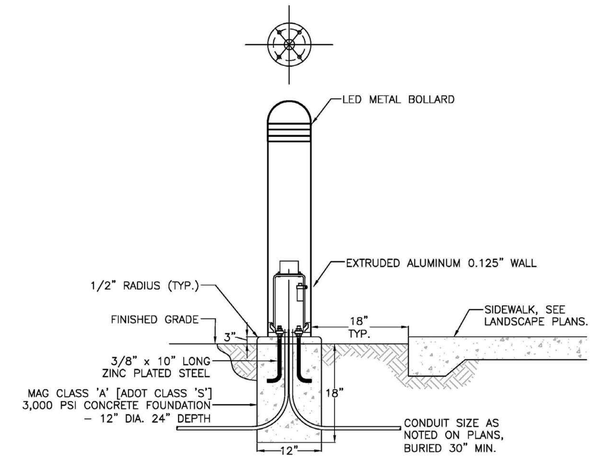
Ordering Information

MODEL	SIZE	OPTICS	SOURCE	CURRENT	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS
OWK-1 Round Flat Top	**8R36** 8" Round Height 36"	**PR** Pinnacle Reflector	**20LC**	**3** 350mA	**3K** 3000K	**UNV** 120-277V	**AB** Anchor Base (ANCHOR BOLT NOT SUPPLIED)	**BZ** Bronze	**ILS** Internal Light Shield *For COG only
OWK-2 Round Dome Top	**8R42** 8" Round Height 42"	**SLR** Stack Louver Reflector		**5** 530mA	**4K** 4000K			**BK** Black	
				7 700mA	**5K** 5000K			**SBK** Smooth Black	**VRB** Vandal-Resistant Base
		COG 45° Cutoff Grill						**WH** White	
								SWH Smooth White	
								GP Graphite	
								GY Grey	
								SL Silver Metallic	
								CC Custom Color	

VISIONAIRE LIGHTING

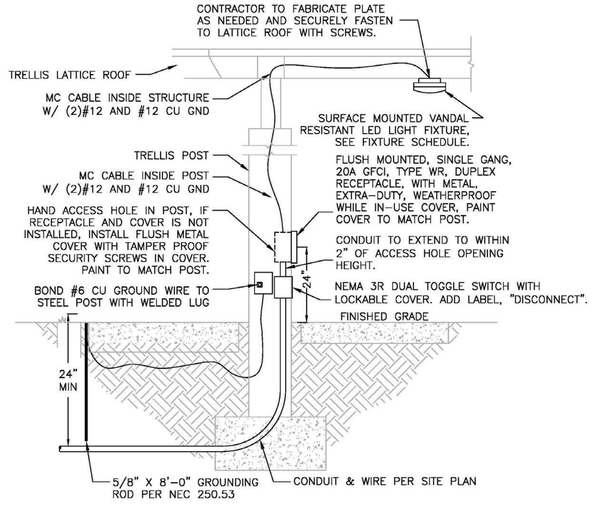
A

4A - BOLLARD LIGHT



4B - BOLLARD LIGHT DETAIL

NO SCALE



5B - TRELLIS LIGHT ELECTRICAL DETIAL

NO SCALE

WRIGHT engineering corporation
ELECTRICAL ENGINEERING AND DESIGN
165 EAST CHILTON DRIVE • CHANDLER, ARIZONA 85225
PHONE 480.497.5829 • FAX 480.497.5807

PHOTOMETRIC CALCULATION SHEET. FOR INFORMATION ONLY.

AARON D. KUTCHINSKY NEW MEXICO 19615 11-26-22 PROFESSIONAL ENGINEER

PROJECT NAME:
BUNGALOWS AT CERRILLOS
CERRILLOS RD & W FRONTAGE RD
PHOTOMETRIC LIGHTING PLAN

WRIGHT ENG.
PROJECT NO: **23176-PH**

DESIGN BY: KRW

nm811 Know what's below. Call before you dig.

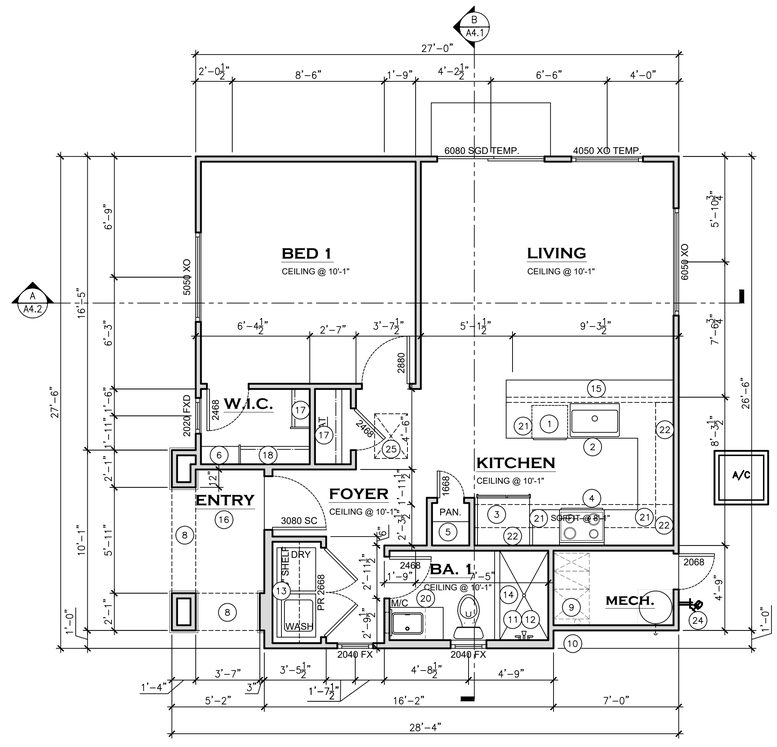
H:\2023\23176-Bungalows at Cerrillos\Photometrics\23176-PH.dwg

FLOOR PLAN NOTES

1. ALL WINDOW HEADER HEIGHTS ARE AT 8'–0", U.NO.
2. ALL BEDROOM WINDOWS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQ. FT. WITH A MINIMUM NET HEIGHT DIMENSION OF 24" AND NET WIDTH DIMENSION OF 20". CLEAR OPENING HEIGHT SHALL NOT EXCEED 44" A.F.F.
3. PROVIDE A CONTINUOUS 3'–0" WIDE (MINIMUM) PATH OF EGRESS FROM ALL BEDROOM WINDOWS/DOORS TO A PUBLIC WAY.
4. APPLICABLE I.C.C. REPORTS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS TO BE PROVIDED TO INSPECTOR AT ROUGH–IN.
5. TO ACHIEVE PROPER INSULATION INSTALLATION, PROVIDE HORIZ. AND/OR VERT. AIR BARRIER (O.S.B., GYP. BD. OR EQ.) AT MAIN ATTIC LINE (BOT. CHORD OF TRUSS), KNEE WALLS, GAPS, ETC.
6. ALL WINDOWS TO COMPLY WITH LIGHT AND VENTING REQUIREMENTS PER 2018 I.R.C. SECTION R303.1

ⓧ FLOOR PLAN KEYNOTES

1. DISHWASHER – SEE BUILDER'S SELECTION SHEET
2. KITCHEN SINK W/ DISPOSAL – SEE BUILDER'S SELECTION SHEET
3. STANDARD 38" WIDE REFRIGERATOR OPENING W/ RECESSED BOX AND BIBB FOR ICEMAKER
4. RANGE W/ MICROWAVE EXHAUST HOOD – SEE BUILDER'S SELECTION SHEET
   8"W. X 8"H. RECESS @ +6" A.F.F. FOR GAS STUB (WHERE APPLICABLE)
5. PANTRY – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
6. LINEN – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
7. DROPPED INTERIOR SOFFIT – 12" DOWN FROM LOWEST ADJACENT CEILING, U.N.O.
8. EXTERIOR STUCCO SOFFIT – SEE ELEVATIONS FOR HEIGHT
9. WATER HEATER SHALL BE INSTALLED ON 18" HIGH PLATFORM
10. T&P RELIEF VALVE AND DRAIN TO EXTERIOR – MIN. 6" ABOVE FINISHED GRADE
11. CEMENT, FIBER CEMENT OR GLASS MAT GYPSUM BOARD & IMPERMEABLE SURFACE AT THREE SIDES OF TUB OR SHOWER TO MIN. +72" A.F.F.
12. FIBERGLASS SHOWER UNIT OR TUB/SHOWER UNIT W/ MARBLE PANELS (OR EQ.) TO 7'–6" MIN. ABV. DRAIN AT SHOWER, FOR GYP. BOARD REQ. – SEE BUYER'S SELECTION SHEET
13. 2X6 WALL FOR WASHER BOX AND 14 1/2"W. X 12"H. RECESS @ +6" A.F.F. FOR DRYER VENT (AND GAS STUB WHERE APPLICABLE)
14. TEMPERED GLASS SHOWER SURROUND
15. 2X KNEE WALL – HEIGHT AS NOTED OR +34 1/2" AT FLUSH KITCHEN COUNTER CONDITION
16. 1/2" SAG RESISTANT EXTERIOR GYPSUM SOFFIT BOARD (ESR #1338)
17. 1 ROD/1 SHELF PER DETAIL 8/A4.2
18. 2 RODS/2 SHELVES PER DETAIL 8/A4.2
19. SLOPE STUCCO SHELF FOR POSITIVE DRAINAGE, MIN. 1" P.L.F. (PROVIDE THERMO–PLASTIC WATERPROOFING MEMBRANE OR EQUAL UNDER STUCCO)
20. VANITY W/ MIRROR ABOVE – SEE BUILDER'S SELECTION SHEET
21. LOWER CABINETS
22. UPPER CABINETS
23. RECESSED MEDICINE CABINET – BLOCKING AT +4'–4" AND +6'–4", U.N.O.
24. HOSE BIBB WITH BACKFLOW PREVENTER;
    SHUT–OFF VALVE AND HOSE BIBB LOC. AT FRONT DETERMINED BY STREET SERVICE
25. 22"x32" ATTIC ACCESS 30" MIN. HEADROOM; SEE DETAIL 12/A4.2
26. MECHANICAL CHASE



FLOOR PLAN

SCALE = 1/4"=1'–0"

1-BDRM

SQUARE FOOTAGE CALCS.	
LIVABLE:	666 S.F.
TOTAL LIVABLE (HEATED GROSS)	666 S.F.
NON-LIVABLE:	
MECHANICAL:	48 S.F.
ENTRY:	31 S.F.
TOTAL	79 S.F.
TOTAL UNDER ROOF	745 S.F.
TOTAL LEASABLE (NET)	616 S.F.

MOORADIAN & ASSOCIATES
1955 W.. Grant Avenue, Suite 100 Tucson, AZ 85745
T: (520) 408-8117 F: (520) 408-8028

Notice:
The Contractor shall verify and be responsible for all dimensions. DO NOT scale drawings. Any error, omissions or discrepancies must be reported to Mooradian & Associates, Inc. before proceeding with construction. These plans and specifications are the property of Mooradian & Associates, Inc. Reproduction or use on any other project other than the project for which they have been prepared for is forbidden.

NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

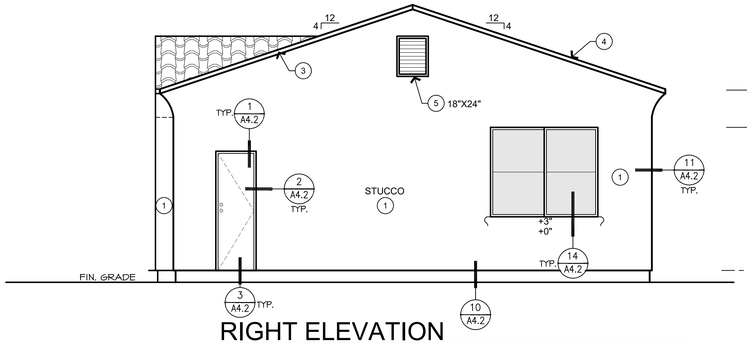
MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A–1BR1
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
1-BEDROOM FLOOR PLAN & ROOF PLANS

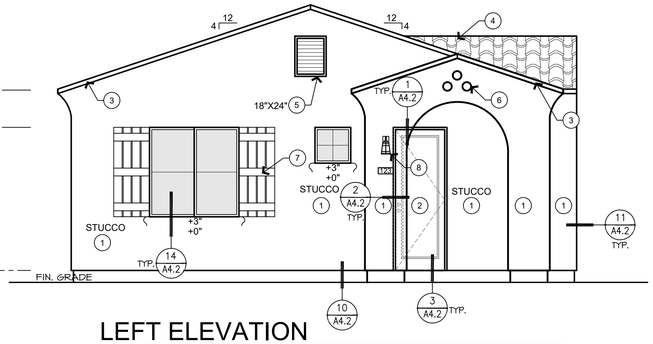
Drawing No.:
A1.1
SHEET OF

Plot date: 11/3/2023 5:43 AM User: danie
File: J:\Jobs\40007\architectural\drawing\40007a–1br1
Layout: 1br1



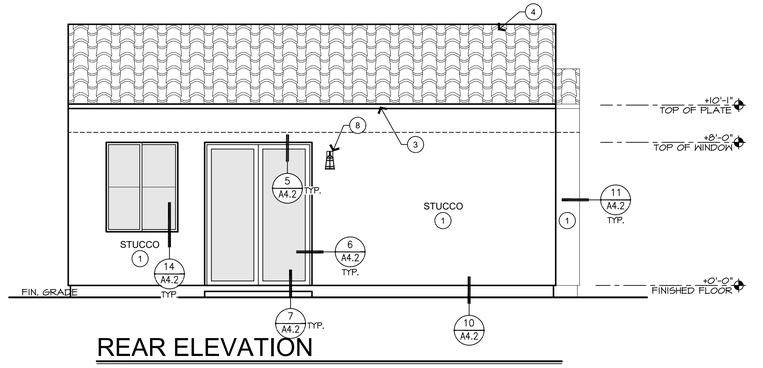
RIGHT ELEVATION

SCALE = 1/4"=1'-0"



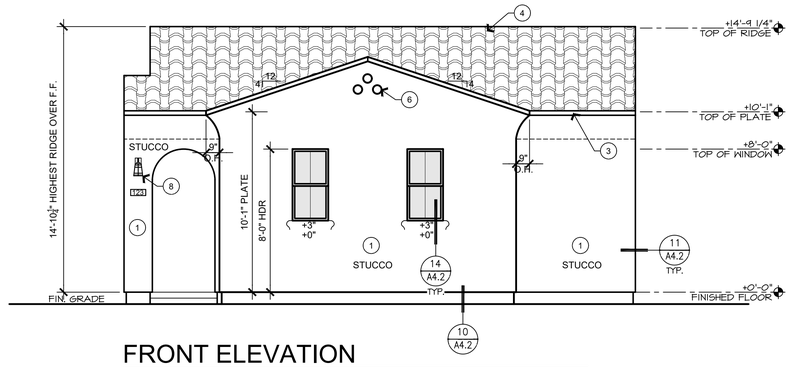
LEFT ELEVATION

SCALE = 1/4"=1'-0"



REAR ELEVATION

SCALE = 1/4"=1'-0"



FRONT ELEVATION

SCALE = 1/4"=1'-0"

KEYNOTE SCHEDULE

1. SPANISH LACE FINISH STUCCO (ESR-0382 OR SIMILAR): SW 7705 WHEAT PENNY
2. FRONT ENTRY DOOR: BM 2121-70 CHANTILLY LACE
3. SMOOTH FINISH FASCIA: BM 2121-70 CHANTILLY LACE
4. CONCRETE ROOF TILE; ESR-1900: EAGLE ROOFING CAPISTRANO 3520 WEATHERED TERRA COTTA FLASHED
5. LOUVERED GABLE VENT: BM 2121-70 CHANTILLY LACE (VENT IS ARCHITECTURAL ONLY AND NOT OPEN TO ATTIC)
6. 3-HOLE TILE VENT: TERRA COTTA
7. SHUTTERS - 5.25" WIDE PLANKS (4) VERTICAL & (3) HORIZONTAL: BM 2121-70 CHANTILLY LACE
8. SCONCE PER BUILDER'S SPECIFICATION

MOORADIAN & ASSOCIATES
1955 W.. Grant Avenue, Suite 100 Tucson, AZ 85745
T: (520) 408-8117 F: (520) 408-8028

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NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-1BR1
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
1-BEDROOM
1-STORY
ELEVATION B

Drawing No.:
A1.2
SHEET OF

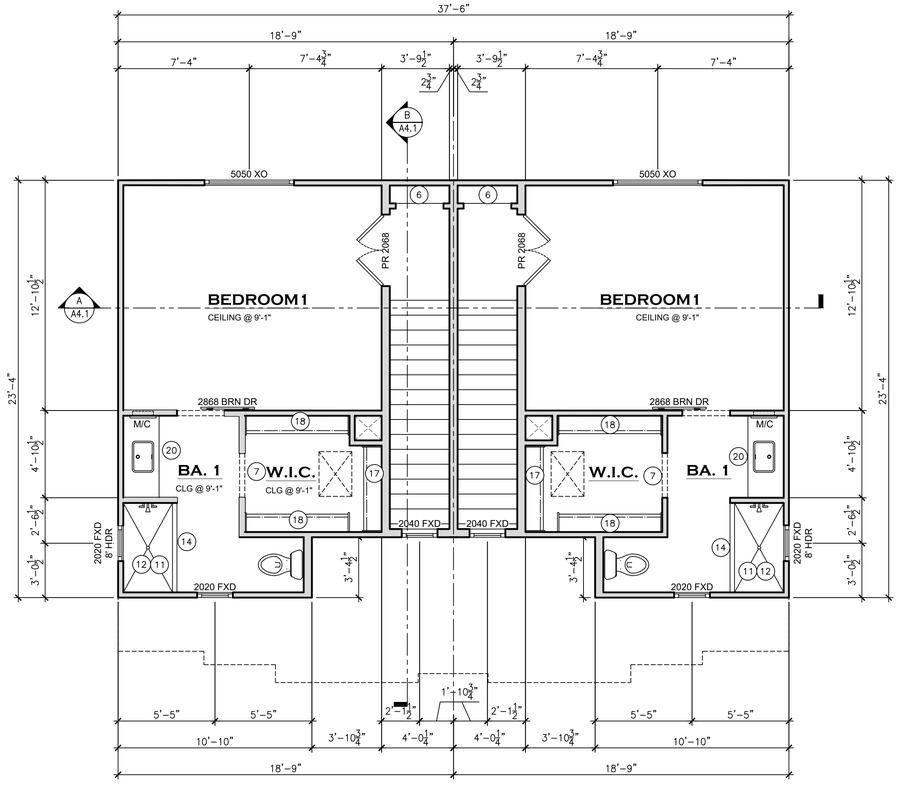
Plot date: 11/3/2023 5:44 AM User: danie
File: J:\40-40007\architectural\drawing\40007a-1br1
Layout: 24x36

FLOOR PLAN NOTES

1. ALL WINDOW HEADER HEIGHTS ARE AT 8'-0", U.NO.
2. ALL BEDROOM WINDOWS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQ. FT. WITH A MINIMUM NET HEIGHT DIMENSION OF 24" AND NET WIDTH DIMENSION OF 20". CLEAR OPENING HEIGHT SHALL NOT EXCEED 44" A.F.F.
3. PROVIDE A CONTINUOUS 3'-0" WIDE (MINIMUM) PATH OF EGRESS FROM ALL BEDROOM WINDOWS/DOORS TO A PUBLIC WAY.
4. APPLICABLE I.C.C. REPORTS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS TO BE PROVIDED TO INSPECTOR AT ROUGH-IN.
5. TO ACHIEVE PROPER INSULATION INSTALLATION, PROVIDE HORIZ. AND/OR VERT. AIR BARRIER (O.S.B., GYP. BD. OR EQ.) AT MAIN ATTIC LINE (BOT. CHORD OF TRUSS), KNEE WALLS, GAPS, ETC.
6. ALL WINDOWS TO COMPLY WITH LIGHT AND VENTING REQUIREMENTS PER 2018 I.R.C. SECTION R303.1

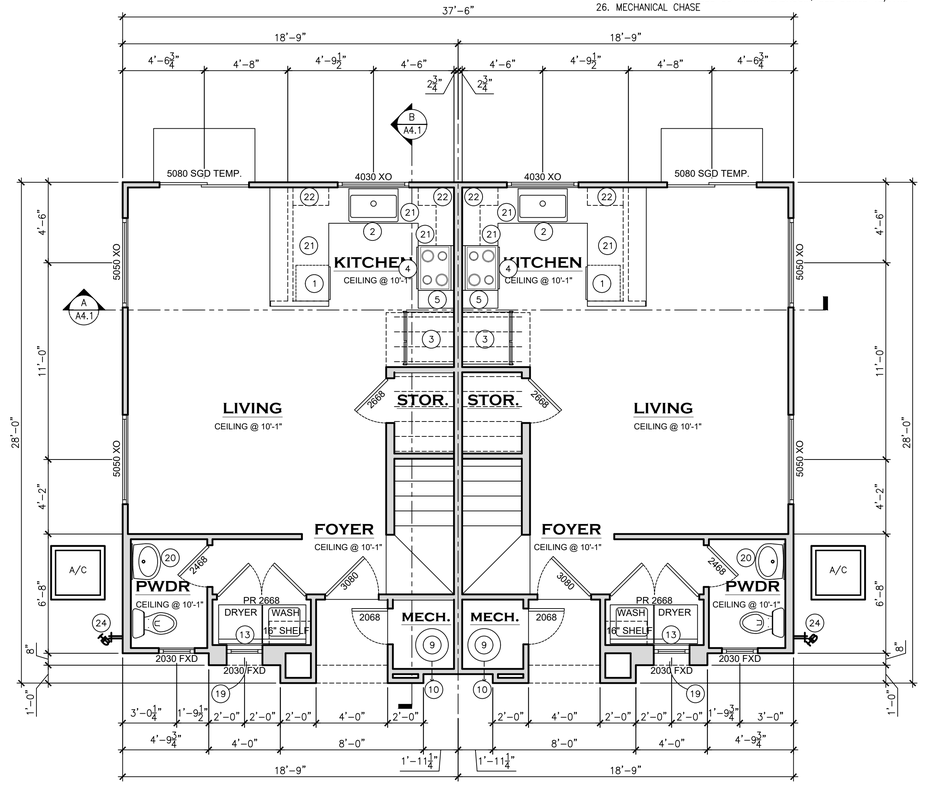
(XX) FLOOR PLAN KEYNOTES

1. DISHWASHER – SEE BUILDER'S SELECTION SHEET
2. KITCHEN SINK W/ DISPOSAL – SEE BUILDER'S SELECTION SHEET
3. STANDARD 38" WIDE REFRIGERATOR OPENING W/ RECESSED BOX AND BIBB FOR ICEMAKER
4. RANGE W/ MICROWAVE EXHAUST HOOD – SEE BUILDER'S SELECTION SHEET 8"W. X 8"H. RECESS @ +6" A.F.F. FOR GAS STUB (WHERE APPLICABLE)
5. PANTRY – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
6. LINEN – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
7. DROPPED INTERIOR SOFFIT – 12" DOWN FROM LOWEST ADJACENT CEILING, U.N.O.
8. EXTERIOR STUCCO SOFFIT – SEE ELEVATIONS FOR HEIGHT
9. WATER HEATER SHALL BE INSTALLED ON 18" HIGH PLATFORM
10. T&P RELIEF VALVE AND DRAIN TO EXTERIOR – MIN. 6" ABOVE FINISHED GRADE
11. CEMENT, FIBER CEMENT OR GLASS MAT GYPSUM BOARD & IMPERMEABLE SURFACE AT THREE SIDES OF TUB OR SHOWER TO MIN. +72" A.F.F.
12. FIBERGLASS SHOWER UNIT OR TUB/SHOWER UNIT W/ MARBLE PANELS (OR EQ.) TO 7'-6" MIN. ABV. DRAIN AT SHOWER, FOR GYP. BOARD REQ. – SEE BUYER'S SELECTION SHEET
13. 2X6 WALL FOR WASHER BOX AND 14 1/2"W. X 12"H. RECESS @ +6" A.F.F. FOR DRYER VENT (AND GAS STUB WHERE APPLICABLE)
14. TEMPERED GLASS SHOWER SURROUND
15. 2X KNEE WALL – HEIGHT AS NOTED OR +34 1/2" AT FLUSH KITCHEN COUNTER CONDITION
16. 1/2" SAG RESISTANT EXTERIOR GYPSUM SOFFIT BOARD (ESR #1338)
17. 1 ROD/1 SHELF PER DETAIL 8/A4.2
18. 2 RODS/2 SHELVES PER DETAIL 8/A4.2
19. SLOPE STUCCO SHELF FOR POSITIVE DRAINAGE, MIN. 1" P.L.F. (PROVIDE THERMO-PLASTIC WATERPROOFING MEMBRANE OR EQUAL UNDER STUCCO)
20. VANITY W/ MIRROR ABOVE – SEE BUILDER'S SELECTION SHEET
21. LOWER CABINETS
22. UPPER CABINETS
23. RECESSED MEDICINE CABINET – BLOCKING AT +4'-4" AND +6'-4", U.N.O.
24. HOSE BIBB WITH BACKFLOW PREVENTER; SHUT-OFF VALVE AND HOSE BIBB LOC. AT FRONT DETERMINED BY STREET SERVICE
25. 22"x32" ATTIC ACCESS 30" MIN. HEADROOM; SEE DETAIL 12/A4.2
26. MECHANICAL CHASE



SECOND FLOOR FLOOR PLAN

SCALE = 1/4"=1'-0" 1-BDRM



FIRST FLOOR FLOOR PLAN

SCALE = 1/4"=1'-0" 1-BDRM

SQUARE FOOTAGE CALCS.	
LIVABLE 1ST FLOOR UNIT 1:	473 S.F.
LIVABLE 2ND FLOOR UNIT 1:	364 S.F.
LIVABLE 1ST FLOOR UNIT 2:	473 S.F.
LIVABLE 2ND FLOOR UNIT 2:	364 S.F.
TOTAL LIVABLE EACH UNIT:	837 S.F.
TOTAL LIVABLE (HEATED GROSS)	1674 S.F.
NON-LIVABLE:	
ENTRY UNIT 1:	22 S.F.
MECHANICAL UNIT 1:	17 S.F.
ENTRY UNIT 2:	22 S.F.
MECHANICAL UNIT 2:	17 S.F.
TOTAL	78 S.F.
TOTAL UNDER ROOF	1752 S.F.
TOTAL FOOTPRINT	1024 S.F.
TOTAL LEASABLE EACH UNIT (NET)	763 S.F.

MOORADIAN & ASSOCIATES
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NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-1BR2
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

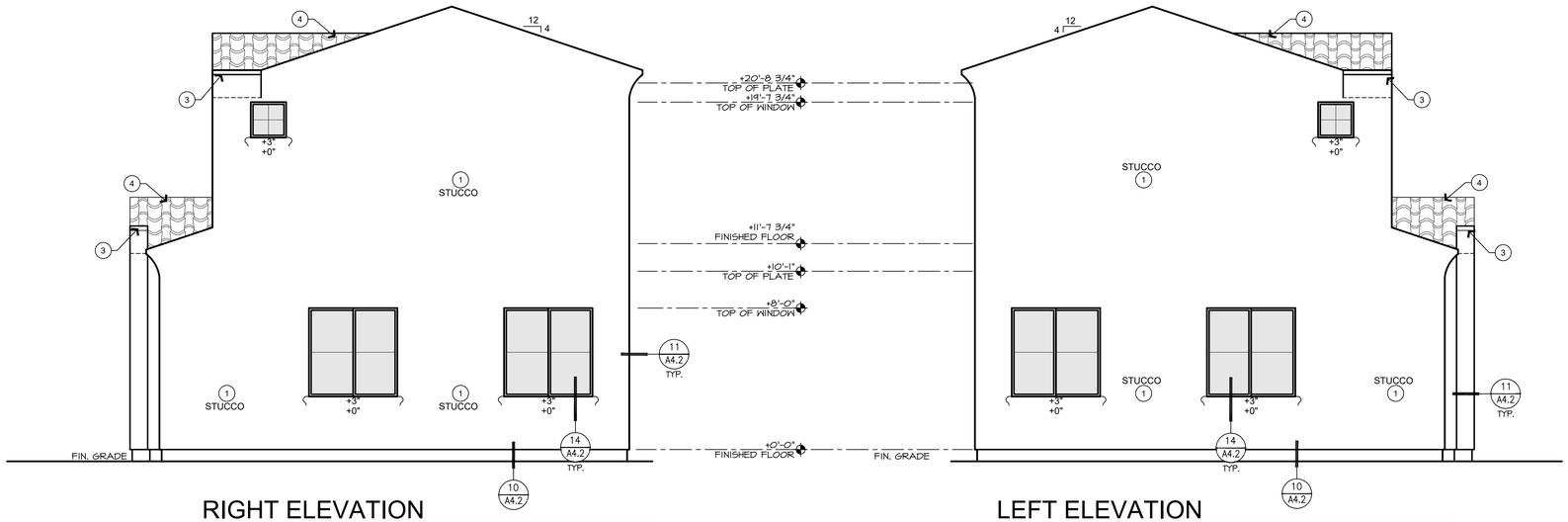
Sheet Title:
1-BEDROOM
1ST & 2ND
FLOOR PLANS

Drawing No.:
A2.1
SHEET OF

Plot date: 11/3/2023 5:44 AM User: danie
File: J:\Jobs\40007\Architectural\drawing\40007a-1br2
Layout: A1 (D1)

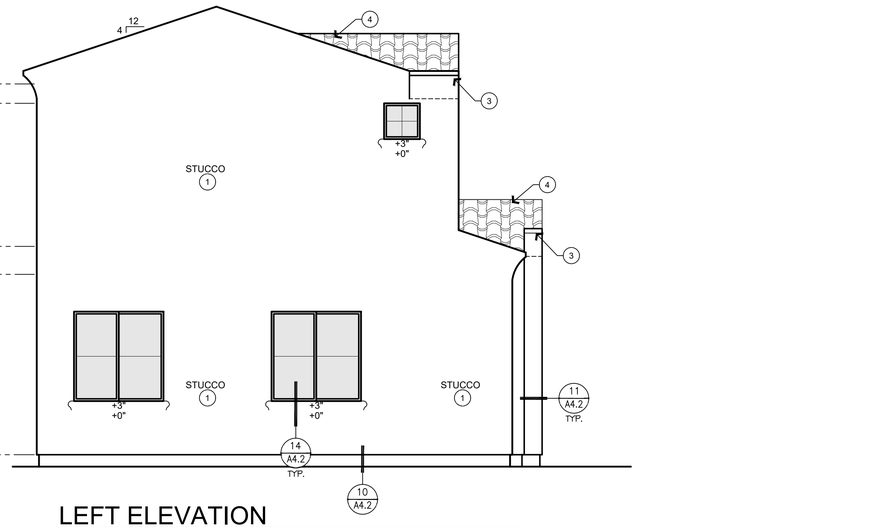
KEYNOTE SCHEDULE

1. SPANISH LACE FINISH STUCCO (ESR-0382 OR SIMILAR): SW 9173 SHITAKE
2. FRONT ENTRY DOOR: BM 2132-10 BLACK
3. SMOOTH FINISH FASCIA: BM 2132-10 BLACK
4. CONCRETE ROOF TILE; ESR-1900: EAGLE ROOFING CAPISTRANO 3520 WEATHERED TERRA COTTA FLASHED
5. 3-HOLE TILE VENT: TERRA COTTA
6. DECORATIVE IRON PER DETAIL: BM 2132-10 BLACK
7. SCONCE PER BUILDER'S SPECIFICATION



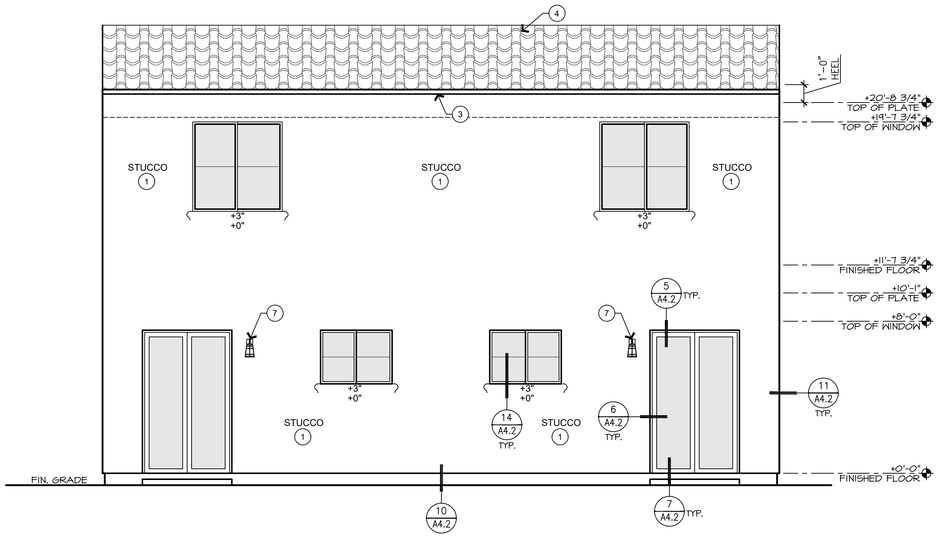
RIGHT ELEVATION

SCALE = 1/4"=1'-0"



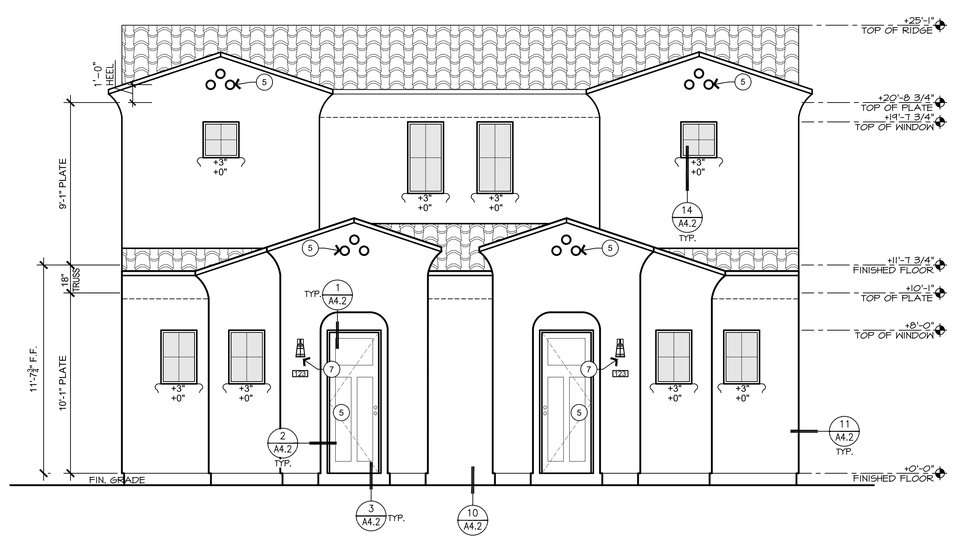
LEFT ELEVATION

SCALE = 1/4"=1'-0"



REAR ELEVATION

SCALE = 1/4"=1'-0"



FRONT ELEVATION

SCALE = 1/4"=1'-0"

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NEAL J. ROOT
NEW MEXICO
27692
PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DESCRIPTION	DATE
CR	CLIENT DELIVERY	7/14/23

PROJECT NO.: 40007a
CAD FILE: 40007A-1BR2
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
1-BEDROOM
2-STORY
ELEVATION B

Drawing No.:
A2.2
SHEET OF

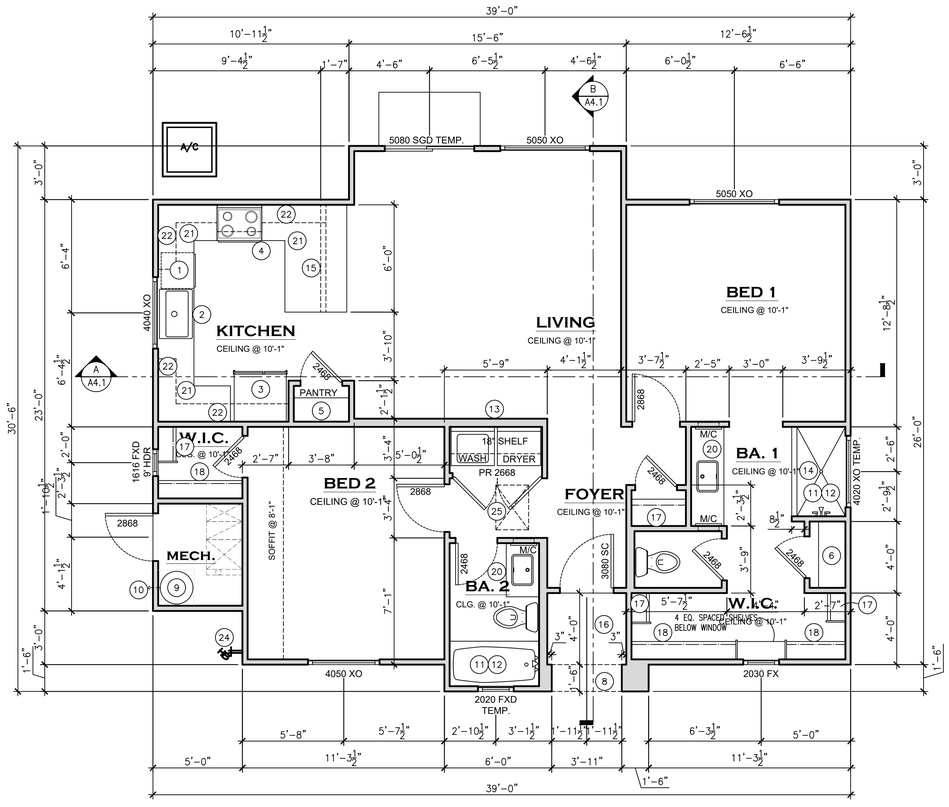
Plot date: 11/3/2023 5:45 AM User: donie
File: J:\40007\architecture\drawing\40007a-1br2
Layout: A2.2

FLOOR PLAN NOTES

1. ALL WINDOW HEADER HEIGHTS ARE AT 8'-0", U.NO.
2. ALL BEDROOM WINDOWS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQ. FT. WITH A MINIMUM NET HEIGHT DIMENSION OF 24" AND NET WIDTH DIMENSION OF 20". CLEAR OPENING HEIGHT SHALL NOT EXCEED 44" A.F.F.
3. PROVIDE A CONTINUOUS 3'-0" WIDE (MINIMUM) PATH OF EGRESS FROM ALL BEDROOM WINDOWS/DOORS TO A PUBLIC WAY.
4. APPLICABLE I.C.C. REPORTS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS TO BE PROVIDED TO INSPECTOR AT ROUGH-IN.
5. TO ACHIEVE PROPER INSULATION INSTALLATION, PROVIDE HORIZ. AND/OR VERT. AIR BARRIER (O.S.B., GYP. BD. OR EQ.) AT MAIN ATTIC LINE (BOT. CHORD OF TRUSS), KNEE WALLS, GAPS, ETC.
6. ALL WINDOWS TO COMPLY WITH LIGHT AND VENTING REQUIREMENTS PER 2018 I.R.C. SECTION R303.1

(XX) FLOOR PLAN KEYNOTES

1. DISHWASHER – SEE BUILDER'S SELECTION SHEET
2. KITCHEN SINK W/ DISPOSAL – SEE BUILDER'S SELECTION SHEET
3. STANDARD 38" WIDE REFRIGERATOR OPENING W/ RECESSED BOX AND BIBB FOR ICEMAKER
4. RANGE W/ MICROWAVE EXHAUST HOOD – SEE BUILDER'S SELECTION SHEET 8"W. X 8"H. RECESS @ +6" A.F.F. FOR GAS STUB (WHERE APPLICABLE)
5. PANTRY – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
6. LINEN – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
7. DROPPED INTERIOR SOFFIT – 12" DOWN FROM LOWEST ADJACENT CEILING, U.N.O.
8. EXTERIOR STUCCO SOFFIT – SEE ELEVATIONS FOR HEIGHT
9. WATER HEATER SHALL BE INSTALLED ON 18" HIGH PLATFORM
10. T&P RELIEF VALVE AND DRAIN TO EXTERIOR – MIN. 6" ABOVE FINISHED GRADE
11. CEMENT, FIBER CEMENT OR GLASS MAT GYPSUM BOARD & IMPERMEABLE SURFACE AT THREE SIDES OF TUB OR SHOWER TO MIN. +72" A.F.F.
12. FIBERGLASS SHOWER UNIT OR TUB/SHOWER UNIT W/ MARBLE PANELS (OR EQ.) TO 7'-6" MIN. ABV. DRAIN AT SHOWER, FOR GYP. BOARD REQ. – SEE BUYER'S SELECTION SHEET
13. 2X6 WALL FOR WASHER BOX AND 14 1/2"W. X 12"H. RECESS @ +6" A.F.F. FOR DRYER VENT (AND GAS STUB WHERE APPLICABLE)
14. TEMPERED GLASS SHOWER SURROUND
15. 2X KNEE WALL – HEIGHT AS NOTED OR +34 1/2" AT FLUSH KITCHEN COUNTER CONDITION
16. 1/2" SAG RESISTANT EXTERIOR GYPSUM SOFFIT BOARD (ESR #1338)
17. 1 ROD/1 SHELF PER DETAIL 8/A4.2
18. 2 RODS/2 SHELVES PER DETAIL 8/A4.2
19. SLOPE STUCCO SHELF FOR POSITIVE DRAINAGE, MIN. 1" P.L.F. (PROVIDE THERMO-PLASTIC WATERPROOFING MEMBRANE OR EQUAL UNDER STUCCO)
20. VANITY W/ MIRROR ABOVE – SEE BUILDER'S SELECTION SHEET
21. LOWER CABINETS
22. UPPER CABINETS
23. RECESSED MEDICINE CABINET – BLOCKING AT +4'-4" AND +6'-4", U.N.O.
24. HOSE BIBB WITH BACKFLOW PREVENTER; SHUT-OFF VALVE AND HOSE BIBB LOC. AT FRONT DETERMINED BY STREET SERVICE
25. 22"x32" ATTIC ACCESS 30" MIN. HEADROOM; SEE DETAIL 12/A4.2
26. MECHANICAL CHASE



FLOOR PLAN

SCALE = 1/4"=1'-0"

2-BDRM

SQUARE FOOTAGE CALCS.	
LIVABLE:	1,006 S.F.
TOTAL LIVABLE (HEATED GROSS)	1,006 S.F.
NON-LIVABLE:	
MECHANICAL:	30 S.F.
PATIO:	26 S.F.
TOTAL	56 S.F.
TOTAL UNDER ROOF	1,062 S.F.
TOTAL LEASABLE (NET)	932 S.F.

MOORADIAN & ASSOCIATES
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NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project: BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client: BUNGALOWS ON CERRILLOS, LLC

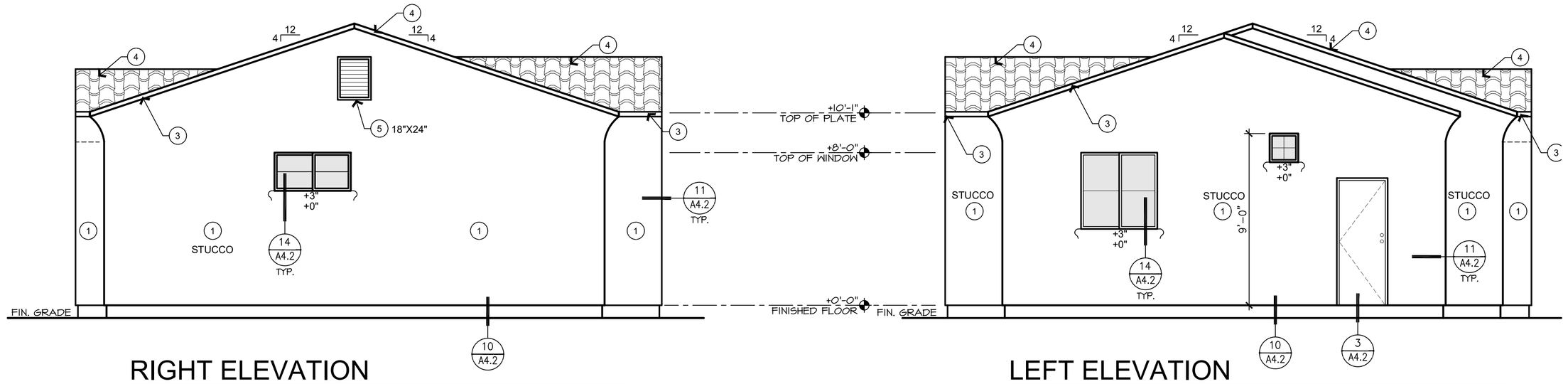
MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-2BR1
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title: 2-BEDROOM FLOOR PLAN & ROOF PLANS

Drawing No.: A3.1
SHEET OF

Plot date: 11/3/2023 5:45 AM User: danie
File: J:\Jobs\40007\architectural\drawing\40007a-2br1
Layout: A3.1

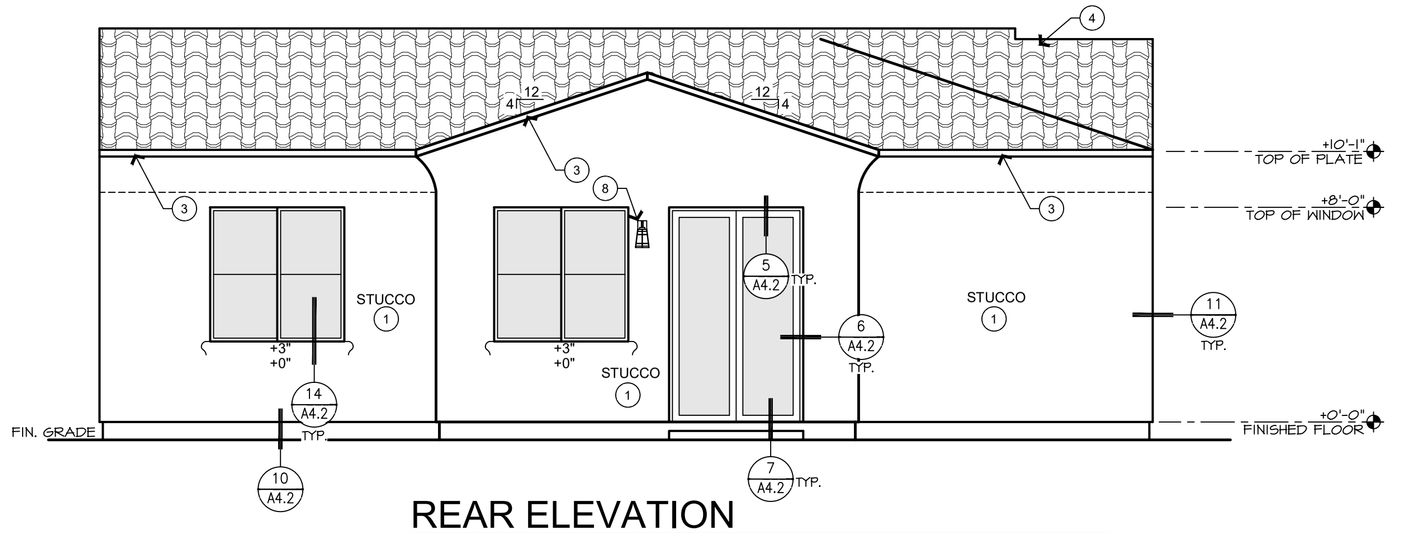


RIGHT ELEVATION

SCALE = 1/4"=1'-0"

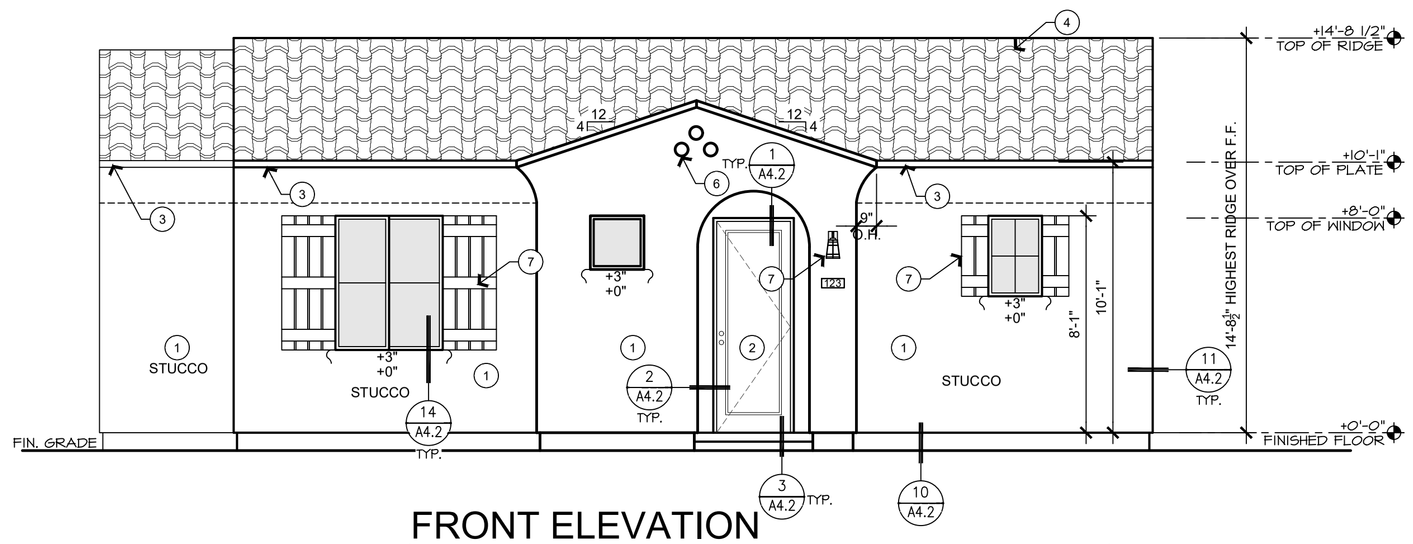
LEFT ELEVATION

SCALE = 1/4"=1'-0"



REAR ELEVATION

SCALE = 1/4"=1'-0"



FRONT ELEVATION

SCALE = 1/4"=1'-0"

KEYNOTE SCHEDULE

1. SPANISH LACE FINISH STUCCO (ESR-0382 OR SIMILAR): SW 6121 WHOLE WHEAT
2. FRONT ENTRY DOOR: BM 2121-70 CHANTILLY LACE
3. SMOOTH FINISH FASCIA: BM 2121-70 CHANTILLY LACE
4. CONCRETE ROOF TILE; ESR-1900: EAGLE ROOFING CAPISTRANO 3520 WEATHERED TERRA COTTA FLASHED
5. LOUVERED GABLE VENT: BM 2121-70 CHANTILLY LACE (VENT IS ARCHITECTURAL ONLY AND NOT OPEN TO ATTIC)
6. 3-HOLE TILE VENT: TERRA COTTA
7. SHUTTERS - 5.25" WIDE PLANKS: BM 2121-70 CHANTILLY LACE
8. SCONCE PER BUILDER'S SPECIFICATION

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NEW MEXICO
27692
PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project: BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico
Client: BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-2BR1
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
2-BEDROOM
1-STORY
ELEVATION B

Drawing No.:
A3.2
SHEET OF

Plot date: 11/3/2023 5:45 AM User: danie
File: J:_40007\architectural\drawing\40007a-2br1
Layout: 12x36

FLOOR PLAN NOTES

1. ALL WINDOW HEADER HEIGHTS ARE AT 8'-0", U.NO.
2. ALL BEDROOM WINDOWS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQ. FT. WITH A MINIMUM NET HEIGHT DIMENSION OF 24" AND NET WIDTH DIMENSION OF 20". CLEAR OPENING HEIGHT SHALL NOT EXCEED 44" A.F.F.
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5. TO ACHIEVE PROPER INSULATION INSTALLATION, PROVIDE HORIZ. AND/OR VERT. AIR BARRIER (O.S.B., GYP. BD. OR EQ.) AT MAIN ATTIC LINE (BOT. CHORD OF TRUSS), KNEE WALLS, GAPS, ETC.
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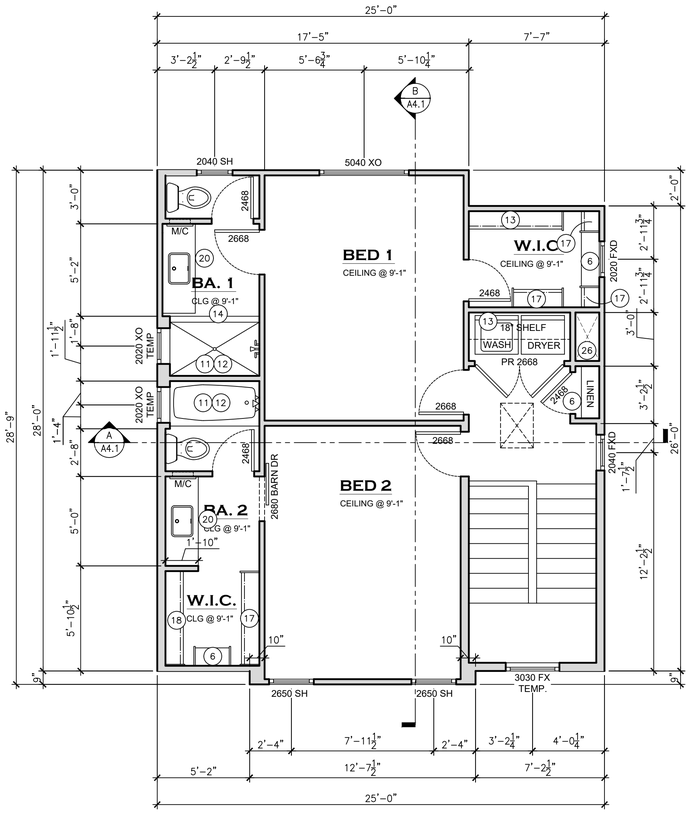
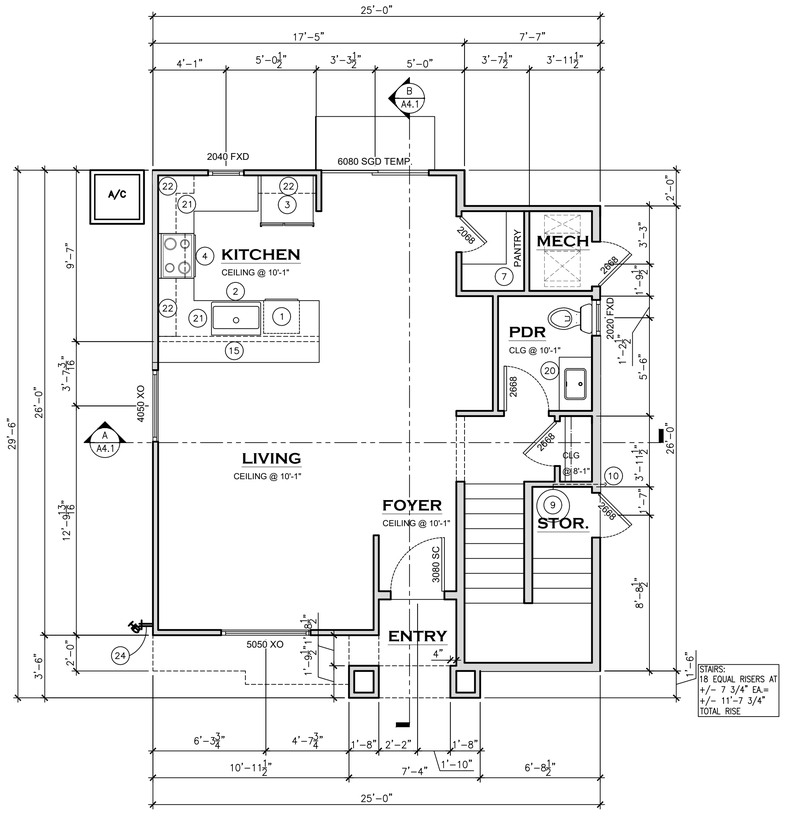
(XX) FLOOR PLAN KEYNOTES

1. DISHWASHER – SEE BUILDER'S SELECTION SHEET
2. KITCHEN SINK W/ DISPOSAL – SEE BUILDER'S SELECTION SHEET
3. STANDARD 38" WIDE REFRIGERATOR OPENING W/ RECESSED BOX AND BIBB FOR ICEMAKER
4. RANGE W/ MICROWAVE EXHAUST HOOD – SEE BUILDER'S SELECTION SHEET 8"W. X 8"H. RECESS @ +6" A.F.F. FOR GAS STUB (WHERE APPLICABLE)
5. PANTRY – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
6. LINEN – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
7. DROPPED INTERIOR SOFFIT – 12" DOWN FROM LOWEST ADJACENT CEILING, U.N.O.
8. EXTERIOR STUCCO SOFFIT – SEE ELEVATIONS FOR HEIGHT
9. WATER HEATER SHALL BE INSTALLED ON 18" HIGH PLATFORM
10. T&P RELIEF VALVE AND DRAIN TO EXTERIOR – MIN. 6" ABOVE FINISHED GRADE
11. CEMENT, FIBER CEMENT OR GLASS MAT GYPSUM BOARD & IMPERMEABLE SURFACE AT THREE SIDES OF TUB OR SHOWER TO MIN. +72" A.F.F.
12. FIBERGLASS SHOWER UNIT OR TUB/SHOWER UNIT W/ MARBLE PANELS (OR EQ.) TO 7'-6" MIN. ABV. DRAIN AT SHOWER, FOR GYP. BOARD REQ. – SEE BUYER'S SELECTION SHEET
13. 2X6 WALL FOR WASHER BOX AND 14 1/2"W. X 12"H. RECESS @ +6" A.F.F. FOR DRYER VENT (AND GAS STUB WHERE APPLICABLE)
14. TEMPERED GLASS SHOWER SURROUND
15. 2X KNEE WALL – HEIGHT AS NOTED OR +34 1/2" AT FLUSH KITCHEN COUNTER CONDITION
16. 1/2" SAG RESISTANT EXTERIOR GYPSUM SOFFIT BOARD (ESR #1338)
17. 1 ROD/1 SHELF PER DETAIL 8/A4.2
18. 2 RODS/2 SHELVES PER DETAIL 8/A4.2
19. SLOPE STUCCO SHELF FOR POSITIVE DRAINAGE, MIN. 1" P.L.F. (PROVIDE THERMO-PLASTIC WATERPROOFING MEMBRANE OR EQUAL UNDER STUCCO)
20. VANITY W/ MIRROR ABOVE – SEE BUILDER'S SELECTION SHEET
21. LOWER CABINETS
22. UPPER CABINETS
23. RECESSED MEDICINE CABINET – BLOCKING AT +4'-4" AND +6'-4", U.N.O.
24. HOSE BIBB WITH BACKFLOW PREVENTER; SHUT-OFF VALVE AND HOSE BIBB LOC. AT FRONT DETERMINED BY STREET SERVICE
25. 22"x32" ATTIC ACCESS 30" MIN. HEADROOM; SEE DETAIL 12/A4.2
26. MECHANICAL CHASE



SECOND FLOOR PLAN

SCALE = 1/4"=1'-0" 2-BDRM



FIRST FLOOR PLAN

SCALE = 1/4"=1'-0" 2-BDRM

SQUARE FOOTAGE CALCS.	
LIVABLE 1ST FLOOR:	642 S.F.
LIVABLE 2ND FLOOR:	614 S.F.
TOTAL LIVABLE (HEATED GROSS)	1,256 S.F.
NON-LIVABLE:	
ENTRY:	32 S.F.
TOTAL	32 S.F.
TOTAL UNDER ROOF	1,288 S.F.
TOTAL LEASABLE (NET)	1,125 S.F.

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NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

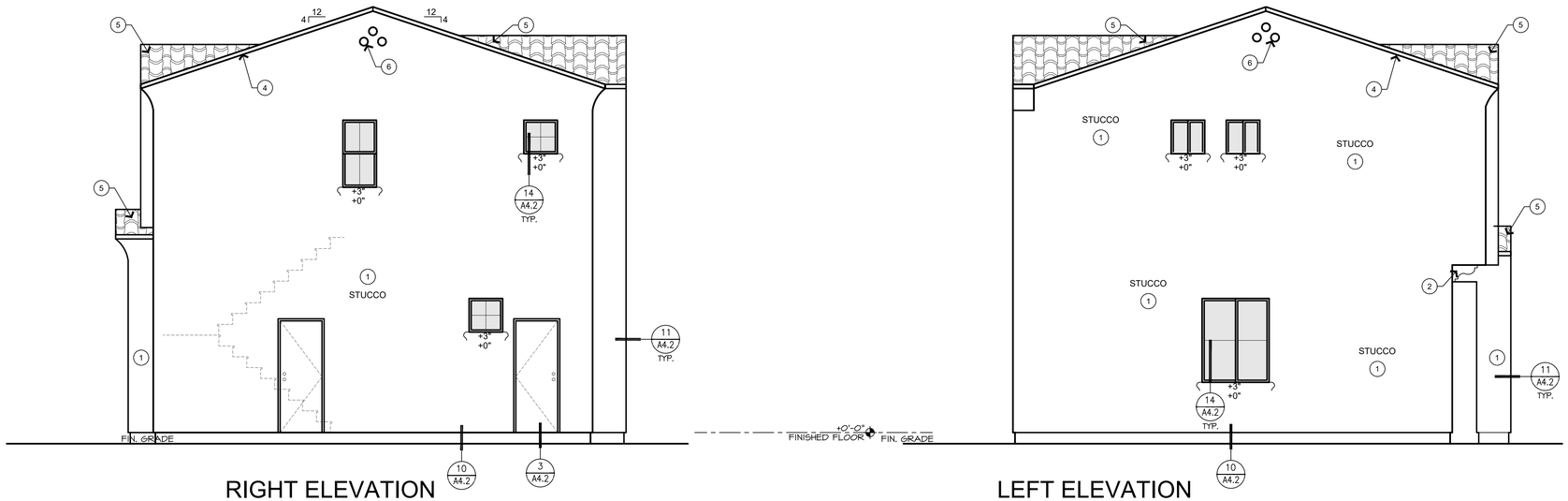
MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-2BR2
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
2-BEDROOM FLOOR PLANS

Drawing No.:
A4.1
SHEET OF

Plot date: 11/3/2023 5:46 AM User: danie
File: J:\Jobs\40007\architectural\drawing\40007a-2br2
Layout: A4.1

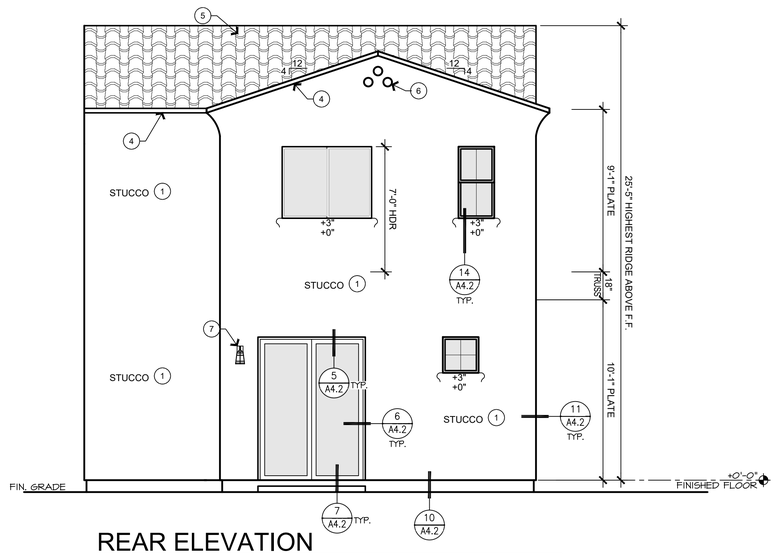


RIGHT ELEVATION

SCALE = 1/4"=1'-0"

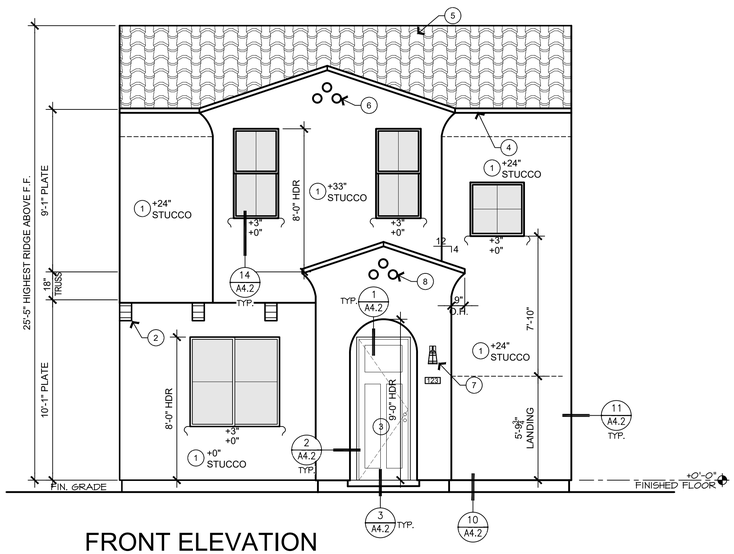
LEFT ELEVATION

SCALE = 1/4"=1'-0"



REAR ELEVATION

SCALE = 1/4"=1'-0"



FRONT ELEVATION

SCALE = 1/4"=1'-0"

KEYNOTE SCHEDULE

1. SPANISH LACE FINISH STUCCO (ESR-0382 OR SIMILAR): SW 9597 WESTERN RESERVE
2. CORBEL: NATURAL STAIN
3. FRONT ENTRY DOOR: BM 2132-10 BLACK
4. SMOOTH FINISH FASCIA: BM 2132-10 BLACK
5. CONCRETE ROOF TILE; ESR-1900: EAGLE ROOFING CAPISTRANO 3520 WEATHERED TERRA COTTA FLASHED
6. 3-HOLE TILE VENT: TERRA COTTA
7. SCONCE PER BUILDER'S SPECIFICATION

MOORADIAN & ASSOCIATES
1955 W.. Grant Avenue, Suite 100 Tucson, AZ 85745
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NEAL J. ROOT
NEW MEXICO
27602
PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-2BR2
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
2-BEDROOM
2-STORY
ELEVATION B

Drawing No.:
A4.2
SHEET OF

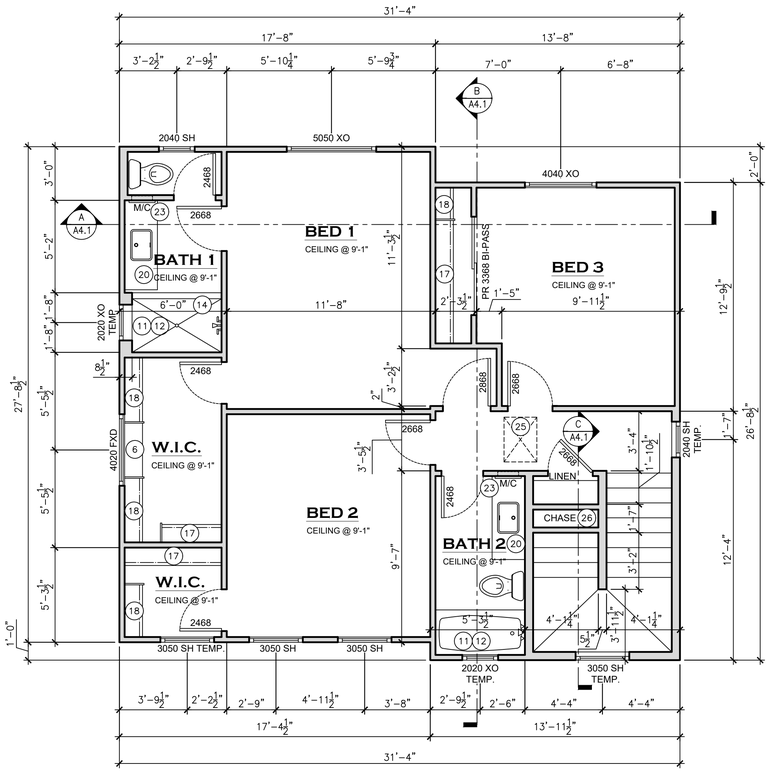
Plot date: 11/3/2023 5:46 AM User: danie
File: J:\40007\architectural\drawing\40007a-2br2
Layout: 24x36

FLOOR PLAN NOTES

1. ALL WINDOW HEADER HEIGHTS ARE AT 8'-0", U.NO.
2. ALL BEDROOM WINDOWS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQ. FT. WITH A MINIMUM NET HEIGHT DIMENSION OF 24" AND NET WIDTH DIMENSION OF 20". CLEAR OPENING HEIGHT SHALL NOT EXCEED 44" A.F.F.
3. PROVIDE A CONTINUOUS 3'-0" WIDE (MINIMUM) PATH OF EGRESS FROM ALL BEDROOM WINDOWS/DOORS TO A PUBLIC WAY.
4. APPLICABLE I.C.C. REPORTS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS TO BE PROVIDED TO INSPECTOR AT ROUGH-IN.
5. TO ACHIEVE PROPER INSULATION INSTALLATION, PROVIDE HORIZ. AND/OR VERT. AIR BARRIER (O.S.B., GYP. BD. OR EQ.) AT MAIN ATTIC LINE (BOT. CHORD OF TRUSS), KNEE WALLS, GAPS, ETC.
6. ALL WINDOWS TO COMPLY WITH LIGHT AND VENTING REQUIREMENTS PER 2018 I.R.C. SECTION R303.1

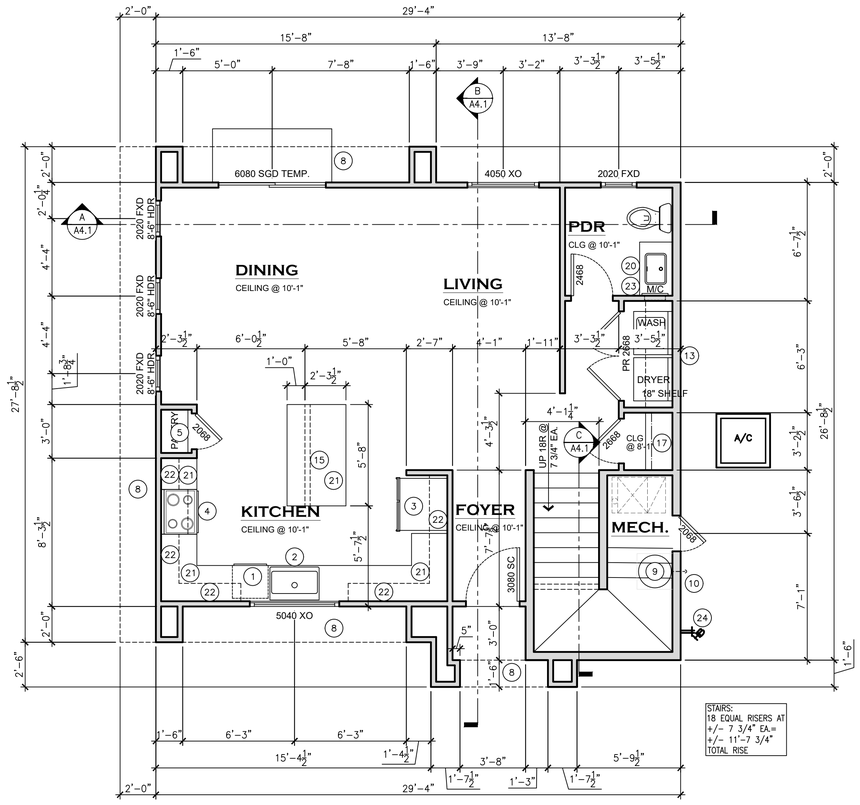
(XX) FLOOR PLAN KEYNOTES

1. DISHWASHER – SEE BUILDER'S SELECTION SHEET
2. KITCHEN SINK W/ DISPOSAL – SEE BUILDER'S SELECTION SHEET
3. STANDARD 38" WIDE REFRIGERATOR OPENING W/ RECESSED BOX AND BIBB FOR ICEMAKER
4. RANGE W/ MICROWAVE EXHAUST HOOD – SEE BUILDER'S SELECTION SHEET 8"W. X 8"H. RECESS @ +6" A.F.F. FOR GAS STUB (WHERE APPLICABLE)
5. PANTRY – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
6. LINEN – PROVIDE BLOCKING AND INSTALL SHELVING PER BUILDERS SPECIFICATIONS
7. DROPPED INTERIOR SOFFIT – 12" DOWN FROM LOWEST ADJACENT CEILING, U.N.O.
8. EXTERIOR STUCCO SOFFIT – SEE ELEVATIONS FOR HEIGHT
9. WATER HEATER SHALL BE INSTALLED ON 18" HIGH PLATFORM
10. T&P RELIEF VALVE AND DRAIN TO EXTERIOR – MIN. 6" ABOVE FINISHED GRADE
11. CEMENT, FIBER CEMENT OR GLASS MAT GYPSUM BOARD & IMPERMEABLE SURFACE AT THREE SIDES OF TUB OR SHOWER TO MIN. +72" A.F.F.
12. FIBERGLASS SHOWER UNIT OR TUB/SHOWER UNIT W/ MARBLE PANELS (OR EQ.) TO 7'-6" MIN. ABV. DRAIN AT SHOWER, FOR GYP. BOARD REQ. – SEE BUYER'S SELECTION SHEET
13. 2X6 WALL FOR WASHER BOX AND 14 1/2"W. X 12"H. RECESS @ +6" A.F.F. FOR DRYER VENT (AND GAS STUB WHERE APPLICABLE)
14. TEMPERED GLASS SHOWER SURROUND
15. 2X KNEE WALL – HEIGHT AS NOTED OR +34 1/2" AT FLUSH KITCHEN COUNTER CONDITION
16. 1/2" SAG RESISTANT EXTERIOR GYPSUM SOFFIT BOARD (ESR #1338)
17. 1 ROD/1 SHELF PER DETAIL 8/A4.2
18. 2 RODS/2 SHELVES PER DETAIL 8/A4.2
19. SLOPE STUCCO SHELF FOR POSITIVE DRAINAGE, MIN. 1" P.L.F. (PROVIDE THERMO-PLASTIC WATERPROOFING MEMBRANE OR EQUAL UNDER STUCCO)
20. VANITY W/ MIRROR ABOVE – SEE BUILDER'S SELECTION SHEET
21. LOWER CABINETS
22. UPPER CABINETS
23. RECESSED MEDICINE CABINET – BLOCKING AT +4'-4" AND +6'-4", U.N.O.
24. HOSE BIBB WITH BACKFLOW PREVENTER; SHUT-OFF VALVE AND HOSE BIBB LOC. AT FRONT DETERMINED BY STREET SERVICE
25. 22"x32" ATTIC ACCESS 30" MIN. HEADROOM; SEE DETAIL 12/A4.2
26. MECHANICAL CHASE



SECOND FLOOR PLAN

SCALE = 1/4"=1'-0"



FIRST FLOOR PLAN

SCALE = 1/4"=1'-0"

SQUARE FOOTAGE CALCS.	
LIVABLE 1ST FLOOR:	730 S.F.
LIVABLE 2ND FLOOR:	777 S.F.
TOTAL LIVABLE (HEATED GROSS)	1,507 S.F.
NON-LIVABLE:	
ENTRY:	31 S.F.
TOTAL	31 S.F.
TOTAL UNDER ROOF	1,538 S.F.
TOTAL LEASABLE (NET)	1,373 S.F.

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NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project: BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico
Client: BUNGALOWS ON CERRILLOS, LLC

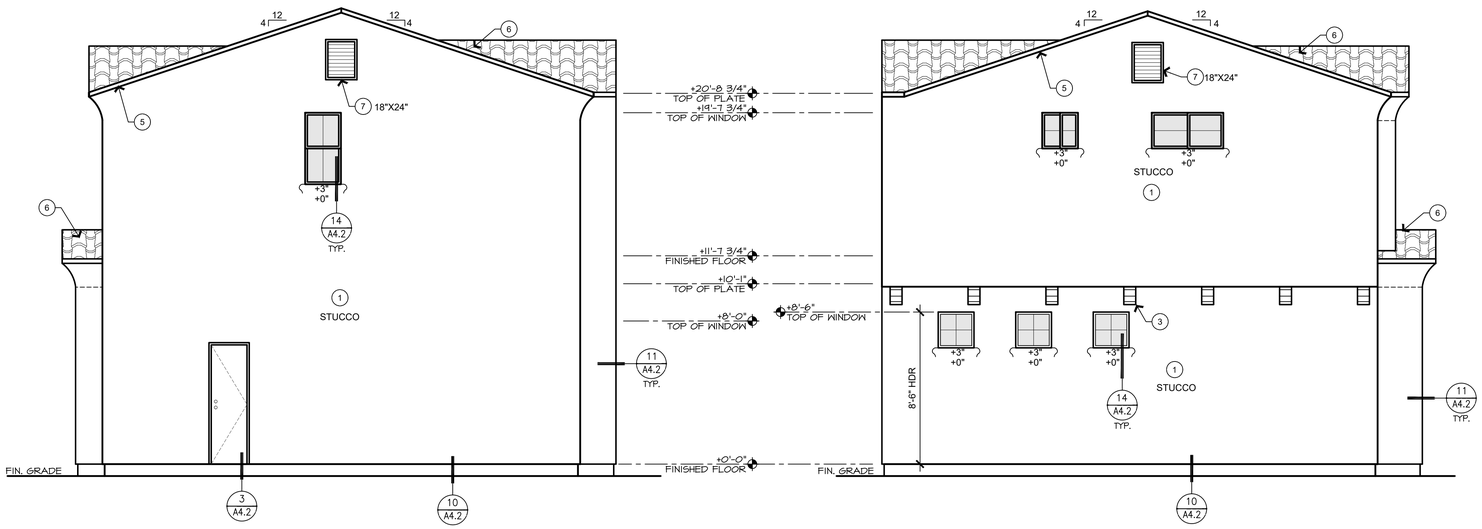
MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-3BR2
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title: 3-BEDROOM 1ST & 2ND FLOOR PLANS

Drawing No.: A5.1
SHEET OF

Plot date: 11/3/2023 5:47 AM User: danie
File: J:\Jobs\40007\architectural\drawing\40007a-3br2
Layout: A5.1

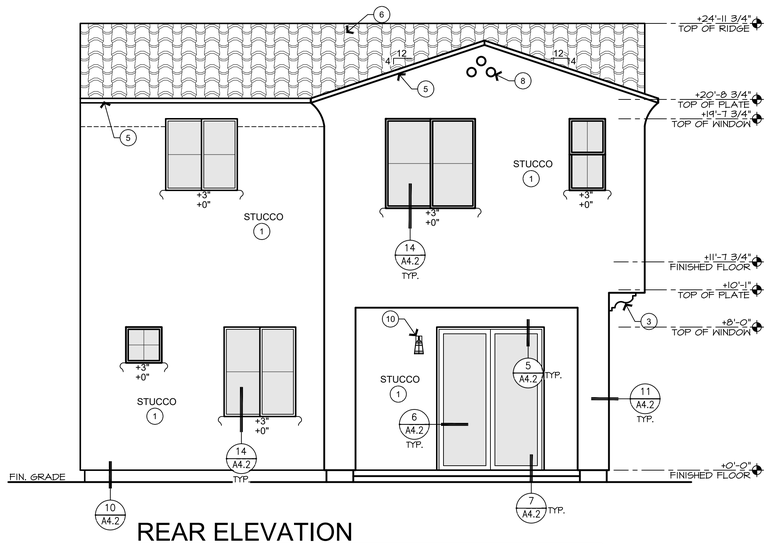


RIGHT ELEVATION

SCALE = 1/4"=1'-0"

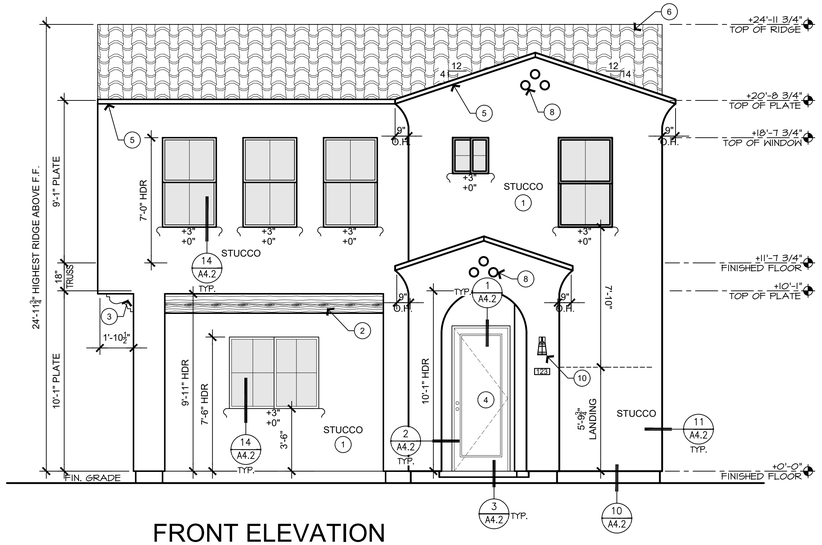
LEFT ELEVATION

SCALE = 1/4"=1'-0"



REAR ELEVATION

SCALE = 1/4"=1'-0"



FRONT ELEVATION

SCALE = 1/4"=1'-0"

KEYNOTE SCHEDULE

1. SPANISH LACE FINISH STUCCO (ESR-0382 OR SIMILAR): BM 2121-70 CHANTILLY LACE
2. WOOD BEAM PER FRAMING PLAN: NATURAL STAIN
3. CORBEL: NATURAL STAIN
4. FRONT ENTRY DOOR: BM 2132-10 BLACK
5. SMOOTH FINISH FASCIA: BM 2132-10 BLACK
6. CONCRETE ROOF TILE; ESR-1900: EAGLE ROOFING CAPISTRANO 3520 WEATHERED TERRA COTTA FLASHED
7. LOUVERED GABLE VENT: BM 2132-10 BLACK (VENT IS ARCHITECTURAL ONLY AND NOT OPEN TO ATTIC)
8. 3-HOLE TILE VENT: TERRA COTTA
9. SHUTTERS - 5.25" WIDE PLANKS: BM 2132-10 BLACK
10. SCONCE PER BUILDER'S SPECIFICATION

MOORADIAN & ASSOCIATES
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NEAL J. ROOT NEW MEXICO 27602 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS on CERRILLOS
Gen 2 Bungalows
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
CR	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-3BR2
DRAWN BY: D.C.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
3-BEDROOM
2-STORY
ELEVATION B

Drawing No.:
A5.2
SHEET OF

Plot date: 11/3/2023 5:47 AM User: danie
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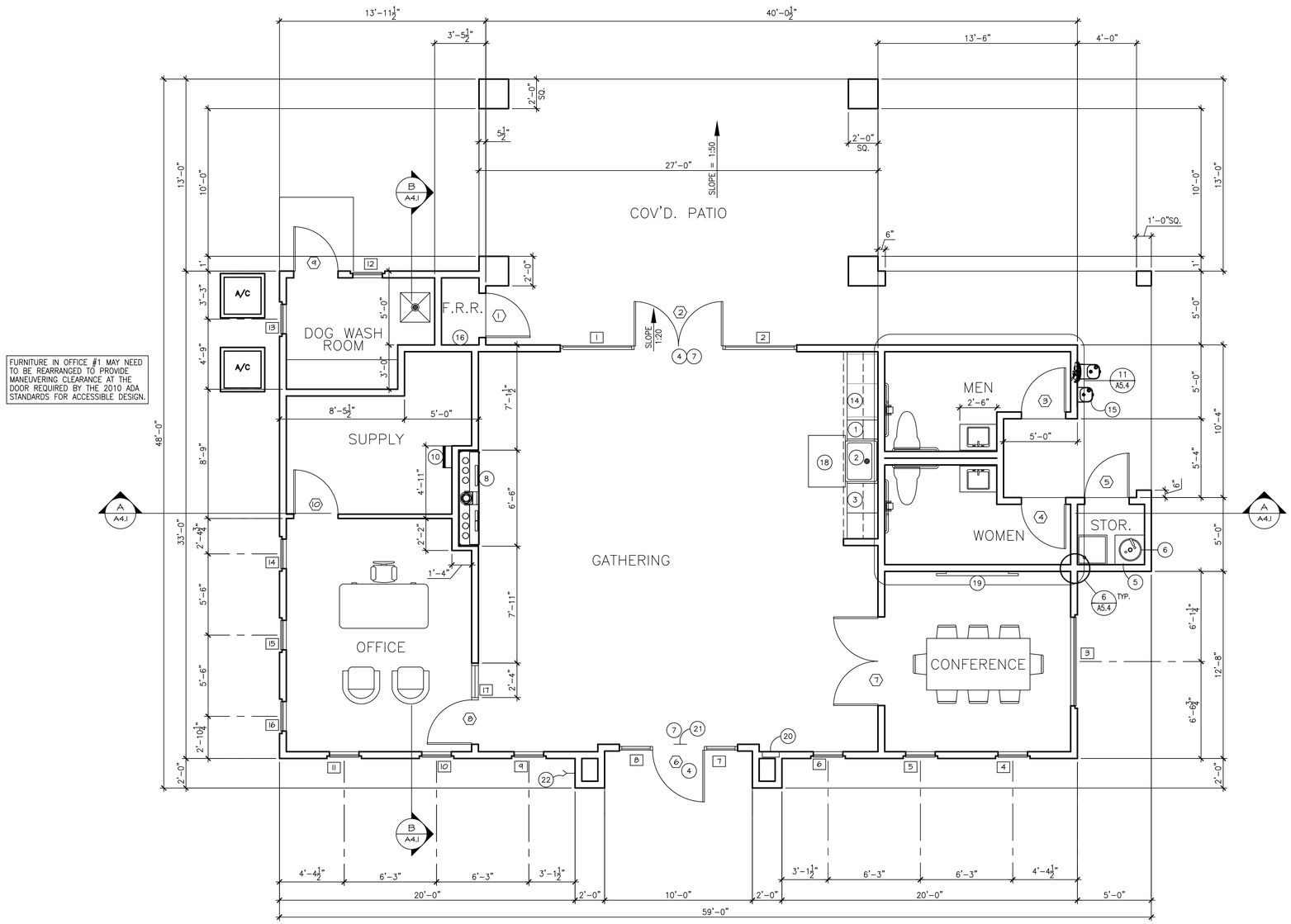
Layout: A5.2



FURNITURE IN OFFICE #1 MAY NEED TO BE REARRANGED TO PROVIDE MANEUVERING CLEARANCE AT THE DOOR REQUIRED BY THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.

FLOOR PLAN

SCALE = 1/4"=1'-0"

FARMHOUSE

(XX) FLOOR PLAN KEYNOTES

1. ICE MAKER, "EDGESTAR" IB450SSP, OR EQUAL, TO FIT UNDER A 34" COUNTERTOP. PROVIDE FLOOR DRAIN BELOW.
2. 33" STAINLESS STEEL FARMHOUSE SINK, W/ DISPOSAL.
3. UNDER COUNTER REFRIGERATOR, "EDGESTAR" CBR1501SLD, OR EQUAL, TO FIT UNDER A 34" COUNTERTOP.
4. PROVIDE EXIT DEVICE AT DOOR. SEE A5.2 FOR THRESHOLD DETAIL.
5. WATER HEATER SHALL BE INSTALLED ON 18" HIGH PLATFORM, SEE DETAIL 1/A5.4.
6. T&P RELIEF VALVE AND DRAIN TO EXTERIOR – MIN. 6" ABOVE FINISHED GRADE.
7. PROVIDE SIGN ABOVE DOOR TO READ, "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED" OR " THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS".
8. 72" LINEAR GAS FIREPLACE – "ACUCRAFT" SIGNATURE SERIES, WITHOUT GLASS, OR EQUAL. INSTALL PER MANUFACTURER'S WRITTEN INSTRUCTIONS INCLUDING NON-COMBUSTIBLE FINISHES AROUND OPENING.
9. NOT USED
10. ATTIC ACCESS LADDER, PROVIDE BLOCKING IN WALL FOR BRACKET CONNECTION.
11. NOT USED
12. 36" TALL ISLAND, OPEN BELOW WITH WATERFALL ENDS. PROVIDE ELECTRICAL OUTLETS BELOW.
13. NOT USED
14. MICROWAVE DRAWER, "SHARP" SMD2470ASY, OR EQUAL.
15. "ELKAY" LZWS-EDFP217K (OR SIM.) BOTTLE FILLING STATION WITH HI-LOW WATER FOUNTAINS.
16. PROVIDE KNOX BOX AT DOOR.
17. NOT USED
18. 42" X 30" CLEAR SPACE FOR PARALLEL APPROACH
19. WALL MOUNTED TELEVISION. PROVIDE POWER, DATA, & CABLE CONNECTION AT +5'-0".
20. "LARSEN'S" OCCULT FULLY RECESSED FIRE EXTINGUISHER CABINET WITH 304 STAINLESS STEEL WITH #4 FINISH. PROVIDE WITH A 2A-10B:C FIRE EXTINGUISER. MOUNT WITH TOP OF CABINET AT +48"
21. MAXIMUM OCCUPANCY SIGN AT +9'-0" A.F.F. SIGN SHALL READ "MAXIMUM OCCUPANCY SHALL NOT EXCEED 100 PERSONS". SIGN SHALL BE LEGIBLE FROM ANY LOCATION WITHIN THE GATHERING ROOM, TEXT HEIGHT SHALL BE A MINIMUM OF 1" TALL BLOCK LETTER.
22. FDC LOCATION
23. SA-C GUIDE FOR SLIDING BARNDOOR. ALIGN WITH DOOR TO KEEP DOOR HANGING PLUMB.

FLOOR PLAN NOTES

1. ALL WINDOW HEADER HEIGHTS ARE AT +8'-0", U.O.N.
2. APPLICABLE I.C.C. REPORTS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS TO BE PROVIDED TO INSPECTOR AT ROUGH-IN.
3. TO ACHIEVE PROPER INSULATION INSTALLATION, PROVIDE HORIZ. AND/OR VERT. AIR BARRIER (O.S.B., GYP. BD. OR EQ.) AT MAIN ATTIC LINE (BOT. CHORD OF TRUSS), KNEE WALLS, GAPS, ETC.
4. ALL INTERIOR FINISHES SHALL HAVE A MINUMUM CLASS C FLAME SPREAD AND A SMOKE DEVELOPED INDEX OF 0-450.
5. ALL OPERABLE PARTS, INCLUDING SWITCHES, SHALL BE NO HIGHER THAN 48" ABOVE FINISH FLOOR.

(X) DOOR NUMBER, SEE DOOR SCHEDULE SHEET A5.2

[X] WINDOW/STOREFRONT NUMBER, SEE WINDOW SCHEDULE SHEET A5.3

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NEAL J. ROOT NEW MEXICO 27692 PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS AT CERRILLOS
CLUBHOUSE
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

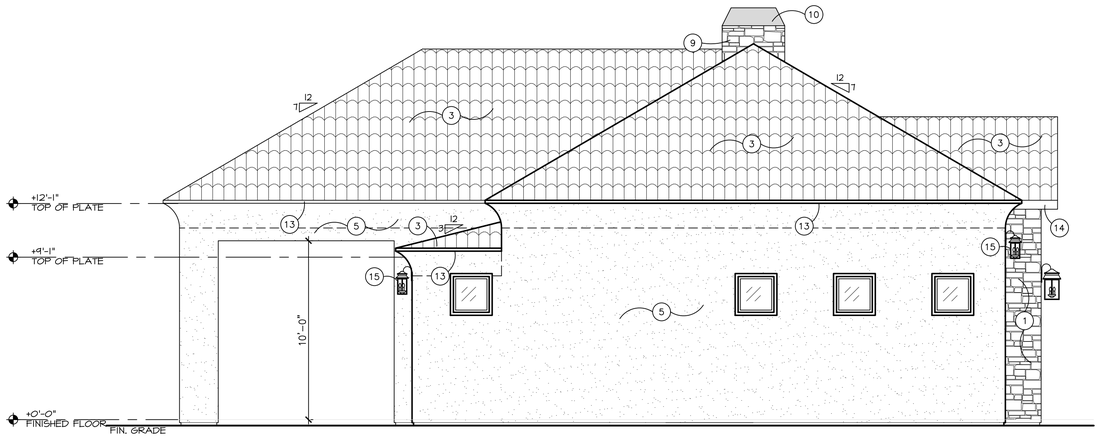
MARK	DESCRIPTION	DATE
BID	CLIENT DELIVERY	7/14/23

PROJECT NO.: 40007a
CAD FILE: 40007A-CLUBJ
DRAWN BY: D.S.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
FARMHOUSE
FLOOR PLAN
PLAN

Drawing No.:
A6.1
SHEET OF

Plot date: 11/3/2023 5:47 AM User: danie
File: J:\Jobs\40007\architectural\drawing\40007a-club.
Layout: A1-01



LEFT ELEVATION

SCALE = 1/4"=1'-0"

FRONT ELEVATION

SCALE = 1/4"=1'-0"

ELEVATION KEYNOTES

1. STONE VENEER – VERIFY STYLE AND COLOR
2. NOT USED
3. CONCRETE TILE ROOF PER SPECS – VERIFY STYLE AND COLOR
4. NOT USED
5. SAND FINISH STUCCO – VERIFY WITH SPECS
6. "ELKAY" LZWS-EDFP217K (OR SIM.) BOTTLE FILLING STATION WITH HI-LOW WATER FOUNTAINS
7. NOT USED
8. NOT USED
9. STONE VENEER CHIMNEY
10. CHIMNEY CAP
11. FAUX 3-HOLE TILE VENT – FYPON OR SIMILAR
12. SHAKER STYLE SHUTTERS
13. SCONCE @ +96" TO CENTER, U.N.O. – CRAFTMADE CROSSBEND ZA3134-TB
14. SMOOTH FINISH FASCIA PER DETAIL
15. SCONCE @ +120" TO CENTER, U.N.O. – CRAFTMADE CROSSBEND ZA3114-TB
16. WINDOW GRID PER A5.3

COLOR & MATERIALS TABLE

KEYNOTE	MATERIAL	
1	STONE VENEER	EL DORADO GRAND BANKS LIMESTONE W/ MORTAR JOINTS
3	ROOF TILE	EAGLE - CAPISTRANO 3520
5	MAIN BODY STUCCO	B.M. - CHANTILLY LACE 2121-70
12	SHUTTERS	B.M. - BLACK 2132-10
14	FASCIA BOARD	B.M. - BLACK 2132-10

MOORADIAN & ASSOCIATES
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NEAL J. ROOT
NEW MEXICO
27692
PROFESSIONAL ENGINEER
Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS AT CERRILLOS
CLUBHOUSE
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
BID	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-CLUBJ
DRAWN BY: D.S.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
EXTERIOR ELEVATIONS

Drawing No.:
A6.2
SHEET OF

Plot date: 11/3/2023 5:47 AM User: donie
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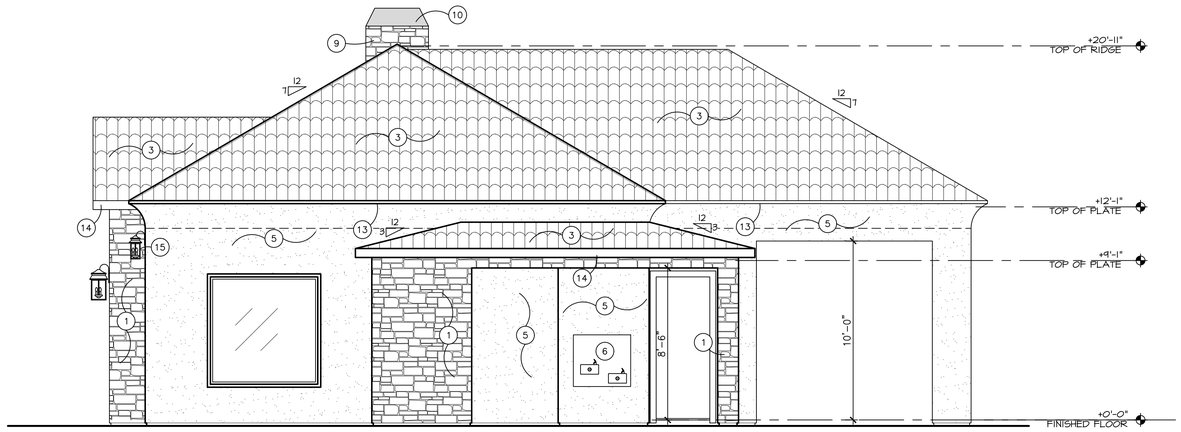
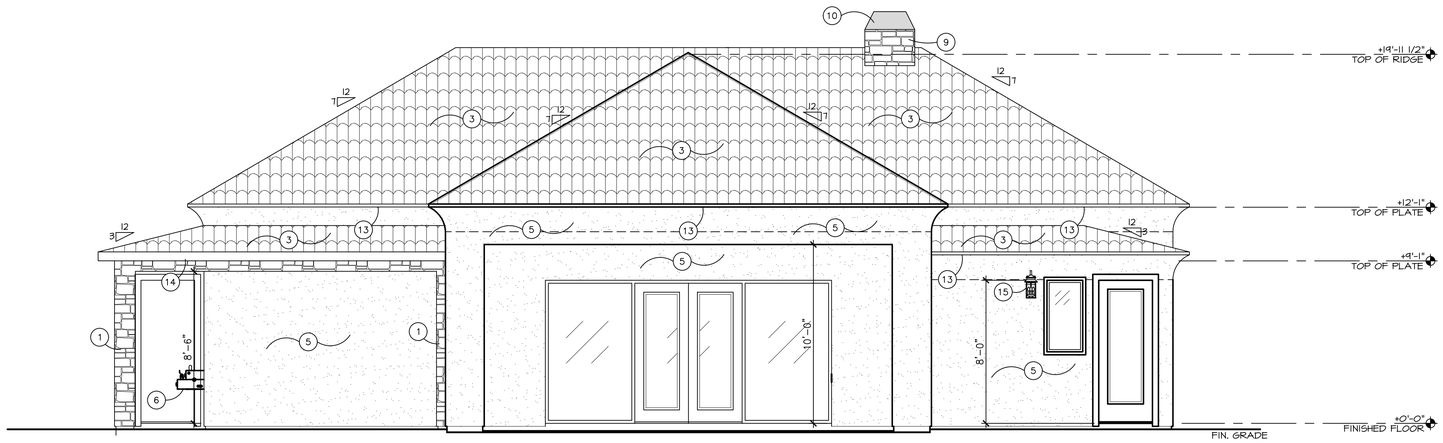
Layout: A2B1



RIGHT ELEVATION

SCALE = 1/4"=1'-0"



REAR ELEVATION

SCALE = 1/4"=1'-0"

ELEVATION KEYNOTES

1. STONE VENEER – VERIFY STYLE AND COLOR
2. NOT USED
3. CONCRETE TILE ROOF PER SPECS – VERIFY STYLE AND COLOR
4. NOT USED
5. SAND FINISH STUCCO – VERIFY WITH SPECS
6. "ELKAY" LZWS-EDFP217K (OR SIM.) BOTTLE FILLING STATION WITH HI-LOW WATER FOUNTAINS
7. NOT USED
8. NOT USED
9. STONE VENEER CHIMNEY
10. CHIMNEY CAP
11. FAUX 3-HOLE TILE VENT – FYPON OR SIMILAR
12. SHAKER STYLE SHUTTERS
13. SCONCE @ +96" TO CENTER, U.N.O. – CRAFTMADE CROSSBEND ZA3134-TB
14. SMOOTH FINISH FASCIA PER DETAIL
15. SCONCE @ +120" TO CENTER, U.N.O. – CRAFTMADE CROSSBEND ZA3114-TB
16. WINDOW GRID PER A5.3

COLOR & MATERIALS TABLE

KEYNOTE	MATERIAL	
1	STONE VENEER	EL DORADO GRAND BANKS LIMESTONE W/ MORTAR JOINTS
3	ROOF TILE	EAGLE - CAPISTRANO 3520
5	MAIN BODY STUCCO	B.M. - CHANTILLY LACE 2121-70
12	SHUTTERS	B.M. - BLACK 2132-10
14	FASCIA BOARD	B.M. - BLACK 2132-10

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Notice:
The Contractor shall verify and be responsible for all dimensions. DO NOT scale drawings. Any error, omissions or discrepancies must be reported to Mooradian & Associates, Inc. before proceeding with construction. Plans and specifications are the property of Mooradian & Associates, Inc. Reproduction or use on any other project other than the project for which they have been prepared for is forbidden.

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Exp: 12/31/2024
7/14/23

Project:
BUNGALOWS AT CERRILLOS
CLUBHOUSE
Santa Fe, New Mexico

Client:
BUNGALOWS ON CERRILLOS, LLC

MARK	DATE	DESCRIPTION
BID	7/14/23	CLIENT DELIVERY

PROJECT NO.: 40007a
CAD FILE: 40007A-CLUBJ
DRAWN BY: D.S.
CHECKED BY: D.C.
SCALE: AS NOTED

Sheet Title:
EXTERIOR ELEVATIONS

Drawing No.:
A6.3
SHEET OF

Plot date: 11/3/2023 5:47 AM User: donie
File: J:\Jobs\40007\architecture\drawing\40007a-clubj
Layout: ARCH