



AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JULY 11, 2024
5:30 PM
MONICA ROYBAL CENTER
737 AGUA FRIA STREET

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY COMMITTEE MEETING

Written Public Comment: Members of the public may submit written comments on legislation by clicking on the comment bubble to the right of the meeting on the public portal at <https://santafe.primegov.com/public/portal> three hours prior to the start of the meeting.

The agenda and packet for the meeting will be posted at <https://santafe.primegov.com/public/portal>.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**

- a. Request for Approval of June 13, 2024 minutes.

5. **COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)**

6. **COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)**

- a. Santa Fe Metropolitan Planning Organization (SFMPO), Erick Aune, AICP, SFMPO Officer and Leah Yngve, MPH, Sr. Transportation Planner
- b. Bike Santa Fe, Dan Young, Board Director
- c. Santa Fe Conservation Trust, Tim Rogers, Trails Program Manager

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

- a. Appointment of New Vice-Chair and BPAC Representative to Public Safety Committee
- Member Steve Pilcher
- b. Announcement of District 1 BPAC Member Recommendation to Mayor Alan Webber (Chair Michael Garcia)
- c. Closing Street(s) Downtown in the Summer – A Request from Bike Santa Fe (Chair Michael Garcia)
- d. What Can BPAC Do When A Bicyclist Die? – A Request from Bike Santa Fe (Chair Michael Garcia)
- e. The Use of Rumble Strips Adjacent to Bicycle Lanes (Dan Painter, Technical Review Subcommittee Chair)
- f. The 48-hour Closing of Arroyo Chamiso Trail near Santa Fe Place Mall for July 4th Fireworks Event – A request from Stephen Newhall (Chair Michael Garcia)

- g. Technical Review of 1) 30% Design of Arroyo de los Chamisos Crossing; and 2) 30% Design of Governor Miles Road Reconstruction (Dan Painter, Technical Review Subcommittee Chair)

8. **SUBCOMMITTEE COMMUNICATIONS**

- a. Policy, Planning and Law (Yolanda Eisenstein, Chair)
- b. Promotion, Education and Communications (Judith Gabriele, Chair)
- c. Technical Review (Dan Painter, Chair)
 - 60% Design Bishops Lodge Road Reconstruction Public Meeting

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: July 11, 2024 Thursday, August 8, 2024**

13. **ADJOURN**

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
JUNE 13, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201
LINCOLN AVENUE
SANTA FE

1. **CALL TO ORDER**

The meeting was called to order by Chair Michael Garcia at 5:35 pm.

2. **ROLL CALL**

Members Present:

Chair Michael Garcia
Member Yolanda Eisenstein
Member Judith Gabriele
Member Khal Spencer
Member Erik Aaboe
Member Steve Pilcher
Member Dan Painter

Members Excused:

Member Tony Gerlicz
Member Ben Pingilley
Member Angela Bordegaray

Others Attending:

Romella Glorioso-Moss, Staff Liaison

3. **APPROVAL OF AGENDA**

MOTION: Member Painter moved, seconded by Member Aaboe, to recommend approval of the Agenda as presented.

VOTE: The motion was approved on the following Roll Call vote:

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None



MINUTES

BICYCLE AND PEDESTRIAN
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5:30 PM
CITY HALL
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LINCOLN AVENUE
SANTA FE

Abstain: None

4. APPROVAL OF MINUTES

a. May 9, 2024

MOTION: Member Aaboe moved, seconded by Member Eisenstein, to approve the Minutes as amended.

VOTE: The motion was approved on the following Roll Call vote:

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None

Abstain: None

Amendment: On p.5 “curve-out” should be “carve – out”

BPAC recommends the ordinance should be redrafted to define purpose of medians as vehicle and pedestrian safety devices and national standards to justify minimums. Survey the impacted medians and provide a clear curve-out for pedestrians using standard medians to cross the street.

5. COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)

6. COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)

a. Santa Fe Metropolitan Planning Organization, Leah Yngve, MSPH, Senior



MINUTES

Transportation Planner

- Complete Street Design Guidelines – SFMPO and City are facing some Procurement challenges
- Traffic Impact Management – work on-going
- Supporting the Art By Bike – Chair Michael Garcia and Member Judith Gabriele attended the meeting
- City with SFMPO applied for Safe Streets and Roads for All grant (federal program) for the construction of St. Michaels Drive/Rail Trail Underpass and the Reconstruction of St. Michael’s Drive from Cerrillos Road to Butolph Road
- SFMPO preparing for updating the Metropolitan Transportation Plan

QUESTIONS:

Member Spencer – What’s happening with the Cerrillos Rd project?

Answer – The design has improved a lot. Consultants were open to City and SFMPO recommendations.

b. Bike Santa Fe, Becky Smith, Board Director

- The BSF Board elections are coming up next month - We are looking for up to 5 new board members to join our organization. Please email us at bikesantafe@gmail.com and see our website for more information on qualifications. Letters of interest are due Monday, July 8, and the new board will take office in the beginning of August.
- We were invited to table at the Casa Alegre Neighborhood Association meeting on June 1st, and got to speak with many bicycle enthusiasts in that neighborhood.
- We’ve been busy with bike valet events. We valeted at the first Canyon Road First Wednesday event that took place on June 5 which was a great success, and are valeting at each Friday evening Railyard concert in June. We are looking for volunteers for the June 28th Railyard concert, as well as



MINUTES

for the International Folk Art Market July 11 - 14, and the Canyon Road First Wednesday in July on July 3rd. If you volunteer for 2 hours or more, you will get a gift card to a local restaurant.

- We think that the success of the Canyon Road event highlights our community's desire for similar opportunities to increase accessibility and connections. Bike Santa Fe is asking if BPAC would consider jointly proposing to the city that we close a few downtown streets to car traffic one day a week in the summer for pedestrians to take over our streets.
- Another cyclist was killed when hit by a car. We mourn Luis Quiroz-Batista's death and the loss to his family and the Santa Fe cycling community. When Luis was killed by a driver, another cyclist's family lost a spouse and a father due to a driver's carelessness at best and deliberate disregard for safe driving practices at worst.

QUESTIONS:

Member Eisenstein: What are you looking for in a Board Member?

Answer: We are a Working Board so we are looking for someone who can work for 6 hours a month with skills in grant writing, bookkeeping, lots of enthusiasm for a 2-year term.

Member Spencer: Are you 501 C3 registered?

Answer: Yes

COMMENT:

Member Painter: In favor of closing one street downtown all the time.

c. Public Safety Committee, Khalil Spencer, BPAC Vice Chair

- No action item at the last meeting.
- Thinking of including the leadership of Public Works on the Agenda.
- Reappointed [Member Spencer] to PSC as a regular member as of June



MINUTES

25, 2024

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Request for Approval of BPAC Strategic Plan FY2023-2033 Amendments, Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair

MOTION: Member Spencer moved, seconded by Member Painter, to approve the BPAC Strategic Plan FY2023-2033 as amended.

VOTE: The motion was approved on the following Roll Call vote:

For: Member Aaboe, Member Eisenstein, Member Gabriele, Member Pilcher, Member Painter, Member Spencer, Chair Garcia

Against: None

Abstain: None

8. SUBCOMMITTEE REPORTS

- a. Policy, Planning and Law (Yolanda Eisenstein, Chair)

Will be presenting the Strategic Plan to the Governing Body on July 10 with Member Gabriele and Member Painter as a back-up. Will be attending July 11th BPAC meeting.

- b. Promotion, Education and Communications (Judith Gabriele, Chair)

Working with City Staff on developing BPAC website. Also, working with Tim Rogers on inviting Council Members on a bike tour in September.

- c. Technical Review (Daniel Painter, Chair)



MINUTES

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Nothing to report.

9. **MATTERS FROM STAFF**

There are 4 applications for District 1 vacancies – all males. We are extending the application for Member Eisenstein’s position for another month since she is not leaving until end of July. We’re hoping to find a woman so there will be gender balance.

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

Thanked both Member Spencer and Eisenstein for their work and service to BPAC and City.

12. **NEXT MEETING: July 11 2024**

13. **ADJOURN 8:08 PM**

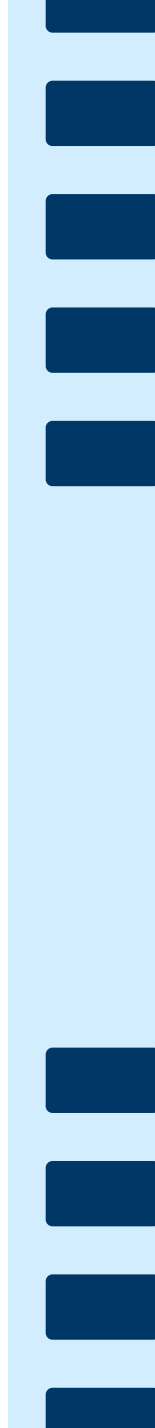
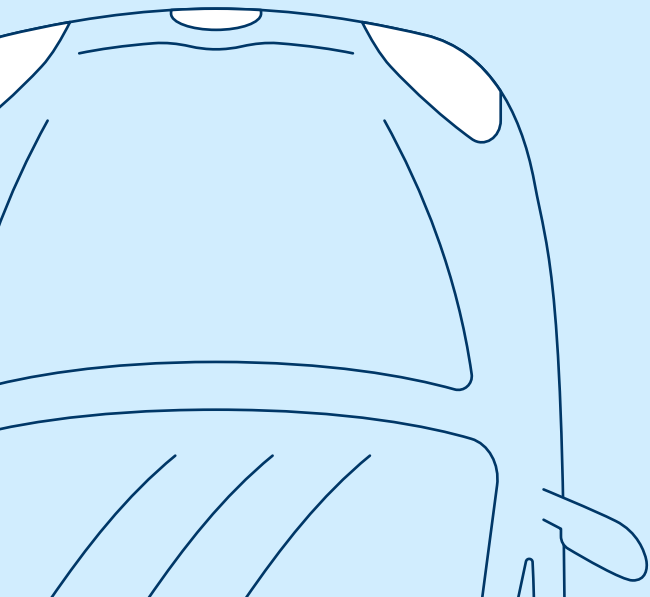
Romella Glorioso-Moss

Liaison

Chair

Solutions for Making Rumble Strips Safer for Cyclists

Best Practices for
Transportation
Decision Makers



Contents

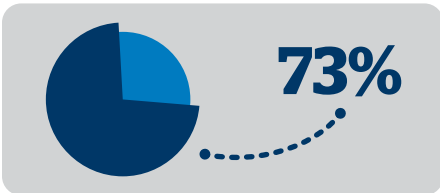
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February 2021



The Problem

While shoulder rumble strips offer an inexpensive and effective way to decrease motorized roadway departure crashes, they can increase safety risks for bicyclists. Rumble strips can reduce or eliminate rideable shoulder space and limit bicyclists' ability to maneuver, increasing the risk of crashes, especially on high-speed and high-traffic roads.

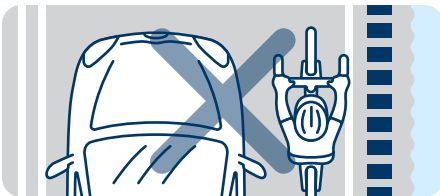


Survey Results

A 2017 survey of over **2,000 people** who have ridden Adventure Cycling routes found that **73%** of respondents have felt **unsafe while riding on roads with rumble strips in all 50 states.**

How are rumble strips dangerous for bicyclists?

Millions of people ride bicycles on America's roadways every year, and cycling continues to increase in popularity.¹ In the last decade, cyclist fatalities have increased 19% (2008: 718, 2018: 853)² with a cost of over \$26 billion.³ People who ride bikes need facilities separate from high-speed traffic to ensure they make it home to their loved ones. States and municipalities that are committed to Vision Zero should actively invest in infrastructure improvements that prevent crashes and protect the most vulnerable road users.



1 | Rumble strips force bicyclists to ride with high-speed traffic.

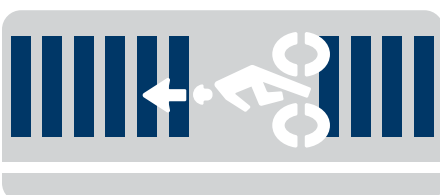
When placed with less than 4 feet of clear, unobstructed shoulder space, cyclists are forced to take the lane and contend with vehicle traffic at speeds of 50 mph or greater. Motorists don't expect to see slower-moving cyclists in their lane, and cyclists are more at risk of being hit by drowsy, distracted, or impaired motorists.

2 | Rumble strips can cause a bicyclist to lose control, increasing the likelihood of injury or death.

Hitting a rumble strip, especially with a loaded bicycle, can cause a cyclist to lose control and fall into the path of a motor vehicle, causing injury, death, and/or property damage.

3 | Rumble strips can eliminate otherwise separated, rideable space for bicyclists.

Cyclists rely on roadway shoulders to provide a safe space away from high-speed traffic. When rumble strips are placed in a way that negates an otherwise rideable shoulder, what would have been a safer space for cyclists is reduced to unrideable dimensions or eliminated entirely.





The Solution

When 4 feet of clear, paved shoulder space is maintained, rumble strips can enhance the safety of people who bike while also reducing run-off-the-road crashes. Where a minimum of 4 feet of shoulder space isn't feasible, rumble strips should not be installed. Transportation decision makers can accomplish this through the following actions:



1 | Policies and Designs

Best Practices PG. 5-7

Rumble strips should be designed and implemented in a way that considers the safety of all road users, particularly vulnerable road users.

- ▶ Preserve a minimum of 4 feet of clear, paved shoulder space, and more with higher speeds. A separated shoulder not only gives bicyclists a safer place to ride, it provides space for motor vehicles to correct their vehicle if they hit the rumble strip, preventing potential run-off-the-road crashes.
- ▶ Install the rumble strip over the edgeline, not in the shoulder. This placement preserves the maximum amount of space for bicyclists to ride and provides an auditory warning for bicyclists if a motorist hits the rumble strip.
- ▶ Include bicycle safety designs in rumble strip policies and roadway design manuals. Bicycle safety designs should be the standard in policies and manuals, which may require additional budgeting for projects in some cases.



2 | Coordinated Project Development

Best Practices PG. 8

Rumble strip policies and practices should consider vulnerable road users in every step of the project development process.

- ▶ Include the relevant local, regional, or state bicycle and pedestrian coordinator and other bicycle advisory experts throughout the process.
- ▶ Consider whether roads included in the project are part of designated bicycle routes or are popular for recreational or commuting cyclists.
- ▶ Dedicate a percentage of transportation funding for projects that improve vulnerable road user safety, including widening shoulders when installing rumble strips.



3 | Quality Control

Best Practices PG. 9

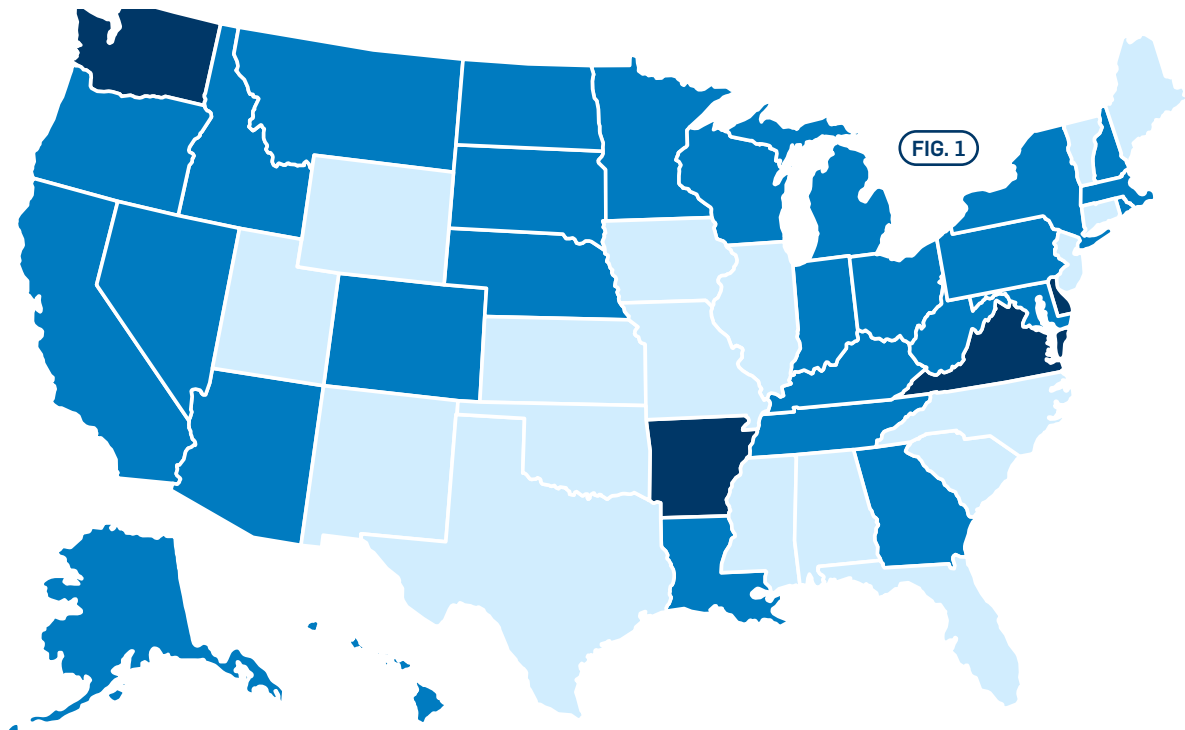
Quality control is an important part of ensuring that rumble strips are installed correctly and don't unintentionally impact bicycle safety.

- ▶ Supervise and inspect any roadway improvement project that involves rumble strips to ensure appropriate rumble strip placement.



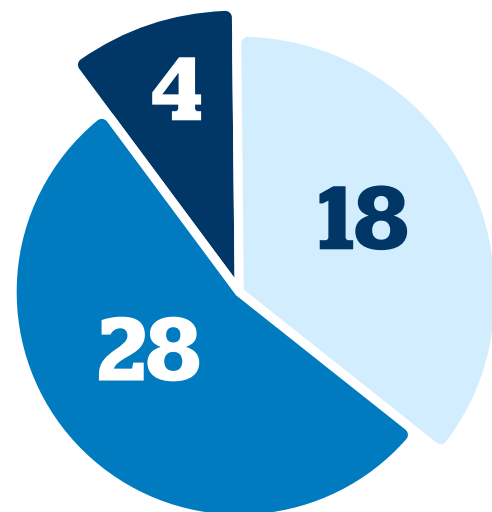
Status of State Rumble Strip Designs

States can reference the model rumble strip policy on **page 4** as an example of how rumble strip designs and project development processes should incorporate bicycle safety. This model policy was used as the standard to grade each state's rumble strip designs using a formulaic approach and awarding points for each bicycle safety feature. This ranking does not take into consideration project development processes including circular review.



Based on this systematic analysis:

- 4** 4 state policies meet all of the minimum model design standards.
- 28** 28 state policies meet some standards but have room for improvement.
- 18** 18 state policies fail minimum model design standards.



To learn more, contact us at:
safety@adventurecycling.org



Model Rumble Strip Policy

This model rumble strip policy was compiled using bicycle safety best practices from transportation experts, results of conducted studies, and existing state rumble strip policies. We recommend that states reference and use language from this model policy when considering bicycle safety improvements for rumble strips in their roadway design manuals.

I. Purpose

Studies indicate that both crossover and roadway departure crashes may be reduced significantly by the use of rumble strips. However, rumble strips can be dangerous to bicyclists when placed with less than 4 feet of shoulder space, forcing cyclists to take the lane and contend with high-speed vehicle traffic.

II. Design Guidance

A Shoulder Rumble Strips

Design standards: Rumble strips, when considered for installation on new, reconstructed, or resurfaced outside shoulders of all non-access controlled roadways should accommodate bicyclists by incorporating the following design standards (as shown in fig. 2, pg. 5):

- 1 Shoulder width: A minimum effective clear shoulder width of 4 feet or more should be provided from the outside edge of the rumble strip groove to the outside edge of the paved shoulder, or 5 feet from the outside edge of the rumble strip groove to the front face of a curb or guardrail.
- 2 If this clear area cannot be maintained, then a change of configuration and/or deletion of the rumble strip should be considered. Reducing lane widths if the lanes are 12 feet or wider may be considered to increase shoulder width dimensions.
- 3 Offset: Edgeline rumble stripes should be prioritized. If an offset from the lane marker is necessary, then it should not exceed 6 inches and there should be at least 4 feet of shoulder space from the outside edge of the rumble strip to the outside edge of the paved shoulder.
- 4 Traffic speed: Rumble strips should not be considered on roadways with a posted speed limit of 50 mph or less.
- 5 Gaps: Rumble strips should be installed with gap patterns, consisting of 10- to 12-foot gaps for every 40- to 60-foot rumble strip segment.

B Centerline Rumble Strips

Design Standards: When drivers shift their lane position away from centerline to avoid the rumble strips, they are moving closer to pedestrians and bicyclists on the shoulder. Implementation of centerline rumble strips should follow these design standards:

- 1 In locations where the combined lane and shoulder width in either direction is 14 feet or less, consider the level of bicyclist and pedestrian use along the route before installing centerline rumble strips.
- 2 If centerline rumble strips are installed, follow the AASHTO recommendations of a 6-foot minimum shoulder to ensure space for bicyclists and pedestrians.

III. Review and Implementation

- A The regional or state bicycle and pedestrian coordinator should be notified of the proposed rumble strips and consulted throughout the project development process.
- B The regional or state bicycle and pedestrian coordinator should review the road segment under consideration for rumble strip application and identify if it:
 - 1 is used by bicyclists
 - 2 comprises the only practical route between two destinations
 - 3 has been identified as part of a current or prospective bicycle route such as a U.S. Bicycle Route, state or local bike route, or route mapped by a bicycling organization
- C If the road segment under review is identified as having current or future bicycle traffic, then rumble strips should not be applied with less than a minimum clear shoulder width of 4 feet and bicycle safety design standards must be applied as described in Section II.



Best Practices: Rumble Strip Designs for Bicycle Safety

There are clear, nationally recognized rumble strip design standards for bicycle safety, including the FHWA and AASHTO guidelines. However, these guidances lack specific dimensions for many key design features. The following design standards are compiled from a variety of studies and guidances that consider bicyclist safety and comfort. Many of these recommendations are minimum standards, and for optimal bicyclist safety and comfort we advise exceeding minimum standards.

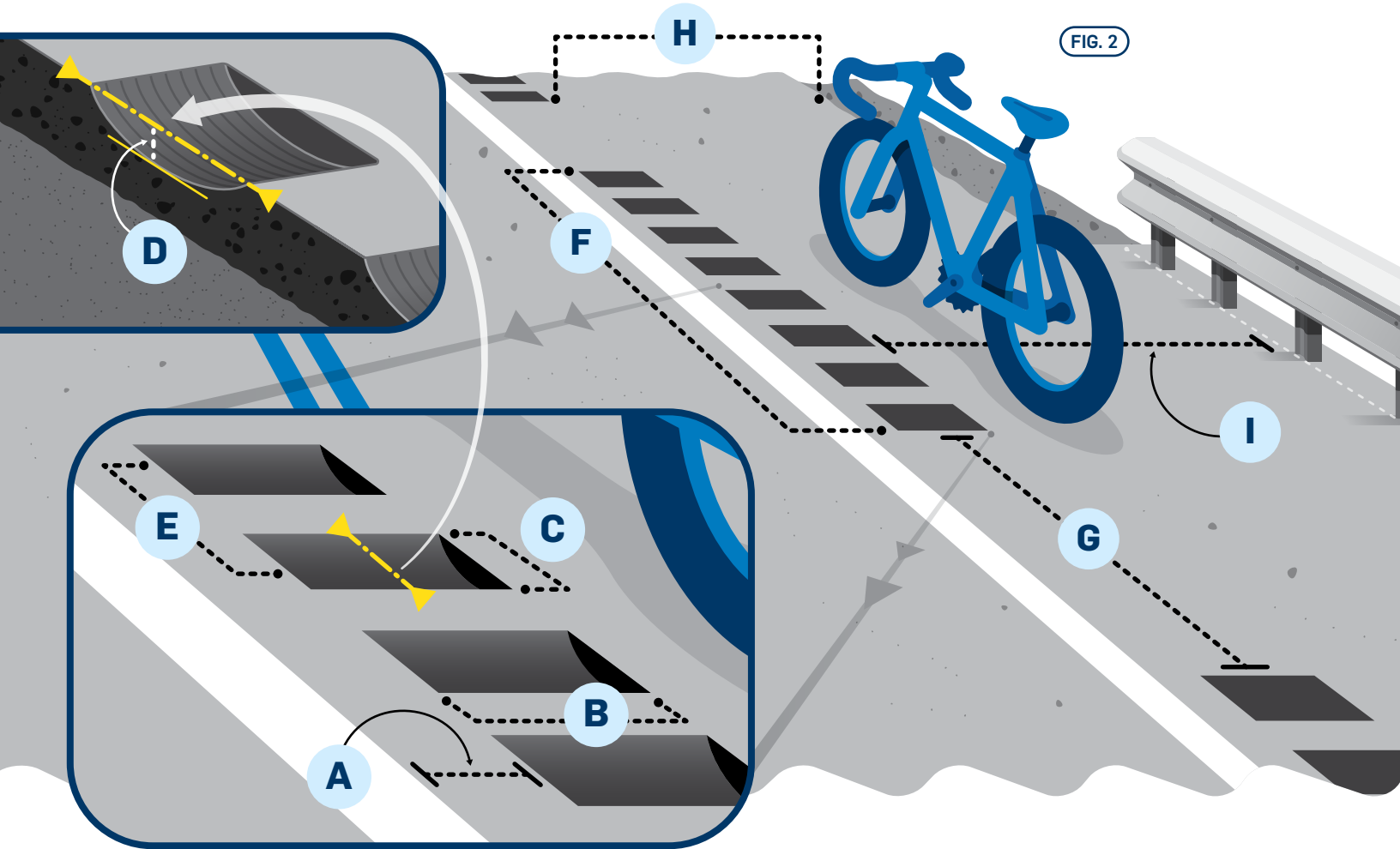


FIG. 2

A Offset: 0-6"

B Transverse Length: 6"

C Parallel Width: 5-7"

D Depth: 3/8"

E Center to Center Spacing: 10-12"

F Strip Length Before Gap: 40-60'

G Gap Length: 10-12'

H Minimum Shoulder Width: 4'

I Minimum Shoulder Width w/Guardrail: 5'

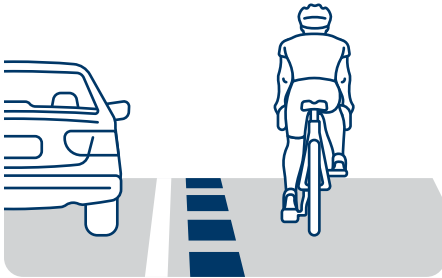


Design Justifications

While all dimensions and design aspects of rumble strips are important to consider for bicycle safety, the design dimensions below are described in order of priority and supported by research.

Shoulder Rumble Strips

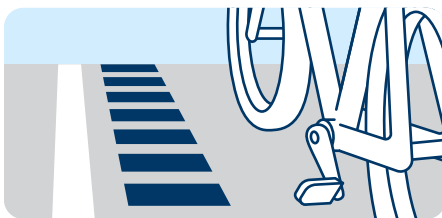
Shoulder Width



- ▶ The amount of shoulder space provided for people who ride bikes is the most important aspect of bicycle safety in rumble strip design. According to AASHTO, 4 feet of clear shoulder space is the minimum amount to ensure rideable space; however, more space is necessary as traffic numbers and speeds increase.⁴ The Texas A&M Transportation Institute recommends 7 feet minimum with increasing shoulder width correlated to adjacent vehicle speed when rumble strips are present.⁵
- ▶ A minimum of 4 feet of shoulder space benefits road users in several ways, including providing space for bicyclists to maneuver around debris, motorists to recover from crossing over the edgeline, law enforcement to perform duties, and accommodation of wider nonstandard bikes, trikes, and mobility devices.

Shoulder Width with Guardrail

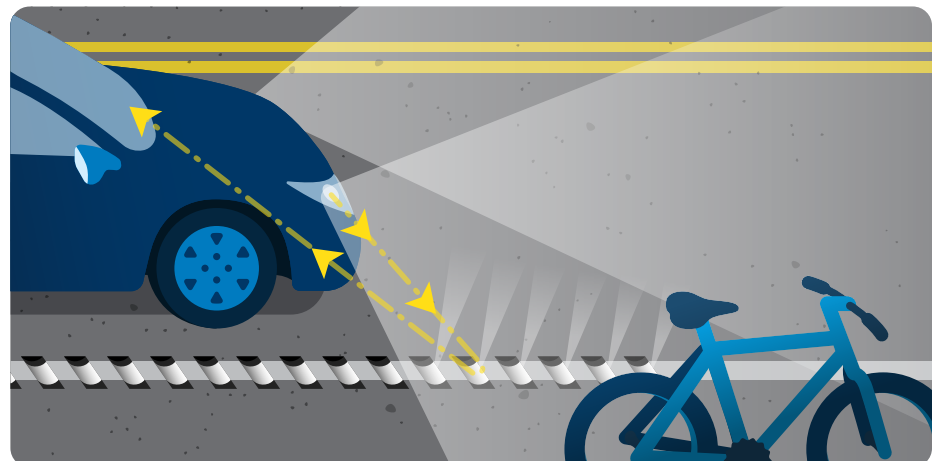
- ▶ If a guardrail, curb, or other obstacle such as a drainage grate is present, a minimum of 5 feet of space should be available.⁴



Offset

- ▶ When installed within six inches of (or under) the travel lane marking, motorists are alerted sooner, and the maximum amount of rideable shoulder space is provided. Regardless of rumble strip placement, at least 4 feet of clear shoulder space should be maintained.
- ▶ Edge-line rumble stripes (**fig. 3**) guarantee the maximum amount of shoulder space because the stripe itself is beneath the travel lane marking. The angled surface also allows for better retroreflectivity at night and in inclement weather while protecting the pavement marking within the rumble strip from wear.

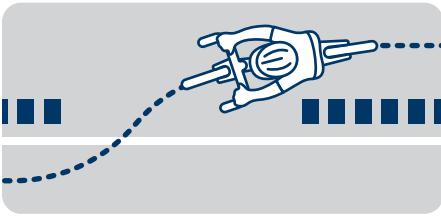
FIG. 3





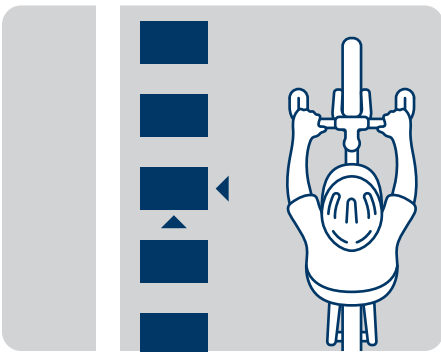
Depth

- ▶ According to a study conducted by the Colorado Department of Transportation, 3/8 of an inch is the optimal depth to balance both cyclist safety and vehicle vibration.⁶ A shallower depth is less jarring to bicyclists who ride over the rumble strip.



Gaps

- ▶ Gaps allow bicyclists to safely exit the shoulder in order to avoid obstacles or navigate turns. A study conducted by the Transportation Research Board found that gaps of 10–12 feet per 40–60 feet of rumble strips are sufficient for typical cyclists' use. On steeper downhill grades, gaps should be larger to compensate for higher bicyclist speeds.⁷

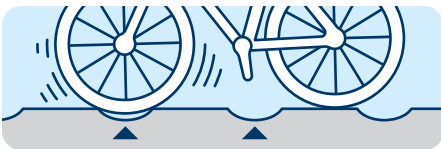


Transverse Length

- ▶ According to a report commissioned for the National Cooperative Highway Research Program (NCHRP), the optimal length of a rumble strip groove where bicyclists are expected is 6–12 inches. However, for areas with minimal shoulder space, narrower designs should be considered to ensure the maximum amount of rideable space for bicyclists.⁸

Parallel Width

- ▶ According to AASHTO, the rumble strip width should be 5 inches to accommodate bicyclists' safety.⁴



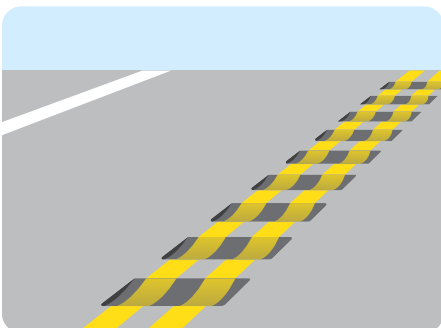
Center to Center Spacing

- ▶ Closer spacing creates less of a jarring effect on people riding bicycles. However, placing them too close together negates their effectiveness for motorists. According to a study conducted by Penn State, 12-inch spacing is ideal for cyclists' comfort.⁹



Minimum Posted Speed

- ▶ According to NCHRP, fatigue-caused run-off-the-road crashes are most likely to occur at higher speeds, particularly 55–65 mph. Additionally, state policies tend to prescribe rumble strips on roads with speeds of 50 mph or greater, most likely to reduce noise in residential areas.⁸



Centerline Rumble Strips

- ▶ AASHTO recommends 6-foot minimum shoulder widths where centerline rumble strips (**fig. 4**) are installed.⁴ This recommendation is backed by research conducted for the Michigan Department of Transportation, which indicates that motorists are less likely to cross the centerline rumble strip when cyclists are present.¹⁰ Anecdotal evidence further suggests that motorists are less likely to cross the centerline rumble strip even when cyclists are forced to ride in the travel lane due to lack of shoulder space.

FIG. 4



Best Practices: Coordinated Project Development

Once bicycle safety best practices have been incorporated into rumble strip design standards and policies, it is important that they are put into practice. To ensure that these best practices are consistently and effectively integrated, coordination and review of roadway projects should include the relevant bicycle and pedestrian coordinator and bicycle advisory experts. While project development processes vary, the following checklist provides recommendations for local and state transportation decision makers to integrate bicycle safety best practices into project delivery.

Step 1 - Planning

- Has the bicycle and pedestrian coordinator reviewed and approved proposed projects that include rumble strips, especially those that affect designated bicycle routes?
- Have these projects been reviewed with bicycle experts such as members of the state bicycle advisory board or a state or national bicycle advocacy organization?
- Have traffic safety experts been consulted on how the proposed project will affect the safety of all road users?

Step 2 - Development

- Has the current and future bicycle use of the road segment(s) been reviewed, including how rumble strips will affect cycling access and safety? Consider if the corridor:
 - is being used by bicyclists or bike tour groups
 - comprises the only practical route between two destinations
 - has been identified as part of a current or prospective bicycle route such as a U.S. Bicycle Route, state or local bike route, or route mapped by a bicycling organization
- Has there been outreach to state and local bicycle groups to identify cyclists' concerns?

Step 3 - Funding

- Is there dedicated transportation funding for projects that address vulnerable road user safety, including widening shoulders with rumble strip installation?
- Have all possible project funding sources for widening shoulders been reviewed?¹¹

Step 4 - Final Design

- Has the bicycle and pedestrian coordinator or similar expert been involved with the review of the final design?
- Does the final design incorporate the bicycle safety practices outlined in the rumble strip policy?

Step 5 - Construction

- Are contractors aware of and following the bike safety design standards in the rumble strip policy?
- Are project managers regularly checking in with on-site construction managers to ensure that installation of rumble strips follows bike safety design standards?

Step 6 - Review

- Have the completed segments of rumble strips been inspected to ensure that the bicycle safety design standards were followed?
- Were clauses added to the contract that hold contractors responsible in the case of an incorrect installation?

Step 7 - Maintenance

- Is shoulder maintenance planned and budgeted for roadways with rumble strips, including sweeping debris and mowing to reduce vegetation, with a priority on roads with higher anticipated bicycle use?



Best Practices: Quality Control

Quality control is important in every phase of planning, implementation, and review to ensure that bicycle safety standards are being followed.

1

Policies and manuals

Design standards and considerations for bicycle safety should be consistent across rumble strip policies and design manuals. Inconsistencies can result in rumble strip installation that does not follow standards and is dangerous for bicyclists.

2

Circular review

The bicycle and pedestrian coordinator should be notified for review if rumble strips are added to a project to ensure that policies and design standards for bicycle safety are met.

3

Contractor oversight

The administrator or construction manager should oversee the process to ensure the bicycle safety policies and design guidelines are followed, especially when contracting with an outside construction firm. This is often the breakdown between a good design standard and the actual placement of the rumble strip.

4

Fixing existing rumble strips that don't meet standards

It is much easier and less expensive to install rumble strips correctly the first time. According to FHWA, rumble strips are generally costly to remove.¹² Some estimates put the figures at 2–26x the cost of installation.¹³



Bicycle Route Conditions Mapping Tool

Adventure Cycling is developing a series of interactive state maps that display crash and roadway data associated with increased risk for bicycle safety along Adventure Cycling and U.S. Bicycle Routes, including bicycle crashes, shoulder widths, lane widths, placement of rumble strips,

speed limits, and average daily traffic. These maps will allow transportation decision makers to use a data-driven approach to identify higher risk corridors for bicycling and prioritize effective countermeasures to meet Vision Zero goals for bicycle safety.



To learn more, contact us at:
safety@adventurecycling.org



References & Resources

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Contributor Acknowledgments

This best practices guide was written and designed by Adventure Cycling Association staff with the assistance of transportation and bicycle experts. We wish to acknowledge the various contributors who provided editorial feedback and assistance throughout the project:

- ▶ **American Association of State Highway and Transportation Officials**
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- ▶ **Federal Highway Administration**
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- ▶ **Adventure Cyclists**
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About Adventure Cycling Association

As a nonprofit organization, Adventure Cycling Association's mission is to inspire, empower, and connect people to travel by bicycle. Established in 1973, we are the premier bicycle-travel organization in North America with more than 40 years of experience and 50,000 members.



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[@adventurecycling](https://www.instagram.com/adventurecycling)

From: [GARCIA, MICHAEL J.](#)
To: [GLORIOSO-MOSS , ROMELLA S.](#)
Subject: FW: Arroyo Chamiso trail closure
Date: Wednesday, July 3, 2024 7:01:50 PM
Attachments: [image001.png](#)

Hi Romella,

Can we Stephen's request to our next agenda?

Thanks,
Mike

Michael J. Garcia
City Councilor, District 2
Email: mjgarcia@santafenm.gov
Office: (505)955-6816
Cell: (505)469-7488



From: Stephen Newhall <sfnewhall@gmail.com>
Sent: Wednesday, July 3, 2024 4:05 PM
To: GARCIA, MICHAEL J. <mjgarcia@santafenm.gov>
Subject: Arroyo Chamiso trail closure

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

Michael, the city has closed the Arroyo Chamiso train near Santa Fe Place Mall as of this morning. It is closed for two days, due to the fireworks show tomorrow night. Closing the trail for a one hour show tomorrow night is saying that cyclists do not matter. They would never shut down a major street for 48 hours for a one hour event. Please put this on the agenda for the next BPAC meeting.

Thank You, Stephen Newhall

BPAC's Technical Review Committee's Comments for the 30% Plans for the Arroyo de los Chamisos

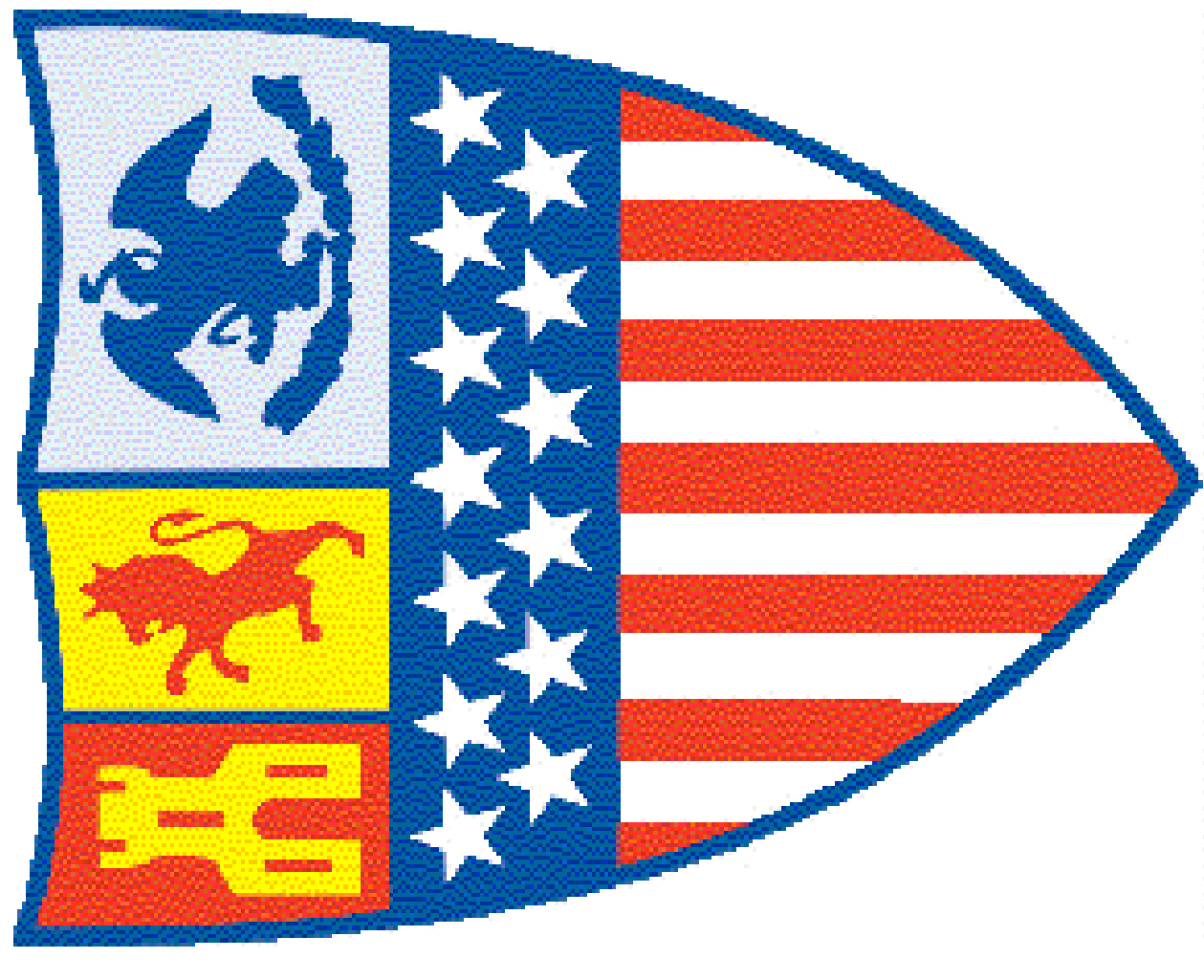
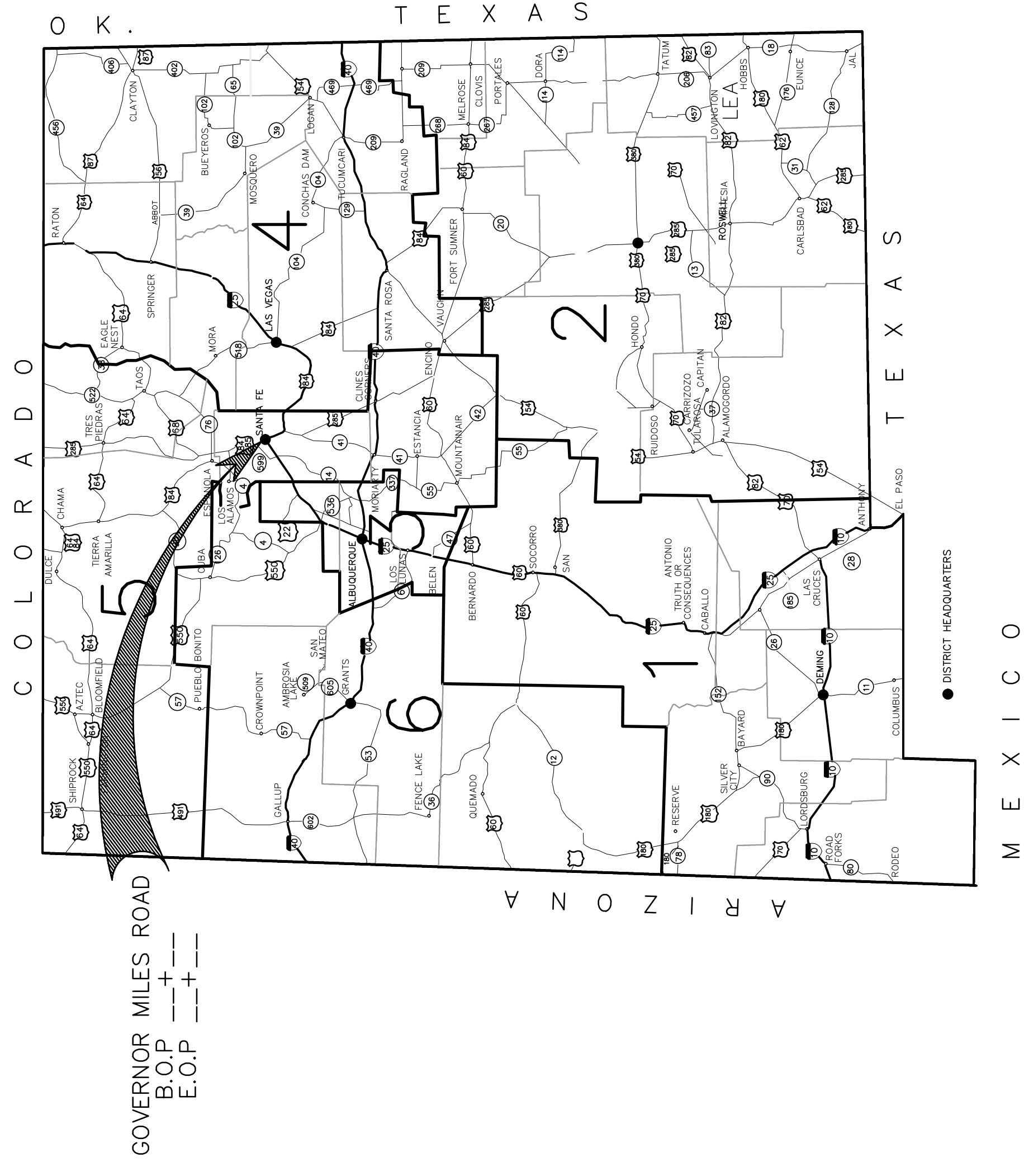
1. Page 36 –The exit and entrance ramps for the bike lane as it approaches (or departs) the roundabout need to be more aligned with the bike lane to serve as slip ramps.
2. Page 40 – the ramp is aligned with the middle of the on-coming traffic but should be off-set to aligned with the SE corner.
3. Pages 53 & 54 – the striping for the SB Richards at Rodeo Road shows a combined thru/RT lane and the bike lane to the right (outside). It would be preferable to split the combined lane and place the RT lane on the outside with the bike lane between the RT and thru lanes. Do projected traffic volumes necessitate two thru lanes or can one thru do the job? If the combined lane is required then the use of a sign stating that “right turns yield to bikes” may be needed.
4. Page 81 – Longitudinal grade of the bike underpass is proposed to be 0.30 percent but shouldn't it be between 1.0% and 2.0% to insure water does not pond inside the underpass?
5. Page 97 – the cross-hatching for a crosswalk is aligned with the bike lane but not the cross walk. Is this correct?
6. Page 113 – Can a “skylight” be used in the median above the bike underpass? Perhaps made out of plexi-glass. This may require a slight shift in the alignment of the surface crosswalk.

CONSTRUCTION PLANS FOR

GOVERNOR MILES ROAD ROADWAY IMPROVEMENTS

SANTA FE COUNTY, NM

CIP NO. _____



CONVENTIONAL
ON PLAN

PLAN VIEW

SCALE: 1" = 100'

TITLE
SCALE



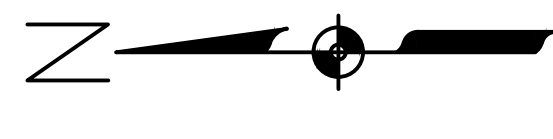
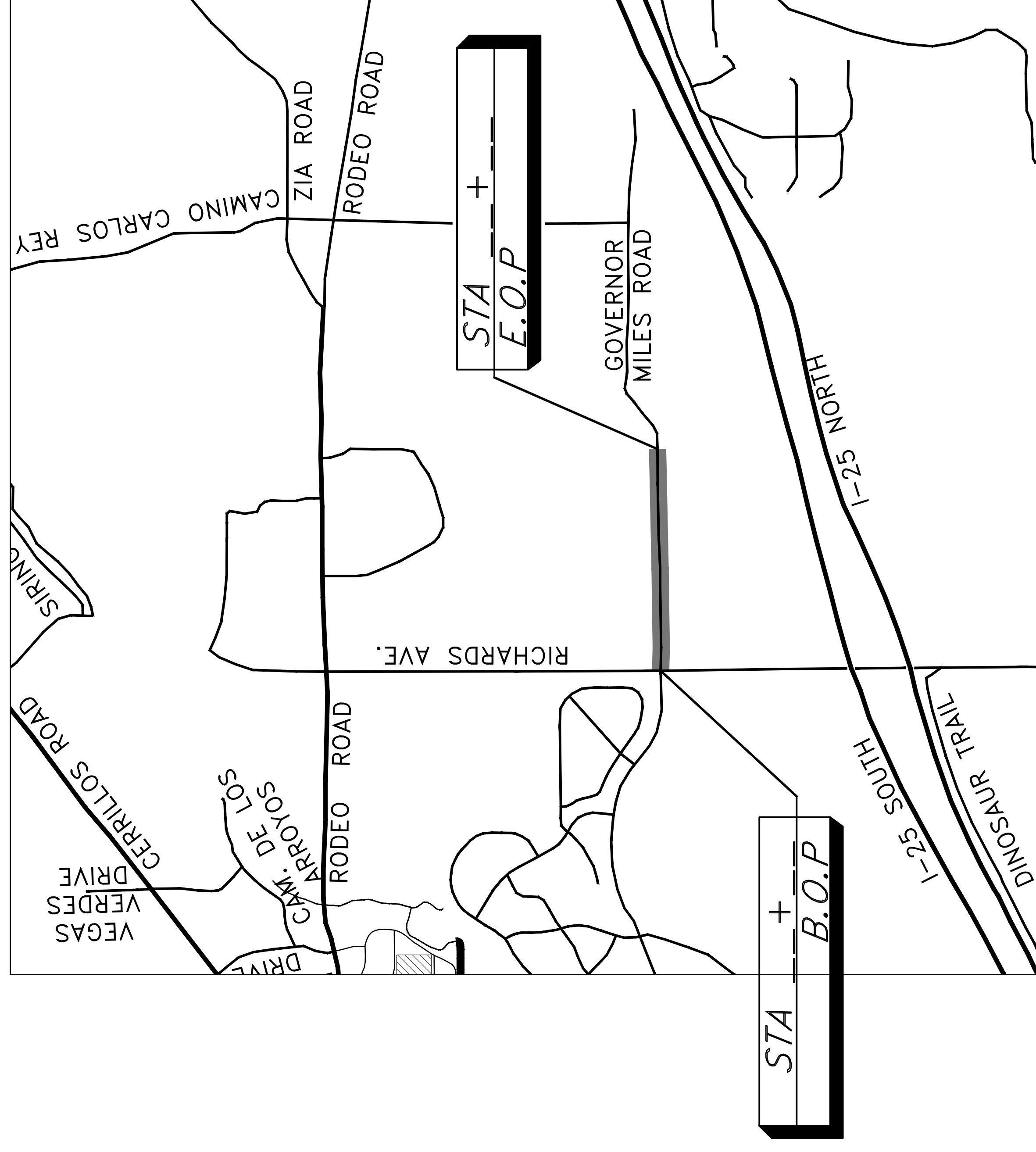
NORTH ARROW

LENGTH OF PROJECT: _____ FEET

- DENOTES UTILITY POLE
- DENOTES GUY WIRE/ANCHOR
- DENOTES CALCULATED POINT, NOT SET
- DENOTES FOUND BRASS CAP, AS SHOWN
- DENOTES FOUND MONUMENTS AS INDICATED HEREON.
- DENOTES CHAIN LINK FENCE
- DENOTES WIRE FENCE
- OH DENOTES OVERHEAD UTILITY LINE
- FO DENOTES FIBER OPTIC LOCATES
- C DENOTES COMMUNICATION UTILITY LOCATES
- W DENOTES WATER LINE, ASSUMED
- E DENOTES ELECTRIC LOCATES
- G DENOTES GAS LOCATES
- Q.D. DENOTES QUITCLAIM DEED
- W.D. DENOTES WARRANTY DEED
- SWD DENOTES SPECIAL WARRANTY DEED
- P.R.D. DENOTES PERSONAL REPRESENTATIVES WARRANTY DEED
- RCP DENOTES REINFORCED CONCRETE PIPE
- CPP DENOTES CORRUGATED POLYETHYLENE PIPE CULVERT
- CMP DENOTES CORRUGATED METAL PIPE CULVERT
- I.I. DENOTES INVERT IN
- I.O. DENOTES INVERT OUT
- A.C. DENOTES ALUMINUM CAP, SURVEY MONUMENT
- S.A.S. DENOTES SANITARY SEWER
- DE DENOTES DRAINAGE EASEMENT
- M.B. DENOTES MAILBOX
- DENOTES FLOOD ZONE LIMIT REF. DOC.#2
- ~~~~~ DENOTES BASE FLOOD ELEVATION, DIRECTLY FROM DIGITAL G.I.S. FILES
- ▨ DENOTES APPROXIMATE BUILDING AS DEPICTED FROM VARIOUS SATELLITE OR AERIAL PHOTOS

SCALES:

- 20 10 0 20 40
SCALE: 1" = 20'
CIVIL SITE PLAN
- 20 10 0 20 40
SCALE: 1" = 20'
GRADING AND DRAINAGE PLAN
- 20 10 0 20 40
SCALE: 1" = 20'
DEMOLITION PLAN/ENLARGED PLANS
- 20 10 0 20 40
SCALE: 1" = 20'
UTILITY PLAN
- 50 25 0 50 100
SCALE: 1" = 50'
SEQUENCE OF CONSTRUCTION
- 50 25 0 50 100
SCALE: 1" = 50'
PROFILE HORIZONTAL
- 10 5 0 10 20
SCALE: 1" = 10'
PROFILE HORIZONTAL
- 10 5 0 10 20
SCALE: 1" = 10'
PROFILE VERTICAL
- 2 1 0 2
SCALE: 1" = 2'
PROFILE VERTICAL
- 10 5 0 10 20
SCALE: 1" = 10'
SECTION



VICINITY MAP

SCALE= 1" = 1000'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
CIP NO. _____

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

30% CONSTRUCTION
DOCUMENTS

VICINITY MAP

THE 2019 EDITION OF NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SHALL BE USED FOR THIS PROJECT.

THESE SPECIFICATIONS SHALL GOVERN CONSTRUCTION OF THIS PROJECT.

INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION
1-1	COVER SHEET
1-2	VICINITY MAP
1-3	INDEX OF SHEETS
1-4 TO 1-6	CIVIL SITE PLAN
1-7 TO 1-9	PAVING PLAN
1-10 TO 1-11	GENERAL NOTES
1-12	SUMMARY OF QUANTITIES
1-13	ENVIRONMENTAL NOTES
1-14 TO 1-16	SITE ACCESSIBILITY PLAN
	SUB-TOTAL = 16 SHEETS
2-1	EXISTING TYPICAL SECTIONS
2-2 TO 2-2b	PROPOSED TYPICAL SECTIONS
2-3	TYPICAL DETAILS
2-4 TO 2-5	MISCELLANEOUS QUANTITIES
2-6	SCHEDULE OF BEST MANAGEMENT PRACTICES
2-7 TO 2-9	TESCM PLAN
2-10 TO 2-12	DEMOLITION PLANS
2-13 TO 2-15	GEOMETRICS PLANS
2-16 TO 2-1X	CURB RAMP DETAIL
2-1X	REVEGETATION PLAN
2-20 TO 2-26	CERTIFIED TOPOGRAPHIC MAPS
2-2X TO 2-2X	RIGHT-OF-WAY MAPS
	SUB-TOTAL = X SHEETS
3-1 TO 3-3	ROADWAY PLAN AND PROFILES
3-4 TO 3-6	GRADING AND DRAINAGE PLANS
3-7 TO 3-X	DETAILED CURB RAMP GRADING
	SUB-TOTAL = X SHEETS
4-1 TO 4-6	DRIVEWAY TURNOUTS
	SUB-TOTAL = 6 SHEETS
5-1	NOT USED
6-1	SUGGESTED SEQUENCE OF CONSTRUCTION
6-2 TO 6-3	CONSTRUCTION TRAFFIC CONTROL PLANS
6-4	CONSTRUCTION TRAFFIC CONTROL SIGN FACE DETAILS
6-5	CONSTRUCTION SIGNING SCHEDULE
	SUB-TOTAL = 5 SHEETS

INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION
7-1 TO 7-3	PERMANENT SIGNING AND STRIPING PLAN
7-4	PERMANENT SIGNING AND STRIPING QUANTITIES AND DETAILS
	SUB-TOTAL = 2 SHEETS
8-1 TO 8-7	LIGHTING PLANS
	SUB-TOTAL = 7 SHEETS
9-1	TRAFFIC SIGNAL NOTES, EQUIPMENT REQ'S, & LEGEND
9-2	TRAFFIC SIGNAL QUANTITIES AND INCIDENTALS
9-3	TRAFFIC SIGNAL PLAN
9-4	TRAFFIC SIGNAL DETAILS
9-5	TRAFFIC SIGNAL CABLES & CONDUITS
9-6	TRAFFIC SIGNAL FUNCTIONS & DETECTORS
9-7	TRAFFIC SIGNAL METER PEDESTAL DETAIL
9-8	TEMPORARY TRAFFIC SIGNAL PLAN
	SUB-TOTAL = 8 SHEETS
10-1 TO 10-2	STRUCTURE SECTIONS
	SUB-TOTAL = 2 SHEETS
11-1	UTILITY NOTES
11-2 TO 11-4	UTILITY PLAN
11-5 TO 11-X	SDCW WATER PLANS
	SUB-TOTAL = X SHEETS
12-1 TO 12-9	STANDARD DRAWINGS AND DETAILS - SEE INDEX OF SERIALS
	SUB-TOTAL = 9 SHEETS
13-1 TO 13-5	ROADWAY CROSS SECTIONS
	SUB-TOTAL = 5 SHEETS
	TOTAL = 93 SHEETS

INDEX OF SERIALS

SHEET	DESCRIPTION	REVISION DATE	SERIAL
12-1	CITY OF SANTA FE DRAINAGE DETAILS		N/A
12-2	NMDOT STANDARD DRAINAGE DETAILS	4/10/2012	206-03-1/1, 206-07-1/1, 206-10-1/1 & 609-01-1/1
12-3	NMDOT STANDARD DRAINAGE DETAILS	1/10/2013	623-14-1/3 TO 623-14-3/3
12-4 TO 12-6	NMDOT PEDESTRIAN ACCESS DETAILS	1/13/2015	608-001-1 TO 608-001-12
12-7 TO 12-8	NMDOT TEMPORARY EROSION & SEDIMENT CONTROL MEASURES	11/29/2004	603-01-1/7 TO 603-01-7/7
12-9	CITY OF SANTA FE SANITARY SEWER STANDARD CONSTRUCTION DETAILS SHEET 2 OF 5	11/16/1994	N/A

Santa Fe Engineering
SFC Consultants, LLC

CITY OF SANTA FE

CIP NO. _____

SHEET NO.

1-3

*NOT INCLUDED IN 30% SUBMITTAL

NO.	DESCRIPTION	DATE	BY
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CITY OF SANTA FE
CIP NO. _____

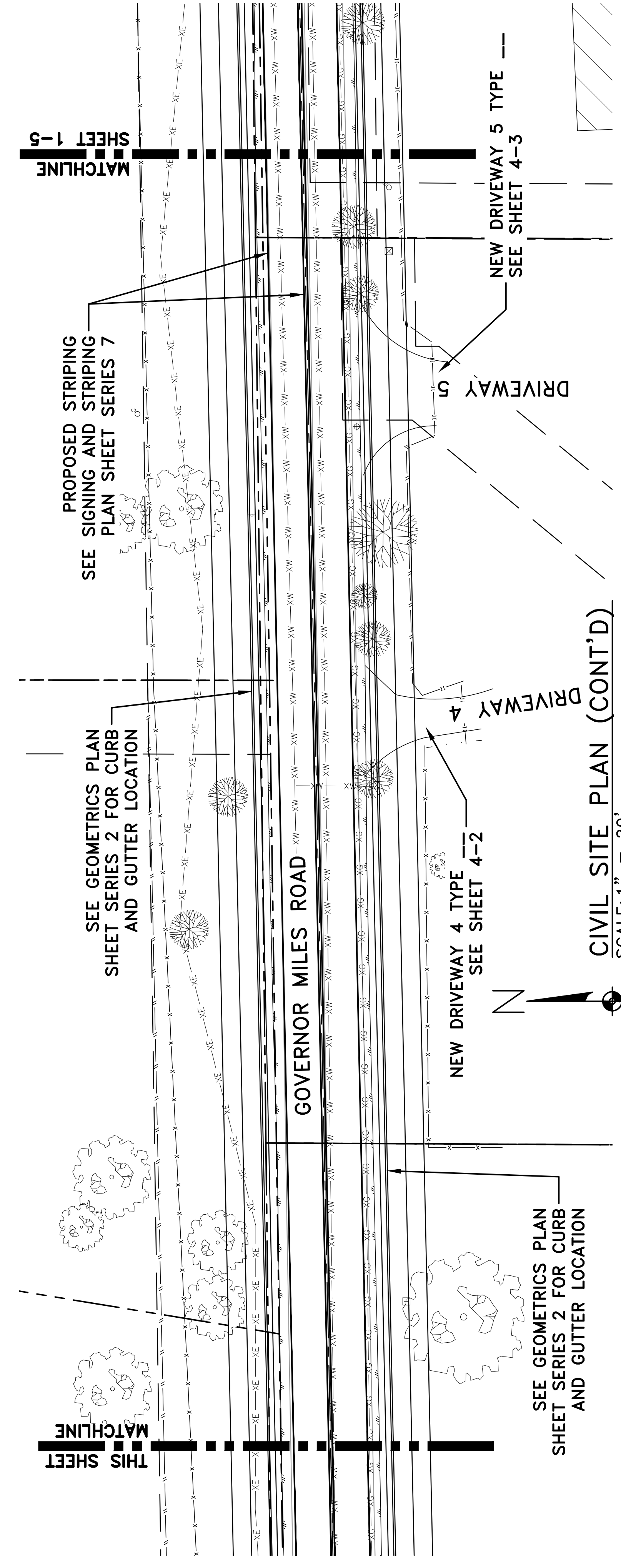
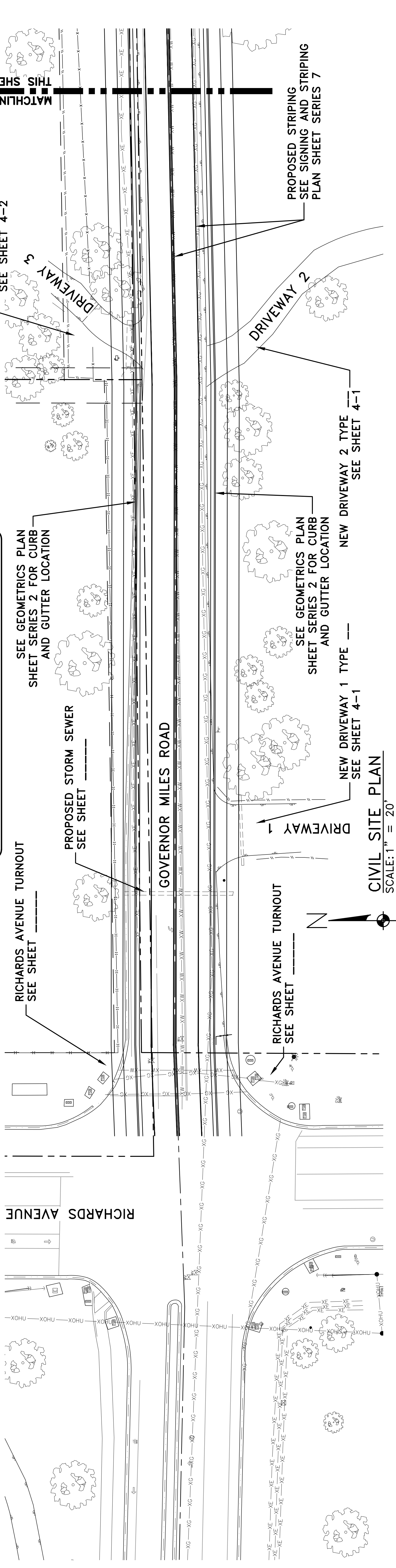
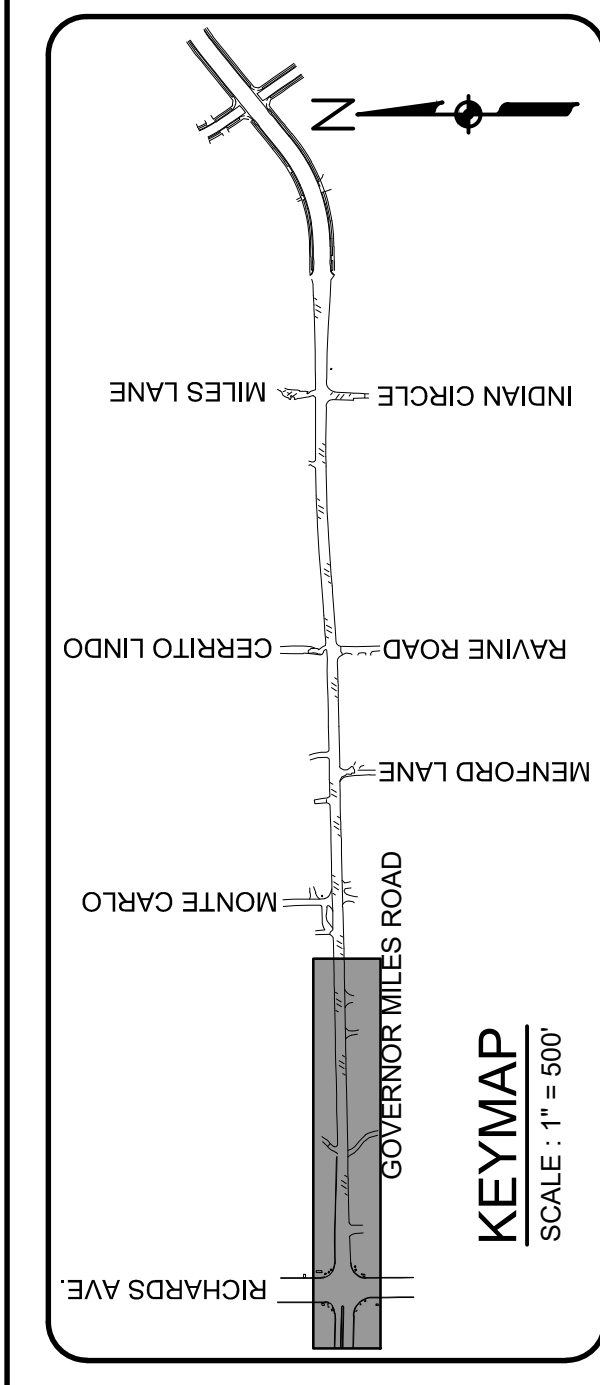
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

30% CONSTRUCTION
DOCUMENTS

INDEX OF SHEETS

SCALE: N.T.S.

SHEET 1-3



NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

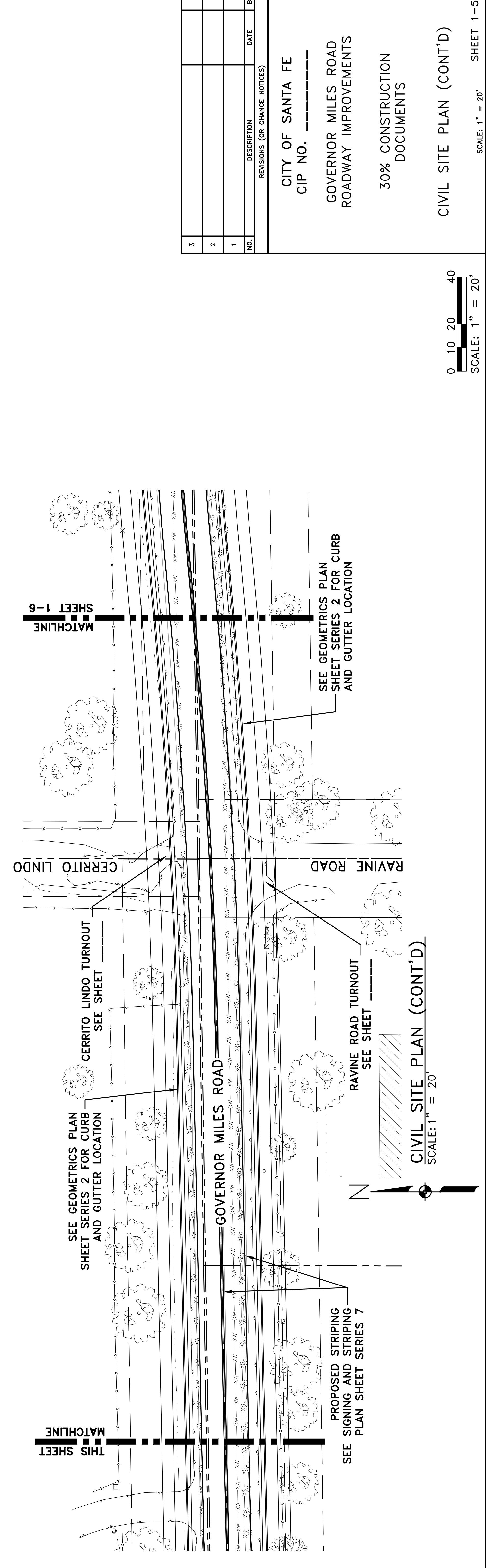
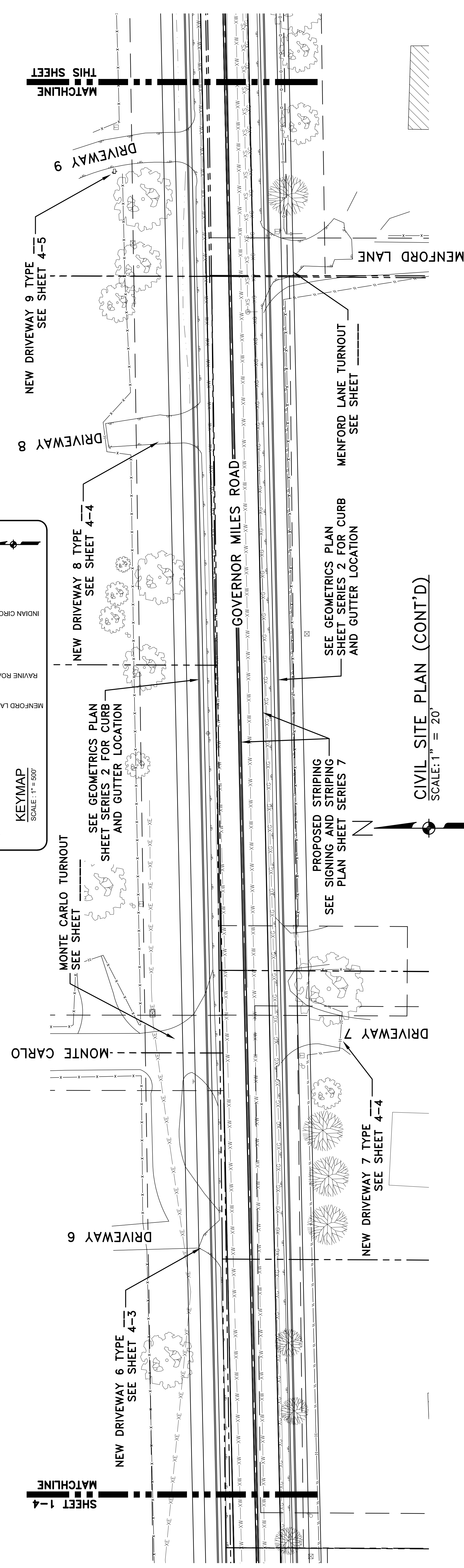
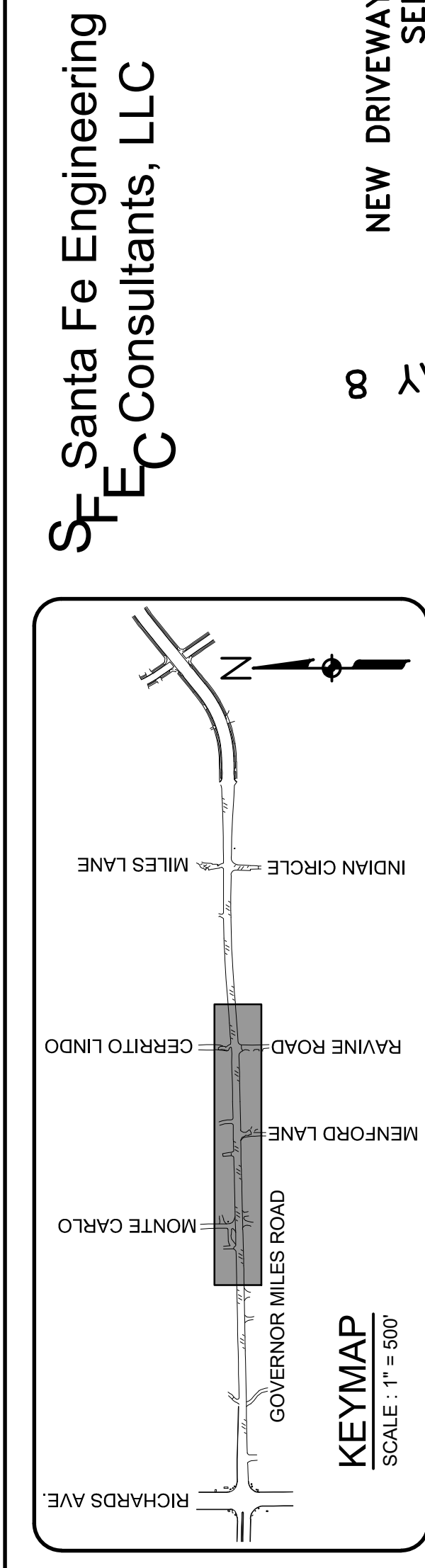
CITY OF SANTA FE
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GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS

30% CONSTRUCTION
 DOCUMENTS

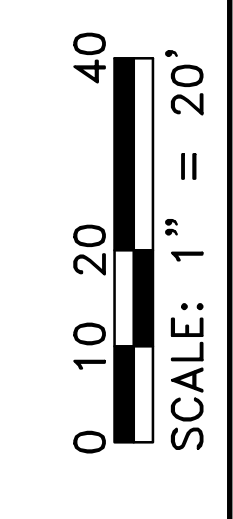
CIVIL SITE PLAN

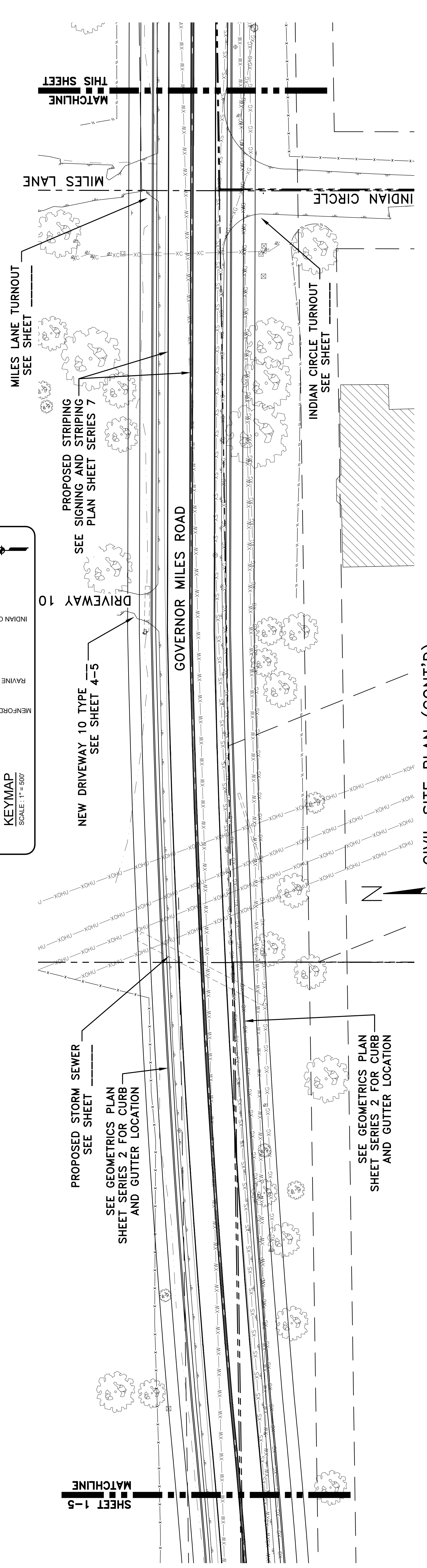
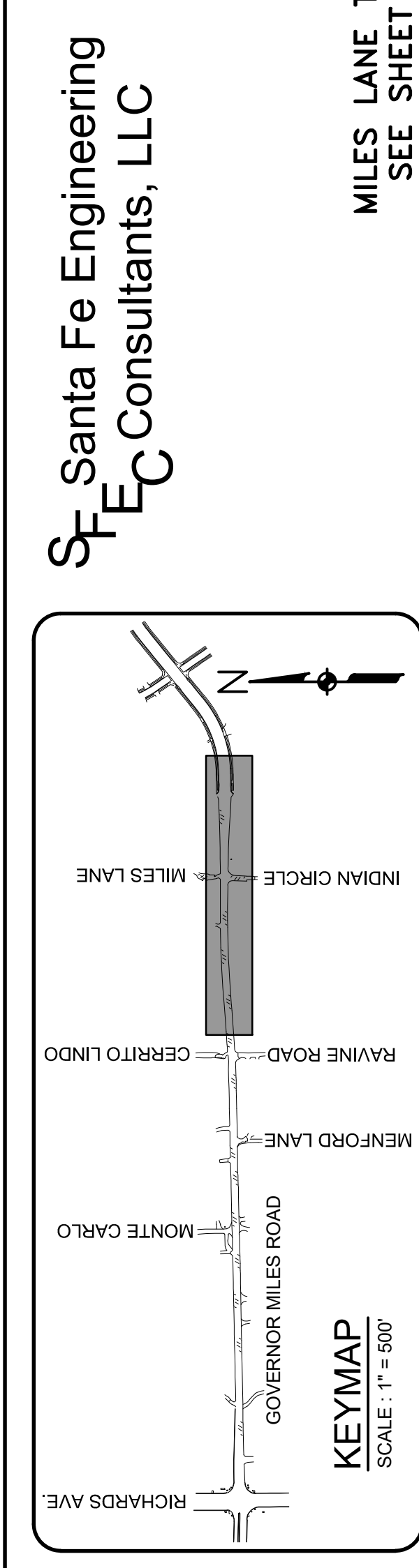




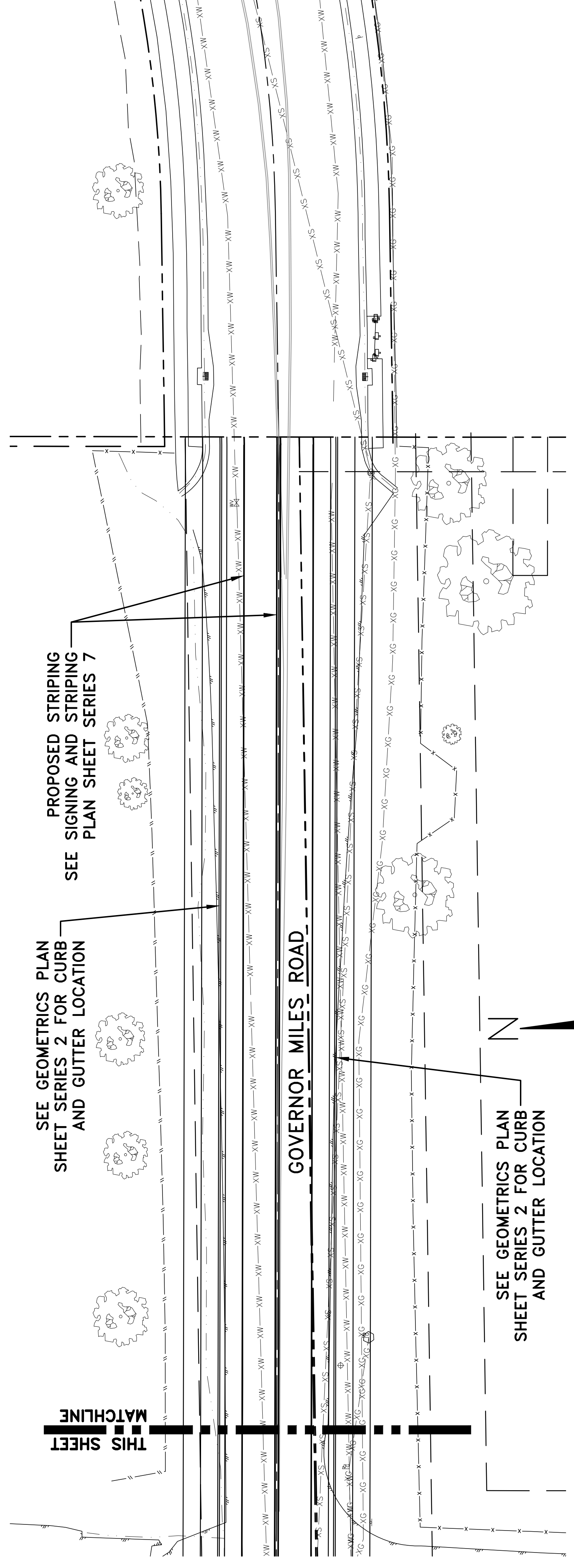
NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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CITY OF SANTA FE
 CIP NO. _____
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION DOCUMENTS
 CIVIL SITE PLAN (CONT'D)





CIVIL SITE PLAN (CONT'D)
SCALE: 1" = 20'

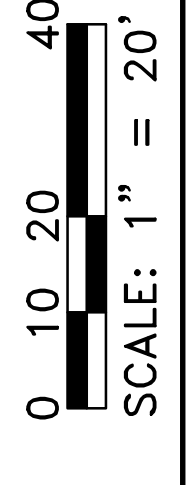


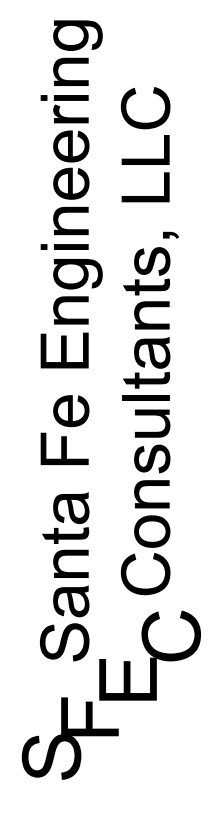
CIVIL SITE PLAN (CONT'D)
SCALE: 1" = 20'

NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
3			
2			
1			

CITY OF SANTA FE
CIP NO. _____
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS
30% CONSTRUCTION DOCUMENTS

CIVIL SITE PLAN (CONT'D)
SCALE: 1" = 20'
SHEET 1-6





GENERAL NOTES:

1. THE EARTHWORK QUANTITIES SHOWN DO NOT INCLUDE A SHRINKAGE FACTOR.
2. EARTHWORK HAUL AND EMBANKMENT FILL: THE EARTHWORK HAUL AND EMBANKMENT FILL ON THIS PROJECT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT PRICE FOR ITEMS 203000 – "UNCLASSIFIED EXCAVATION", AS APPLICABLE, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
3. WARPING OF SLOPES: THE CONTRACTOR SHALL WARP SLOPES WHERE NECESSARY TO STAY WITHIN THE CITY OF SANTA FE RIGHT OF WAY, CONSTRUCTION EASEMENT LIMITS AND AS SHOWN ON THESE PLANS.
4. MATERIAL PITS: NO MATERIAL PITS HAVE BEEN DESIGNATED FOR THIS PROJECT. THE CONTRACTOR MAY OBTAIN SPECIFICATION BORROW OR SURFACING MATERIAL FROM ANY ACCEPTABLE SOURCE. ALL MATERIAL PIT ACTION SHALL BE GOVERNED BY SECTION 106 OF THE STANDARD SPECIFICATIONS.
5. THE CONSTRUCTION CLEAR ZONE FOR THIS PROJECT IS 2.5' FROM BACK OF CURB. THE CLEAR ZONE IS MEASURED FROM THE EDGE OF THE BACK OF CURB/CLEAR ZONE SHIELDING SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIAL WITHIN THE CLEAR ZONE UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED UTILIZING CURRENT SAFETY DESIGN AND INSTALLATION METHODS. THE DESIGN FOR SHIELDING SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE APPROVED BY THE PROJECT MANAGER BEFORE IMPLEMENTING. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
6. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT HORIZONTAL AND VERTICAL CONTROL SURVEY MONUMENTS (MARK) FROM DAMAGE PRIOR TO INITIATING CONSTRUCTION. IF DURING THE COURSE OF CONSTRUCTION OPERATIONS, THE CONTRACTOR DISTURBS OR DESTROYS A MARK, THE CONTRACTOR SHALL ESTABLISH A NEW MARK IN COMPLIANCE WITH THE STANDARDS AND PROCEDURES SET FORTH IN THE GEODETIC MARK PRESERVATION GUIDEBOOK, NATIONAL GEODETIC SURVEY, MARCH 1990. CONSTRUCTION STAKING DOCUMENTATION WILL BECOME THE PROPERTY OF THE DEPARTMENT WHEN THE WORK IS COMPLETE. PROVIDE CONSTRUCTION STAKING DOCUMENTATION TO THE PROJECT MANAGER. SUBMIT EARTHWORK QUANTITIES, SLOPE STAKING, SURFACE EXTRACTED CROSS SECTIONS AND EARTHWORK CALCULATIONS TO THE PROJECT MANAGER FOR REVIEW BEFORE COMPLETING THAT PHASE OF WORK. ENSURE A NEW MEXICO LICENSED PROFESSIONAL SURVEYOR OR PROFESSIONAL ENGINEER STAMPS AND CERTIFIES THE QUANTITIES AND ALL SUBMITTALS. THE CITY WILL NOT ACCEPT EARTHWORK QUANTITIES UNTIL THE PROJECT MANAGER REVIEWS AND APPROVES THESE QUANTITIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE PROJECT. THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 601000 – "REMOVAL OF STRUCTURES AND OBSTRUCTIONS" AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
8. SALVAGEABLE MATERIALS FROM THIS PROJECT ARE TO BE HAULED AND STOCKPILED AT A LOCATION AS DESIGNATED BY THE PROJECT MANAGER. HAUL OF SUCH MATERIAL SHALL BE PERFORMED DURING NORMAL WORKING HOURS AS DIRECTED BY THE PROJECT MANAGER. COORDINATE WITH CITY OF SANTA FE FOR TRAFFIC SIGNAL EQUIPMENT STORAGE AND DELIVERY OF MILLINGS. SALVAGE, HAUL, AND STOCKPILE SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
9. SPEED LIMIT SIGNS IN WORK ZONES SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2009 EDITION.
10. THE PORTABLE CHANGEABLE MESSAGE BOARDS INCLUDED IN CONSTRUCTION SIGNING ARE TO BE UTILIZED DURING CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE THEM AS MANY TIMES AS DEEMED NECESSARY AT THE DISCRETION OF THE PROJECT MANAGER. THIS WORK WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 618000 – "TRAFFIC CONTROL MANAGEMENT", AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.

11. THE CONTRACTOR MAY ASSIGN MORE THAN ONE TRAFFIC CONTROL SUPERVISOR(TCS) TO PROVIDE TRAFFIC CONTROL MANAGEMENT FOR THE PROJECT. IF ASSIGNING MORE THAN ONE TCS TO PROVIDE TRAFFIC CONTROL MANAGEMENT, SUBMIT TO THE PROJECT MANAGER A WEEKLY SCHEDULE IDENTIFYING WHO SHALL BE IN CHARGE OF PROVIDING TRAFFIC CONTROL MANAGEMENT EACH DAY. PROVIDE THE TCS WITH A SET OF TRAFFIC CONTROL PLANS AND A CURRENT COPY OF THE MUTCD. THE TCS SHALL POSSESS THESE AT ALL TIMES. IF USING A SUBCONTRACTOR TO PROVIDE TRAFFIC CONTROL MANAGEMENT, ENSURE THAT THE TCS IS IN ACCORDANCE WITH THE CONTRACT. THE CONTRACTOR MAY ASSIGN ONE OR MORE TRAFFIC CONTROL TECHNICIAN (TCT) TO ASSIST THE TCS IN INSPECTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES.
12. THE CONTRACTOR SHALL PROVIDE INGRESS & EGRESS TO LOCAL RESIDENCES FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ADVISE OF AND SCHEDULE ACCESS MODIFICATIONS AT LEAST 2 WEEKS IN ADVANCE WITH THE PROPERTY OWNER AND THE PROJECT MANAGER AND REDUCE CLOSURES AS MUCH AS POSSIBLE. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY FENCING REQUIRED AS COORDINATED WITH THE PROPERTY OWNER DURING CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 618000 – "TRAFFIC CONTROL MANAGEMENT" AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.
13. THE CONTRACTOR SHALL NOT REMOVE TREES WITHIN THE PROJECT UNLESS SPECIFICALLY DIRECTED BY THE PROJECT MANAGER. METHOD OF CUTTING. THE HEIGHT OF THE TREE STUMPS SHALL BE NO GREATER THAN 2 INCHES ABOVE NATURAL GROUND AFTER CUTTING. DISTURBANCE OF THE AREA BY GRADING OR DOZING OF THE TREES IS NOT PERMITTED. REMOVAL AND DISPOSAL SHALL BE DONE IN A MANNER ACCEPTABLE TO THE PROJECT MANAGER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. TREE REMOVAL IF REQUIRED IS CONSIDERED INCIDENTAL TO THE COMPLETION OF THIS PROJECT.
14. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SEED ANY DISTURBED AREAS WHERE MATERIAL IS REMOVED OUTSIDE THE SLOPE STAKES BUT WITHIN THE CITY RIGHT OF WAY. THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 632000 – "CLASS "A" SEEDING", AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
15. MAINTENANCE OF AS-BUILT PLANS. THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF AS-BUILT PLANS FOR THE PROJECT. THESE PLANS SHALL BE KEPT CURRENT, WITHIN TWO WEEKS, AT ALL TIMES AND SHALL BE SUBJECT TO REVIEW BY THE PROJECT MANAGER THROUGHOUT THE PROJECT AND WILL BE REVIEWED BY THE PROJECT MANAGER FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. UPON 50% COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT PROGRESS AS-BUILT PLANS TO THE PROJECT MANAGER FOR REVIEW. THE FINAL AS-BUILT PLANS BEARING THE SIGNED SEAL AND CERTIFICATION OF THE CONTRACTOR'S SURVEYOR SHALL BE SUBMITTED TO THE PROJECT MANAGER PRIOR TO ANY FINAL PAYMENT. THIS WORK IS CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO MEASUREMENT OR PAYMENT SHALL BE MADE.
16. THE CONTRACTOR SHALL BE REQUIRED TO FIELD VERIFY ALL DIMENSIONS, ELEVATIONS, LENGTHS, WIDTHS, CROSS SECTIONS AND CONTROL POINTS PRIOR TO COMMENCING ANY WORK ON THE PROJECT. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PRICE FOR ITEM NO. 801000 – "CONSTRUCTION STAKING", AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.
17. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL CLEAN INLETS, OUTLETS, GRADE TO DRAIN, AND ENSURE THAT EACH STRUCTURE WITHIN CITY RIGHT OF WAY FROM B.O.P. TO E.O.P. WILL DRAIN AND FLOW PROPERLY. THE CONTRACTOR SHALL DISPOSE OF MATERIALS IN AN ENVIRONMENTALLY SAFE MANNER. THIS WORK WILL BE CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.
18. IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE PAVEMENT DROP-OFF FOR MAINTENANCE AND ACTION IN ACCORDANCE WITH THE DEPARTMENT'S CURRENT AD241. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF CONSTRUCTION WORK ZONES AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. DROP POLICY WILL BE PROVIDED BY THE PROJECT MANAGER AT THE PRECONSTRUCTION MEETING.

NO.	DESCRIPTION	DATE	BY
3			
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1			

REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
CIP NO. -----

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

30% CONSTRUCTION
DOCUMENTS

GENERAL NOTES

GENERAL NOTES (CONT'D):

19. CONTRACTOR SHALL COORDINATE ACTIVITIES TWO WEEKS PRIOR TO CONSTRUCTION WITH ALL UTILITIES WHEN WORKING NEAR OR AROUND ANY UTILITIES WITHIN CONTRACT BOUNDARY. THE CONTRACTOR SHALL ALSO BE ADVISED THAT UTILITY RELOCATIONS MAY HAVE TO BE PERFORMED CONCURRENT WITH CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE FOR UTILITY WORK IN CONJUNCTION WITH CONSTRUCTION OPERATIONS AND SHALL BE REQUIRED TO COORDINATE THE SCHEDULING OF WORK WITH THE RESPECTIVE UTILITY OWNERS HAVING GIVEN AT LEAST TWO WEEKS ADVANCE NOTICE. ANY CLAIMS FOR DELAY SHALL BE CONTROLLED BY THE TERMS AND CONDITIONS OF SUBSECTION 105.6 "COOPERATION WITH UTILITIES" AND 107.21 "CONTRACTOR RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES" OF THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2019 EDITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

20. SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 601000 – "REMOVAL OF STRUCTURES AND OBSTRUCTIONS". SAWCUT LOCATIONS SHALL BE DETERMINED BY THE PROJECT MANAGER. SEE TYPICAL SECTIONS AND DEMOLITION PLANS FOR APPROXIMATE SAWCUT LOCATIONS.

21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING A YARD SITE SUITABLE FOR ALL EQUIPMENT AND MATERIALS TO BE USED ON THIS PROJECT. THE CONTRACTOR SHALL ACQUIRE ENVIRONMENTAL AND CULTURAL RESOURCES CLEARANCE OF THE SITE IN ACCORDANCE WITH SECTION 107 OF THE SPECIFICATIONS. THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 621000 – "MOBILIZATION", AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

22. DAMAGE TO EXISTING ROADWAY FEATURES AND PRIVATE PROPERTY. THE CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR ANY DAMAGE TO ANY EXISTING ROADWAY FEATURES OR PRIVATE PROPERTY (INCLUDING FENCES, IRRIGATION, AND LANDSCAPING) WHICH ARE NOT SCHEDULED TO BE REPLACED AS PART OF THIS PROJECT. IF DAMAGE OCCURS, THE CONTRACTOR SHALL REPAIR SAID DAMAGE AT OWN EXPENSE.

23. CONSTRUCTION PHASING: A SUGGESTED SEQUENCE OF CONSTRUCTION AND TRAFFIC HANDLING PLAN IS PROVIDED ON SHEET 6-1 OF THESE PLANS. THIS IS PROVIDED ONLY AS A SUGGESTION. ANY CHANGES MADE TO THE SUGGESTED SEQUENCE OR TRAFFIC HANDLING PLANS MUST BE APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEER PRIOR TO IMPLEMENTATION.

24. PUBLIC NOTIFICATION OF LANE CLOSURES. THROUGHOUT THE LIFE OF THIS PROJECT, THE CONTRACTOR SHALL COORDINATE ALL ANTICIPATED LANE AND WALKWAY CLOSURES THAT WILL RESTRICT THE NORMAL FLOW OF TRAFFIC WITH THE CITY OF SANTA FE PUBLIC RELATIONS OFFICER AND THE LOCAL NEWS MEDIA. THIS WORK IS CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

25. REMOVALS OF EXISTING CURB AND GUTTER, ASPHALT MATERIAL, TRAFFIC SIGNAL AND LIGHTING EQUIPMENT AND ANY OTHER REQUIRED REMOVALS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 601000 – "REMOVAL OF STRUCTURES AND OBSTRUCTIONS" AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

26. ALL WORK SHALL COMPLY WITH THE LATEST ADA ACCESSIBILITY GUIDELINES, PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG) AND THE NM DOT PEDESTRIAN ACCESS DETAILS [12 SERIES]. ANY CONFLICTING INFORMATION SHALL BE PRESENTED TO THE PROJECT MANAGER IMMEDIATELY.

27. ADA COMPLIANCE: THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF ADA FEATURES AND APPURTENANCES (INCLUDING, BUT NOT LIMITED TO, SIDEWALK & CURB RAMP CROSS SLOPES, RAMP SLOPES, LEVEL LANDINGS, ETC.) AS DETAILED IN THE PLANS AND IN ACCORDANCE WITH REFERENCED STANDARD DRAWINGS, SPECIFICATIONS AND ESTABLISHED ADA ACCESSIBILITY GUIDELINES. THE CONTRACTOR IS RESPONSIBLE FOR FIELD CHECKING SLOPES AND DIMENSIONS OF ALL FORM WORK FOR COMPLIANCE PRIOR TO INSTALLATION OF CONCRETE. THE CITY RESERVES THE RIGHT TO INSPECT ANY ADA FEATURES AND APPURTENANCES AT ANY TIME BEFORE FINAL COMPLETION OF THE PROJECT AND TO HAVE THE CONTRACTOR REMOVE, REPLACE, AND/OR CORRECT ANY WORK AT HIS COST THAT IS NOT IN COMPLIANCE, AS DETERMINED BY THE PROJECT MANAGER.

28. ATTENDANCE AT THE PRE-CONSTRUCTION CONFERENCE (PRE-CON) AND BI-WEEKLY PROGRESS MEETINGS IS MANDATORY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

29. CONSTRUCTION MUST COMPLY WITH SECTION 14-8-12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS).

30. ANY EQUIPMENT, MATERIALS, OR APPURTENANCES NOT LISTED ON THESE PLANS THAT ARE REQUIRED TO COMPLETE THE PROJECT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY. THIS SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.

31. MATERIAL QUALITY TESTING SHALL BE COMPLETED BY THE CONTRACTOR, THROUGH A RECOGNIZED TESTING LABORATORY. THE LABORATORY SHALL BE UNDER THE AUSPICES OF A NEW MEXICO PROFESSIONAL ENGINEER WHO SHALL REVIEW AND SIGN OFF ON ALL TESTS. ALL MATERIAL QUALITY TEST REPORTS SHALL BE PROVIDED DIRECTLY TO THE PROJECT MANAGER WITHIN SEVEN (7) CALENDAR DAYS AFTER LABORATORY MATERIAL TESTING IS COMPLETE, UNLESS OTHERWISE DIRECTED DURING THE PRE-CONSTRUCTION MEETING. FIELD TEST REPORTS SHALL BE PROVIDED DIRECTLY TO THE PROJECT MANAGER AT THE TIME OF FIELD TESTING. ALL TESTING SHALL COMPLY WITH THE METHODS IN THE SSHBC. THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR 901000 – "CONTRACTOR PROCESS QUALITY CONTROL" AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

32. TO MINIMIZE NOISE IMPACTS, CONSTRUCTION WILL OCCUR DURING NORMAL WORKING HOURS (M-F, 8:00AM TO 5:00PM) UNLESS OTHERWISE APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEER.

33. THE EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS HAVE BEEN COMPILED FROM MULTIPLE SOURCES, INCLUDING UTILITY LOCATES, POT HOLE LOCATIONS, AND FIELD SURVEYS.

34. TEMPORARY ACCESS ROUTES FOR PEDESTRIANS: ANY TEMPORARY ACCESS ROUTES FOR PEDESTRIANS SHALL BE COMPLIANT WITH ADA. SAFE, ACCESSIBLE PEDESTRIAN CROSSING MUST BE MAINTAINED DURING CONSTRUCTION – e.g. PROVIDING TEMPORARY PORTABLE CURB RAMPS ANCHORED IN PLACE ALONG EXISTING SIDEWALKS OR WITHIN PATH OF TRAVEL AS NEEDED (OR SIMILAR MODIFICATION) DURING CONSTRUCTION TO ACCOMMODATE PEDESTRIANS WITH DISABILITIES.

35. SANTA FE ENGINEERING CONSULTANTS, INC. WAIVES ANY AND ALL RESPONSIBILITY AND IS NOT LIABLE FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS AND THE DESIGN INTENT THEY CONVEY OR FOR PROBLEMS WHICH ARISE FROM FAILURE TO OBTAIN AND/OR FOLLOW SFEC GUIDANCE WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES OR CONFLICTS. TELEVISION INSPECTION TO BE PROVIDED BY PRIVATE CONTRACTOR, NOT THE CITY.

36. IF ANY SHEET FROM THIS PLAN SET IS NOT 24"x36", IT HAS BEEN REPRODUCED AT A SCALE OTHER THAN WHAT IS SHOWN ON THAT SHEET'S GRAPHIC SCALE(S). GRAPHIC SCALE SIZES SHALL BE VERIFIED USING AN ENGINEER'S SCALE PRIOR TO TAKING ANY MEASUREMENTS.

LIST OF INCIDENTALS

NO.	DESCRIPTION	NOTE NO.
1	CLEAR ZONE SHIELDING	5
2	SALVAGE, HAUL, AND STOCKPILE	8
3	TREE REMOVAL IF REQUIRED	13
4	AS-BUILT PLANS	15
5	STRUCTURE CLEANING	17
6	PAVEMENT DROP-OFF	18
7	PUBLIC NOTIFICATION	24
8	TRAFFIC SIGNAL AND LIGHTING EQUIPMENT REMOVAL	25
9	PROGRESS MEETINGS	28
10	NON-LISTED ITEMS	30

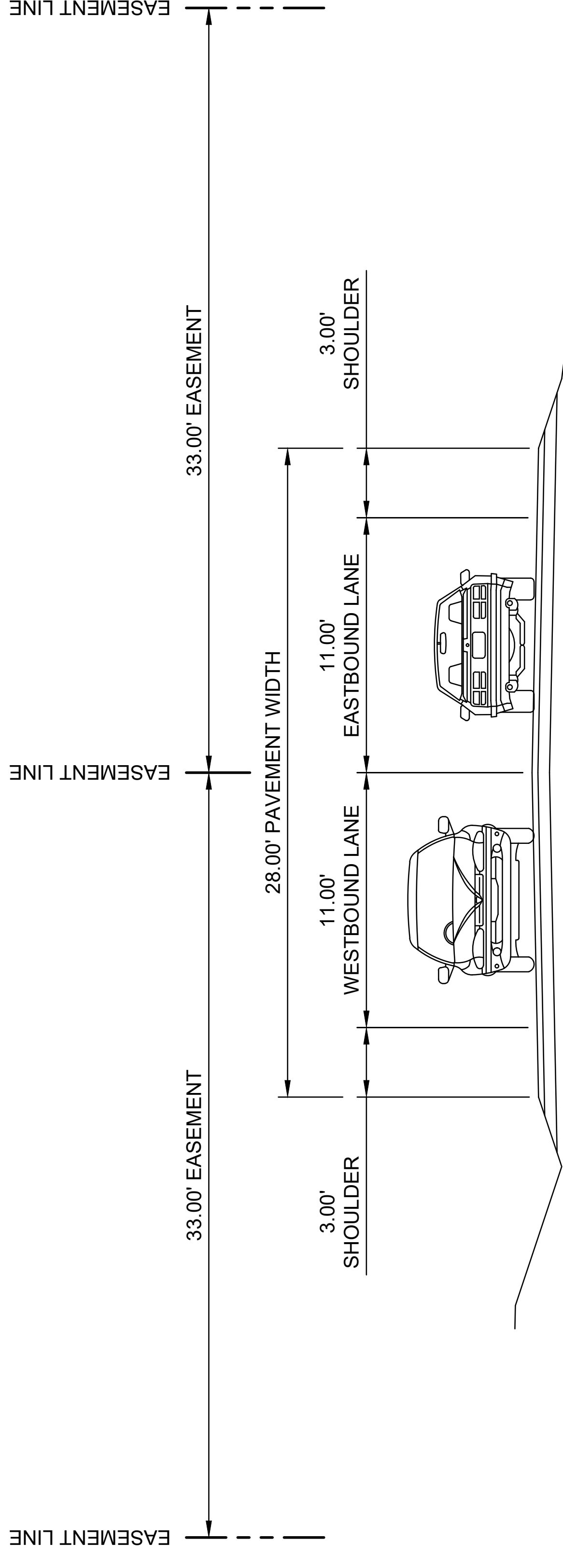
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CITY OF SANTA FE
CIP NO. -----

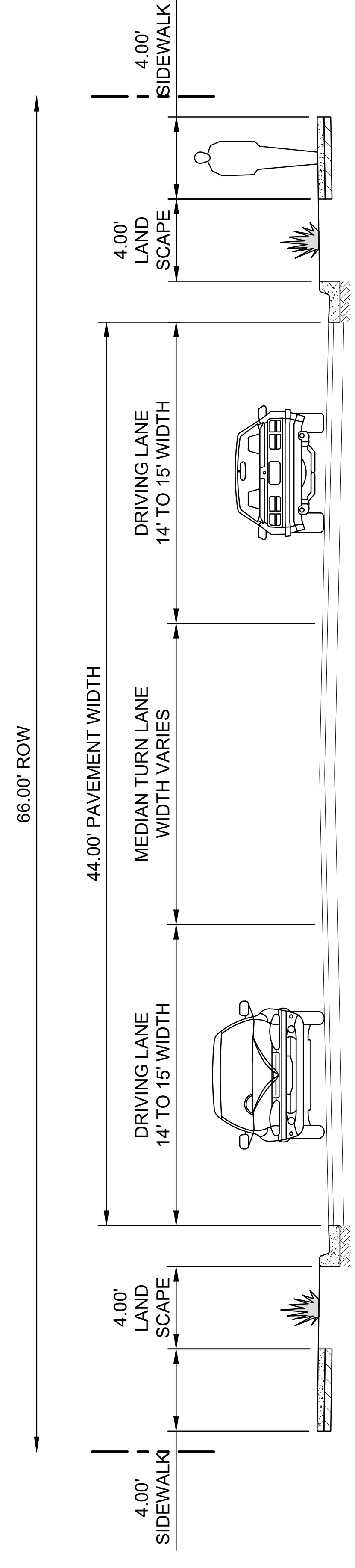
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

30% CONSTRUCTION
DOCUMENTS

GENERAL NOTES (CONT'D)



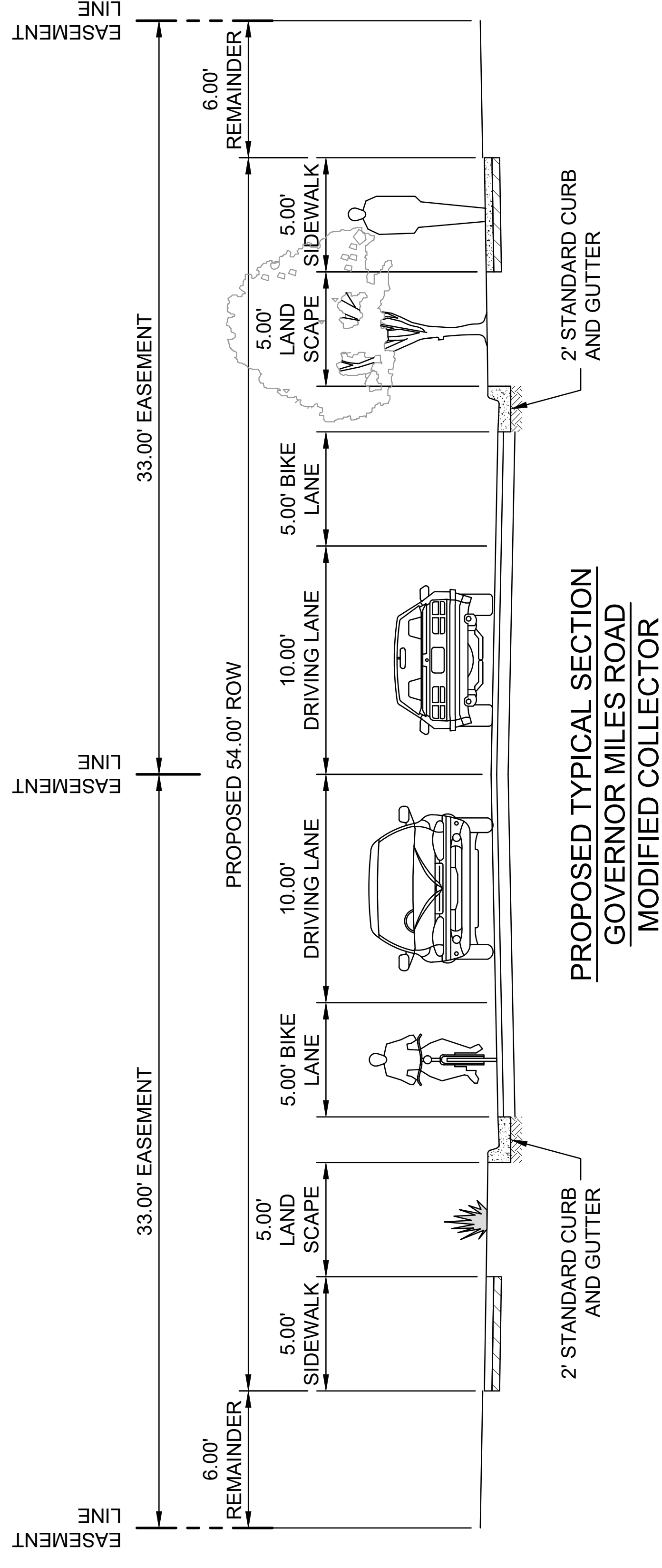
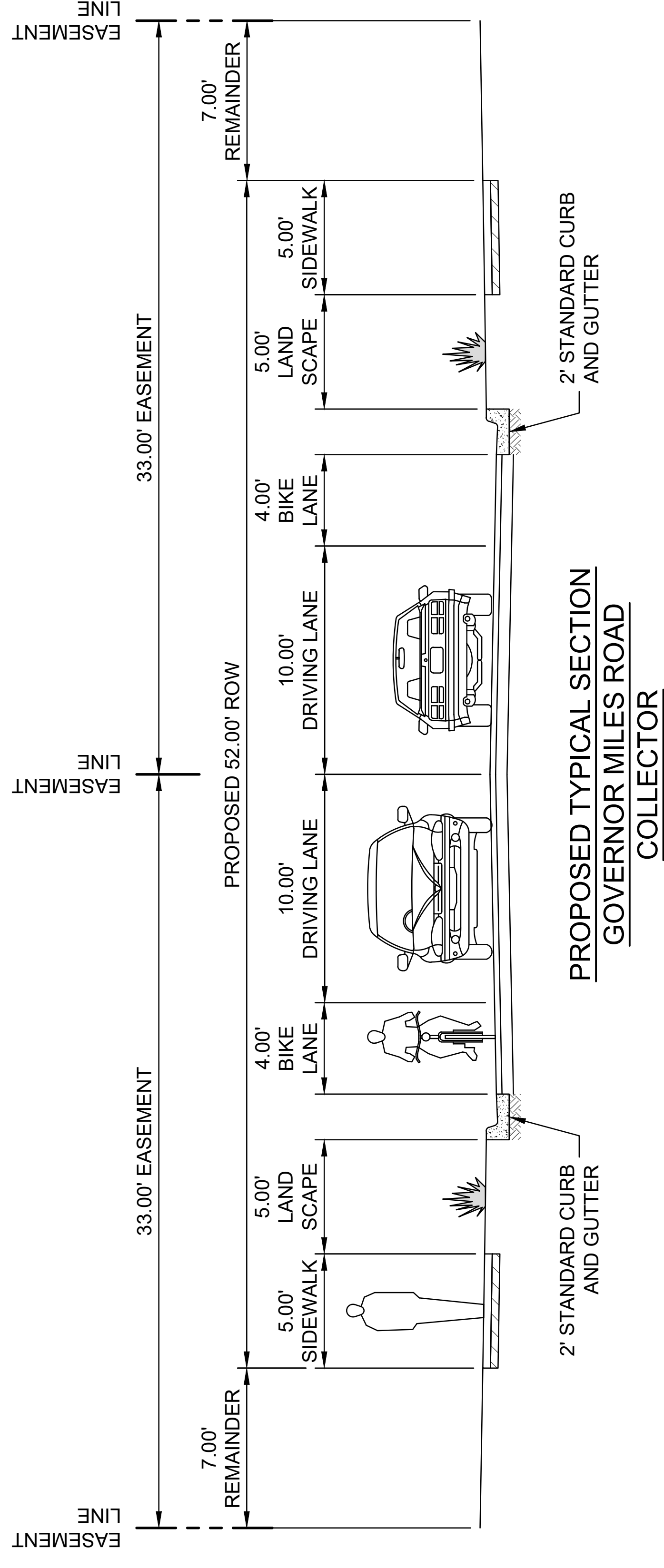
**EXISTING TYPICAL SECTION
 GOVERNOR MILES ROAD**
 (CENTERLINE VARIES WITHIN EASEMENTS)



**EXISTING TYPICAL SECTION
 GOVERNOR MILES ROAD**
 (EAST OF PROJECT)

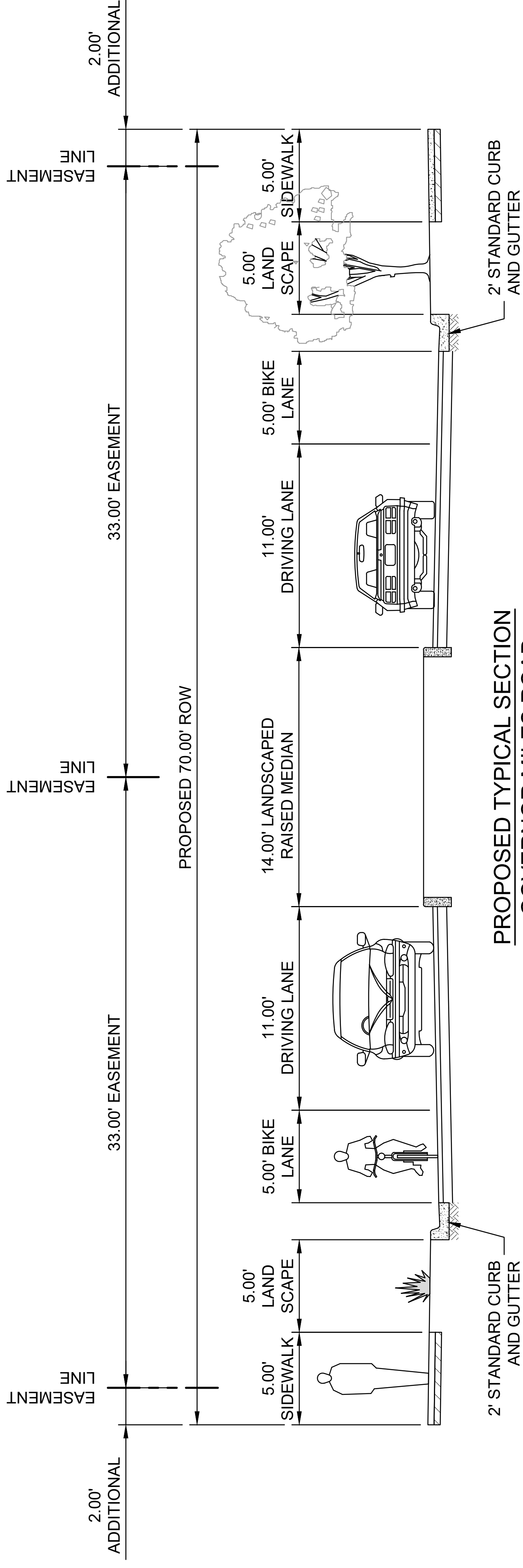
NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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CITY OF SANTA FE
 CIP NO. -----
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
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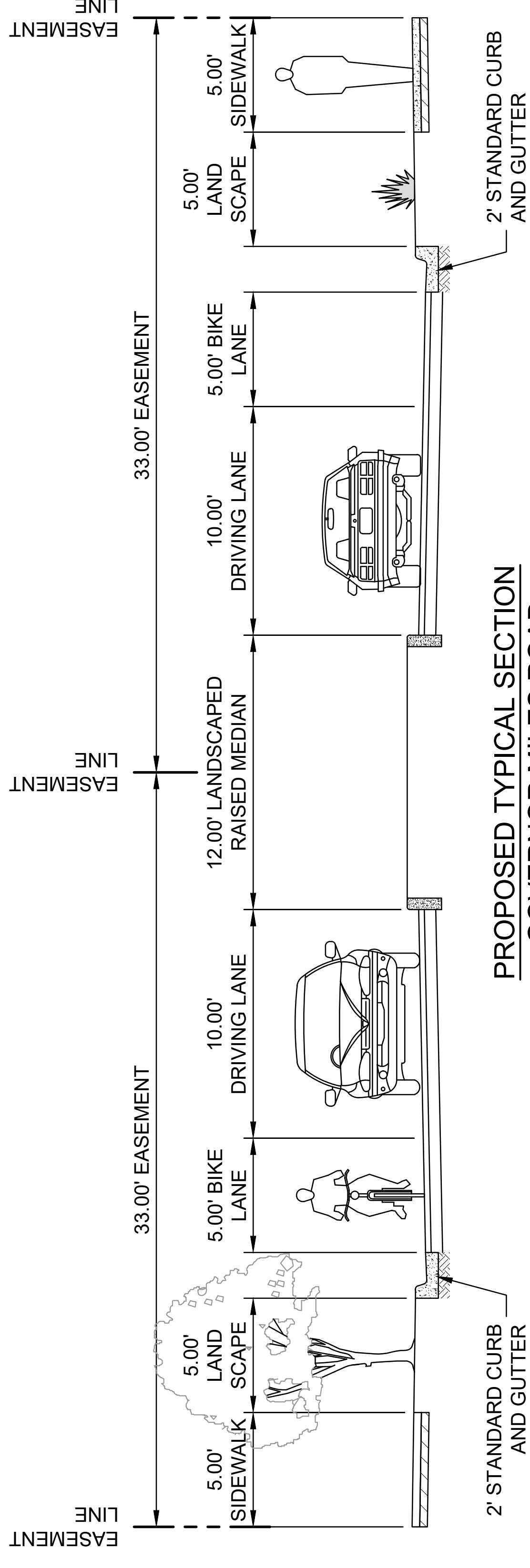


NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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CITY OF SANTA FE
 CIP NO. -----
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS
 PROPOSED TYPICAL SECTION
 SCALE: N.T.S. SHEET 2--2



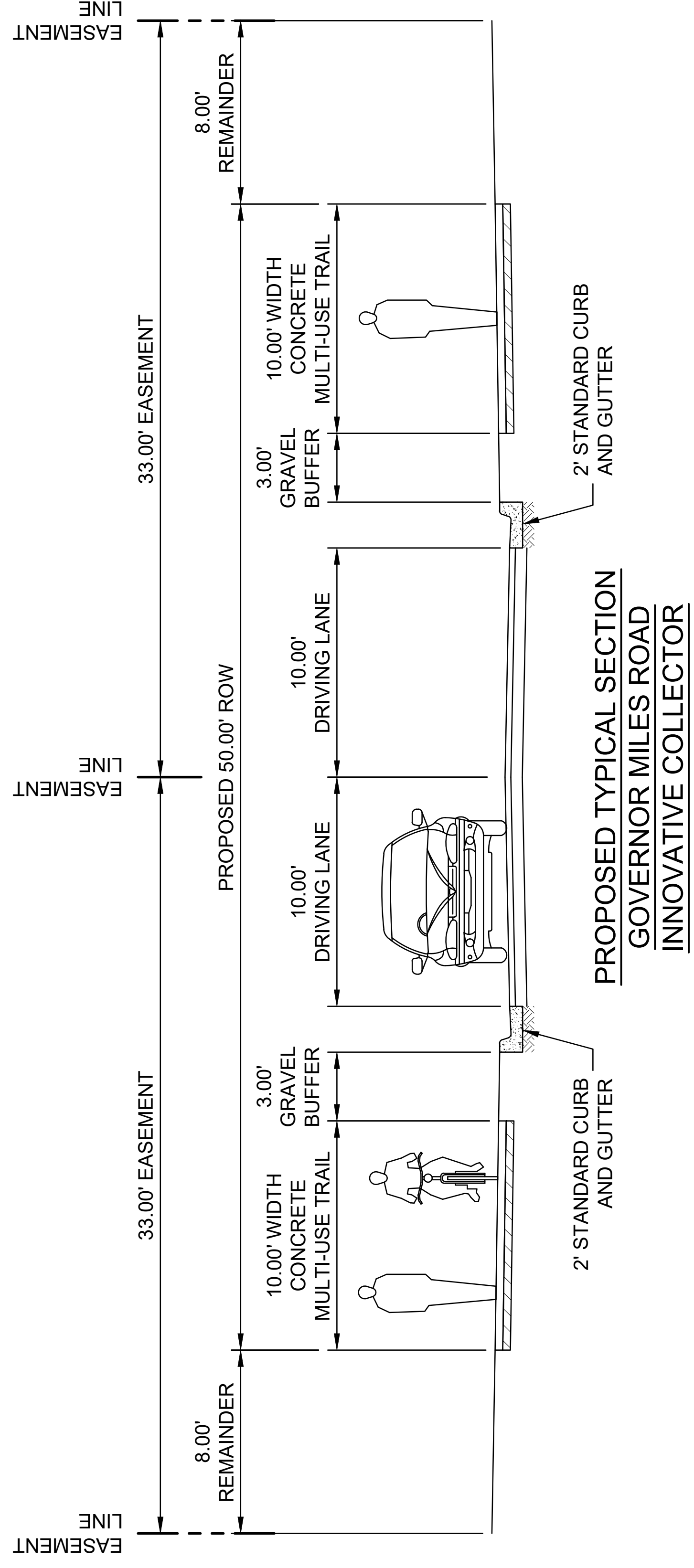
PROPOSED TYPICAL SECTION
 GOVERNOR MILES ROAD
 SECONDARY ARTERIAL



PROPOSED TYPICAL SECTION
 GOVERNOR MILES ROAD
 INNOVATIVE SECONDARY ARTERIAL

NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
3			
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CITY OF SANTA FE
 CIP NO. -----
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
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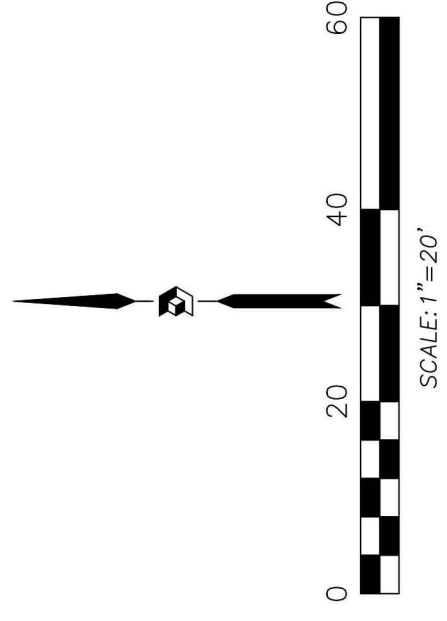
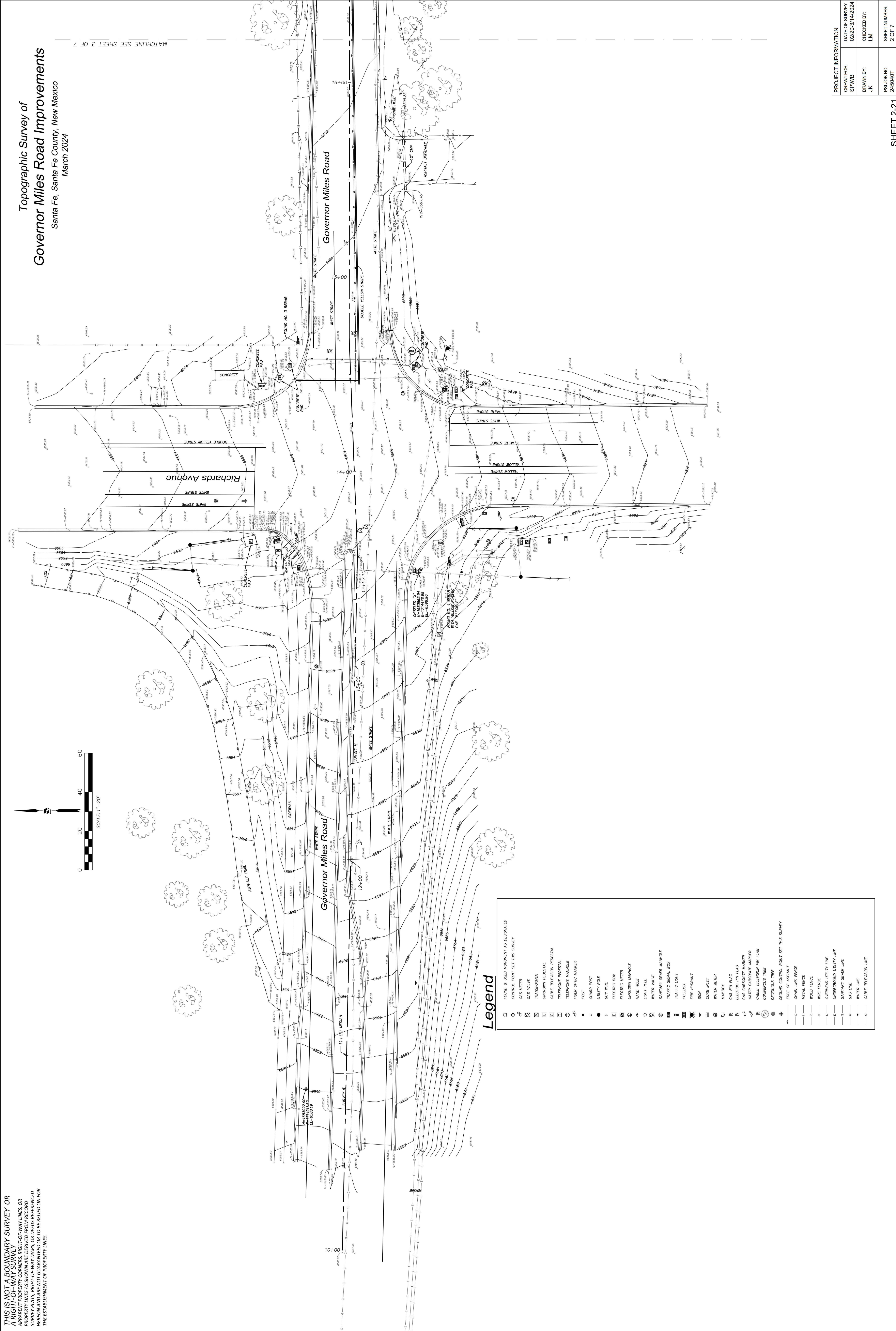
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CITY OF SANTA FE
 CIP NO. -----
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS
 PROPOSED TYPICAL SECTION

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 SURVEYS AND FIELD MEASUREMENTS. THE INFORMATION HEREON IS NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

Topographic Survey of
Governor Miles Road Improvements
 Santa Fe, Santa Fe County, New Mexico
 March 2024

MATCHLINE SEE SHEET 3 OF 7



Legend

○	FOUND & USED MONUMENT AS DESIGNATED
⊕	CONTROL POINT SET THIS SURVEY
⊙	GAS METER
⊕	GAS VALVE
⊕	TRANSFORMER
⊕	UNKNOWN PEDESTAL
⊕	CABLE TELEVISION PEDESTAL
⊕	TELEPHONE PEDESTAL
⊕	TELEPHONE MANGLE
⊕	FIBER OPTIC MARKER
⊕	POST
⊕	GUARD POST
⊕	UTILITY POLE
⊕	GUY WIRE
⊕	ELECTRIC BOX
⊕	ELECTRIC METER
⊕	UNKNOWN MANHOLE
⊕	MANHOLE
⊕	LIGHT POLE
⊕	WATER VALVE
⊕	SANITARY SEWER MANHOLE
⊕	TRAFFIC SIGNAL BOX
⊕	FULLBOX
⊕	FIRE HYDRANT
⊕	SIGN
⊕	CURB INLET
⊕	WATER METER
⊕	MAILBOX
⊕	GAS PIN FLAG
⊕	ELECTRIC PIN FLAG
⊕	GAS CARBONITE MARKER
⊕	WATER CARBONITE MARKER
⊕	CABLE TELEVISION PIN FLAG
⊕	CONIFEROUS TREE
⊕	DECIDUOUS TREE
⊕	GROUND CONTROL POINT SET THIS SURVEY
⊕	EDGE OF ASPHALT
⊕	CHAIN LINK FENCE
⊕	METAL FENCE
⊕	WOOD FENCE
⊕	WIRE FENCE
⊕	OVERHEAD UTILITY LINE
⊕	UNDERGROUND UTILITY LINE
⊕	SANITARY SEWER LINE
⊕	GAS LINE
⊕	WATER LINE
⊕	CABLE TELEVISION LINE

PROJECT INFORMATION

CREW/TECH:	SP/WB	DATE OF SURVEY:	02/20-3/14/2024
DRAWN BY:	JK	CHECKED BY:	LM
RSJ JOB NO.:	245040T	SHEET NUMBER:	2 OF 7

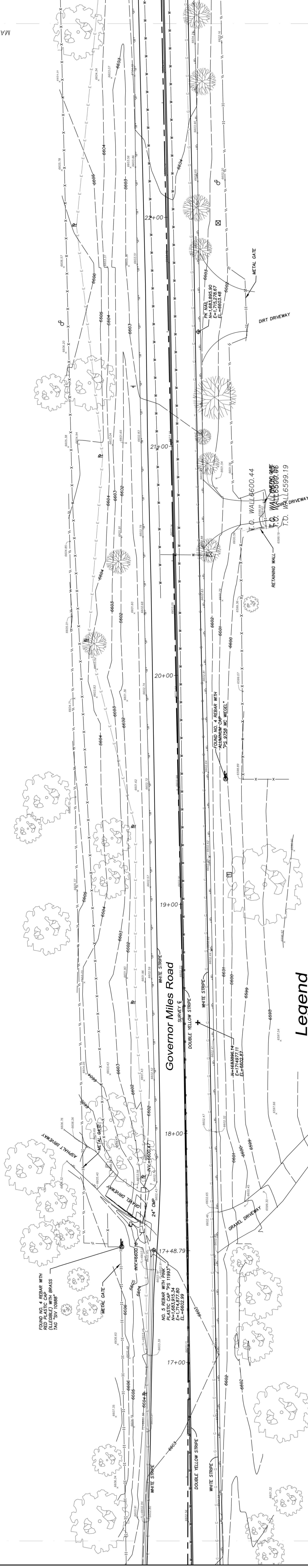
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Topographic Survey of
Governor Miles Road Improvements
 Santa Fe, Santa Fe County, New Mexico
 March 2024



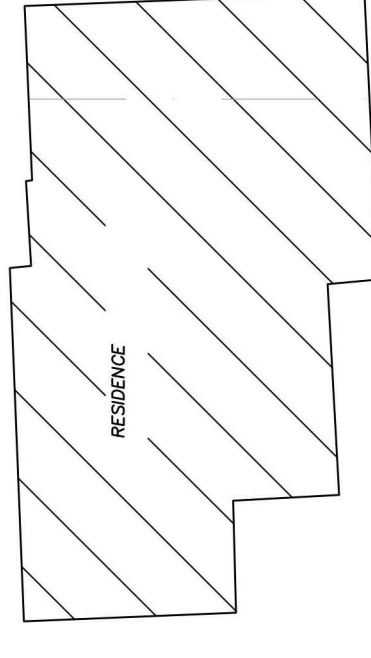
MATCHLINE SEE SHEET 2 OF 7

MATCHLINE SEE SHEET 4 OF 7



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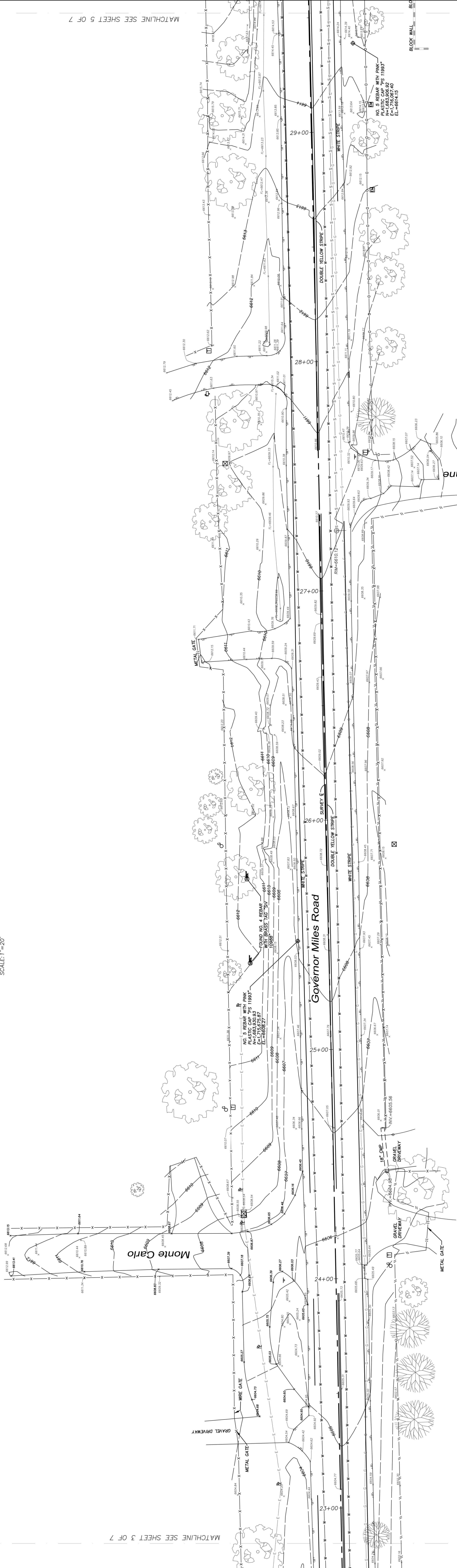
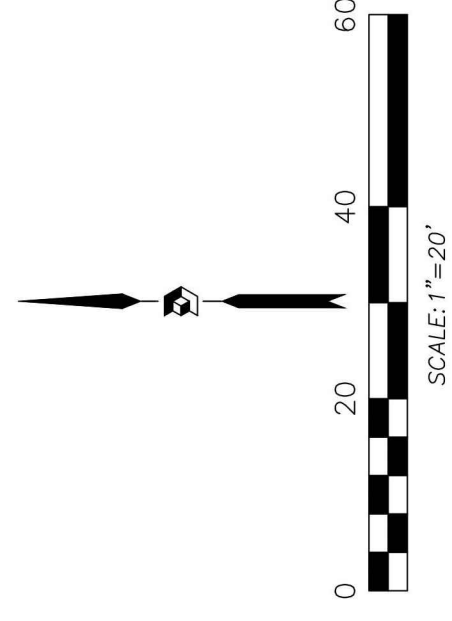
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⊕	GUARD POST
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⊕	WATER CARBONITE MARKER
⊕	CABLE TELEVISION PIN FLAG
⊕	CONIFEROUS TREE
⊕	DECIDUOUS TREE
⊕	GROUND CONTROL POINT SET THIS SURVEY
—	EDGE OF ASPHALT
—	CHAIN LINK FENCE
—	METAL FENCE
—	WOOD FENCE
—	WIRE FENCE
—	OVERHEAD UTILITY LINE
—	UNDERGROUND UTILITY LINE
—	SANITARY SEWER LINE
—	GAS LINE
—	WATER LINE
—	CABLE TELEVISION LINE



PROJECT INFORMATION	
CREW/TECH:	DATE OF SURVEY:
SP/WB	02/20-3/14/2024
DRAWN BY:	CHECKED BY:
JK	LM
RSJ JOB NO.	SHEET NUMBER
245040T	3 OF 7

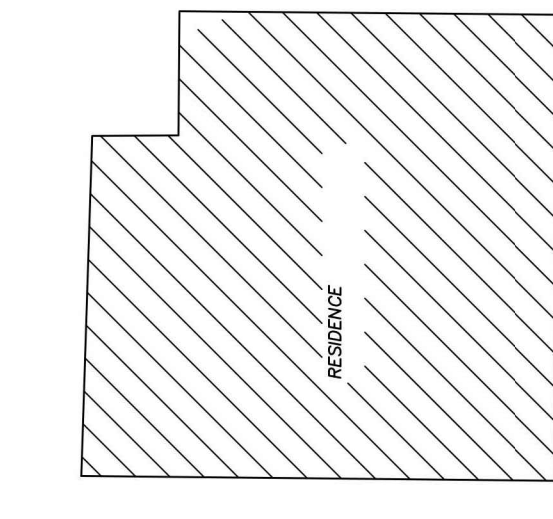
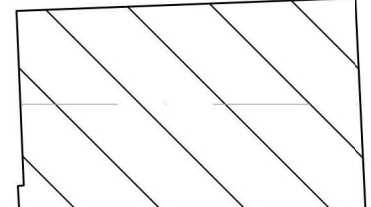
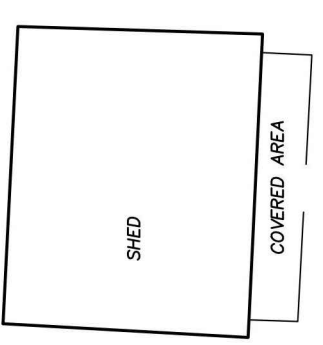
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 APPARENT PROPERTY CORNERS, RIGHT-OF-WAY LINES, OR PROPERTY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEYS AND FIELD MEASUREMENTS. THE INFORMATION HEREON IS NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

Topographic Survey of
Governor Miles Road Improvements
 Santa Fe, Santa Fe County, New Mexico
 March 2024



MATCHLINE SEE SHEET 5 OF 7

MATCHLINE SEE SHEET 3 OF 7



Legend

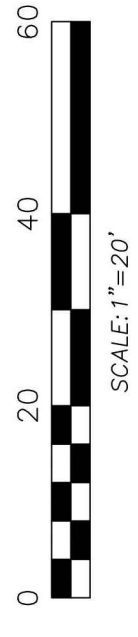
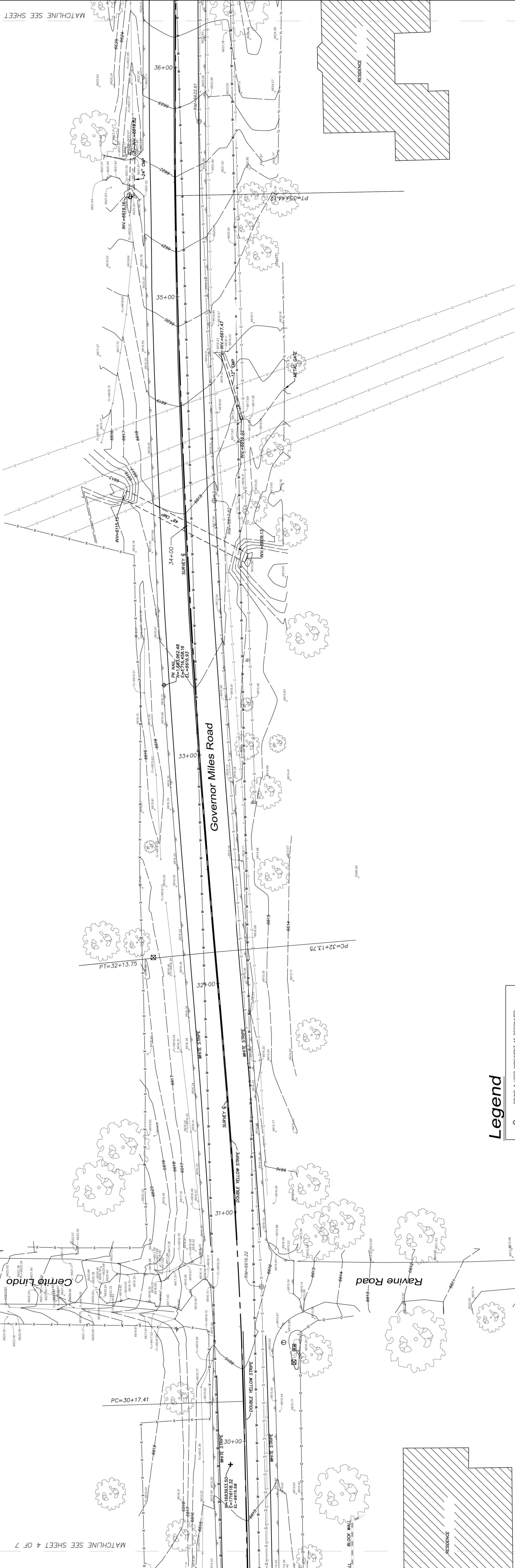
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⊕	FIBER OPTIC MARKER
•	POST
○	GUARD POST
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⊕	GUY WIRE
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⊕	PULLBOX
⊕	FIRE HYDRANT
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⊕	CURB INLET
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⊕	MAILBOX
⊕	GAS PIV FLAG
⊕	ELECTRIC PIV FLAG
⊕	GAS CARBONITE MARKER
⊕	WATER CARBONITE MARKER
⊕	CABLE TELEVISION PIV FLAG
⊕	CONIFEROUS TREE
⊕	DECIDUOUS TREE
+	GROUND CONTROL POINT SET THIS SURVEY
—	EDGE OF ASPHALT
—	CHAIN LINK FENCE
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—	WOOD FENCE
—	WIRE FENCE
—	OVERHEAD UTILITY LINE
—	UNDERGROUND UTILITY LINE
—	SANITARY SEWER LINE
—	GAS LINE
—	WATER LINE
—	CABLE TELEVISION LINE

PROJECT INFORMATION	
CREW/TECH: SP/WB	DATE OF SURVEY: 02/20-3/14/2024
DRAWN BY: JK	CHECKED BY: LJM
FSJ JOB NO. 245040T	SHEET NUMBER 4 OF 7

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 SURVEYS AND FIELD MEASUREMENTS. THE INFORMATION HEREON IS NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

Topographic Survey of
Governor Miles Road Improvements
 Santa Fe, Santa Fe County, New Mexico
 March 2024

MATCHLINE SEE SHEET 4 OF 7



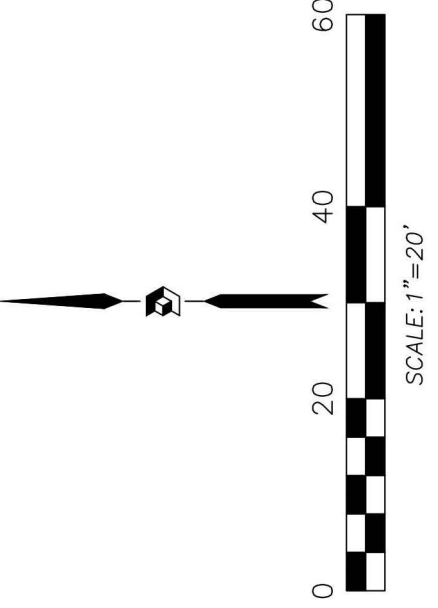
Legend

- FOUND & USED MONUMENT AS DESIGNATED
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- ⊕ TRANSFORMER
- ⊕ UNKNOWN PEDestal
- ⊕ CABLE TELEVISION PEDestal
- ⊕ TELEPHONE PEDestal
- ⊕ TELEPHONE MANHOLE
- ⊕ FIBER OPTIC MARKER
- ⊕ POST
- GUANO POST
- UTILITY POLE
- GUY WIRE
- ⊕ ELECTRIC BOX
- ⊕ ELECTRIC METER
- ⊕ UNKNOWN MANHOLE
- HAND HOLE
- LIGHT POLE
- WATER VALVE
- SANITARY SEWER MANHOLE
- ⊕ TRAFFIC SIGNAL BOX
- ⊕ TRAFFIC LIGHT
- ⊕ PULLBOX
- ⊕ FIRE HYDRANT
- SON
- ⊕ CURB INLET
- ⊕ WATER METER
- ⊕ MANHOLE
- ⊕ GAS PIN FLAG
- ⊕ ELECTRIC PIN FLAG
- ⊕ WATER CARBONITE MARKER
- ⊕ CABLE TELEVISION PIN FLAG
- ⊕ CONIFEROUS TREE
- ⊕ DECIDUOUS TREE
- ⊕ GROUND CONTROL POINT SET THIS SURVEY
- EDGE OF ASPHALT
- CHAIN LINK FENCE
- METAL FENCE
- WOOD FENCE
- WIRE FENCE
- OVERHEAD UTILITY LINE
- UNDERGROUND UTILITY LINE
- SANITARY SEWER LINE
- GAS LINE
- WATER LINE
- CABLE TELEVISION LINE

PROJECT INFORMATION	
CREW/TECH: SP/WB	DATE OF SURVEY: 02/20-3/14/2024
DRAWN BY: JK	CHECKED BY: LM
RSJ JOB NO. 245040T	SHEET NUMBER 5 OF 7

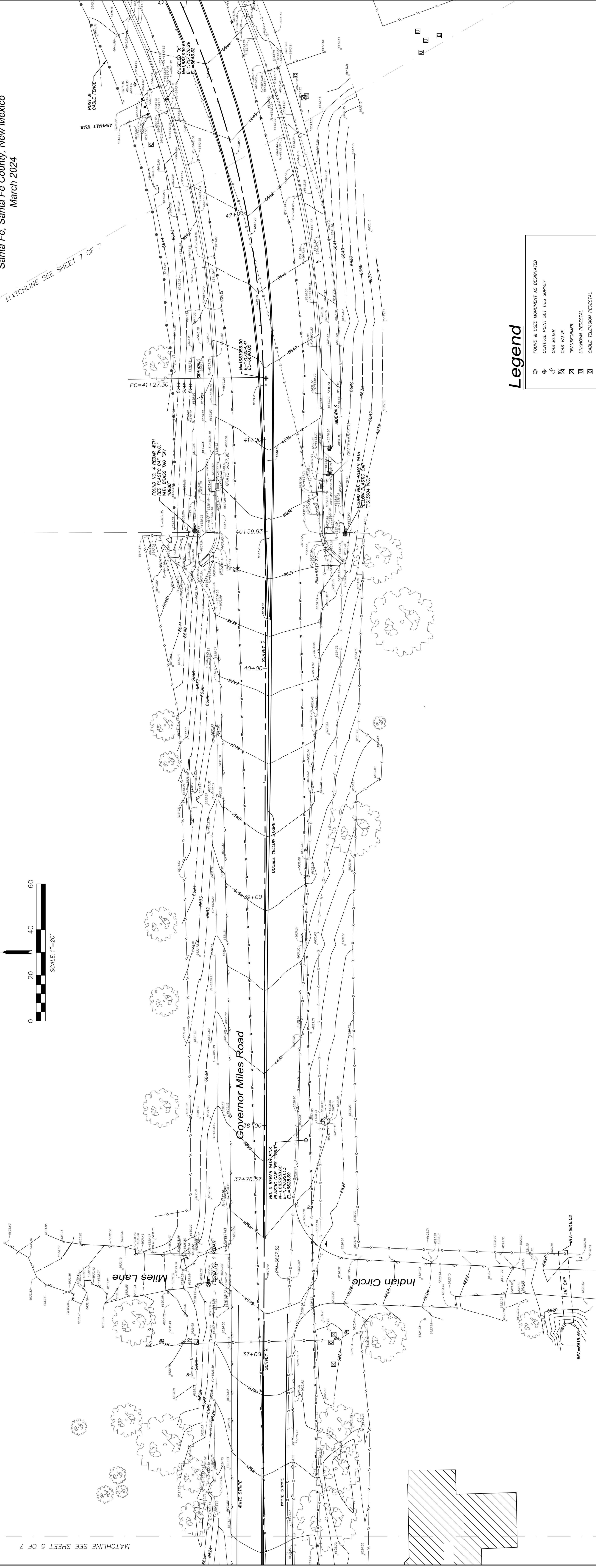
THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY. APPARENT PROPERTY CORNERS, RIGHT-OF-WAY LINES, OR PROPERTY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEYS AND FIELD MEASUREMENTS. THE ACCURACY OF THESE LINES HEREON ARE NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

MATCHLINE SEE SHEET 5 OF 7



Topographic Survey of
Governor Miles Road Improvements
 Santa Fe, Santa Fe County, New Mexico
 March 2024

MATCHLINE SEE SHEET 7 OF 7



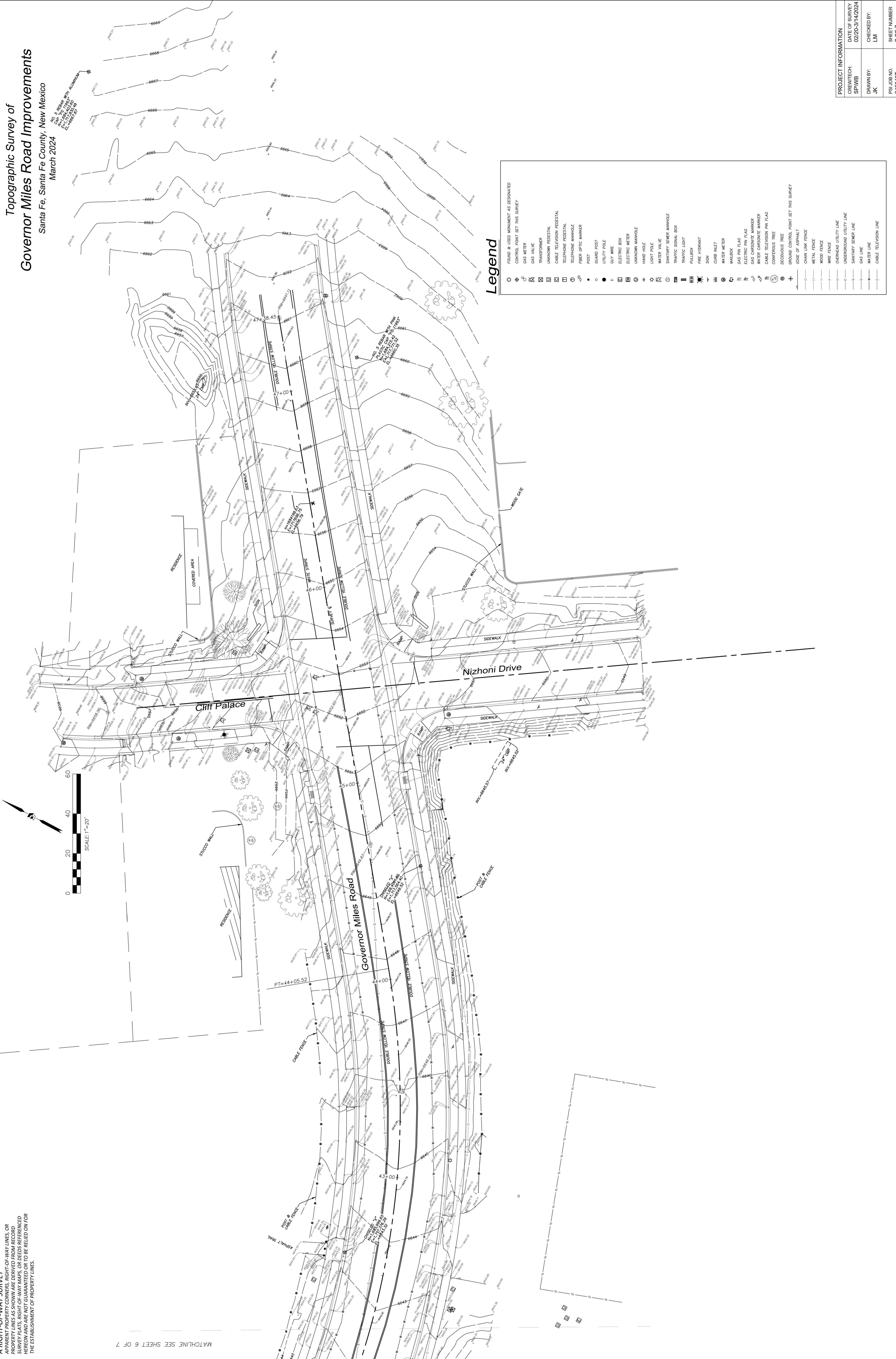
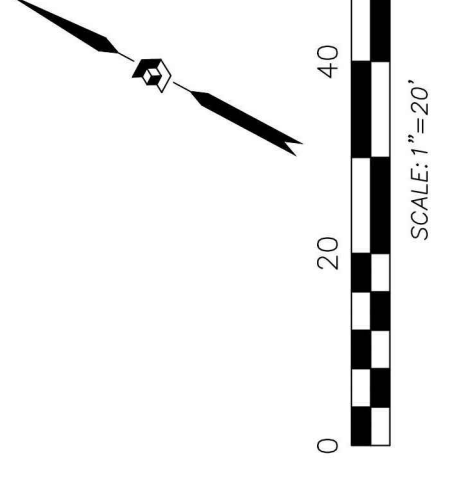
Legend

- FOUND & USED MONUMENT AS DESIGNATED
 CONTROL POINT SET THIS SURVEY
- FOUND & USED MONUMENT AS DESIGNATED
 - CONTROL POINT SET THIS SURVEY
 - GAS METER
 - GAS VALVE
 - TRANSFORMER
 - UNKNOWN PEDESTAL
 - CABLE TELEVISION PEDESTAL
 - TELEPHONE PEDESTAL
 - TELEPHONE MANHOLE
 - FIBER OPTIC MARKER
 - POST
 - GUARD POST
 - UTILITY POLE
 - GUY WIRE
 - ELECTRIC BOX
 - ELECTRIC METER
 - UNKNOWN MANHOLE
 - LIGHT POLE
 - WATER VALVE
 - SANITARY SEWER MANHOLE
 - TRAFFIC SIGNAL BOX
 - TRAFFIC LIGHT
 - PULLBOX
 - FIRE HYDRANT
 - SIGN
 - CURB INLET
 - WATER METER
 - METERBOX
 - GAS PIN FLAG
 - ELECTRIC PIN FLAG
 - UNKNOWN MANHOLE
 - WATER CHASE/PIPE MARKER
 - CABLE TELEVISION PIN FLAG
 - CONIFEROUS TREE
 - DECIDUOUS TREE
 - GROUND CONTROL POINT SET THIS SURVEY
 - EDGE OF ASPHALT
 - CHAIN LINK FENCE
 - METAL FENCE
 - WOOD FENCE
 - WIRE FENCE
 - OVERHEAD UTILITY LINE
 - UNDERGROUND UTILITY LINE
 - SANITARY SEWER LINE
 - GAS LINE
 - WATER LINE
 - CABLE TELEVISION LINE

PROJECT INFORMATION	
DATE OF SURVEY	02/20-3/14/2024
CREW/TECH:	SP/WB
DRAWN BY:	JK
CHECKED BY:	LN
RSJ JOB NO.	245040T
SHEET NUMBER	6 OF 7

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 SURVEYS AND FIELD MEASUREMENTS. THESE LINES AND HEREON ARE NOT GUARANTEED OR TO BE REPLIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

MATCHLINE SEE SHEET 6 OF 7



Legend

	FOUND & USED MONUMENT AS DESIGNATED
	CONTROL POINT SET THIS SURVEY
	GAS METER
	GAS VALVE
	TRANSFORMER
	UNKNOWN PEDESTAL
	CABLE TELEVISION PEDESTAL
	TELEPHONE PEDESTAL
	TELEPHONE MANHOLE
	FIBER OPTIC MARKER
	POST
	GUARD POST
	UTILITY POLE
	GUY WIRE
	ELECTRIC BOX
	ELECTRIC METER
	UNKNOWN MANHOLE
	HAND HOLE
	LIGHT POLE
	WATER VALVE
	SANITARY SEWER MANHOLE
	TRAFFIC SIGNAL BOX
	TRAFFIC LIGHT
	PULLBOX
	FIRE HYDRANT
	SRN
	CURB INLET
	WATER METER
	MALLEOCK
	GAS PIN FLAG
	ELECTRIC PIN FLAG
	GAS CARBONITE MARKER
	WATER CARBONITE MARKER
	CABLE TELEVISION PIN FLAG
	CONSPICUOUS TREE
	GROUND CONTROL POINT SET THIS SURVEY
	EDGE OF ASPHALT
	CHAIN LINK FENCE
	METAL FENCE
	WOOD FENCE
	WIRE FENCE
	OVERHEAD UTILITY LINE
	UNDERGROUND UTILITY LINE
	SANITARY SEWER LINE
	GAS LINE
	WATER LINE
	CABLE TELEVISION LINE

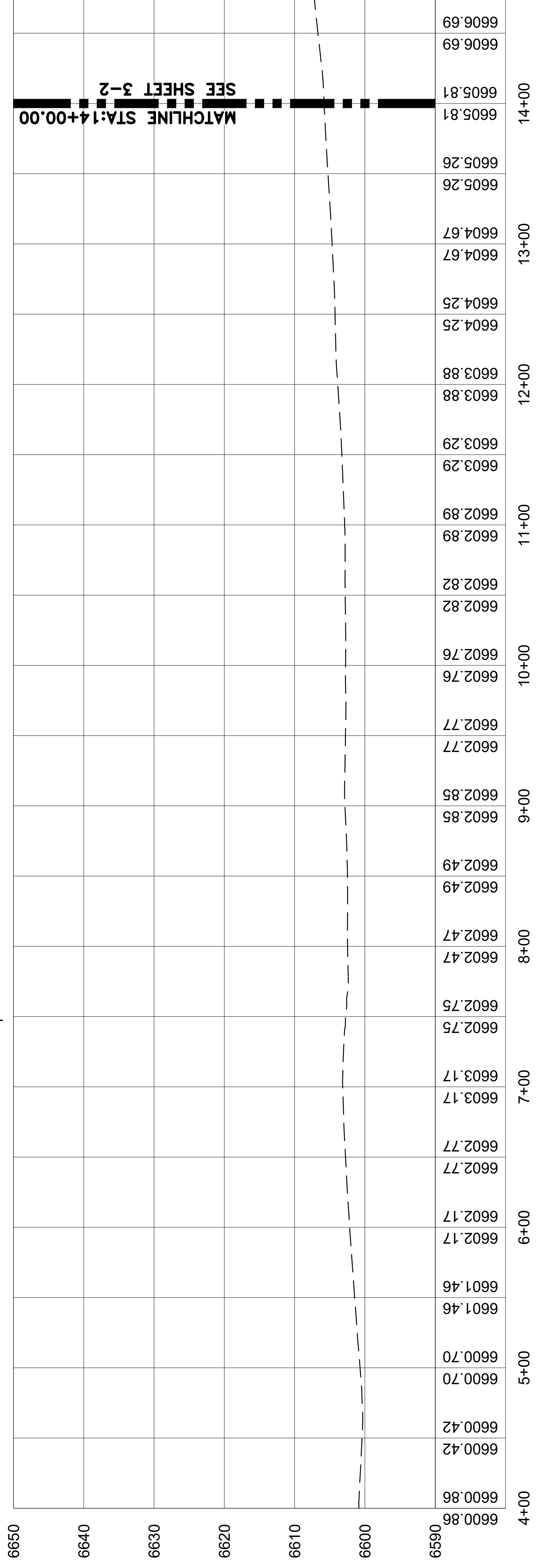
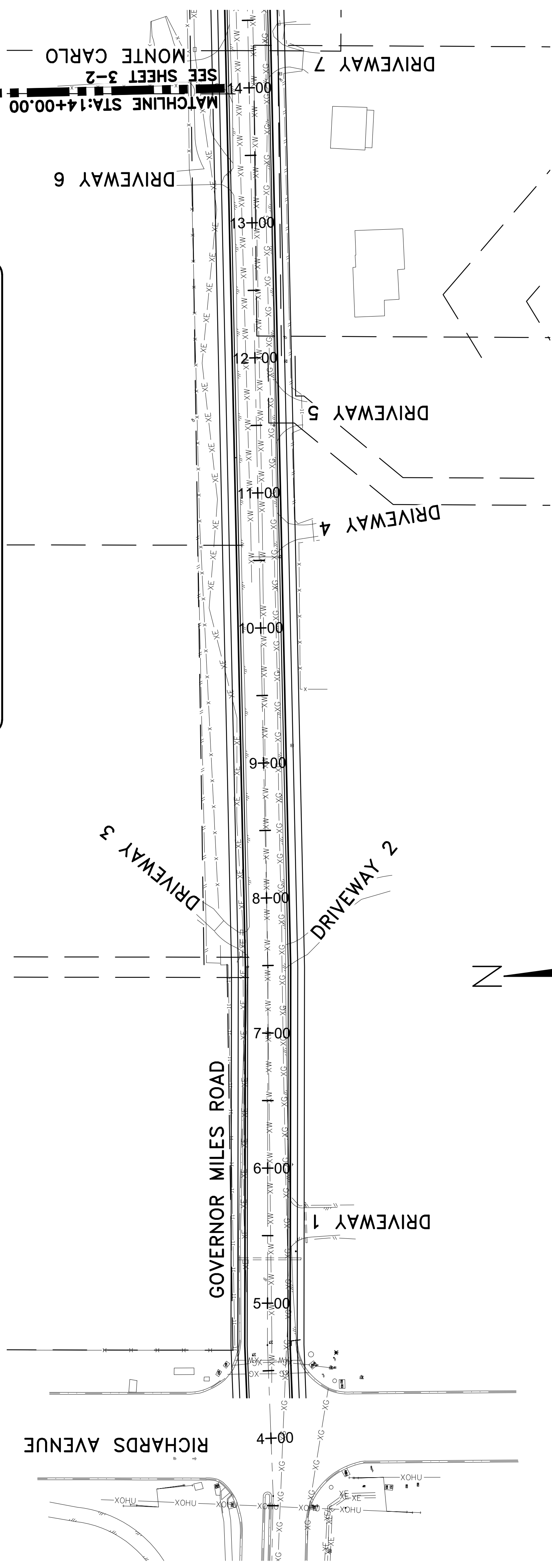
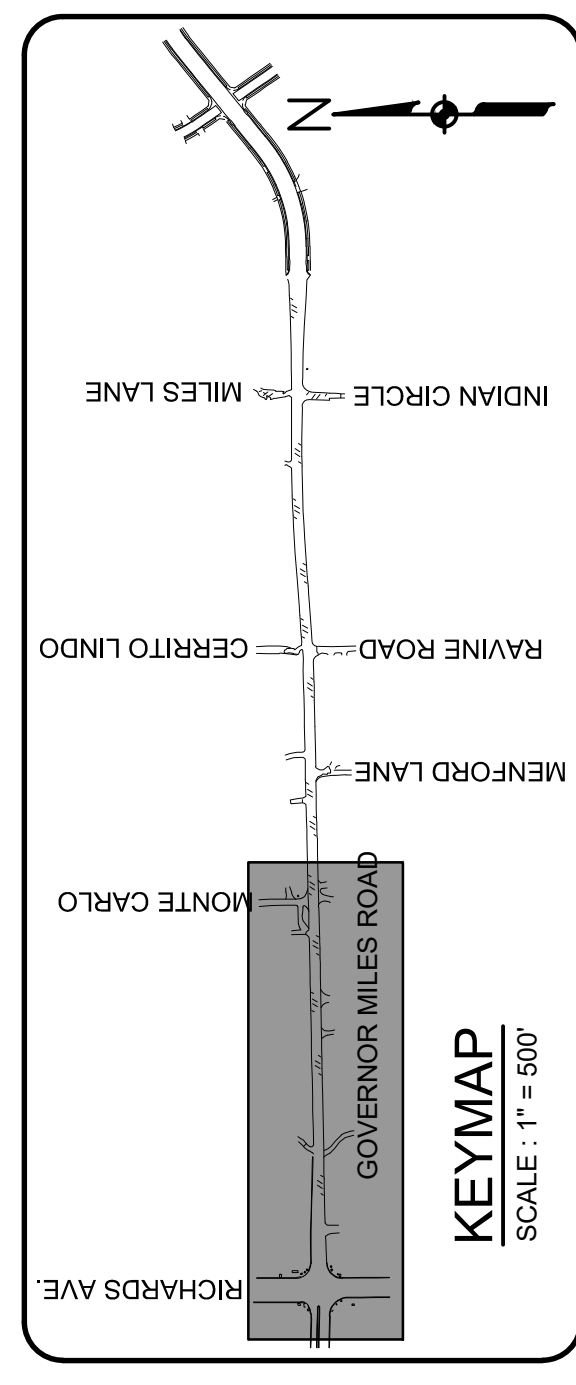
**Topographic Survey of
Governor Miles Road Improvements**

Santa Fe, Santa Fe County, New Mexico
March 2024

NO. 5 SURVEY WITH ALUMINUM
CROSSHAIR LEVELING
STATIONING FROM
ELEVATION 6660.00
ELEVATION 6660.00

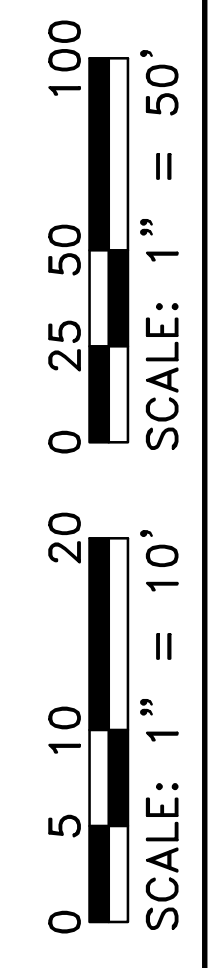
PROJECT INFORMATION	
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CREW/TECH:	SP/WB
CHECKED BY:	LJN
DRAWN BY:	JK
RSJ JOB NO.	245040T
SHEET NUMBER	7 OF 7

Santa Fe Engineering
 SFEC Consultants, LLC

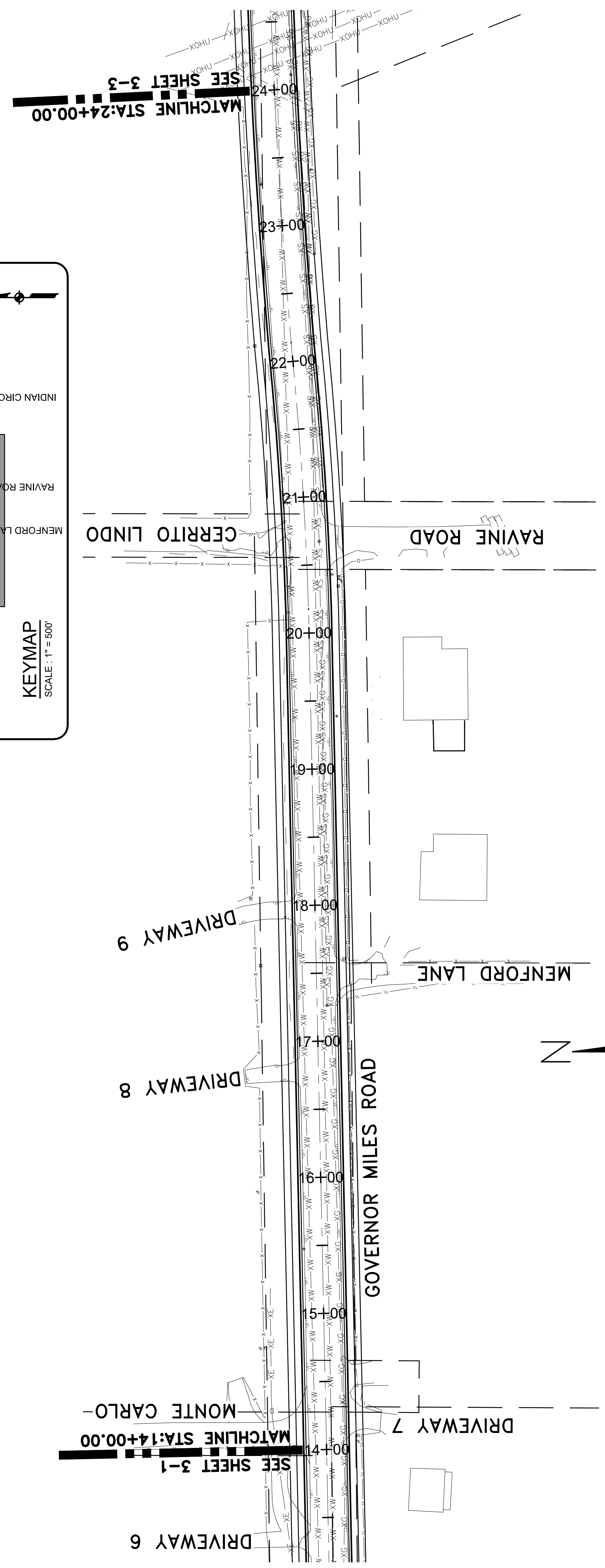
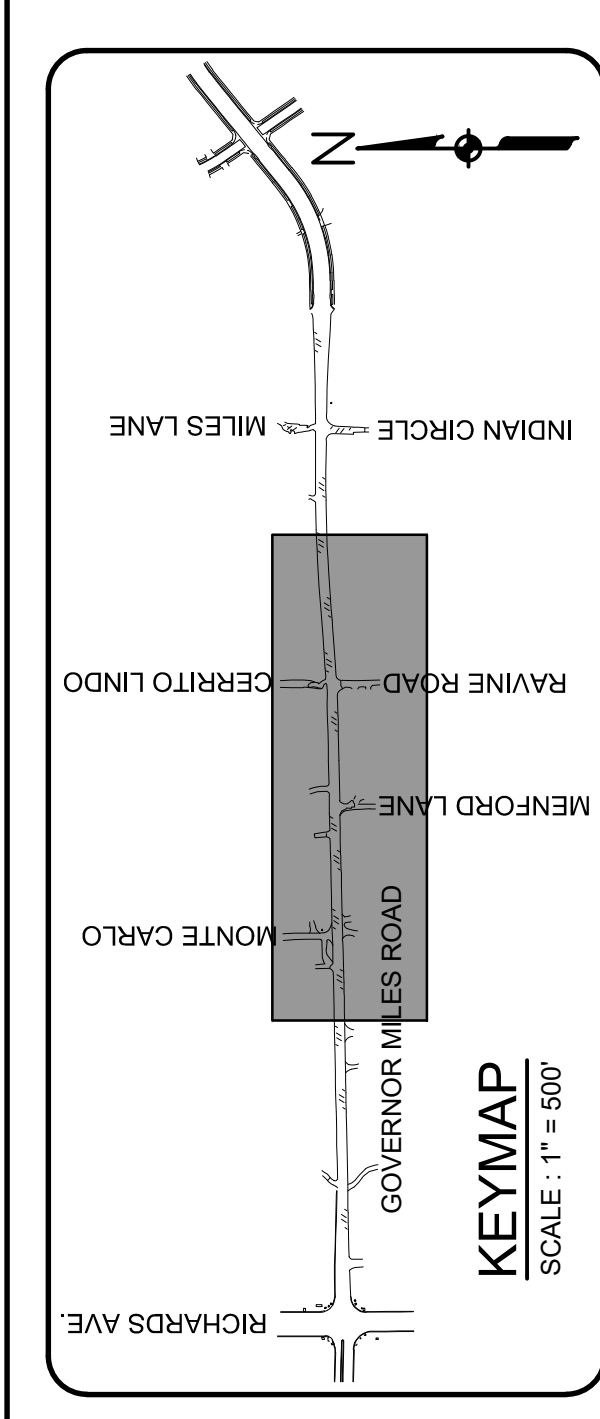


NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
3			
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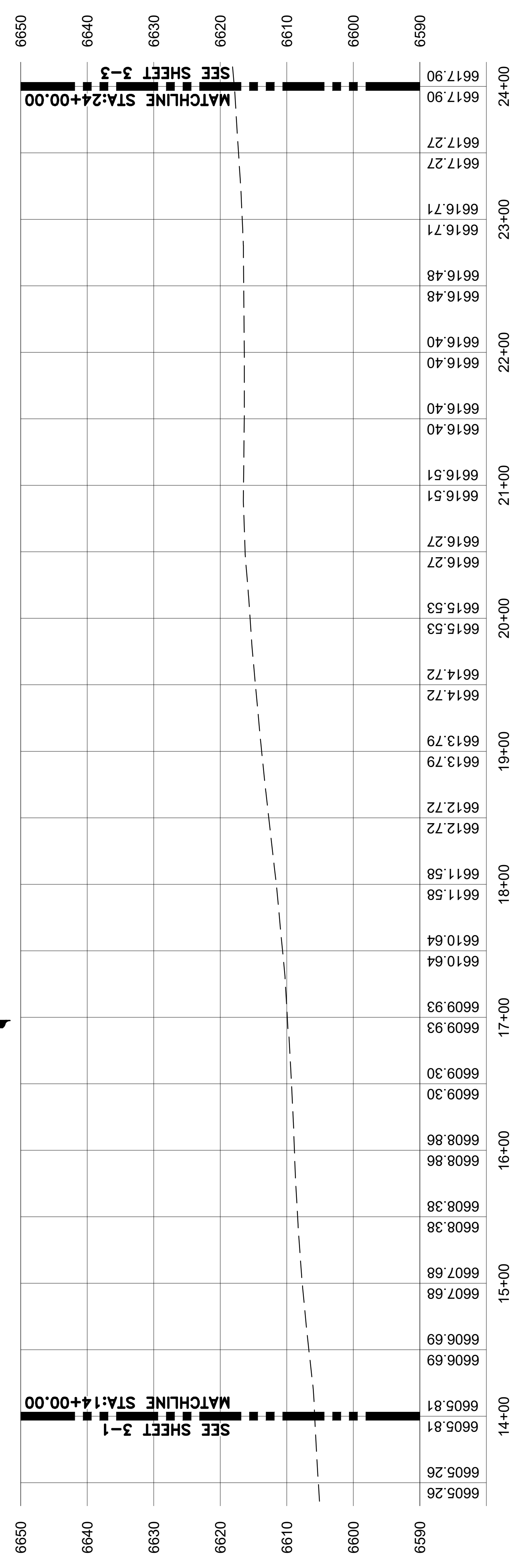
CITY OF SANTA FE
 CIP NO. -----
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS
 ROADWAY PLAN AND PROFILE
 SCALE: 1" = 50' SHEET 3-1



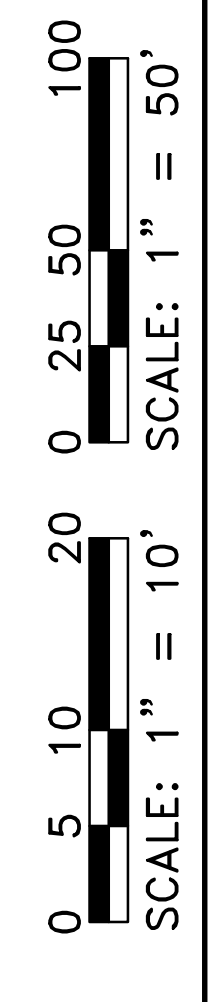
Santa Fe Engineering
 SFEC Consultants, LLC



ROADWAY PLAN VIEW (CONT'D)
 SCALE: 1" = 50'

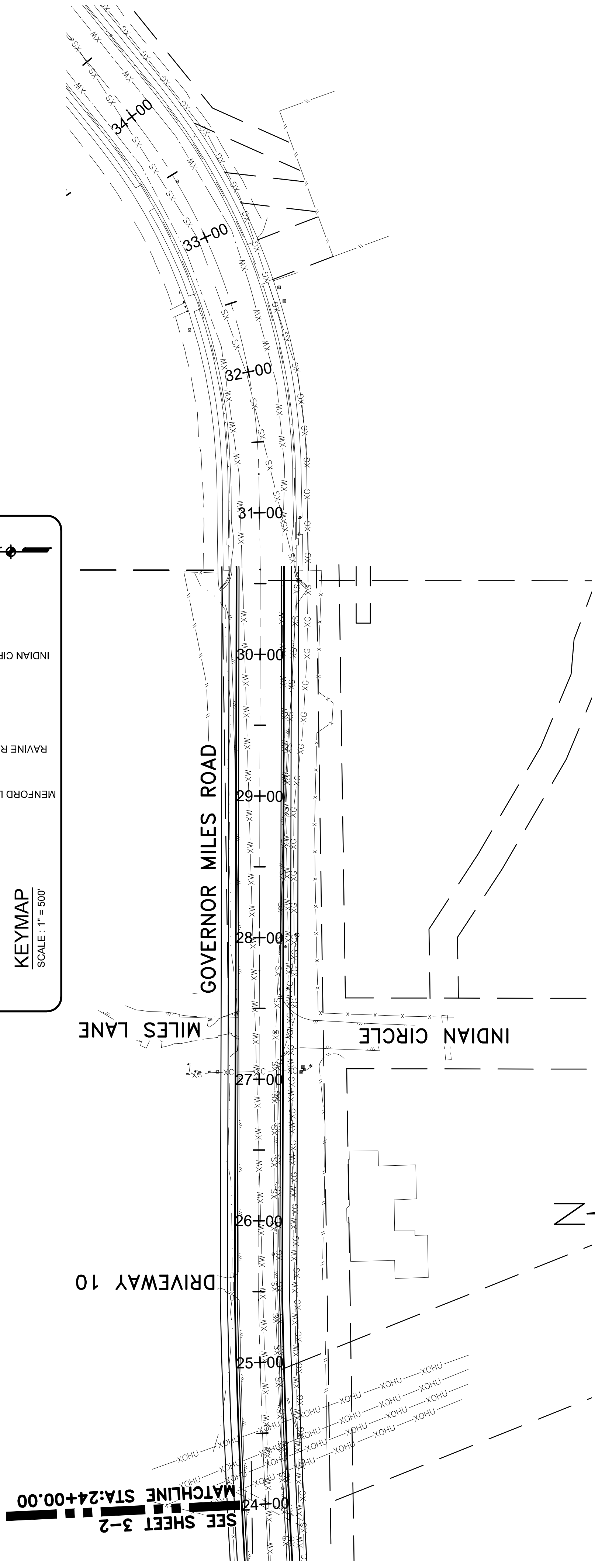
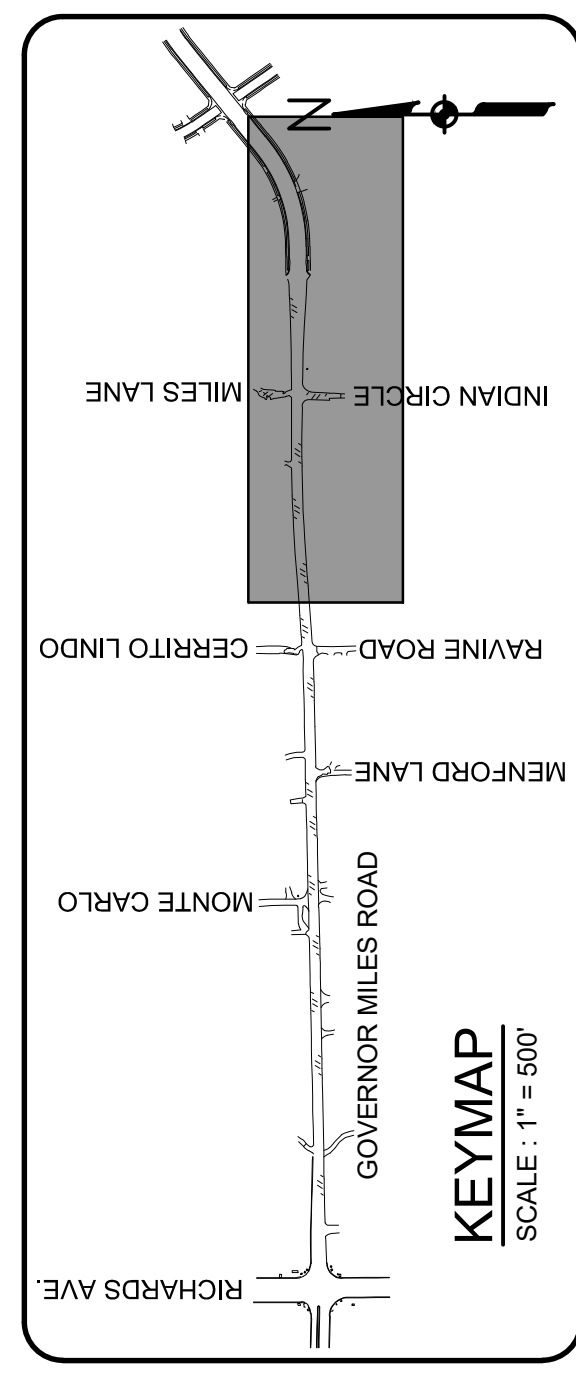


ROADWAY PROFILE VIEW (CONT'D)
 SCALE: HORIZ: 1" = 50'
 VERT: 1" = 10'

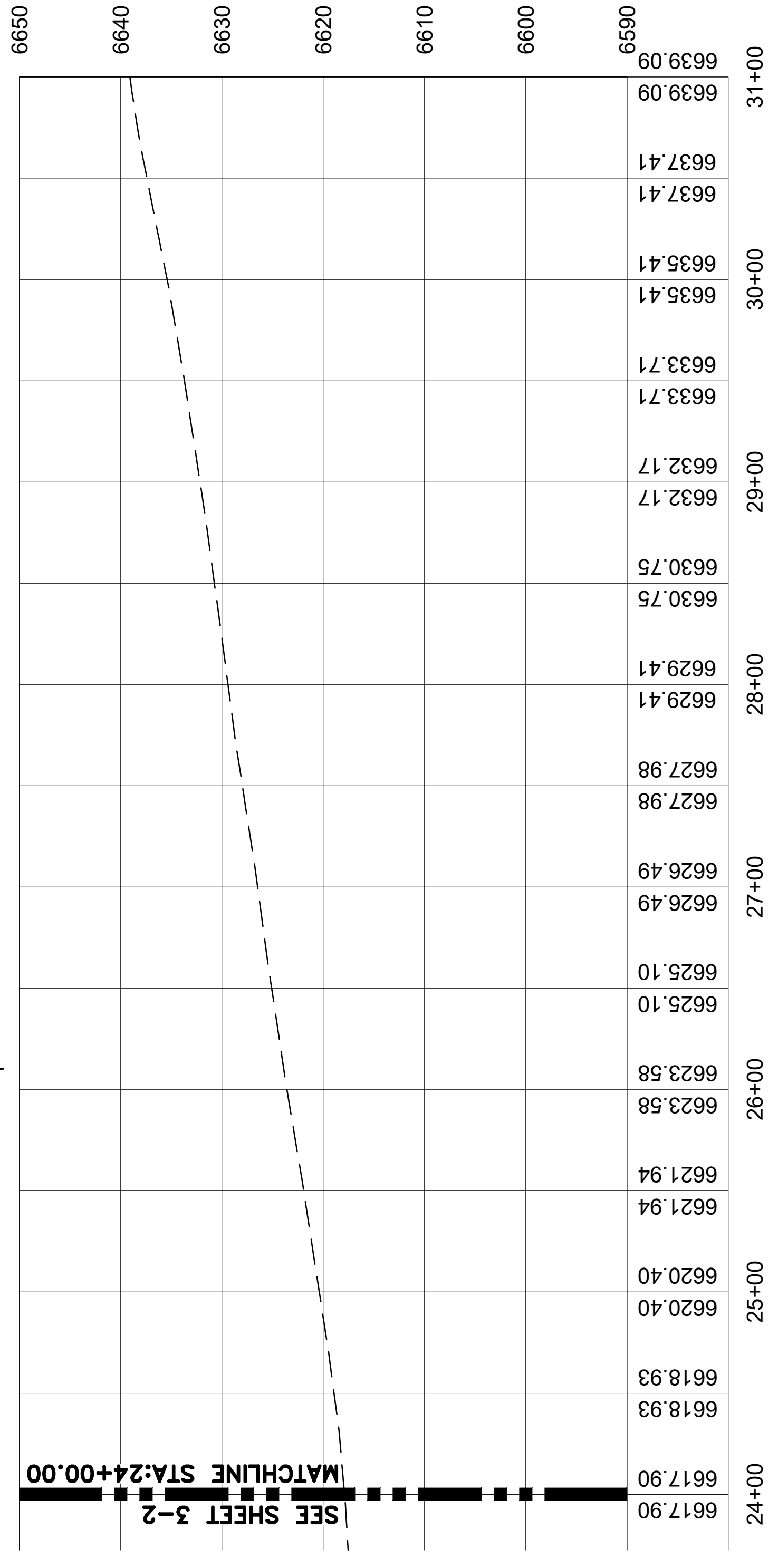


REVISIONS (OR CHANGE NOTICES)		
NO.	DESCRIPTION	DATE
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3		

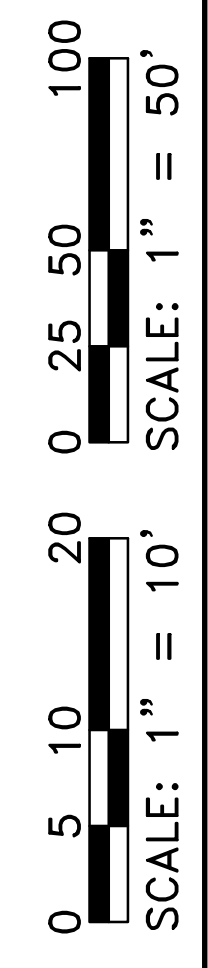
CITY OF SANTA FE
 CIP NO. -----
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS
 ROADWAY PLAN AND PROFILE
 (CONT'D)
 SCALE: 1" = 50' SHEET 3-2



ROADWAY PLAN VIEW (CONT'D)
 SCALE: 1" = 50'

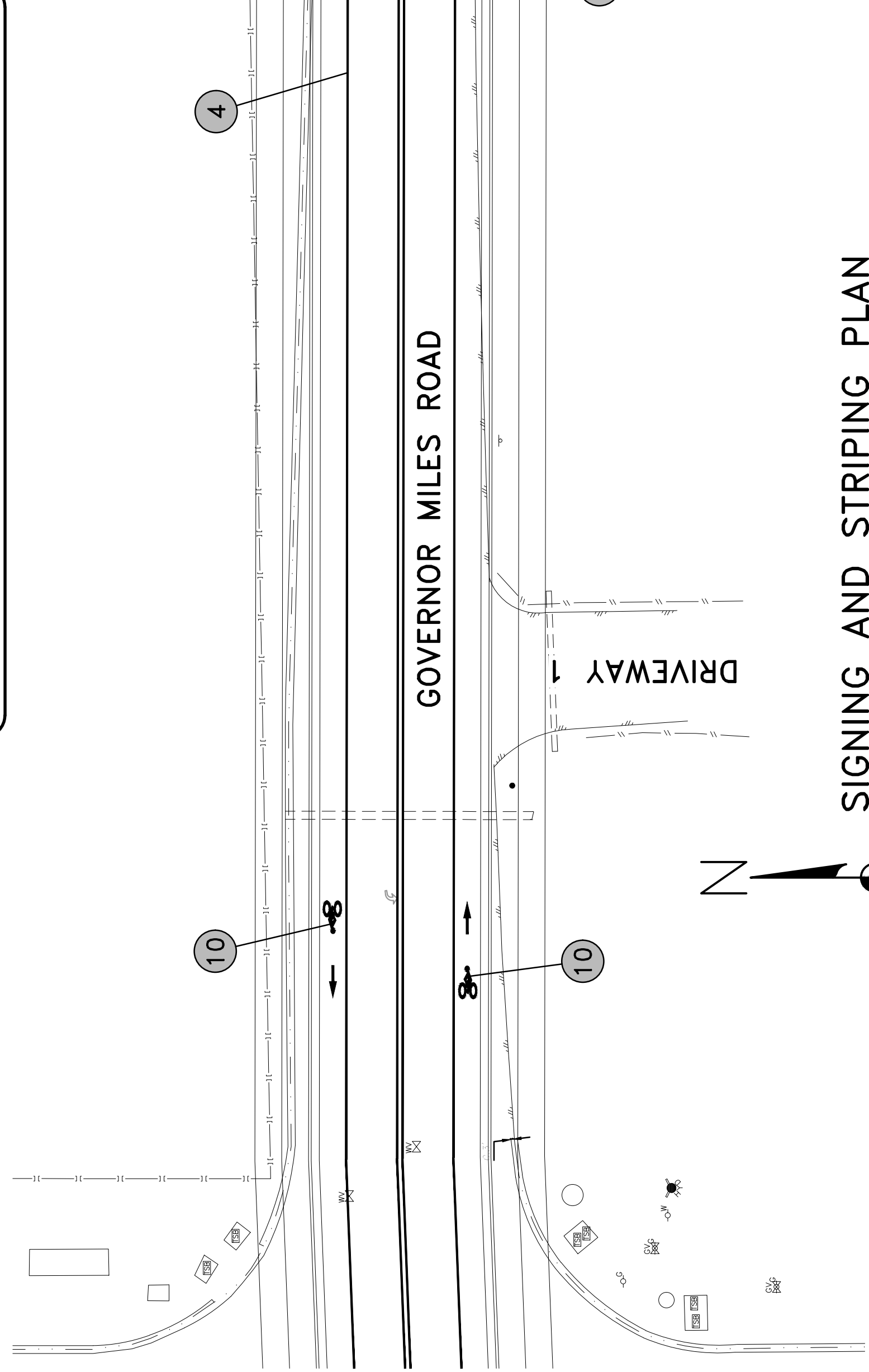
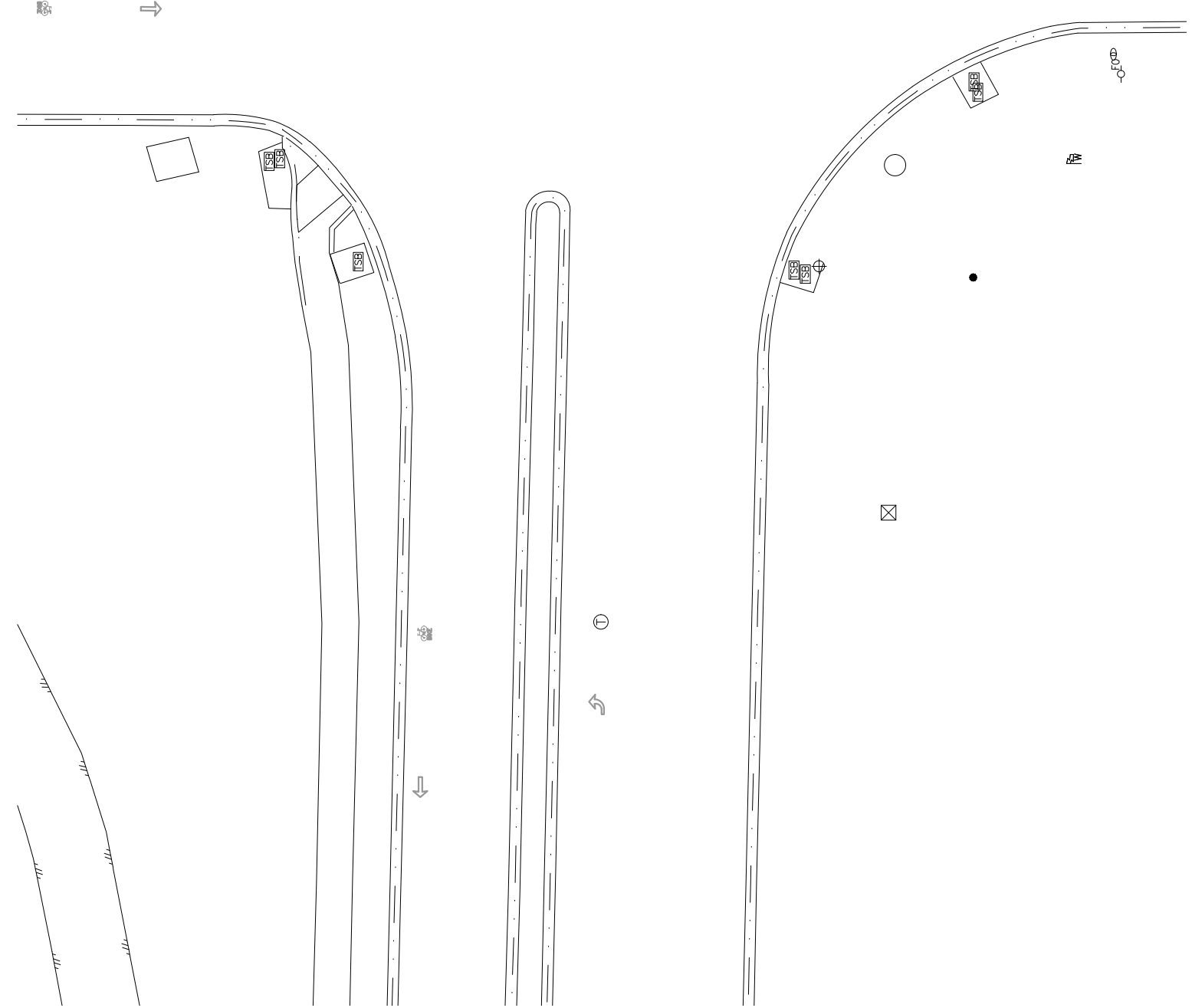
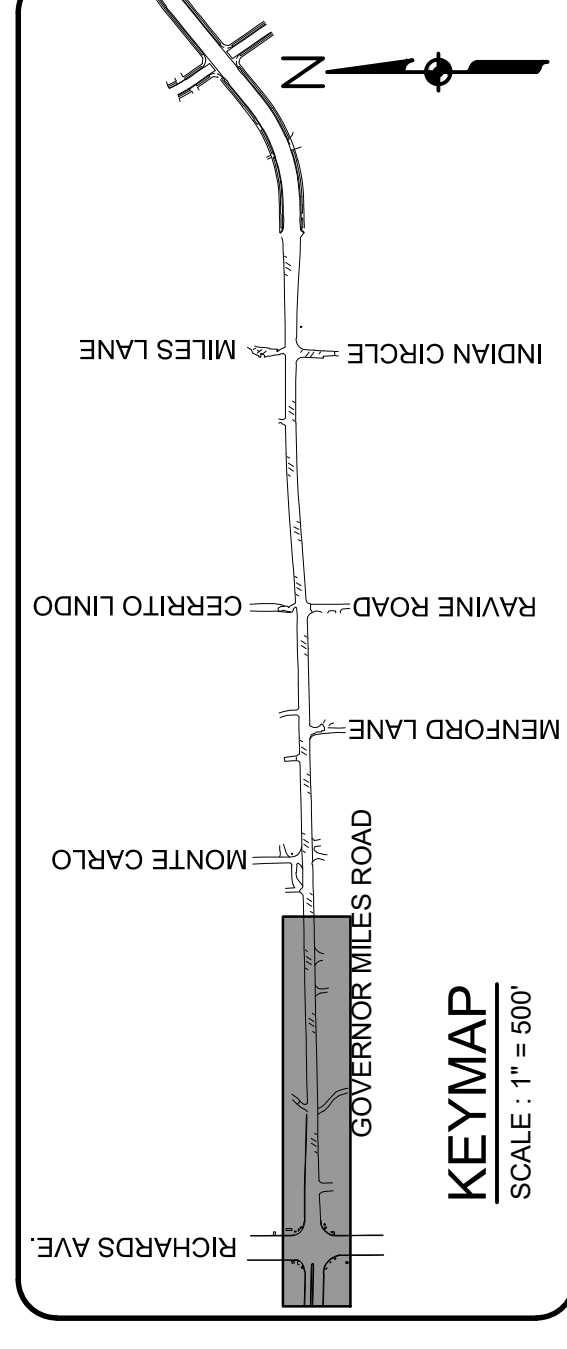


ROADWAY PROFILE VIEW (CONT'D)
 SCALE HORIZ: 1" = 50'
 SCALE VERT: 1" = 10'



REVISIONS (OR CHANGE NOTICES)			
NO.	DESCRIPTION	DATE	BY
3			
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CITY OF SANTA FE
 CIP NO. _____
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS
 ROADWAY PLAN AND PROFILE
 (CONT'D)
 SCALE: 1" = 50' SHEET 3-3



MATCHLINE
THIS SHEET

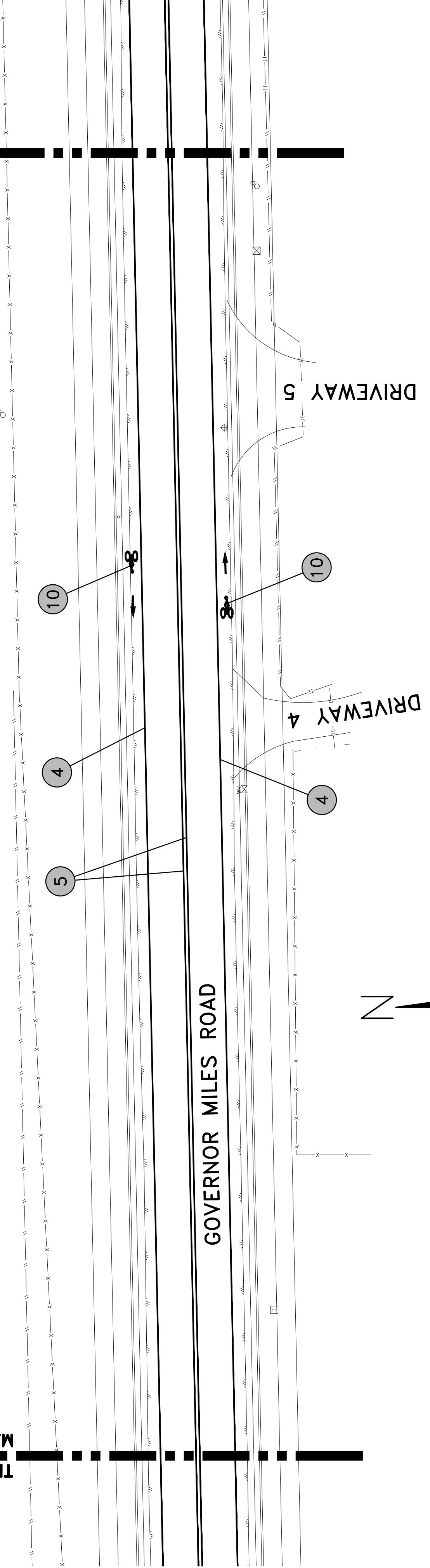
SIGNING AND STRIPING PLAN
SCALE: 1" = 20'

MATCHLINE
THIS SHEET

STRIPING KEY (X)

1	24" SOLID WHITE STRIPE - STOP BAR
2	12" SOLID WHITE STRIPE - CROSSWALK
3	8" SOLID YELLOW - CHEVRON
4	4" SOLID WHITE STRIPE
5	4" SOLID YELLOW STRIPE
6	4" EXTENSION LINE DOTTED WHITE STRIPE
7	LEFT ARROW SYMBOL
8	RIGHT ARROW SYMBOL
9	WORD "ONLY" SYMBOL
10	BIKE LANE SYMBOL (SEE DETAIL "A" SHEET 7-2)
11	EXISTING STRIPING TO REMAIN

MATCHLINE
SHEET 7-2



SIGNING AND STRIPING PLAN (CONT'D)
SCALE: 1" = 20'

EXISTING SIGN NOTES :

1. REMOVE AND RESET EXISTING SIGN
2. COORDINATE WITH OWNER TO REMOVE AND RESET EXISTING PRIVATE SIGN
3. REMOVE EXISTING SIGN

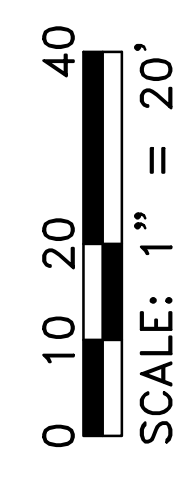
NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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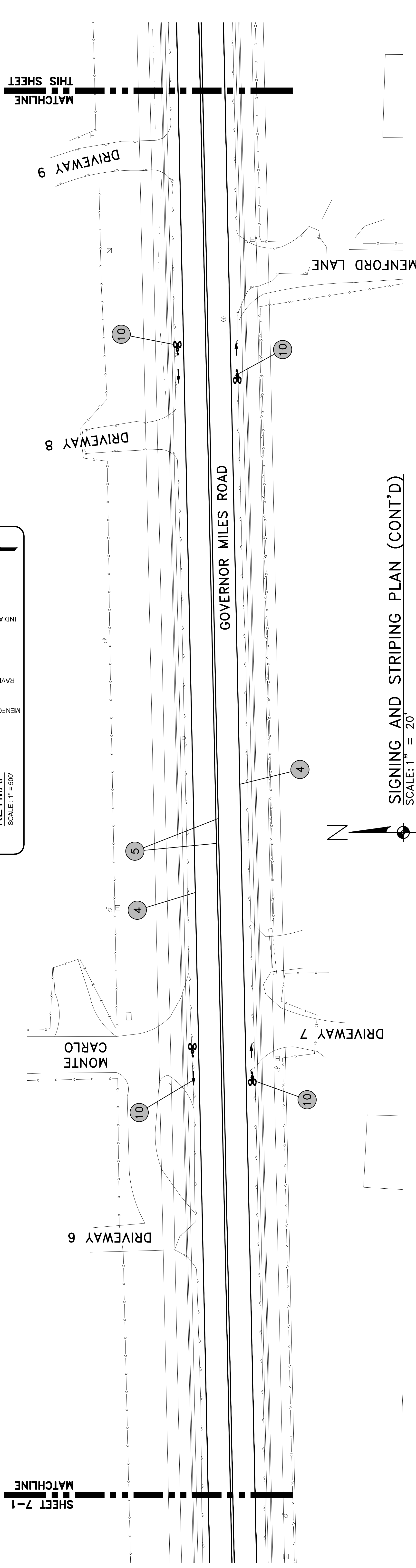
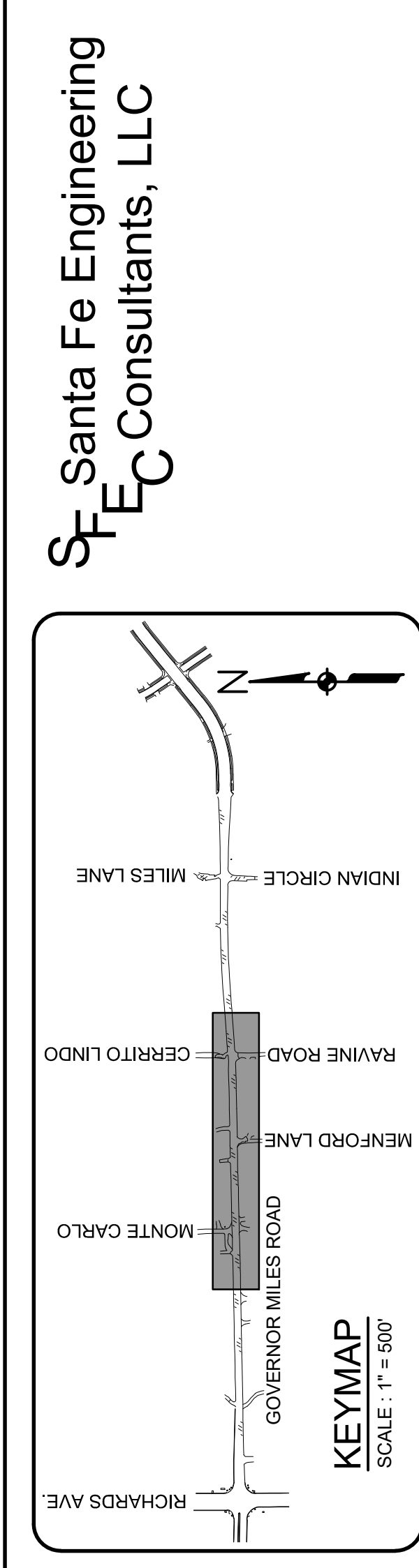
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CIP NO. _____

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

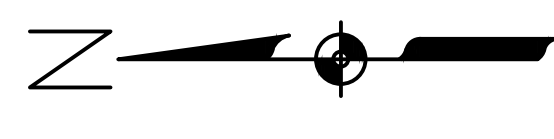
30% CONSTRUCTION
DOCUMENTS

SIGNING AND STRIPING PLAN



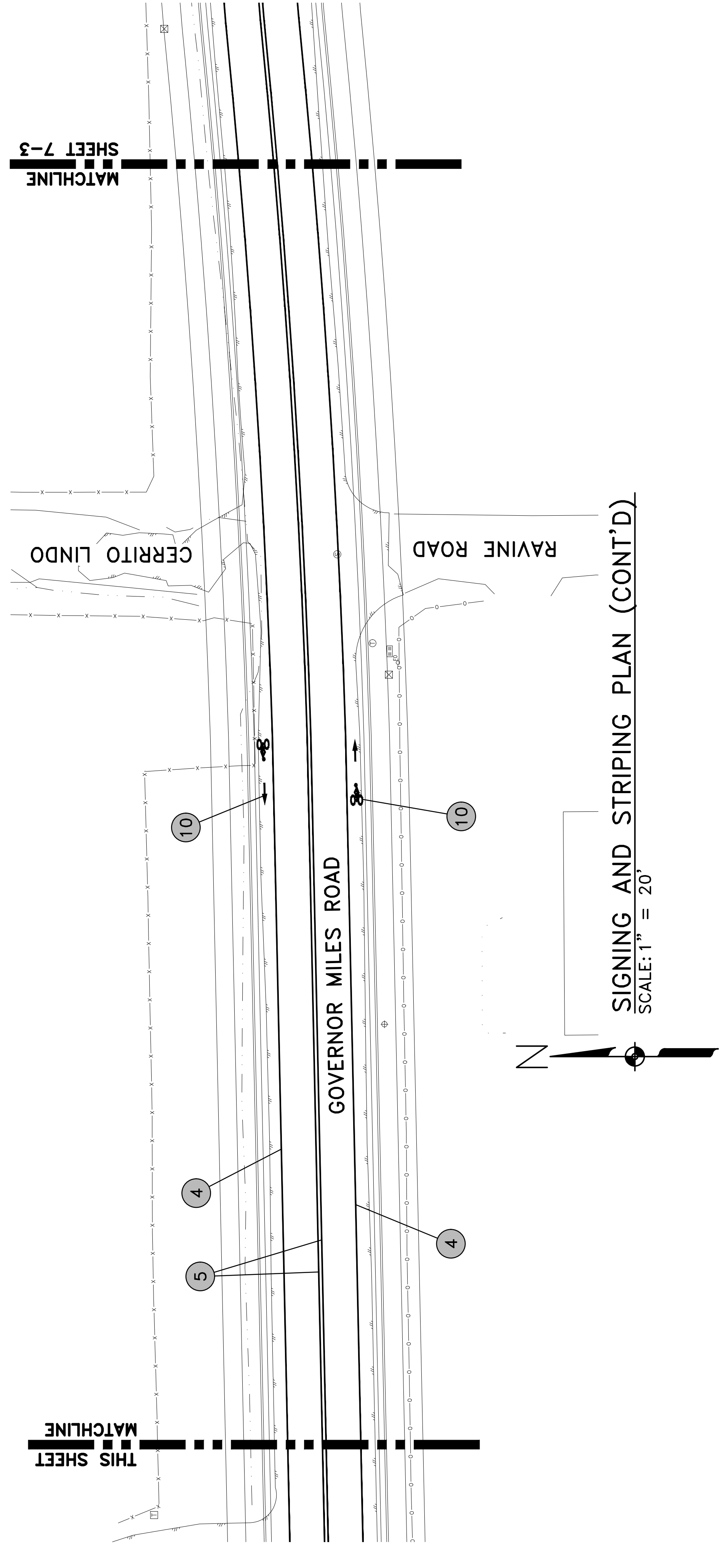


SIGNING AND STRIPING PLAN (CONT'D)
SCALE: 1" = 20'

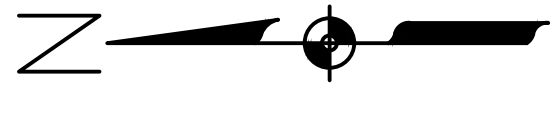


STRIPING KEY (X)

1	24" SOLID WHITE STRIPE - STOP BAR
2	12" SOLID WHITE STRIPE - CROSSWALK
3	8" SOLID YELLOW - CHEVRON
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6	4" EXTENSION LINE DOTTED WHITE STRIPE
7	LEFT ARROW SYMBOL
8	RIGHT ARROW SYMBOL
9	WORD "ONLY" SYMBOL
10	BIKE LANE SYMBOL (SEE DETAIL SHEET 7-2)
11	EXISTING STRIPING TO REMAIN



SIGNING AND STRIPING PLAN (CONT'D)
SCALE: 1" = 20'

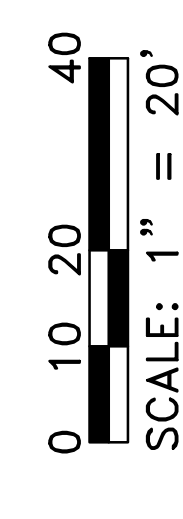


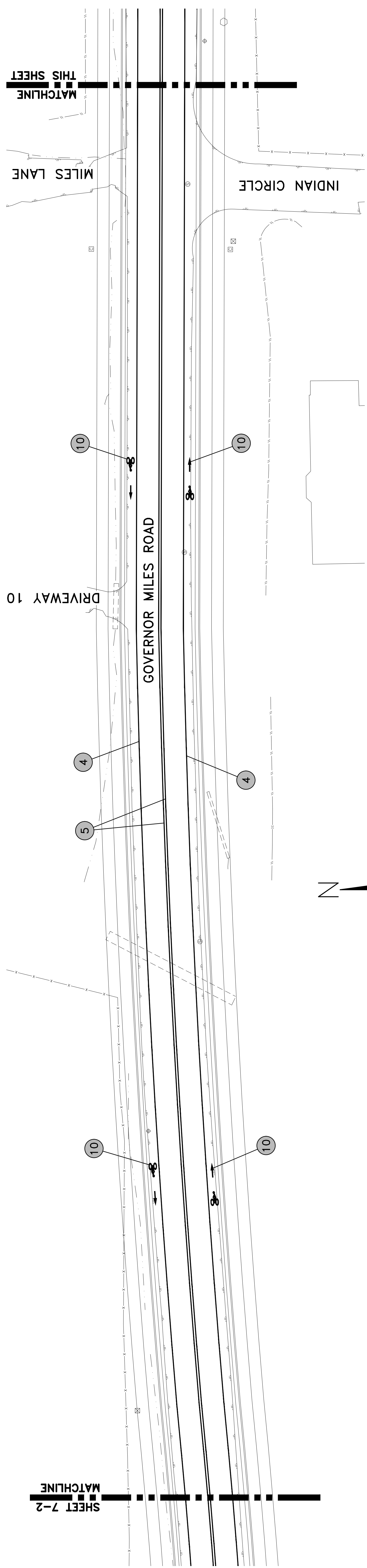
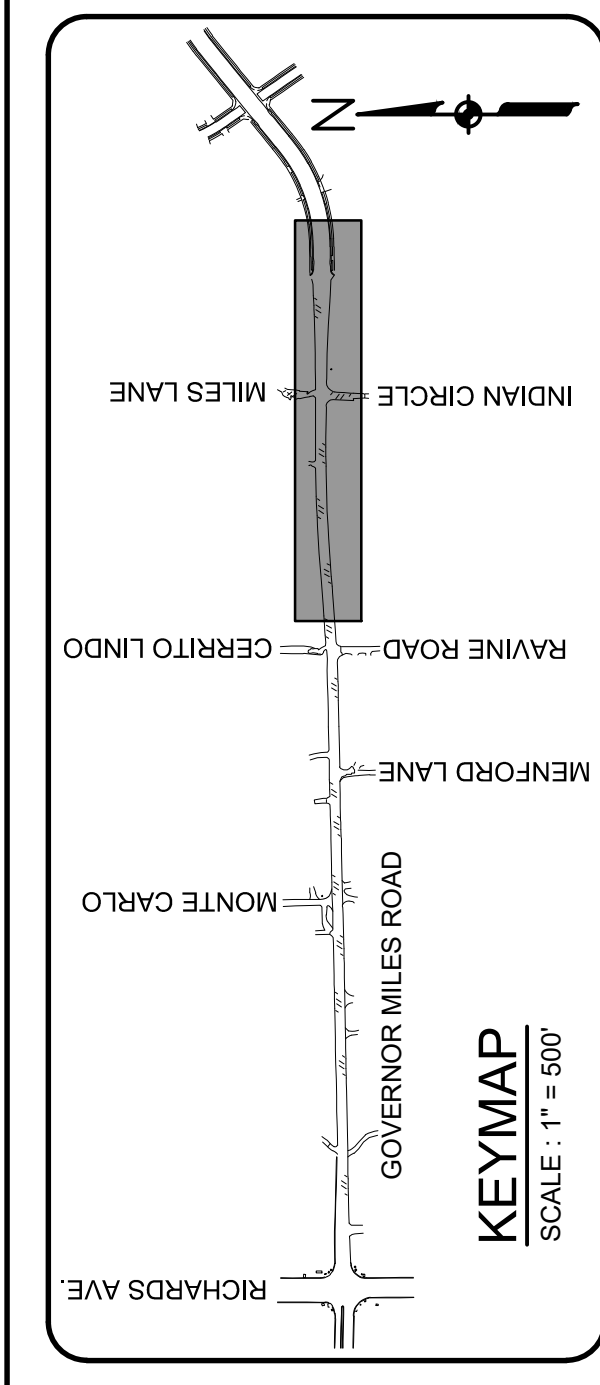
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1. REMOVE AND RESET EXISTING SIGN
2. COORDINATE WITH OWNER TO REMOVE AND RESET EXISTING PRIVATE SIGN
3. REMOVE EXISTING SIGN

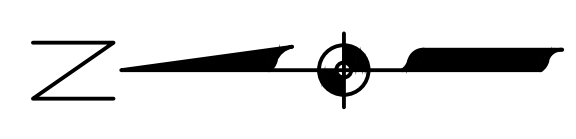
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CITY OF SANTA FE
CIP NO. _____
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS
30% CONSTRUCTION DOCUMENTS
SIGNING AND STRIPING PLAN (CONT'D)



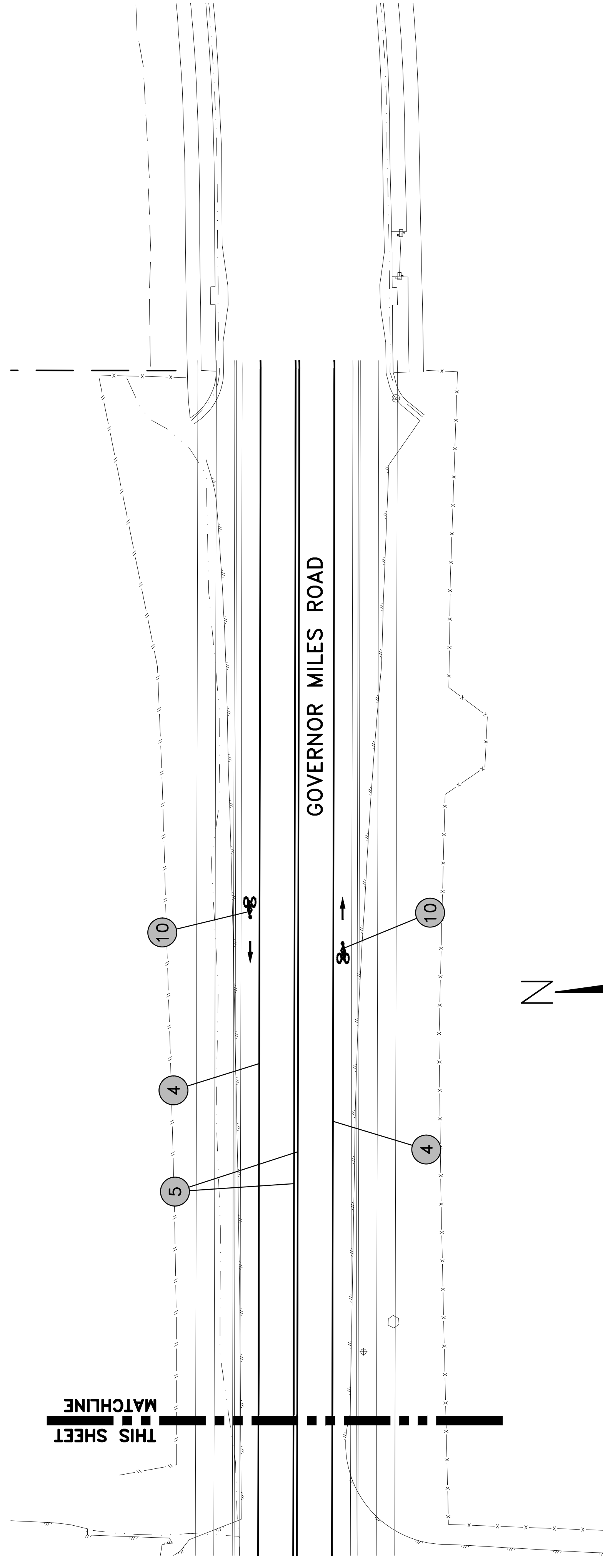


SIGNING AND STRIPING PLAN (CONT'D)
 SCALE: 1" = 20'

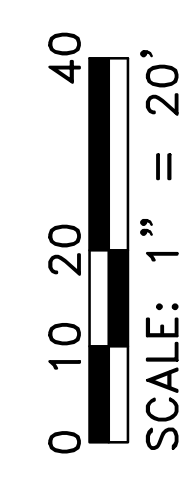
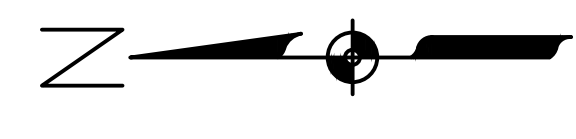


STRIPING KEY (X)

1	24" SOLID WHITE STRIPE - STOP BAR
2	12" SOLID WHITE STRIPE - CROSSWALK
3	8" SOLID YELLOW - CHEVRON
4	4" SOLID WHITE STRIPE
5	4" SOLID YELLOW STRIPE
6	4" EXTENSION LINE DOTTED WHITE STRIPE
7	LEFT ARROW SYMBOL
8	RIGHT ARROW SYMBOL
9	WORD "ONLY" SYMBOL
10	BIKE LANE SYMBOL (SEE DETAIL SHEET 7-2)
11	EXISTING STRIPING TO REMAIN



SIGNING AND STRIPING PLAN (CONT'D)
 SCALE: 1" = 20'



- EXISTING SIGN NOTES :**
1. REMOVE AND RESET EXISTING SIGN
 2. COORDINATE WITH OWNER TO REMOVE AND RESET EXISTING PRIVATE SIGN
 3. REMOVE EXISTING SIGN

NO.	DESCRIPTION	DATE	BY
1			
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CITY OF SANTA FE
 CIP NO. _____
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS
 SIGNING AND STRIPING PLAN
 (CONT'D)
 SCALE: 1" = 20' SHEET 7-3

UTILITY LEGEND

—OH—	EXISTING OVERHEAD UTILITY LINE	—OHE—	PROPOSED OVERHEAD UTILITY LINE
—W—	EXISTING WATER LINE	—W—	PROPOSED WATER LINE
—S—	EXISTING SANITARY SEWER LINE	—G—	PROPOSED GAS LINE
—C—	EXISTING COMMUNICATIONS LINE	▲	PROPOSED FIRE HYDRANT
—G—	EXISTING APPROXIMATE GAS LINE	●	PROPOSED WATER METER
⊙	EXISTING MANHOLE	⊙	PROPOSED UTILITY POLE
▲	EXISTING FIRE HYDRANT	○	PROPOSED GAS METER
⊕	EXISTING WATER METER	⊕	PROPOSED LIGHTING
⊗	EXISTING WATER VALVE		
⊙	EXISTING GAS METER		
⊕	EXISTING UTILITY POLE		

UTILITY CONTACT INFORMATION		
COMPANY	CONTACT	PHONE NUMBER
PNM	ERIC WINKLER	(505) 473-3221
CENTURY LINK	DOUG DALE	(505) 473-2194
COMCAST	DAVID AIKIN	(505) 474-7886
NM GAS COMPANY	FRANK ARAGON	(505) 470-0668
SANGRE DE CRISTO WATER COMPANY	JOHN DELMAR, P.E.	(505) 955-4231
CITY OF SANTA FE WASTE WATER DIVISION	STAN HOLLAND, P.E.	(505) 955-4637

NOTES:

- ADJUST ALL UTILITIES TO FINISHED GRADE. INSTALL CONCRETE COLLARS FOR ALL UTILITIES WITHIN PAVED AREA.
- COORDINATE ALL SERVICE RELOCATIONS WITH RESPECTIVE UTILITY COMPANIES AND PROPERTY OWNERS.
- ANY REMOVALS OF EQUIPMENT, MATERIALS, METERS, PEDESTALS, SERVICES, OR APPURTENANCES NOT LISTED ON THESE PLANS THAT ARE REQUIRED TO COMPLETE THE PROJECT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY. THIS SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.
- THE EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS HAVE BEEN COMPILED FROM MULTIPLE SOURCES, INCLUDING UTILITY LOCATES, POTHOLE LOCATIONS AND FIELD SURVEYS.
- SOME AREAS OF POTENTIAL CONFLICT BETWEEN UTILITIES AND PROPOSED CONSTRUCTION HAVE BEEN OUTLINED ON THESE PLANS. THE CONFLICTING UTILITIES AND SERVICES WITHIN THE RIGHT OF WAY WILL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANY. COORDINATION WITH UTILITY COMPANIES IS REQUIRED PER NOTE #19 SHEET 1-7.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY AND POTHOLE ANY POTENTIAL UTILITY CONFLICTS PRIOR TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.
- ANY GRADING ACTIVITIES EXTENDING INTO UTILITY EASEMENTS WILL REQUIRE POTHOLING BY THE CONTRACTOR TO VERIFY ADEQUATE DEPTHS OF COVER ARE MAINTAINED.
- ANY SCHEDULED OUTAGES OR MODIFICATIONS TO UTILITIES REQUIRE COORDINATION WITH THE RESPECTIVE UTILITY COMPANY.
- ALL UTILITY SERVICE STUBS TO BE EXTENDED BEHIND BACK OF PROPOSED SIDEWALK SO FUTURE CONNECTIONS WILL NOT REQUIRE EXCAVATION IN THE RIGHT OF WAY.
- ALL UTILITY WORK SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY COMPANY. ALL UTILITY WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR 663000 - UTILITY RELOCATIONS AND 663001 - PRV RELOCATION (REMOVE AND REPLACE), AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

NO.	DESCRIPTION	DATE	BY
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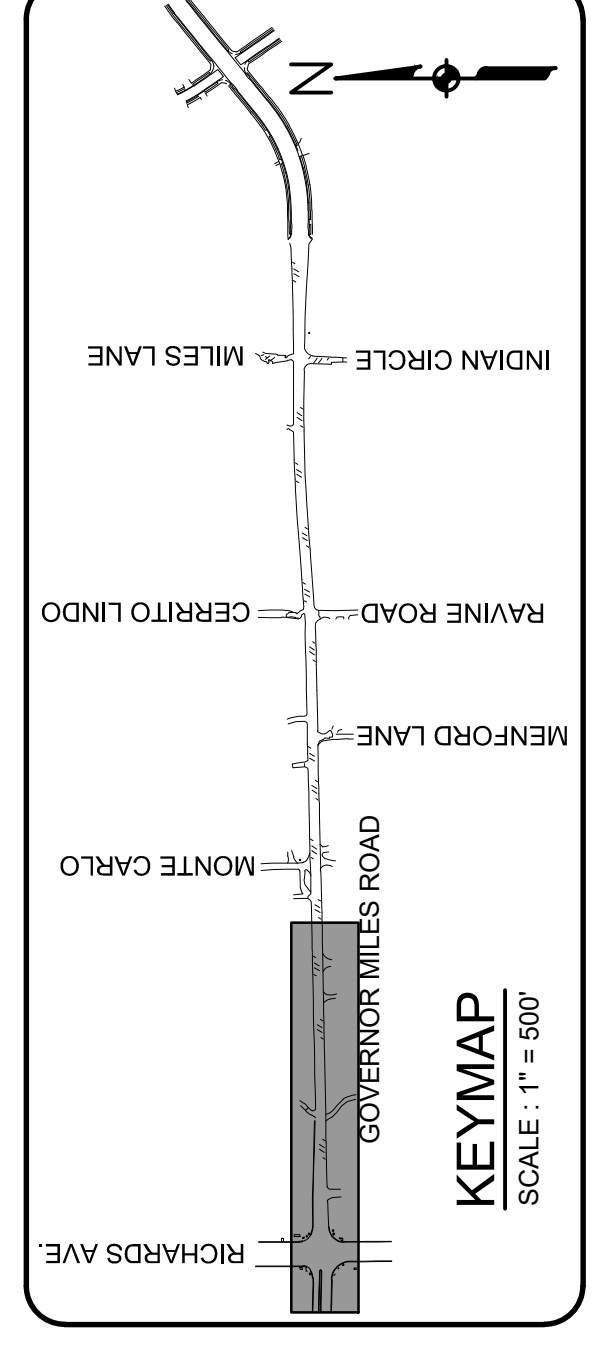
REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
CIP NO. -----

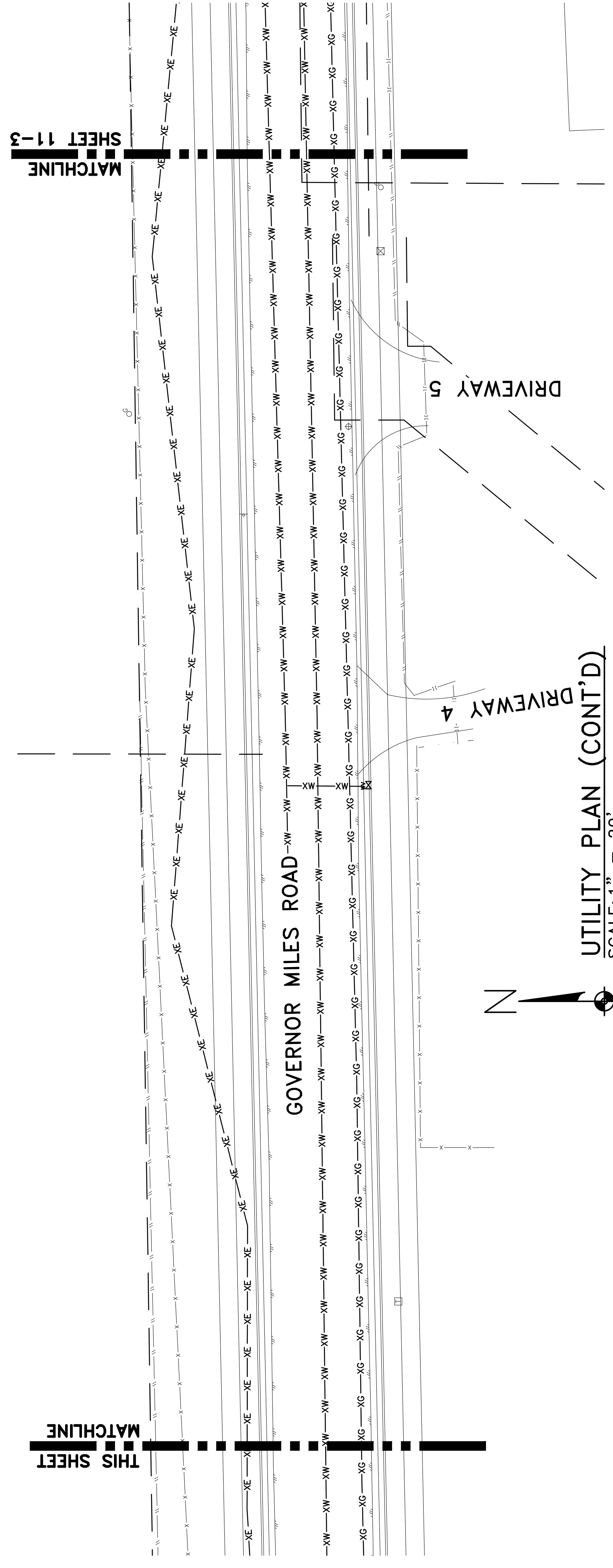
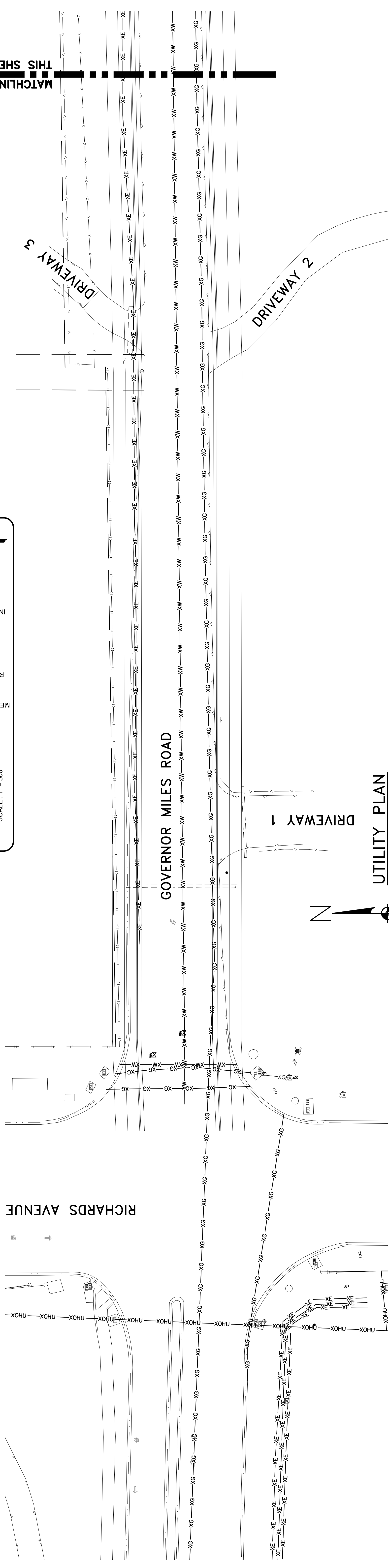
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

30% CONSTRUCTION
DOCUMENTS

UTILITY NOTES



THIS SHEET
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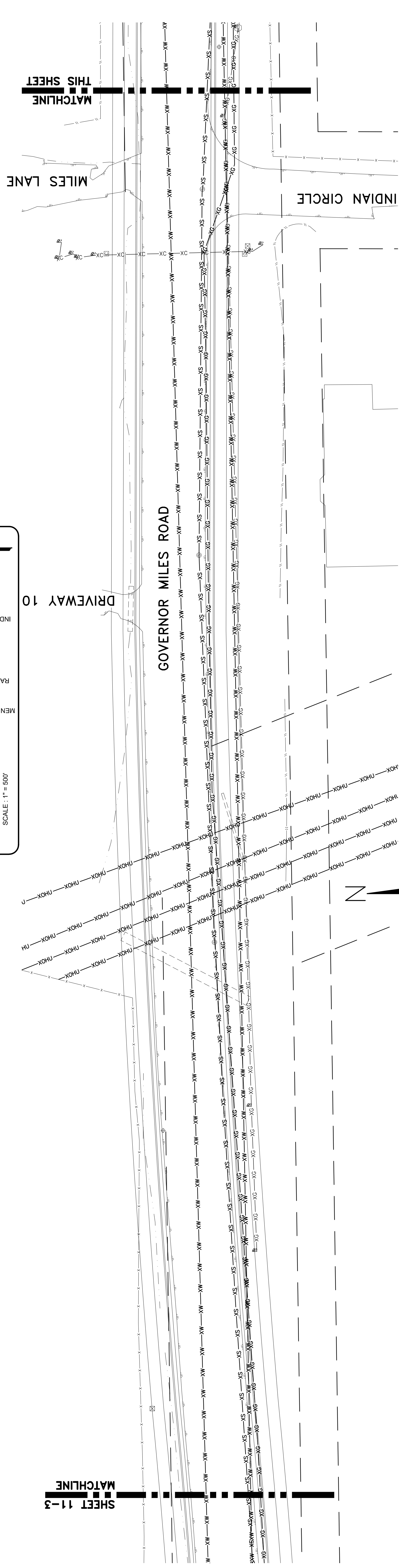
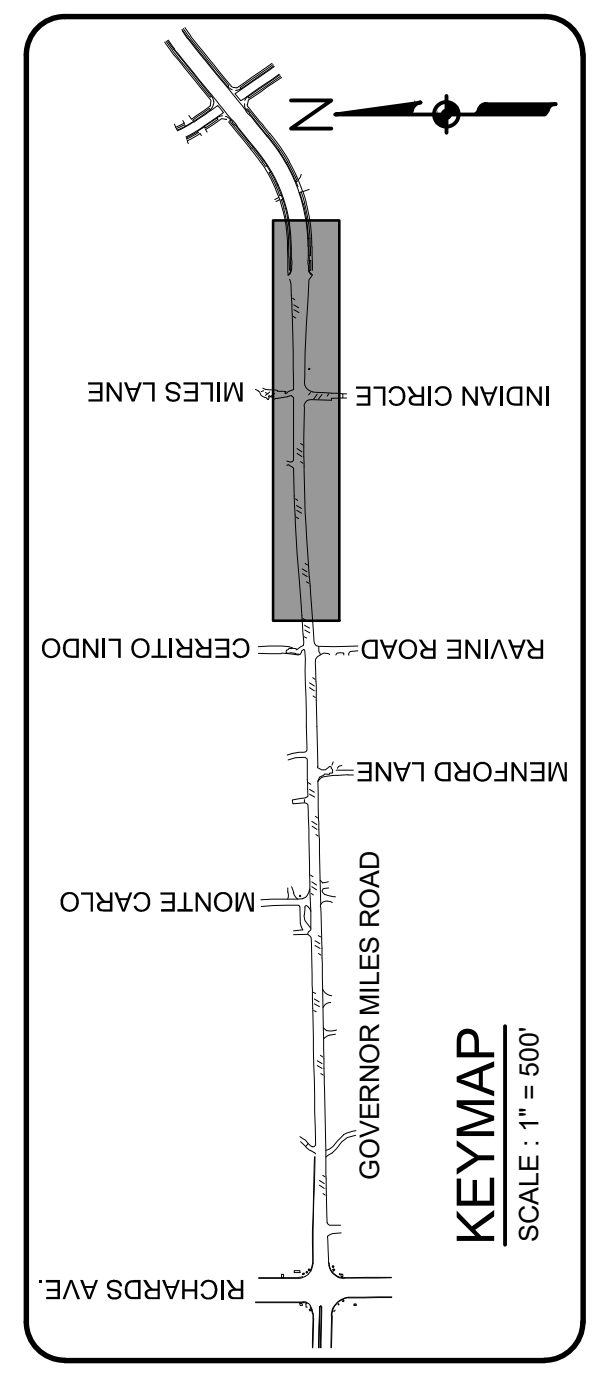


THIS SHEET
MATCHLINE

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)
CITY OF SANTA FE
CIP NO. _____
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS
30% CONSTRUCTION
DOCUMENTS
UTILITY PLAN
SCALE: 1" = 20'
SHEET 11-2





DRIVEWAY 10

GOVERNOR MILES ROAD

INDIAN CIRCLE

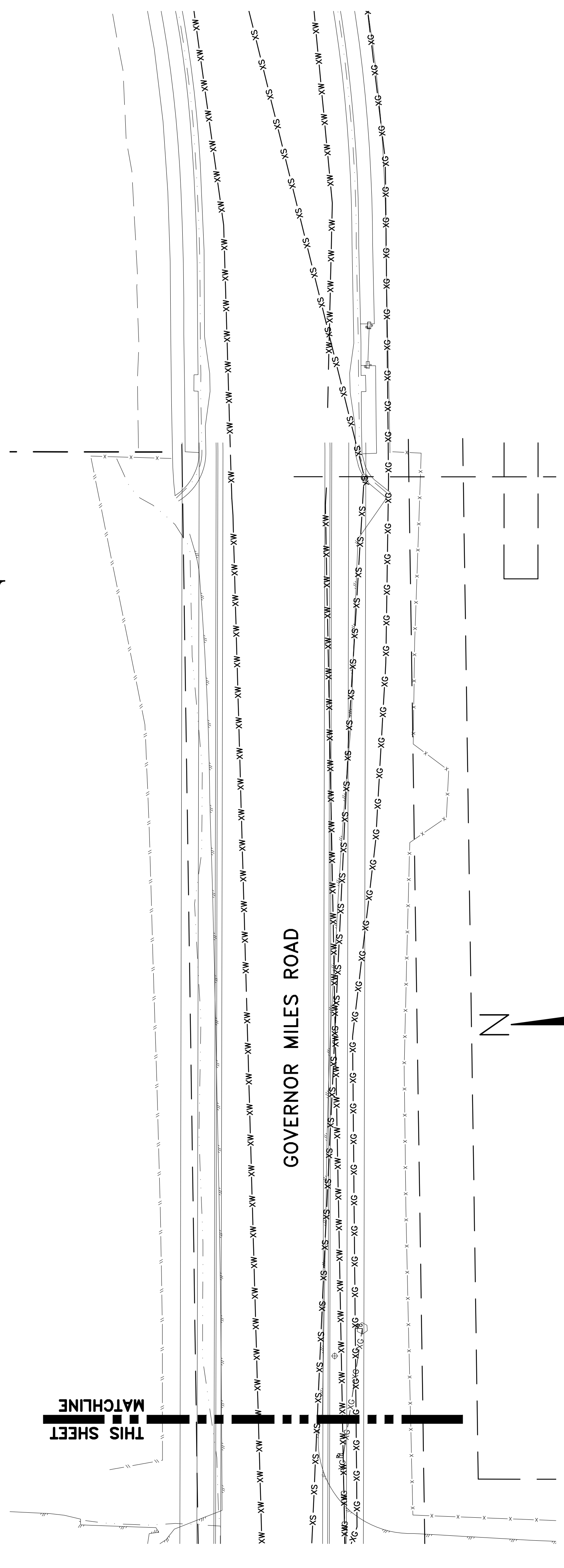
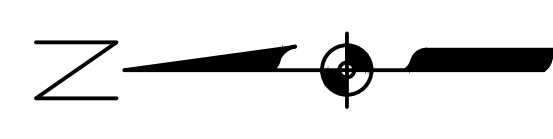
MILES LANE

THIS SHEET

SHEET 11-3

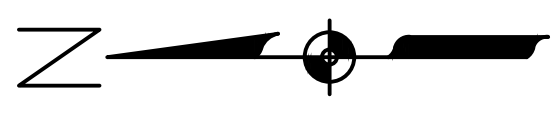
MATCHLINE

UTILITY PLAN (CONT'D)
 SCALE: 1" = 20'



GOVERNOR MILES ROAD

UTILITY PLAN (CONT'D)
 SCALE: 1" = 20'



NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
 CIP NO. _____
 GOVERNOR MILES ROAD
 ROADWAY IMPROVEMENTS
 30% CONSTRUCTION
 DOCUMENTS

UTILITY PLAN (CONT'D)

