Agenda **Regular Meeting of the Bicycle and Pedestrian Advisory Committee**
December 12, 2024 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Bicycle and Pedestrian Advisory Committee Meeting

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
   a. Request for Approval of October 10, 2024 Minutes. - ,
   b. Request for Approval of July 11, 2024 Minutes.
5. Communications From the Public
6. Communications from Other Agencies
   a. Safe Route to School (Ryan Harris, Coordinator) - ,
   b. Bike Santa Fe (Aria Chiodo, Board Member)
   c. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)
7. Discussion and Possible Action Items
   a. Downtown Multimodal Analysis of Five Signalized Intersections (Erick Aune, AICP, SFMPO Director)
   b. Discussion of Potential Use of Speed Limits, Striping, and Signage on Multi-use Trails (Steve Pilcher, Policy, Planning and Law Subcommittee Chair)
   c. Bike Santa Fe Bike Audit Presentation (Jennifer Webber, Bike Santa Fe President)
   d. Governor Miles Reconstruction Progress Plans (Gary Schiffmiller, BPAC Member)

e. Promoting LCI's (Licensed Cycling Instructor) in Santa Fe (Tony Gerlicz, BPAC Member)

f. Appointment of Technical Review Subcommittee Chair

8. Subcommittee Communications

   a. Policy, Planning and Law (Steve Pilcher, Chair)

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

   c. Technical Review

9. Matters from Staff

10. Matters from the Committee

11. Matters from the Chair

12. Next Meeting: _____

    a. January 9, 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.

City of Santa Fe

MINUTES

BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE
NOVEMBER 14, 2024
5:30 PM
CITY HALL
COUNCIL CHAMBERS, 201 LINCOLN AVENUE
SANTA FE

https://www.youtube.com/watch?v=NTzBrJQWEOk

1. CALL TO ORDER

The meeting was called to order at by Chair Michael Garcia at 5:41 pm.

2. ROLL CALL

Members Present:
Chair Michael Garcia
Member Erik Aaboe
Member Angela Bordegaray
Member Judith Gabriele
Member Tony Gerlicz
Member Steve Pilcher
Member Ben Pingilley
Member Gary Schiffmiller

Members Excused:
None

Others Attending:
Romella Glorioso-Moss, Staff Liaison
Lucrecia Diaz, Clerk

3. APPROVAL OF AGENDA

a. **Motion:** Member Pilcher moved, seconded by Member Bordegaray to approve the Agenda as amended.

Amendments: Moved to remove Agenda item 4.a, and 6.a & move item 7.c to 7.a

Vote: The motion was approved on the following Roll Call:

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gercliz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

4. **APPROVAL OF MINUTES**

a. Request for Approval of July 11, 2024 minutes.

REMOVED from the Agenda.

b. Request for Approval of October 10, 2024 minutes.

Motion: Member Bordegaray moved, seconded by Member Gerlicz to approve the minutes as amended.

Amendments: Moved to add YouTube link in the minutes.

https://www.youtube.com/watch?v=awUM9cyzGyE

Vote: The motion was approved on the following Roll Call:

For: Member Aaboe, Member Bordegaray, Member Gerlicz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Garcia

Against: None

Abstain: Member Gabriele

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

a. Irena Ossla, Galisteo Street

In 2017, I was a professional cyclist winning professional level races and on track for Olympics. Came to Santa Fe and on November 10, 2017 was biking in a bike lane and was hit by a vehicle. I was sent to the hospital and put in a coma for six days, two months in the hospital and over a million dollars of medical fees. It was an experience, and I am lucky to be standing here today and now I am trying to be a bike advocate. The driver wasn't insured and no registration and was given only a $150.00 fine. Standing here today saying there needs to be an increase of penalties and increase the safety of pediatricians and bicyclists.

David Kriegshauser,

I have some positive things to say and some concerns.
My step father was hit by a dual truck and in the hospital for six months very fortunate to live but the driver wasn't cited. I want to recognize Santa Fe for being awarded by the League American Bicyclists the Silver Level, as a bicycle friendly community for its efforts for better places to bike. Good on the City for that! In my experience the drivers are 99% courteous. The new additional around Falcon Way by the Community College is exemplary. The road up to the Ski basin, I would love for the City to widen that road.

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

a. Safe Route to School (Ryan Harris, SRTS Coordinator)

REMOVED from the Agenda.

b. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director/ Leah Yngve, MSP, Senior Transportation Planner)

c. Bike Santa Fe (Aria Chiodo, Board Member)

Having a winter social in January looking for volunteers and members of the council and committee members. Maintaining the trails and sidewalks for winter season, there are shady and patches that have ice and make it dangerous for pedestrians and bicyclists. From the discussion from the last meeting from the public there was an issue on safety for pedestrians, we feel signage would help inform people. World Day of Remembrance for road traffic victims November 17, 2024 and acknowledge many road traffic victims in particular two from this past year, Luis Kuros Bautista April 2024 and Nathan Grey in August 2023.

d. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)

7. **DISCUSSION AND POSSIBLE ACTION ITEMS**

a. Request for Approval of BPAC Meeting Dates in 2025 (Romella Glorioso-Moss, Staff Liaison)

Motion: Member Pilcher moved, seconded by Member Gabriele to approve BPAC meeting dates in 2025.

Vote: The motion was approved on the following Roll Call:

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

b. Recommended SFMPO Projects Prioritized for Funding Applications in 2025 (Leah Yngve, SFMPO Senior Transportation Planner)

Motion: Member Bordegaray moved, seconded by Member Schiffmiller to approve the Agenda as amended.

Amendments: Moved 7.b up on the Discussion and Possible Action Items

Vote: The motion was approved on the following Roll Call:

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

Motion: Member Gerlicz moved, seconded by Member Bordegaray for BPAC to support the SFMPO list as we have heard here tonight.

Vote: The motion was approved on the following Roll Call:

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

SEE APPENDIX A FOR THE PPT PRESENTATION

c. St. Michael's Drive/Llano St. Intersection Improvements Project 100% Design (Richard Rotto, PE, AECOM)

SEE APPENDIX B FOR THE PPT PRESENTATION

d. BPAC Spring 2024 Survey Results (Judith Gabriele, Promotions, Education and Communications Subcommittee Chair)

Motion: Member Gerlicz moved, seconded by Member Gabriele to have the BPAC committee prepare a presentation incorporating data and any other data we can master to the Public Works and Utilities Committee, Mayor's Committee on Disability, Planning Commission, and SFMPO Policy Board highlighting what the public has identified to us, needs attention.

Vote: The vote was approved on the following Roll Call:

For: Member Aaboe, Member Bordegaray, Member Gabriele, Member Gerlicz, Member Pilcher, Member Pingilley, Member Schiffmiller, Chair Garcia

Against: None

Abstain: None

SEE APPENDIX C FOR THE PPT PRESENTATION

e. Decisions Made Regarding BPAC Recommendations on 90% Bishop's Lodge Road Project and 30% Governor Miles Road Bicycle and Pedestrian Improvements (Gary Schiffmiller, Technical Review Subcommittee BPAC Member)

8. SUBCOMMITTEE REPORTS

a. Policy, Planning and Law Subcommittee (Steve Pilcher, Chair)

Doing research on trail safety. Will discuss research at the next meeting.

b. Promotions, Education and Communications (Judith Gabriele, Chair)

Had a table at the grand opening of the El Camino Real Academy Trail (ECRA). Noticed that there were no trash bins and asked why? And, requested to have trash bins.

Staff Liaison responded that Parks lack manpower to maintain ECRA and therefore there are no trash bins/receptacles on the trail.

c. Technical Review

Group has yet to nominate a Chair. Currently, Member Schiffmiller attends all review meetings with City and SFMPO Staff.

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

12. **NEXT MEETING: December 12 2024**

13. **ADJOURN** 8:08PM

_____
Clerk

Romella Glorioso-Moss
_____
Liaison

_____
Chair

APPENDIX A

TAP, RTP, CMAQ, CRP Call for Projects: City Priorities

Leah Yngve

MPO Transportation Planner

FFY 26+ Grant Programs

- Transportation Alternatives (TAP)
- Recreational Trails Program (RTP)
- Congestion Mitigation & Air Quality (CMAQ)
- Carbon Reduction Program (CRP)

Project Types – Planning Bureau

Transportation Alternatives Program (TAP)

- Bicycle and/or pedestrian infrastructure enhancements
- ADA improvements
- Bicycle/pedestrian plans
- Safe Routes to School programs

Recreational Trails Program (RTP)

- Recreational trails for walking/biking/hiking
- Recreational trails for motorized uses (ATVs, snowmobiles)
- Trail maintenance
- Trailheads
- Educational programs/trainings

Project Types – Research and Climate Bureau

Congestion Mitigation & Air Quality Program (CMAQ)

- Projects that reduce air pollution
- Reductions in vehicle miles traveled or fuel consumption
- Mode shift e.g. bicycle/pedestrian infrastructure
- Marketing/outreach
- Transit
- Traffic flow improvements e.g. roundabouts

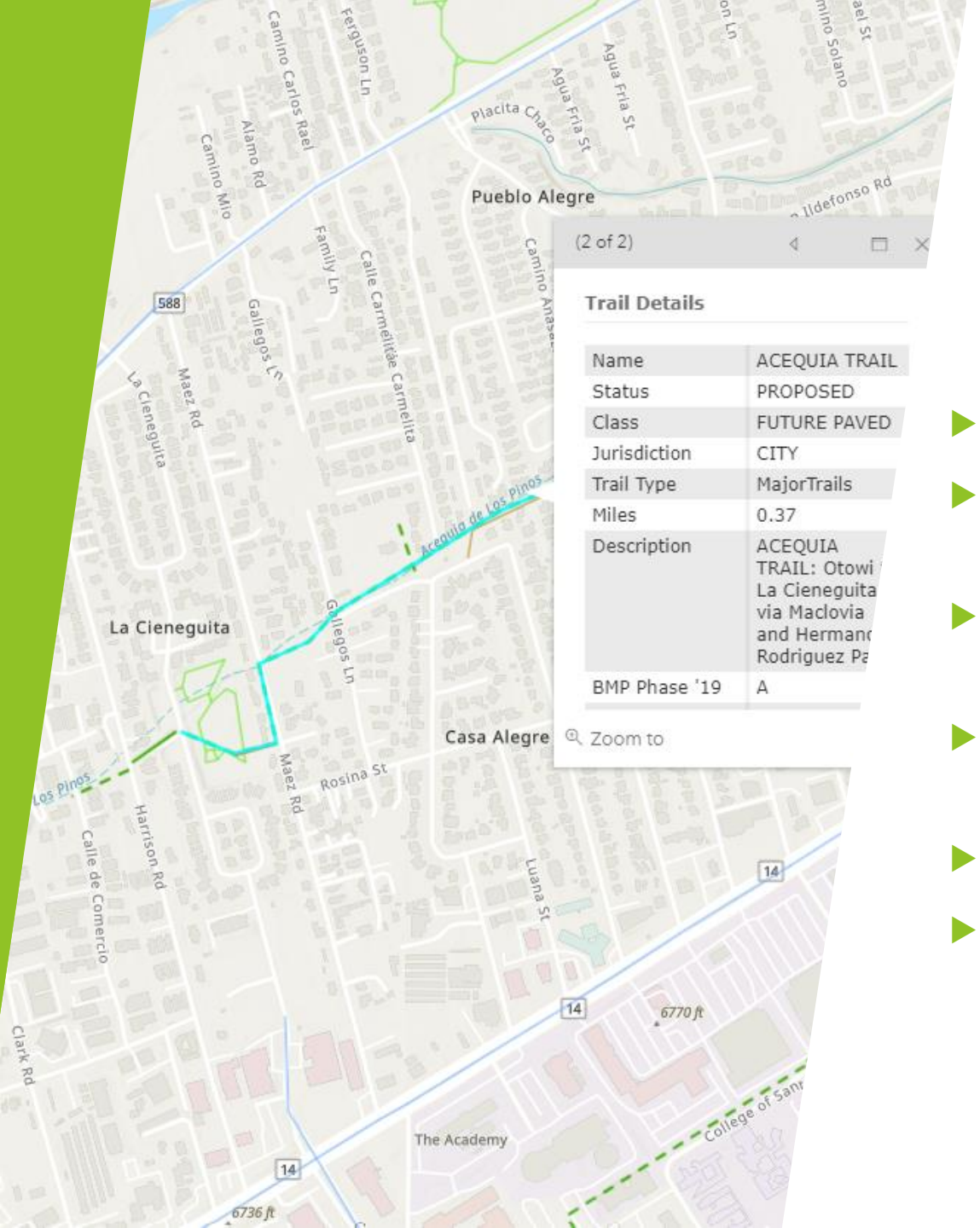
Carbon Reduction Program (CRP)

- Projects that reduce CO_2 emissions
- Transit
- Traffic control
- Transportation alternatives
- Energy efficient street lights
- Congestion mitigation
- Alternative fuels

Available Funding Across the State

	FFY26	FFY27	FFY28	Total
TAP	$9,231,177	$9,231,177		$18,462,354
RTP	$1,338,837	$1,338,837		$2,677,674
CMAQ	$10,000,000	$10,000,000	$10,000,000	$30,000,000
CRP	$9,300,000	$9,300,000	$9,300,000	$27,900,000

City of Santa Fe Priority Projects



Transportation Alternatives (TAP) – Acequia Trail from Otowi to La Cieneguita

- Grant will be for design
- BPAC Strategic Plan Priority Project
- Bicycle Master Plan Phase A, Rank 6
- Community and neighborhood support
- Maez connection complete
- PNM utility easement negotiated

Recreational Trails Program (RTP) – Rail Trail Crossings Project

- Phase A Bicycle Master Plan project
- Project began in 2021 or 2022 with preliminary investigation
- Crossings include:
  - Paseo de Peralta
  - Second Street
  - Siringo
  - Rodeo

Congestion Mitigation & Air Quality (CMAQ) – St. Michael's Rail Trail Underpass

- Bicycle Master Plan Phase A, Rank 3 priority
- Design is fully funded, construction is partially funded
- Design is near 60% complete
- Grant will be for construction

Carbon Reduction Program (CRP) – St. Michael's Drive Road Diet Redesign

- Redesign will include a lane reduction and bike lanes
- Ownership of St. Michael's was passed to the City around 2022
- Bicycle Master Plan Phase B, Rank 1 (phase B due to prior NMDOT ownership)
- Metropolitan Transportation Plan Rank 15
  - Highest ranked unfunded project

Timeline

APPLICATIONS ARE DUE IN MARCH

AWARD LETTERS WILL BE SENT IN APRIL

Thank you!

Intersection of Llano Street & St. Michael's Drive

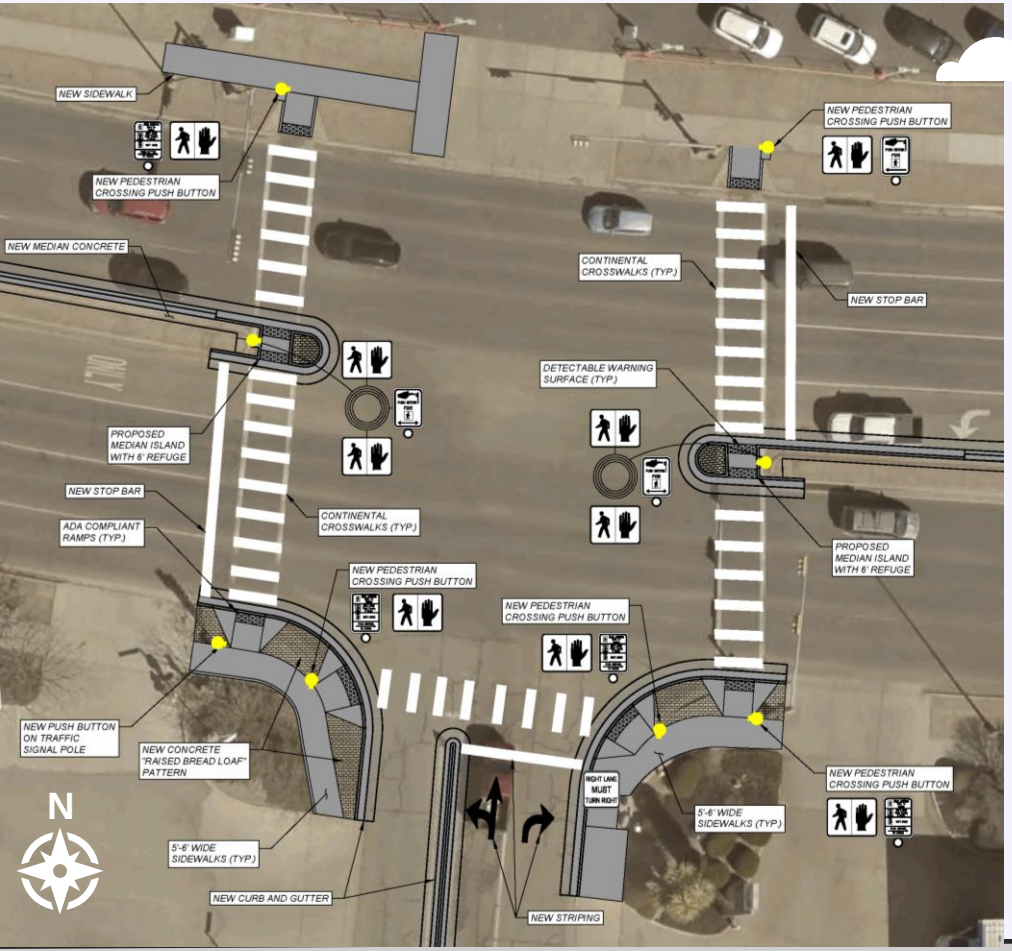
Pedestrian Safety Improvements

- Crossing is frequently used by students
- Destinations to the north of the intersection
  - Residential neighborhood
- Destinations to the south of the intersection:
  - Milagro Middle School
  - Santa Fe Public Library (La Farge Branch)
  - Santa Fe High

Llano Street & St. Michael's Drive Intersection

Safety improvements for pedestrians and bicyclists.

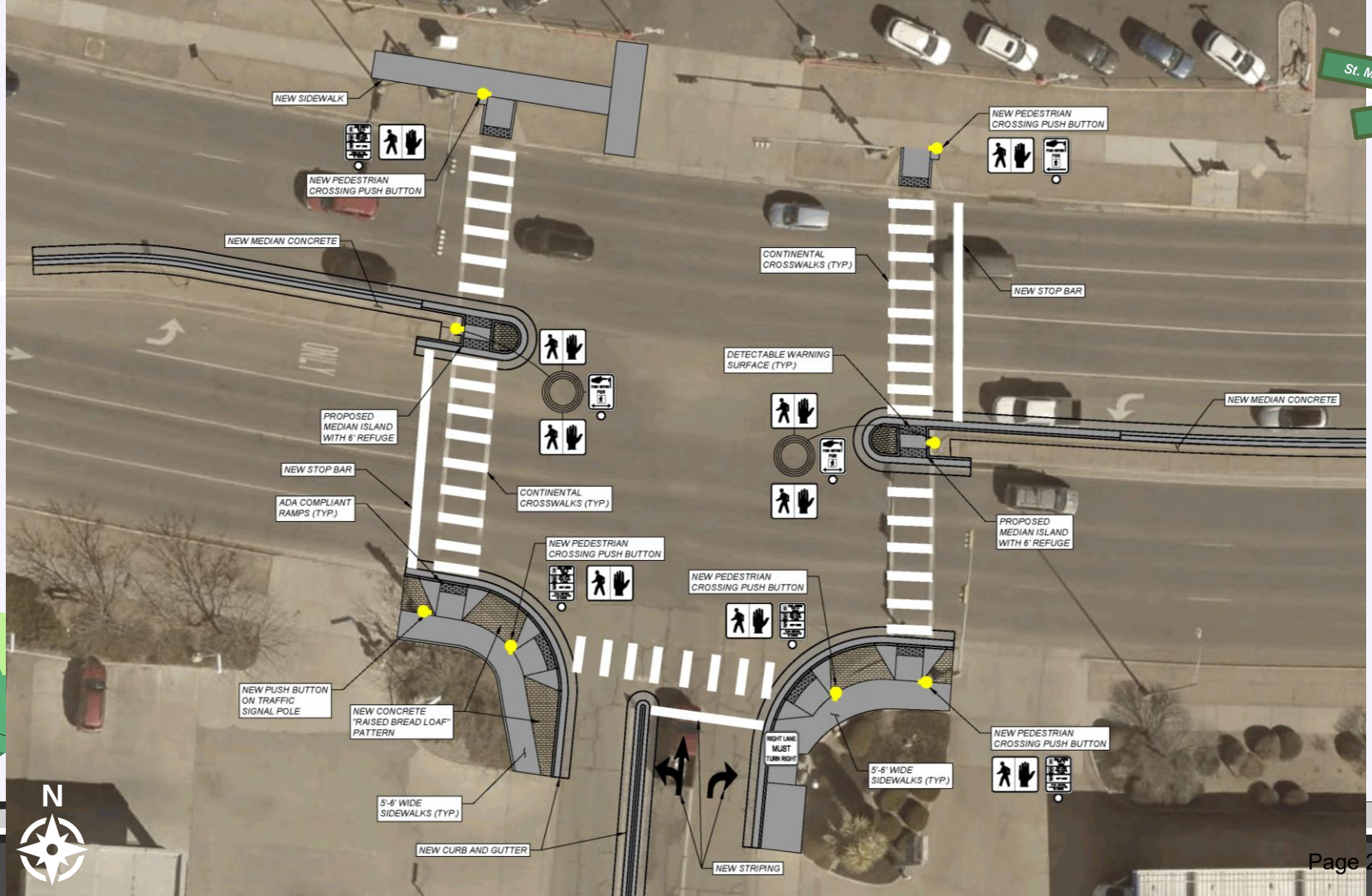
- New crosswalk striping
- New ADA ramps and pedestrian push buttons
- Median islands with 6-foot-wide pedestrian refuge
  - Separation of conflicts
  - Pedestrian crossing stands out to motorists
  - Reduced exposure time

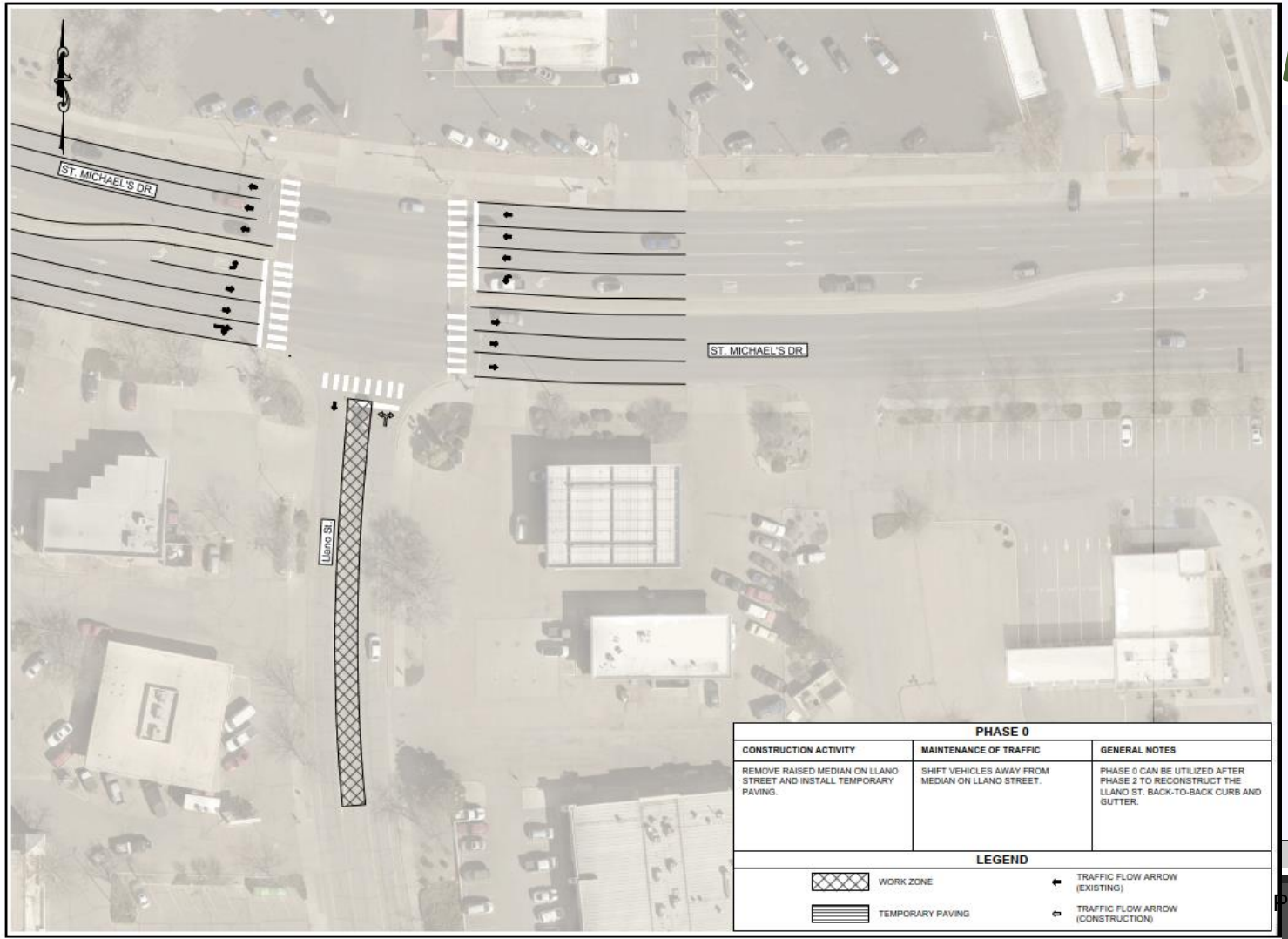


Llano Street & St. Michael's Drive Intersection

Notable Improvements

- High-visibility crosswalks
- 6 ft. wide median for pedestrian refuge
- Reduced curb radius for pedestrian safety and visibility
- ADA compliant ramps and pedestrian push buttons
- Reconstructed sidewalks
- New signal phasing/timing for pedestrian safety


St. Michael's Dr.
Llano St.
NEW SIDEWALK
NEW PEDESTRIAN CROSSING PUSH BUTTON
NEW MEDIAN CONCRETE
PROPOSED MEDIAN ISLAND WITH 6' REFUGE
NEW STOP BAR
ADA COMPLIANT RAMPS (TYP.)
CONTINENTAL CROSSWALKS (TYP.)
NEW PUSH BUTTON ON TRAFFIC SIGNAL POLE
NEW CONCRETE "RAISED BREAD LOAF" PATTERN
5'-6' WIDE SIDEWALKS (TYP.)
NEW CURB AND GUTTER
NEW STRIPING
RIGHT LANE MUST TURN RIGHT
DETECTABLE WARNING SURFACE (TYP.)
N

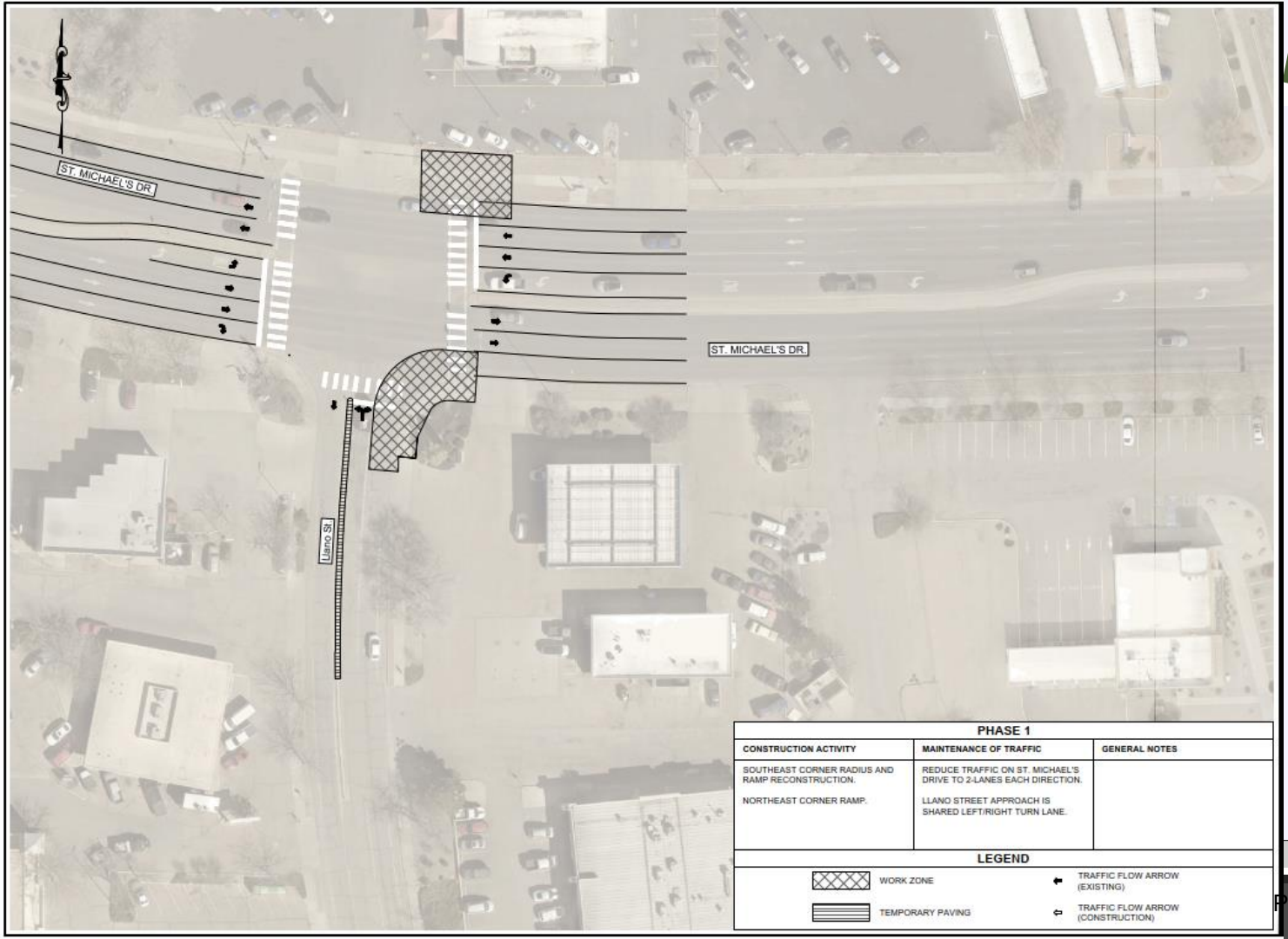


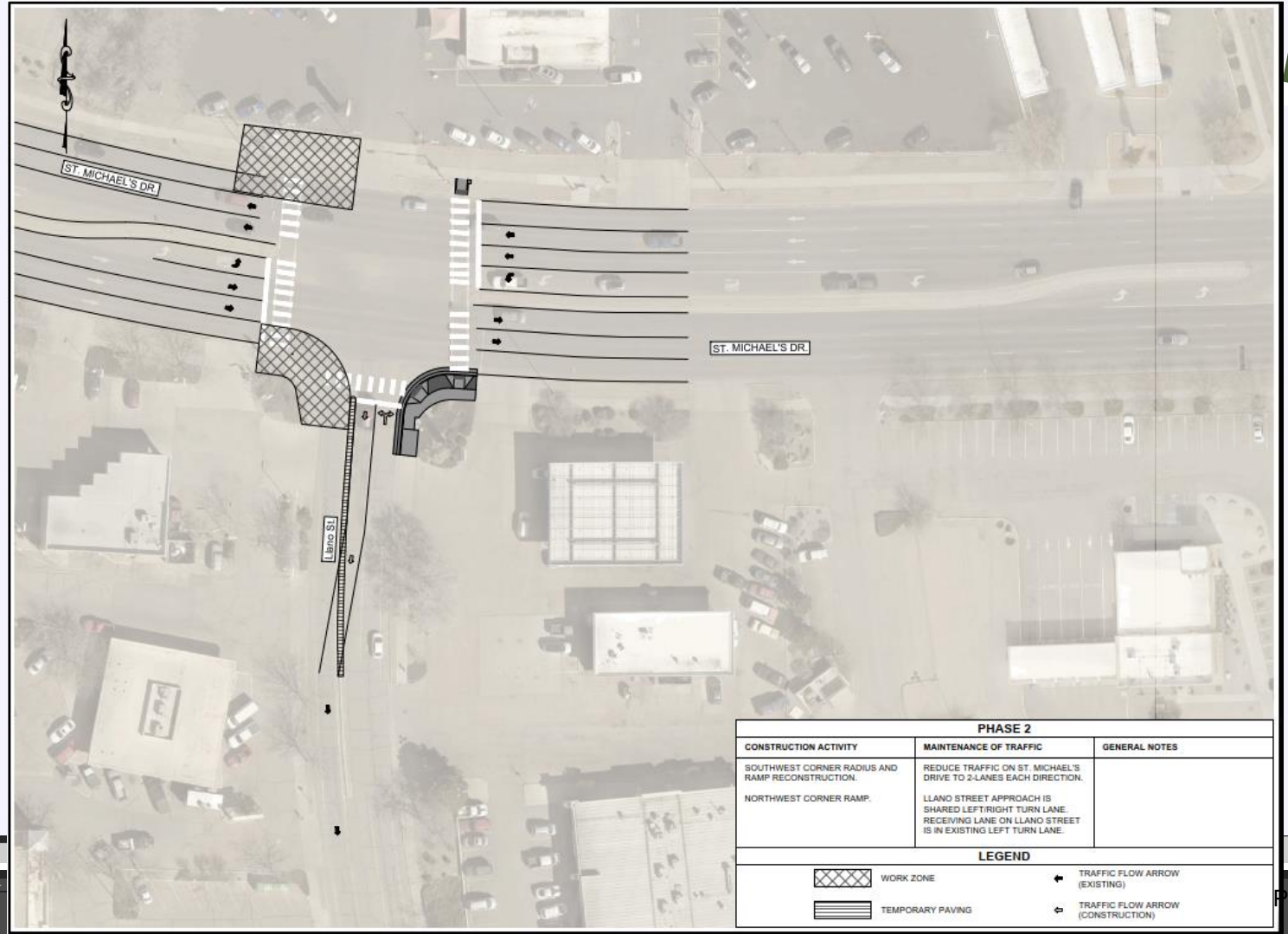
PHASE 0

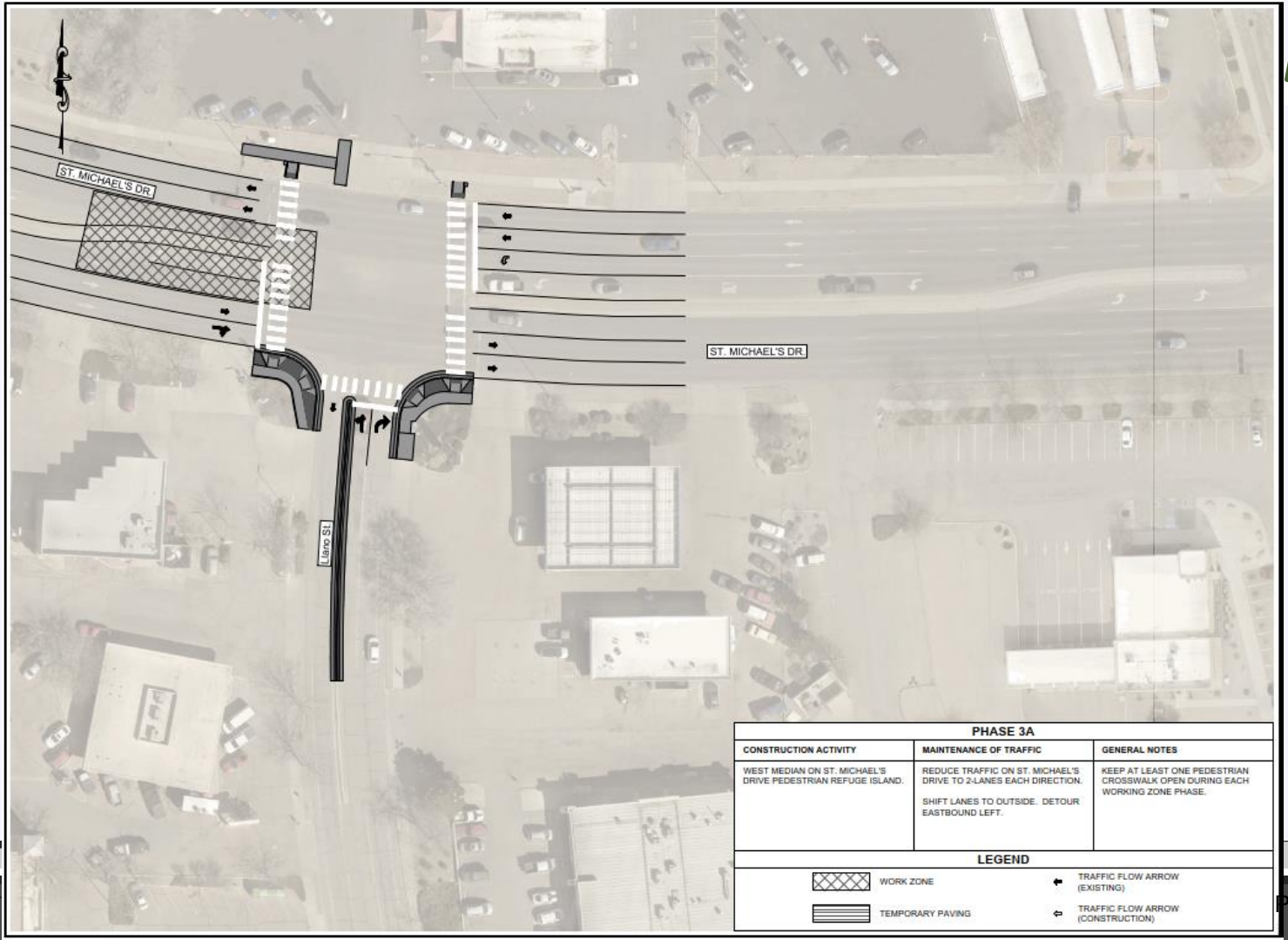
CONSTRUCTION ACTIVITY	MAINTENANCE OF TRAFFIC	GENERAL NOTES
REMOVE RAISED MEDIAN ON LLANO STREET AND INSTALL TEMPORARY PAVING.	SHIFT VEHICLES AWAY FROM MEDIAN ON LLANO STREET.	PHASE 0 CAN BE UTILIZED AFTER PHASE 2 TO RECONSTRUCT THE LLANO ST. BACK-TO-BACK CURB AND GUTTER.

LEGEND

WORK ZONE	TRAFFIC FLOW ARROW (EXISTING)
TEMPORARY PAVING	TRAFFIC FLOW ARROW (CONSTRUCTION)


ST. MICHAEL'S DR.
ST. MICHAEL'S DR.
Llano St
PHASE 1
CONSTRUCTION ACTIVITY
MAINTENANCE OF TRAFFIC
GENERAL NOTES
SOUTHEAST CORNER RADIUS AND RAMP RECONSTRUCTION.
NORTHEAST CORNER RAMP.
REDUCE TRAFFIC ON ST. MICHAEL'S DRIVE TO 2-LANES EACH DIRECTION.
LLANO STREET APPROACH IS SHARED LEFT/RIGHT TURN LANE.
LEGEND
WORK ZONE
TEMPORARY PAVING
TRAFFIC FLOW ARROW (EXISTING)
TRAFFIC FLOW ARROW (CONSTRUCTION)

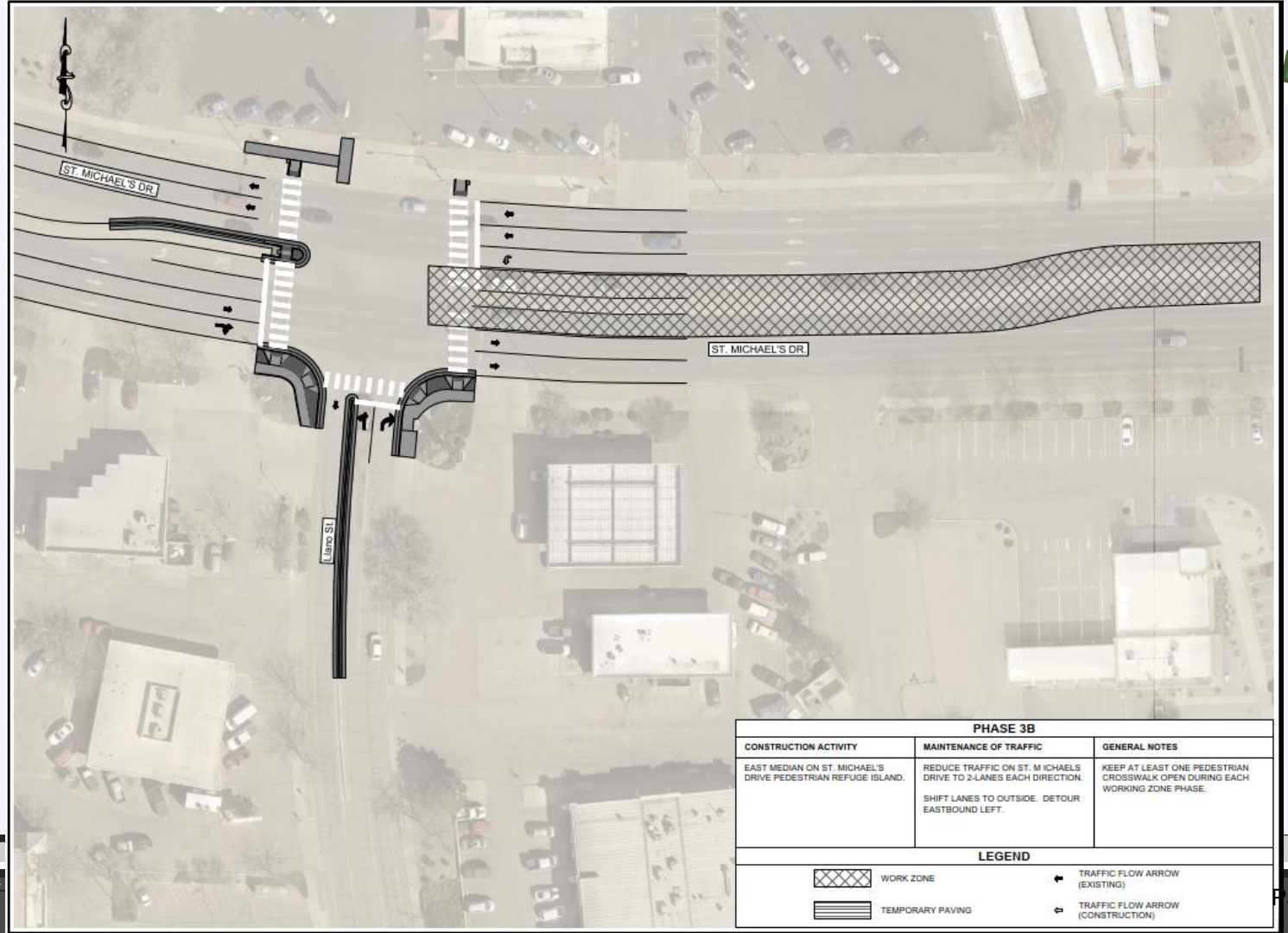

ST. MICHAEL'S DR
ST. MICHAEL'S DR.
Llano St.
PHASE 2
CONSTRUCTION ACTIVITY
MAINTENANCE OF TRAFFIC
GENERAL NOTES
SOUTHWEST CORNER RADIUS AND RAMP RECONSTRUCTION.
NORTHWEST CORNER RAMP.
REDUCE TRAFFIC ON ST. MICHAEL'S DRIVE TO 2-LANES EACH DIRECTION.
LLANO STREET APPROACH IS SHARED LEFT/RIGHT TURN LANE. RECEIVING LANE ON LLANO STREET IS IN EXISTING LEFT TURN LANE.
LEGEND
WORK ZONE
TEMPORARY PAVING
TRAFFIC FLOW ARROW (EXISTING)
TRAFFIC FLOW ARROW (CONSTRUCTION)



PHASE 3A		
CONSTRUCTION ACTIVITY	**MAINTENANCE OF TRAFFIC**	**GENERAL NOTES**
WEST MEDIAN ON ST. MICHAEL'S DRIVE PEDESTRIAN REFUGE ISLAND.	REDUCE TRAFFIC ON ST. MICHAEL'S DRIVE TO 2-LANES EACH DIRECTION. SHIFT LANES TO OUTSIDE. DETOUR EASTBOUND LEFT.	KEEP AT LEAST ONE PEDESTRIAN CROSSWALK OPEN DURING EACH WORKING ZONE PHASE.

LEGEND

WORK ZONE	TRAFFIC FLOW ARROW (EXISTING)
TEMPORARY PAVING	TRAFFIC FLOW ARROW (CONSTRUCTION)



PHASE 3B

CONSTRUCTION ACTIVITY	MAINTENANCE OF TRAFFIC	GENERAL NOTES
EAST MEDIAN ON ST. MICHAEL'S DRIVE PEDESTRIAN REFUGE ISLAND.	REDUCE TRAFFIC ON ST. M ICHAELS DRIVE TO 2-LANES EACH DIRECTION. SHIFT LANES TO OUTSIDE. DETOUR EASTBOUND LEFT.	KEEP AT LEAST ONE PEDESTRIAN CROSSWALK OPEN DURING EACH WORKING ZONE PHASE.

LEGEND

WORK ZONE	TRAFFIC FLOW ARROW (EXISTING)
TEMPORARY PAVING	TRAFFIC FLOW ARROW (CONSTRUCTION)

APPENDIX C

CITY OF SANTA FE BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE

TRAIL MAINTENANCE AND CONNECTIVITY SURVEY SPRING 2024

Q1: IN REGARDS TO BICYCLE AND PEDESTRIAN INFRASTRUCTURE MAINTENANCE, WHAT WOULD YOUR TOP PRIORITIES BE? SELECT OR LIST ALL THAT APPLY.

ANSWER CHOICES	RESPONSES
Road repaving	32.69%
Pothole maintenance/surface repair	62.74%
Restriping/repainting markings	31.73%
Snow and ice clearance (on-street and off-street)	26.44%
Vegetation maintenance	33.65%
Uneven city-owned sidewalks	42.79%
None of the above	0.48%
Other – Bike lanes/repaving/repair of trails	35.34%
TOTAL RESPONSES: 416	

Q1, BY DISTRICT: IN REGARDS TO BICYCLE AND PEDESTRIAN INFRASTRUCTURE MAINTENANCE, WHAT WOULD YOUR TOP PRIORITIES BE? SELECT OR LIST ALL THAT APPLY.

ANSWER CHOICES	RESPONSES			
	D1	D2	D3	D4
Road repaving	28.77%	30.34%	24.00%	29.17%
Pothole maintenance/surface repair	60.27%	62.92%	44.00%	70.83%
Restriping/repainting markings	32.88%	35.96%	28.00%	33.33%
Snow and ice clearance (on-street and off-street)	35.62%	26.97%	12.00%	25.00%
Vegetation maintenance	35.62%	30.34%	40.00%	50.00%
Uneven city-owned sidewalks	45.21%	46.07%	32.00%	45.83%
None of the above	0.68%	0.00%	0.00%	0.00%
Other, including an issue with a specific location (Please describe)	34.93%	39.33%	24.00%	41.67%
TOTAL RESPONSES: 308	146	89	25	48

Q2: WHICH TRAIL PROJECTS DO YOU THINK BPAC SHOULD PRIORITIZE OBTAINING FUNDING FOR TO DESIGN AND CONSTRUCT IN THE NEXT 5-10 YEARS? SELECT OR LIST ALL THAT APPLY.

ANSWER CHOICES	RESPONSES
Acequia Trail Extension - Otowi to La Cieneguita	43.98%
Arroyo de los Chamisos Trail Extension –South Meadows to Camino Entrada	38.57%
Arroyo de los Chamisos Trail Extension – East Zia to West Zia to Gail Ryba Trail	38.82%
Midtown Campus to Siringo Rd. with connections to LaFarge Library, St. Michael's Village W. shopping center, etc.	48.89%
Mutt-Nelson Road to connect to Tierra Contenta Trail & SWAN Park	20.64%
NM Central Rail Trail - Piñon Elementary School to Pueblos del Sol Trails	31.20%
None of the above	3.44%
Other - River Trail/Rail Trail/Cerrillos/Acequia Trail/St. Francis	20.64%
TOTAL RESPONSES: 407	

Q2, BY DISTRICT: WHICH TRAIL PROJECTS DO YOU THINK BPAC SHOULD PRIORITIZE OBTAINING FUNDING FOR TO DESIGN AND CONSTRUCT IN THE NEXT 5-10 YEARS? SELECT OR LIST ALL THAT APPLY.

ANSWER CHOICES	RESPONSES			
	D1	D2	D3	D4
Acequia Trail Extension - Otowi to La Cieneguita	54.68%	42.05%	20.00%	36.17%
Arroyo de los Chamisos Trail Extension – South Meadows to Camino Entrada	33.09%	36.36%	52.00%	46.81%
Arroyo de los Chamisos Trail Extension – East Zia to West Zia to Gail Ryba Trail	33.81%	46.59%	32.00%	44.68%
Midtown Campus to Siringo Rd. with connections to LaFarge Library, St. Michael's Village W. shopping center, etc.	48.92%	61.36%	44.00%	44.68%
Mutt-Nelson Road to connect to Tierra Contenta Trail & SWAN Park	17.99%	17.05%	44.00%	14.89%
NM Central Rail Trail - Piñon Elementary School to Pueblos del Sol Trails	32.37%	34.09%	16.00%	14.89%
None of the above	5.04%	2.27%	0.00%	2.13%
Other (Please describe)	26.62%	20.45%	24.00%	17.02%
TOTAL RESPONSES: 299	139	88	25	47

Q3: IF YOU ARE A RESIDENT OF SANTA FE, WHAT CITY COUNCIL DISTRICT DO YOU RESIDE IN?

ANSWER CHOICES	RESPONSES
District 1	34.93%
District 2	21.53%
District 3	5.98%
District 4	11.48%
I don't know	17.94%
N/A	8.13%
TOTAL RESPONSES: 418	

POTENTIAL NEXT STEPS/FOLLOW-UP

- Present data to relevant city committees (e.g., Public Works, Mayor's Committee on Disability)
- Share data with Public Works leadership
- How can we advocate for and ensure a budget gets allocated for maintenance?
- What are some strategies to address geographic inequities in seeking input from our constituents?
- What concrete steps do we need to take to address the top issues identified in the survey?

City of Santa Fe

MINUTES

BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE
JULY 11, 2024
5:30 PM
PUBLIC WORKS DEPARTMENT
737 AGUA FRIA ST
SANTA FE

1. CALL TO ORDER

The meeting was called to order at 5:41 pm by Chair Michael Garcia.

2. ROLL CALL

Members Present:
Chair Michael Garcia
Member Erik Aaboe
Member Angela Bordegaray
Member Judith Gabriele
Member Dan Painter (Arrived at 5:45 pm)
Member Steve Pilcher
Member Ben Pingilley

Members Excused:
Member Yolanda Eisenstein
Member Tony Gerlicz

Others Attending:
Romella Glorioso-Moss, Staff Liaison
Lucrecia Diaz, Clerk

3. APPROVAL OF AGENDA

a. **MOTION:** Member Pilcher moved, seconded by Member Bordegaray to approve the Agenda as amended.

Remove Agenda Items 6.c and 8.a.

VOTE: The motion was approved on the following:

For: Chair Garcia, all those in favor say "Aye" [everyone said "Aye"], all those

opposed say “No”[no one said “No”].

Against: None

Abstain: None

4. **APPROVAL OF MINUTES**

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

b. **Motion:** Member Aaboe moved, seconded by Member Gabriele to approve the Minutes.

Vote: The motion was approved on the following:

For: Chair Garcia, all those in favor say “Aye” [everyone said “Aye”], all those opposed say “No” [no one said “No”].

Against: None

Abstain: None

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

Bike Santa Fe is thrilled to receive a 2024 Community Challenge grant from AARP. This grant program helps make communities more livable for people of all ages with tangible improvements that jump-start long-term change. With this grant and with support from the League of American Bicyclists and using the AARP Bike Audit Tool Kit, Bike Santa Fe will join with community partners to implement bike audit assessments to inform how the city can enhance safety and bikability across Santa Fe. More information on this year's grantees and projects can be found at AARP.org/CommunityChallenge.

Bike Santa Fe has continued to be busy with its bike valet service. Bike valets were implemented at the Canyon Road First Wednesday event on June 5th and July 3rd, at the June Friday Railyard Concert Series, and we are doing a bike valet for the International Folk Art Market from this evening through Sunday, and at the August Canyon Road First Wednesday. Future events will need additional volunteers, including at the 100th Burning of Zozobra on August 30th.

A ghost bike honoring Luis Quiroz-Batista, killed by a driver on April 29th, 2024, was installed on Saturday, June 29th, at the intersection of La Jara Ranch Road and Camino De Los Abuelos in Galisteo. Thank you to Broken Spoke for donating the bike and to Tom Hyland of Santa Fe Sign Maker for painting the lettering on the bike.

c. Santa Fe Conservation Trust, Tim Rogers, Trails Program Manager

Not present.

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)

- Gary Schiffmiller

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: August 08, 2024**

13. **ADJOURN 8:45 pm**

_____
Clerk

_____ _____
Liaison Chair

Technical Memorandum

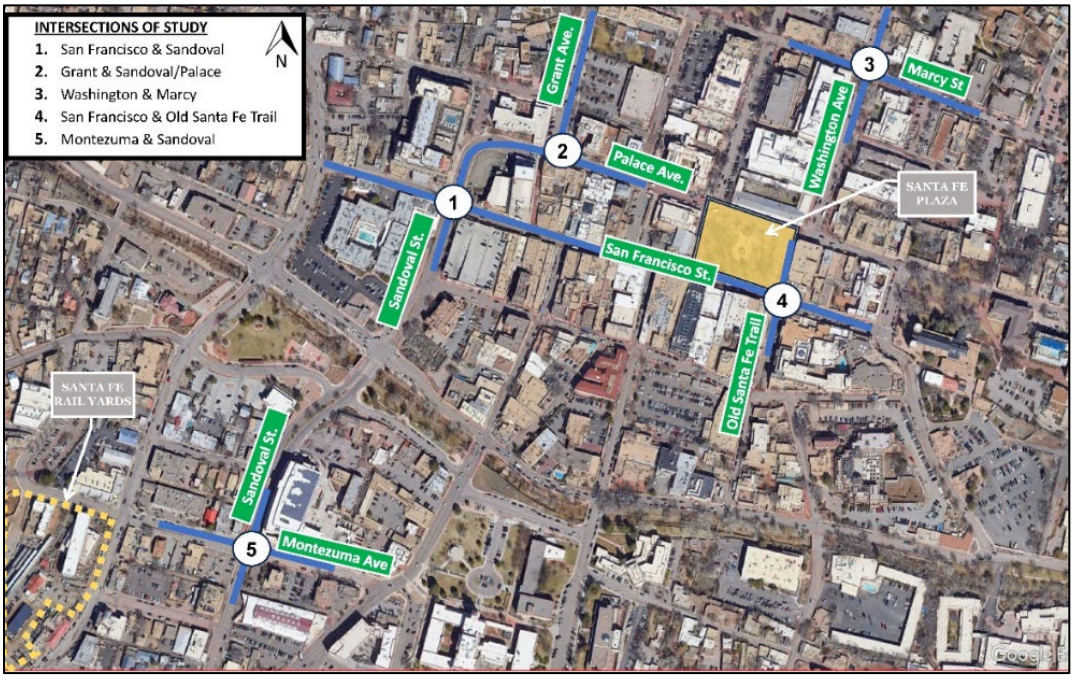
To: Erick Aune, AICP
Director, Santa Fe MPO
From: Adam Miera, PE WHPacific
Data: November 15, 2024
Re: Downtown Multimodal Analysis of Five Signalized Intersection – Santa Fe, NM

This memorandum presents a summary of the analysis conducted for five signalized intersections located in Downtown Santa Fe and identifies the potential in removing the signalization for a more multimodal focus as outlined in various planning documents including the City of Santa Fe's General Plan. The following memo discusses the project background/purpose, traffic and crash data collected, signal warrant analysis, capacity analysis, and alternative traffic control measures assessed for the five intersections of study.

Background

This analysis is conducted for The Santa Fe Metropolitan Planning Organization (SFMPO) in conjunction with the City of Santa Fe at five signalized intersections within the Santa Fe Downtown area at the locations shown in the image below:

Figure 1: Intersections of Study



The Downtown area of Santa Fe is unique in that it is a historic and cultural destination for visitors as well as a hub of local businesses and municipal buildings serving local residents. The area is pedestrian oriented with posted speed limits of 20 mph with street signs throughout the area indicating a "Pedestrian Zone".

Because the public often views traffic signals as a cure-all for traffic problems at intersections, traffic signals have often been installed at intersections where less restrictive traffic control would have been more appropriate and effective. The purpose of this analysis is to review the existing need of signalization and challenge the dominant focus on vehicles to identify the current needs of all travelers including pedestrians and bicyclists at these five intersections. This purpose is a direct application of the City of Santa Fe's General Plan. Chapter 6 of the General Plan titled, Transportation, identifies a guiding policy of "*Give people priority over cars. The Plan emphasizes dedicated bike and pedestrian access and shared use of roadways."* As a result of this, nearly all city adopted integrating plans identify the need to encourage alternatives to automobile travel and provide pedestrians and bicyclists the same if not higher priority as automobiles. These adopted plans include:

- City of Santa Fe Land Use and Urban Design Plan
- Santa Fe 2020-2045 Metropolitan Transportation Plan
    - Santa Fe Metropolitan Pedestrian Master Plan
- Santa Fe Multimodal Transition Plan
- Local Orad Safety Plan
- Bicycle Master Plan

This study is inspired by the success of the *2014 Albuquerque, New Mexico Downtown Walkability Analsysis* which led to several downtown signals to be bagged and treated as all-way stops. In conversation with Jeff Speck, the author of the 2014 analysis, he explained that upon the first go of bagging the lights and putting up stop signs, there was a backlash from the community. City leaders decided to remove the stop signs and go back to signalization. This was then followed by community backlash again as drivers discovered that they actually moved more quickly through downtown and as a result the City permananetly installed all-way stops at several intersections.

As cited in the 2014 analysis:

"For many years, cities inserted traffic signals at their intersections as a matter of pride, with the understanding that a larger number of signals meant that a place was more modern and cosmopolitan. Recently, that dynamic has begun to change, as concerns about road safety have caused many to question whether signals are the appropriate solution for intersections experiencing moderate traffic. Research now suggests that four-way stop signs, which require motorists to approach each intersection as a negotiation, turn out to be much safer than signals. Unlike at signalized intersections, there is considerable eye-contact among users. Drivers slow down, but never have to wait for more than a few seconds, and pedestrians and bicyclists are generally waved through first.

While it would be useful to have more research, the one study on this subject is compelling. It is described in Persaud et. al.: "Crash Reductions related to Traffic Signal Removal in Philadelphia" (1997). This study recounts the 1978 removal of 462 traffic signals due to a 1977 state ruling stating that signals were not warranted on intersections with an annual average daily traffic of less than 9000 on the major street or less than 2500 on the minor street. 199 of these signals had adequate data to make it into the study, and 71 non converted intersections were identified as a control group.

In almost all cases, the signals were replaced by all-way stop signs. The overall reduction in crashes was 24 percent. Severe injury crashes were reduced 62.5 percent overall. Severe pedestrian injury crashes were reduced by 68 percent.

While some pedestrians and drivers prefer signalized intersections, this data is too conclusive to ignore. Until a contradicting study is completed, cities should be compelled to conduct an audit of current signalization regimes to determine which signals may be eliminated."

The approach to this study includes the following:

1. **Field Visit** – Observe existing travel conditions of vehicles, bicyclists, and pedestrians at all intersections.
2. **Traffic Data Collection** – Collect vehicular turning movement volumes and speeds, pedestrian volumes, and bicycle volumes over a 3-day period for each intersection.
3. **Crash Data Collection** – Collect the most recent 5-years of crash data to identify number of crash occurrences and crash severity to identify crash types related to both stop-controlled intersections and signalized intersections.
4. **Signal Warrant Analysis** – Following MUTCD guidelines, perform signal warrant analysis at all five intersections to determine if signalization is currently justified.
5. **Traffic Capacity Analysis** – Assess current and projected intersection capacity of the signalized intersections to determine the Levels of Service of vehicles, pedestrians, and bicyclists.
6. **Alternative Traffic Control Analysis** – Identify alternative traffic control configurations including non-signalized alternatives and assess current and projected intersection capacity.
7. **Identify Recommendations** – Should alternative traffic control measures be a viable alternative, identify recommendations that would lead to their implementation.

Field Review

The study team performed a field review on August 15th to observe existing travel conditions of vehicles, bicyclists, and pedestrians while noting signal phasing and intersection geometric configurations. Attachment A contains an inventory of pictures taken at each intersection. Below are the team members in attendance of the field review.

Table 1: Project Team Members

Team Member	Agency
Erick Aune, Leah Yngve, Hannah Burnham	Santa Fe MPO
Mike Dalmolin, Jose Lerma	City of Santa Fe
Shannon Glendenning	NMDOT
Amanda Herrera, Adam Miera	NV5

Traffic Data Collection

Traffic data consisting of turning movement counts were collected over a 3-day period from Thursday, August 1st , to Saturday, August 3rd, 2024. Additionally, volumes and speed were collected over a 2-day period from Thursday to Friday. The following was collected:

Turning Movement Counts

Intersection turning movement counts were collected using video camera counting equipment at the five study intersections. 13-hours of data were collected each day in an effort to capture the summer peak periods of pedestrians, bicycles, and vehicles. The table below identifies the peak hours for each day counted. The data collected over the three days showed that peak hour traffic volumes and travel patterns for each intersection were closely related for each day, however counts on Saturday were generally lower than the mid week counts. The exception to this was at the intersections of San Francisco & Old Santa Fe Trail, along with Sandoval & Montezuma. Taking a conservative approach, the analysis used the greater values from pedestrians, bicycles, and vehicles for each day to create one AM Peak hour of analysis and one PM Peak hour of analysis for each intersection. The exhibits on the following pages display the turning movement volumes, pedestrian volumes, and bicycle volumes analyzed for each intersection. All traffic count data collected can be found in Attachment B.

Table 2: Turning Movement Peak Hours

	INTERSECTION	DATE	AM PEAK HOUR	PM PEAK HOUR
1	San Francisco & Sandoval	8/1	11:00	4:30
		8/2	11:00	4:30
		8/3	10:45	3:15
2	Grant & Sandoval/Palace	8/1	11:00	4:30
		8/2	11:00	4:30
		8/3	10:45	3:30
3	Washington & Marcy	8/1	11:00	5:00
		8/2	11:00	12:30
		8/3	11:00	5:00
4	San Francisco & Old Santa Fe Trail	8/1	11:00	2:15
		8/2	10:45	1:45
		8/3	11:00	4:15
5	Montezuma & Sandoval	8/1	11:00	4:30
		8/2	11:00	4:45
		8/3	10:45	12:30

Figure 2: 2024 Turning Movement Counts

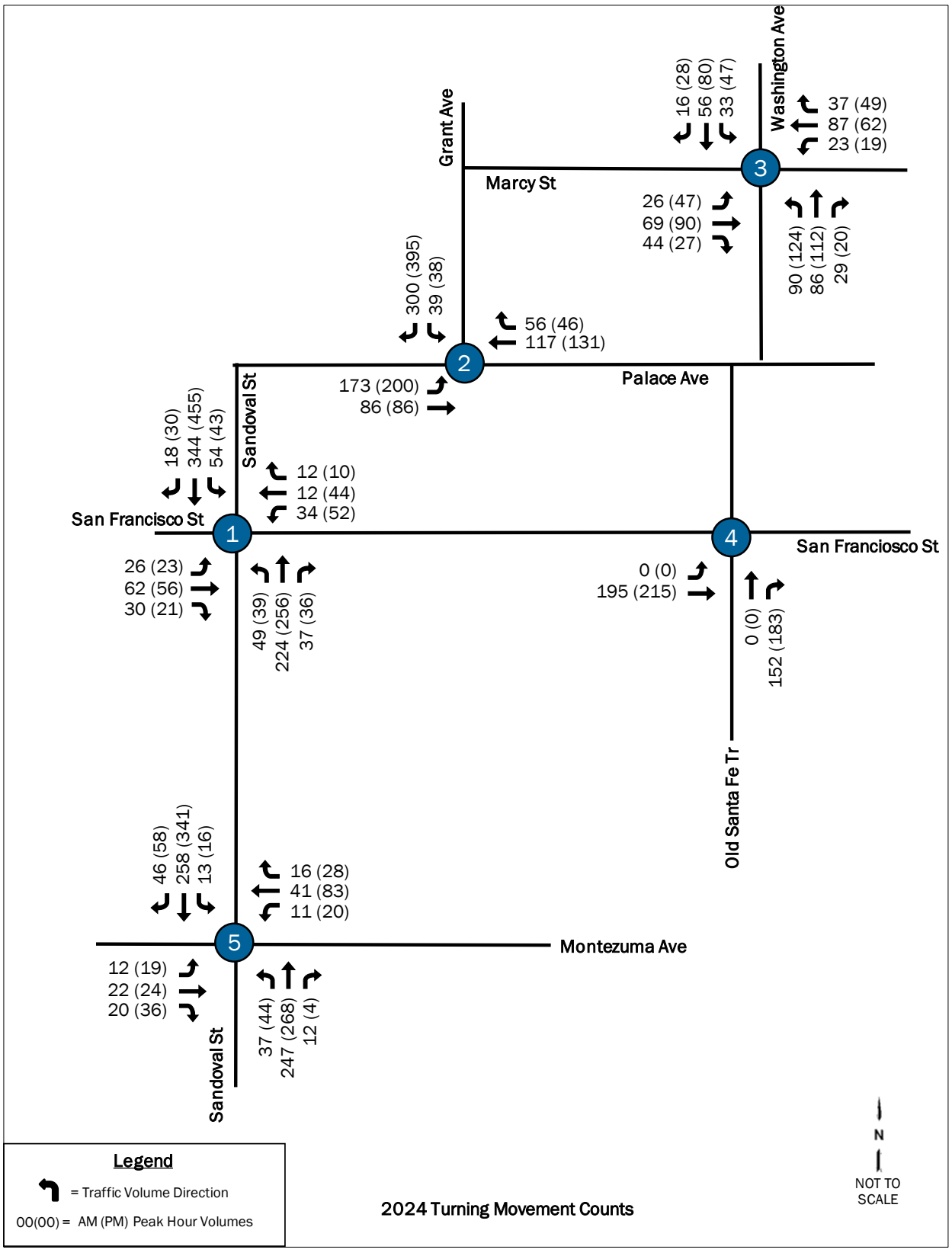


Figure 3: 2024 Pedestrian Counts

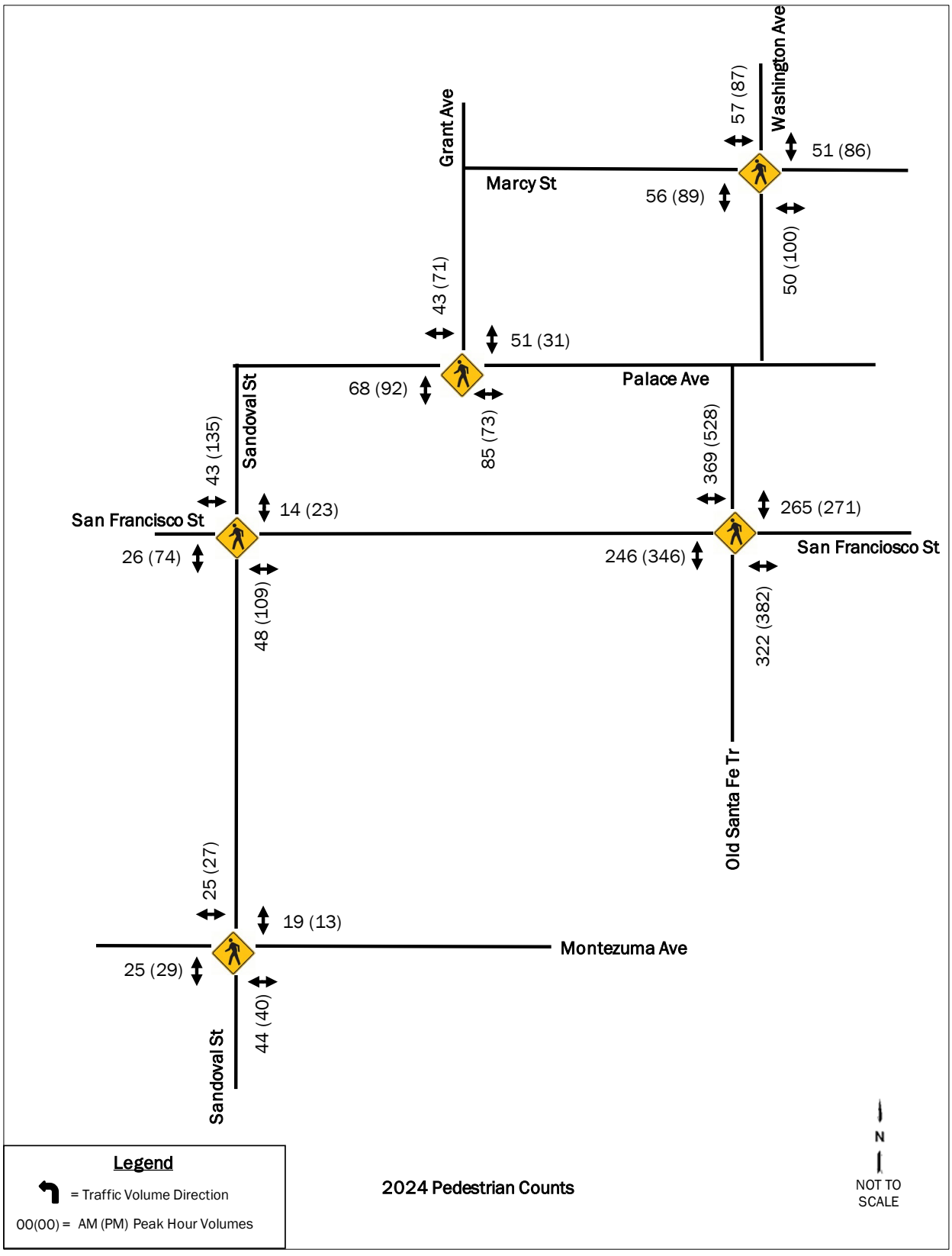
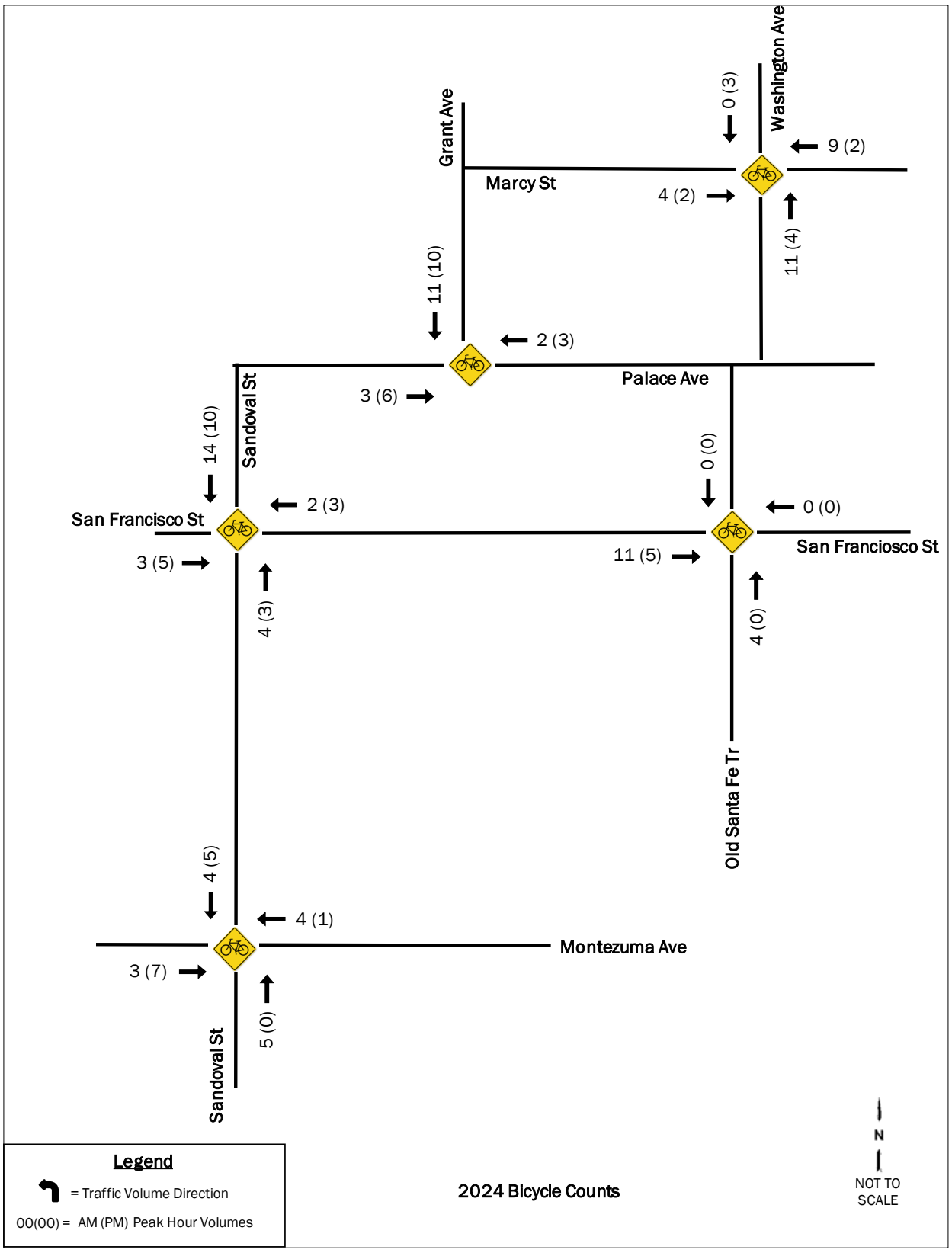


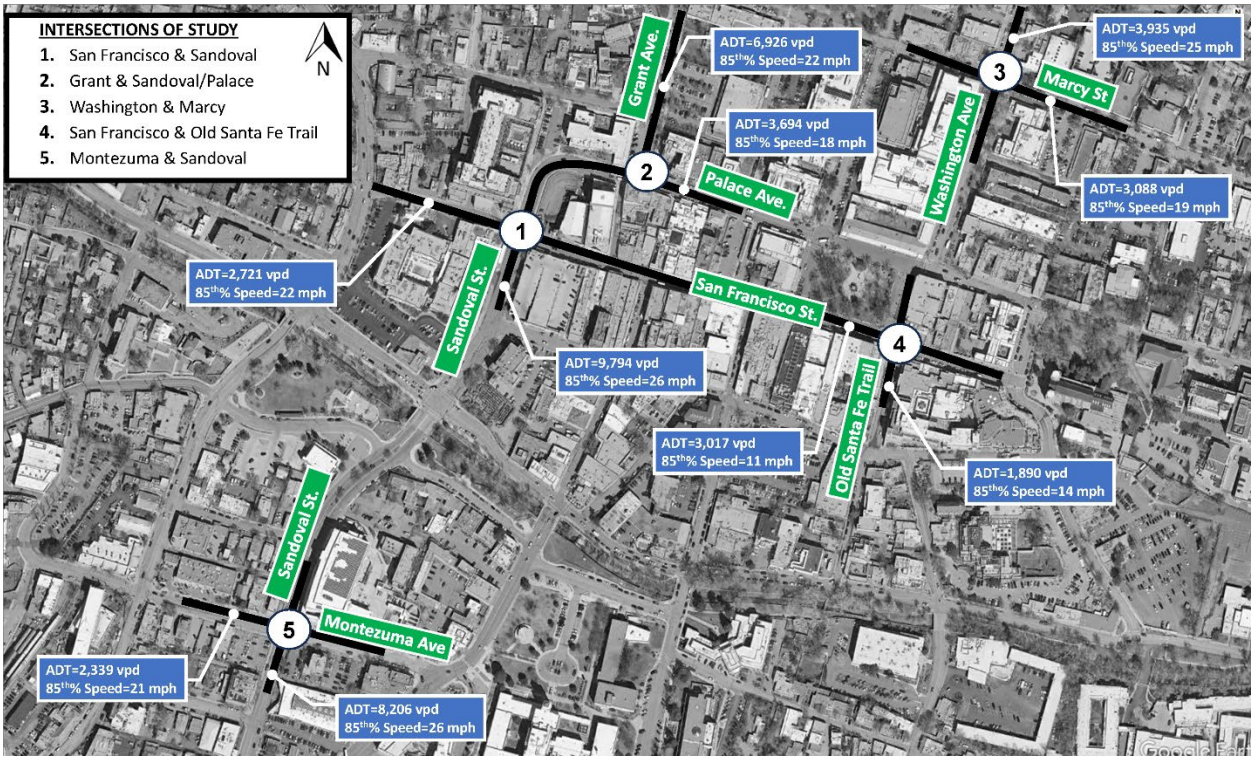
Figure 4: 2024 Bicycle Counts



Traffic Volume ADT and Speed

Traffic volumes and speed were collected over a 48-hour period using traffic counting tube equipment. Speed is recorded as 85th percentile speed which is the speed at which 85% of drivers travel or below on a given road. The posted speed limit in the study area is 20 mph. The figure below summarizes the data collected:

Figure 5: ADT and Speed Data



As seen in the figure above, most drivers travel the study area near the posted speed limit. The exceptions are Sandoval Street and Washington Avenue where speeds were collected at or greater than 5 miles per hour over the posted speed limit.

Traffic Forecasts

This study will analyze both existing conditions and forecasted conditions to ensure that any decisions made now will not negatively impact conditions in the future. Annual compounded growth rates have been applied to the existing traffic, pedestrian, and bicyclist volumes over a period of 20 years. The Santa Fe County Sustainable Growth Management Plan as well as the Santa Fe MPO's 2020-2045 Metropolitan Transportation Plan reference growth in the range of 0.7% to 0.82%. Being conservative, a 1% growth rate was agreed upon by the study team for use in this analysis. The exhibit on the next page displays the turning movement volumes, pedestrian volumes, and bicycle volumes forecasted 20 years at each intersection.

Figure 6: 2044 Turning Movement Counts

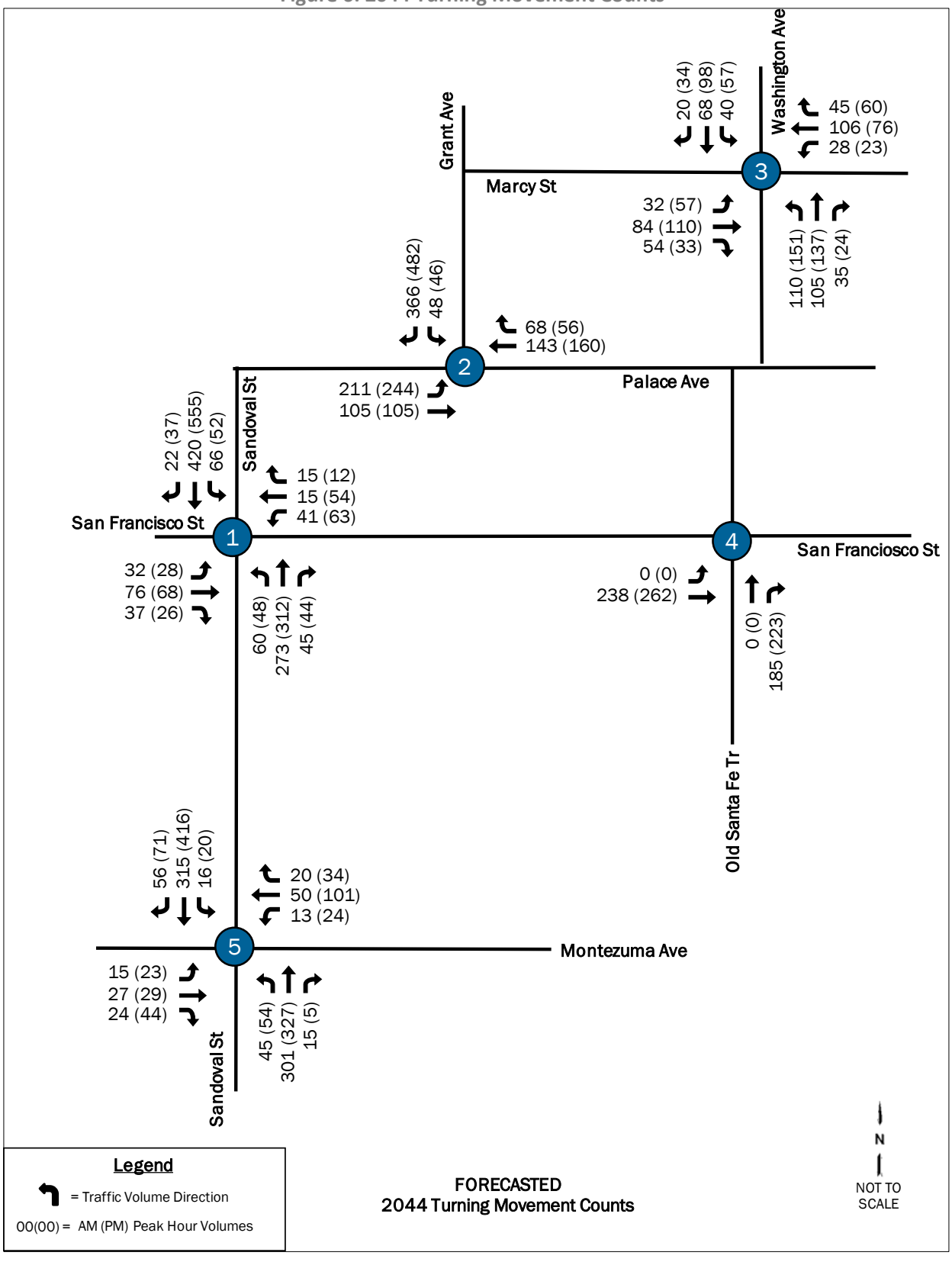


Figure 7: 2044 Pedestrian Volumes

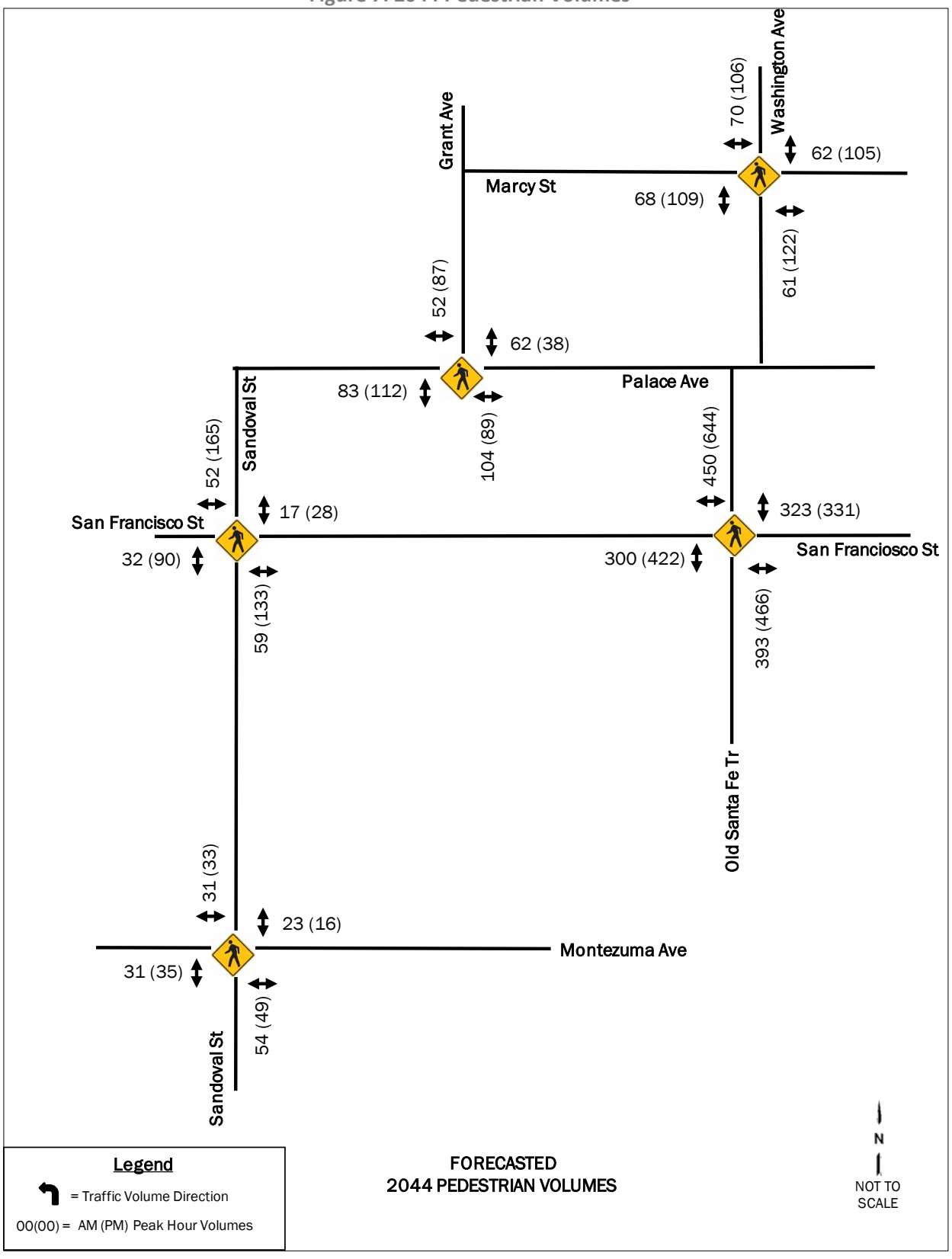
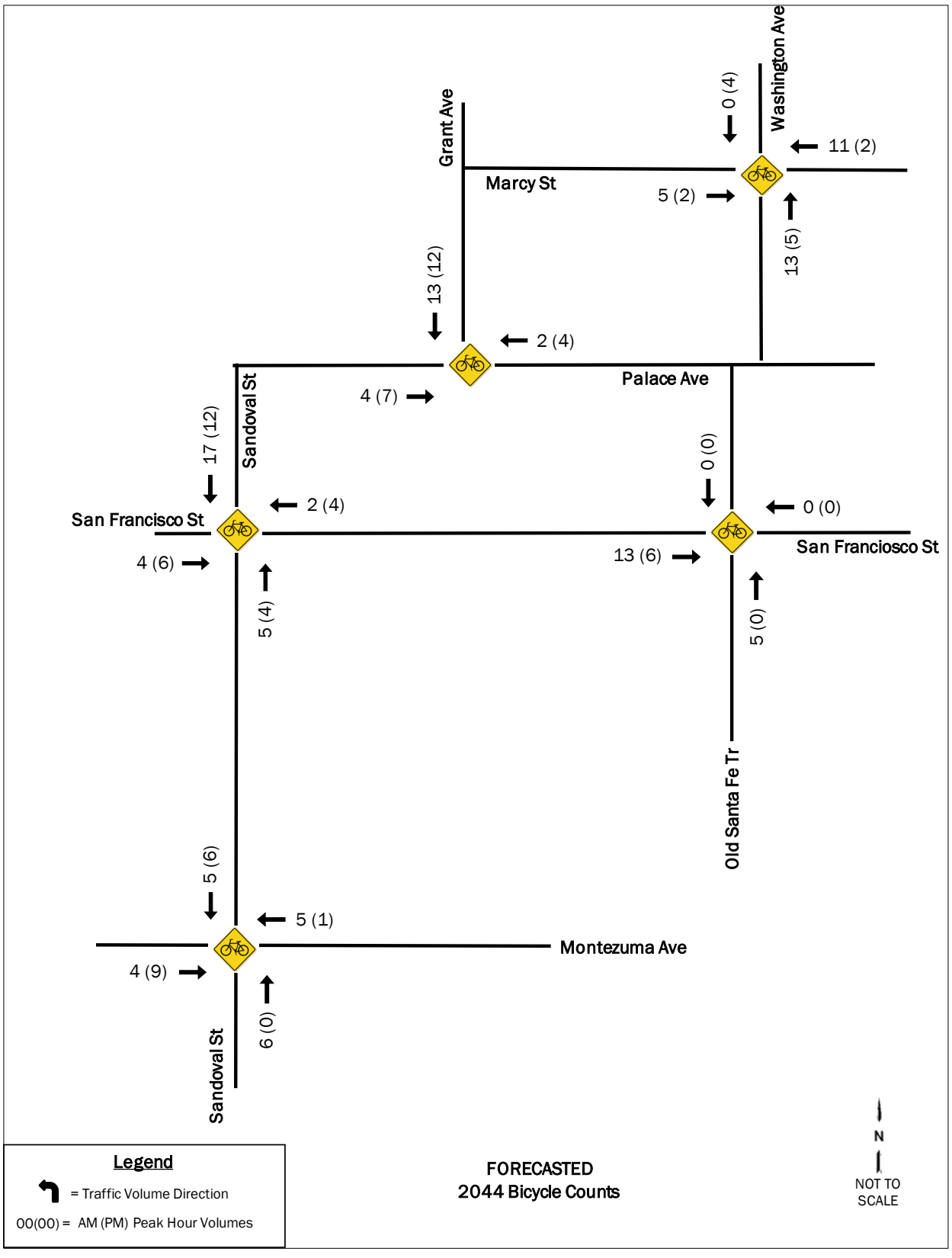


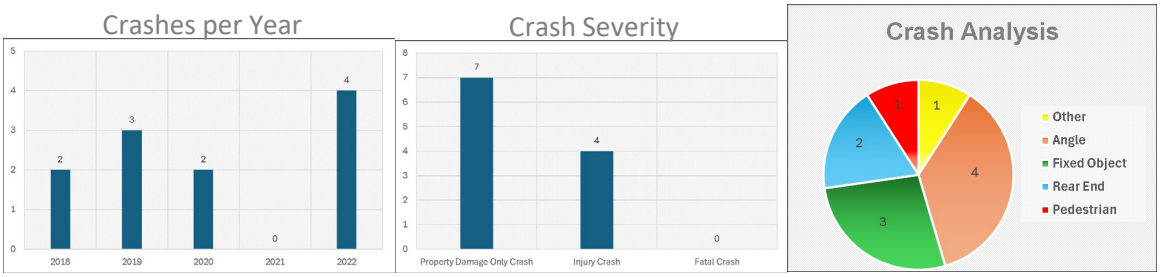
Figure 8: 2044 Bicycle Counts



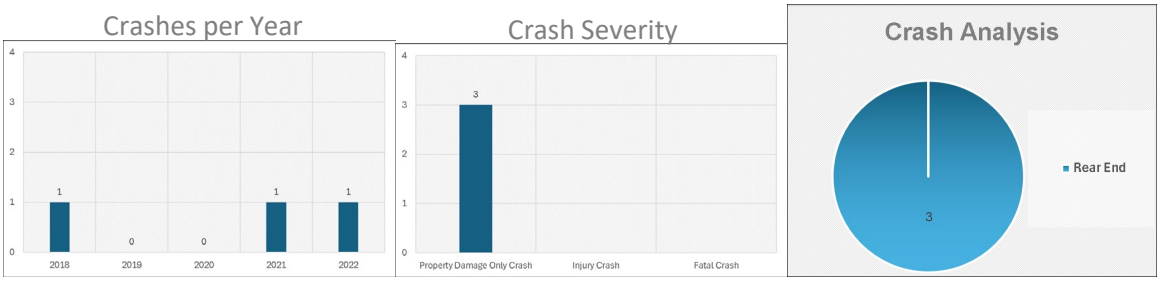
Crash Data

Crash data information for the study area was obtained from the Santa Fe MPO and consisted of data from 2010 to 2022. This data was filtered to identify the most recent 5-years to perform a signal warrant analysis discussed in the next section. The crashes were summarized to include crashes per year, crash severity, and crash analysis type for the period from January 2018 to December 31, 2022. All crash data is provided in Attachment C. Crash summary charts for each intersection are provided below.

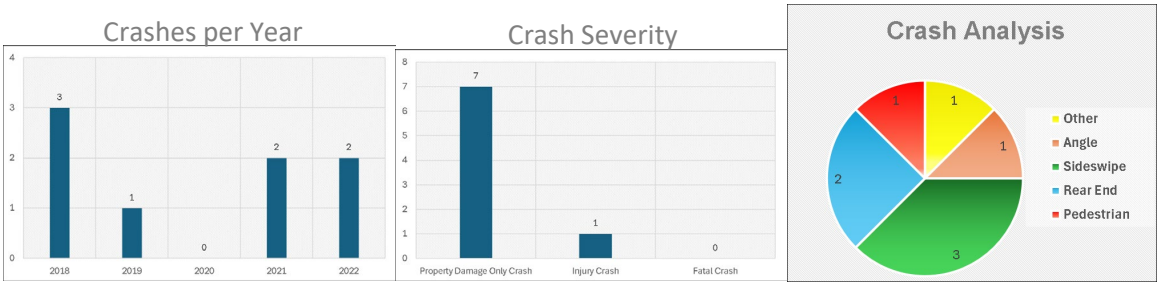
1. San Francisco & Sandoval



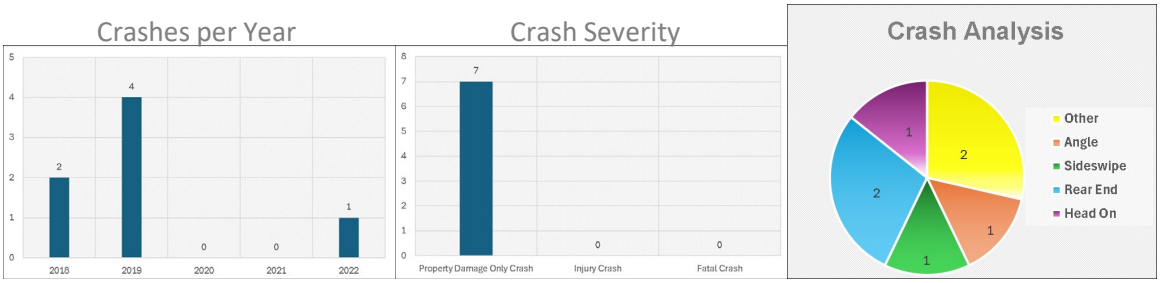
2. Grant & Sandoval/Palace



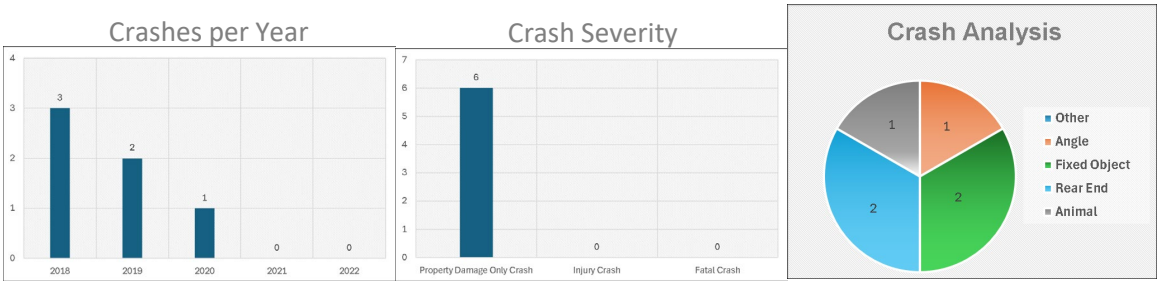
3. Washington & Marcy



4. San Francisco & Old Santa Fe Trail



5. Sandoval & Montezuma



Crashes of a particular concern for this analysis include angle crashes as well as rear-end crashes, as traffic signals generally reduce the number of angle crashes but may inadvertently increase the number of rear-end crashes. As seen in the charts, both angle crashes and rear-end crashes are generally low over the five-year period for each intersection possibly indicating appropriate placement of the traffic signal at these locations.

Also of concern are crashes involving pedestrians as well as crashes involving fatalities and injuries due to angle crashes. The Manual of Uniform Traffic Control Devices has a signal warrant pertaining to crash experience which will be visited in the next section. This warrant reviews the number of angle crashes, pedestrian crashes, fatal crashes, and injury angle crashes.

Signal Warrant Analysis

The Manual on Uniform Traffic Control Devices (MUTCD) specifies nine "traffic control signal needs studies", known as warrants. These warrants are primarily based on vehicular volume, pedestrian activities, and crash experience records. If one or more of the following 9 signal warrants is met, a signal may be justified; however, satisfaction of 1 warrant in and of itself is not necessarily sufficient justification.

1. Eight-Hour Vehicular Volume
   The Eight-Hour Vehicular Volume signal warrant is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal, or where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict when entering or crossing the major street.
2. Four-Hour Vehicular Volume
   The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
3. Peak Hour
   The Peak Hour signal warrant is intended for use at a location where conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.
4. Pedestrian Volume
   The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.
5. School Crossing
   The School Crossing signal warrant is intended for application where the fact that school children crossing the major street is the principal reason to consider installing a traffic control signal.
6. Coordinated Signal System
   The Coordinated Signal System warrant is intended for application where the progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals. This warrant applies to intersections where traffic control signals would not otherwise be needed in order to maintain proper platooning of vehicles.
7. Crash Experience
   The Crash Experience signal warrant conditions are intended for application when the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.
8. Roadway Network
   The Roadway Network signal warrant is intended for application where installing a traffic control signal might be justified to encourage concentration and organization of traffic flow on a roadway network.
9. Intersection Near a Grade Crossing
   The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal.

The table below identifies if the signal warrants for each intersection were met. Each warrant was analyzed for both existing (2024) and forecasted (2044) scenarios. A copy of all signal warrants is provided in Attachment D.

Table 3: Signal Warrant Analysis

INTERSECTION		YEAR	WARRANT NUMBER MET?								
			1	2	3	4	5	6	7	8	9
1	San Francisco & Sandoval	2024	No	No	No	No	No	No	No	No	No
		2044	No	No	No	No	No	No	No	No	No
2	Grant & Sandoval/Palace	2024	No	No	No	No	No	No	No	No	No
		2044	No	Yes	No	No	No	No	No	No	No
3	Washington & Marcy	2024	No	No	No	No	No	No	No	No	No
		2044	No	No	No	No	No	No	No	No	No
4	San Francisco & Old Santa Fe Trail	2024	No	No	No	No	No	No	No	No	No
		2044	No	No	No	No	No	No	No	No	No
5	Montezuma & Sandoval	2024	No	No	No	No	No	No	No	No	No
		2044	No	No	No	No	No	No	No	No	No

As shown, a single warrant was met for the Four-Hour Vehicular Volume during the 2044 forecasted scenario at the Grant & Sandoval/Palace intersection. While further analysis will be presented, it is again noted that just because nearly all warrants have not been met, does not mean traffic signal control is unnecessary and should be removed. Rather, alternatives may be considered after further engineering evaluation.

Traffic Capacity Analysis

Intersection Level of Service

To assess current and projected intersection capacity for signalized and unsignalized intersections, Level of Service (LOS) is the most widely accepted measure of traffic operational capacity. LOS A represents the best operating conditions from the driver's perspective and LOS F the worst. According to the City of Santa Fe's Transportation Impact Analysis Guidelines (August 29,2024), LOS D or better is required for both signalized and unsignalized intersections. Intersection LOS was evaluated using the Highway Capacity Manual (HCM) 7th Edition methodology and Synchro 12 software. Each of the intersections within the study area were evaluated under existing traffic control, lane configuration and peak hour volumes using current signal timings provided by the City of Santa Fe for the 2024 and 2044 forecasted conditions. A copy of all Synchro reports and inputs are provided in Attachment E.

A summary of the existing conditions analysis is shown below. Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 4: Existing 2024 Intersection LOS

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	San Francisco & Sandoval	Signal	**Overall**	**A**	**8.8**	**B**	**13.1**
			EB	A	7.9	A	9.7
			WB	A	7.6	A	9.7
			NB	A	8.7	B	12.4
			SB	A	9.3	B	14.8
2	Sandoval/Palace & Grant	Signal	**Overall**	**A**	**8.8**	**B**	**10.9**
			EB	A	5.2	A	7.2
			WB	B	11.0	B	13.2
			SB	B	10.4	B	12.4
3	Washington & Marcy	Signal	**Overall**	**B**	**10.2**	**B**	**11.6**
			EB	B	10.8	B	11.6
			WB	B	10.9	B	11.4
			NB	A	9.4	B	11.1
			SB	B	10.3	B	12.3
4	San Francisco & Old Santa Fe	Signal	**Overall**	**B**	**11.4**	**B**	**11.2**
			EB	B	19.8	B	19.9
			NB	A	0.8	A	1.0
5	Sandoval & Montezuma	Signal	**Overall**	**A**	**5.2**	**A**	**5.9**
			EB	B	11.0	B	10.9
			WB	B	11.2	B	11.5
			NB	A	3.9	A	4.0
			SB	A	4.2	A	4.7

The summary of the forecasted 2044 analysis is shown below. Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 5: Forecasted 2044 Intersection LOS

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	San Francisco & Sandoval	Signal	**Overall**	**A**	**9.4**	**B**	**15.5**
			EB	A	9.1	B	10.5
			WB	A	8.6	B	10.6
			NB	A	9.1	B	13.2
			SB	A	9.8	B	18.9
2	Sandoval/Palace & Grant	Signal	**Overall**	**A**	**9.8**	**B**	**13.3**
			EB	A	6.4	A	9.2
			WB	B	12.8	B	16.3
			SB	B	10.9	B	14.8
3	Washington & Marcy	Signal	**Overall**	**B**	**10.7**	**B**	**12.2**
			EB	B	11.2	B	12.3
			WB	B	11.2	B	12.0
			NB	A	9.9	B	11.6
			SB	B	10.9	B	13.0
4	San Francisco & Old Santa Fe	Signal	**Overall**	**B**	**11.8**	**B**	**11.6**
			EB	C	20.2	C	20.4
			NB	A	1.0	A	1.4
5	Sandoval & Montezuma	Signal	**Overall**	**A**	**5.8**	**A**	**6.6**
			EB	B	11.0	B	11.0
			WB	B	11.2	B	11.7
			NB	A	4.5	A	4.6
			SB	A	5.0	A	5.7

As shown in both tables, all signalized intersections operate at acceptable levels of service during both existing and forecasted conditions. Note that the lane geometry at the intersection of San Francisco & Old Santa Fe Trail only includes eastbound through movements and northbound right turn movements. This configuration changes through the year depending on the season for special use events.

Pedestrian Intersection Level of Service

Pedestrian Space LOS at signalized intersections can be defined as space available per pedestrian at sidewalk corners (curb ramps) and within crosswalks and is determined using pedestrian volumes as well as the effective walking space available. Pedestrian LOS at signalized intersections is based on a pedestrian LOS score model that incorporates conflicting motorized vehicle volumes and speeds, crosswalk length, average pedestrian delay, and the presence of right-turn channelizing islands. Pedestrian LOS improves with lower motorized vehicle volumes and speeds, shorter crosswalk lengths, lower delay, and the provision of right-turn channelizing islands. The two tables below provide the threshold levels for both types of LOS.

Table 6: Pedestrian Space LOS Criteria

Ped Space (sf/p)	LOS
>60	A - Ability to move in desired path, no need to alter movements
>40-60	B - Occasional need to adjust path to avoid conflicts
>24-40	C - Frequent need to adjust path to avoid conflicts
>15-24	D - Speed and ability to pass slower pedestrians restricted
>8-15	E - Speed restricted, very limited ability to pass slower peds
≤8	F - Speed severely restricted, frequent contact with other users.

Table 7: Ped LOS Criteria

LOS	LOS Score
A	≤2.00
B	>2.00-2.75
C	>2.75-3.50
D	>3.50-4.25
E	>4.25-5.00
F	>5.00

The analysis of Pedestrian Space LOS and Pedestrian LOS is summarized below. Results are presented for the sidewalk Corners (corner space), X-walk (crosswalk space), and Ped (delays). Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 8: Existing Pedestrian LOS

ID	Intersection	Control	Movement	AM			PM		
				Corner	X-Walk	Ped	Corner	X-Walk	Ped
1	San Francisco & Sandoval	Signal	EB	A	A	B	A	A	B
			WB	A	A	B	A	A	B
			NB	A	A	B	A	A	B
			SB	A	A	B	A	A	B
2	Sandoval/Palace & Grant	Signal	EB	A	A	B	A	A	B
			WB	A	A	B	A	A	B
			SB	A	A	B	A	A	B
3	Washington & Marcy	Signal	EB	A	A	B	B	A	B
			WB	B	A	B	C	A	B
			NB	A	A	B	B	A	B
			SB	B	A	B	C	A	B
4	San Francisco & Old Santa Fe	Signal	EB	F	F	B	F	F	B
			NB	F	F	B	F	F	B
5	Sandoval & Montezuma	Signal	EB	A	A	B	A	A	B
			WB	A	A	B	A	A	B
			NB	A	A	B	A	A	B
			SB	A	A	B	A	A	B

The summary of the forecasted 2044 conditions pedestrian analysis is shown below. Results are presented for the sidewalk Corners (corner space), X-walk (crosswalk space), and Ped (delays). Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 9: Forecasted 2044 Pedestrian LOS

ID	Intersection	Control	Movement	AM			PM		
				Corner	X-Walk	Ped	Corner	X-Walk	Ped
1	San Francisco & Sandoval	Signal	EB	A	A	B	B	A	B
			WB	A	A	B	A	A	B
			NB	A	A	C	A	A	C
			SB	A	A	B	A	A	B
2	Sandoval/Palace & Grant	Signal	EB	A	A	B	A	A	B
			WB	A	A	B	B	A	B
			SB	A	A	B	A	A	B
3	Washington & Marcy	Signal	EB	A	A	B	C	A	B
			WB	C	A	B	D	A	B
			NB	A	A	B	C	A	B
			SB	C	A	B	D	A	B
4	San Francisco & Old Santa Fe	Signal	EB	F	F	B	F	F	B
			NB	F	F	B	F	F	B
5	Sandoval & Montezuma	Signal	EB	A	A	B	A	A	B
			WB	A	A	B	A	A	B
			NB	A	A	B	A	A	B
			SB	A	A	B	A	A	B

As shown in both tables, all intersections operate at acceptable levels of service during both existing and forecasted conditions with exception of the San Francisco & Old Santa Fe intersection. The heavy pedestrian volumes along with the effective sidewalk widths at this location restrict the speed of users and cause frequent contact with one another during peak hours. Note that while pedestrians may be congested at this location, they are still able to cross with relatively low delays.

Although the pedestrian space LOS indicates ample room for pedestrians at the remaining intersections, it is worth noting that nearly all corners (curb ramps) are not ADA and PROWAG compliant.

Bicycle Intersection Level of Service

Bicycle LOS at signalized intersections is based on a bicycle LOS score model that incorporates perceived separation from motorized vehicle traffic, motorized vehicle volumes, cross-street width, and presence and utilization of on-street parking. The bicycle LOS score is an indication of the typical bicyclist's perception of the overall crossing experience. Bicycle LOS improves with greater perceived separation from motorized vehicle traffic, lower motorized vehicle volumes, shorter cross-street widths, and reduced on-street parking conflicts.

Table 10: Bicycle LOS Criteria

LOS	LOS Score
A	≤1.50
B	>1.50-2.50
C	>2.50-3.50
D	>3.50-4.50
E	>4.50-5.50
F	>5.50

A summary of the existing conditions bicycle analysis is shown below. Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 11: Existing 2024 Bicycle LOS

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	San Francisco & Sandoval	Signal	EB	C	2.69	C	2.58
			WB	B	2.40	B	2.41
			NB	C	2.52	C	3.01
			SB	C	2.66	C	3.36
2	Sandoval/Palace & Grant	Signal	EB	C	2.54	C	2.62
			WB	B	2.42	B	2.45
			SB	C	2.71	C	2.93
3	Washington & Marcy	Signal	EB	B	2.35	B	2.41
			WB	B	2.37	B	2.35
			NB	B	2.28	B	2.40
			SB	B	2.11	B	2.22
4	San Francisco & Old Santa Fe	Signal	EB	B	2.10	B	2.11
			NB	B	2.20	B	2.25
5	Sandoval & Montezuma	Signal	EB	B	2.22	B	2.25
			WB	B	2.25	B	2.34
			NB	C	2.54	B	2.47
			SB	C	2.59	C	2.65

A summary of the forecasted 2044 conditions bicycle analysis is shown below. Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 12: Forecasted 2044 Bicycle LOS

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	San Francisco & Sandoval	Signal	EB	C	2.73	C	2.61
			WB	B	2.42	B	2.45
			NB	C	2.64	C	3.15
			SB	C	2.82	D	3.58
2	Sandoval/Palace & Grant	Signal	EB	C	2.64	C	2.74
			WB	B	2.49	C	2.52
			SB	C	2.85	C	3.11
3	Washington & Marcy	Signal	EB	B	2.41	B	2.48
			WB	B	2.42	B	2.40
			NB	B	2.36	C	2.51
			SB	B	2.15	B	2.28
4	San Francisco & Old Santa Fe	Signal	EB	B	2.14	B	2.15
			NB	B	2.26	B	2.31
5	Sandoval & Montezuma	Signal	EB	B	2.25	B	2.28
			WB	B	2.28	B	2.39
			NB	C	2.68	C	2.60
			SB	C	2.73	C	2.81

Alternative Traffic Control Analysis

Three alternative traffic control measures were analyzed for each of the five intersections including:

Alternative 1 – Signalized Control with Single Lane Approach in All Directions

Alternative 2 – Two-way Stop Control (TWSC) at the Minor Street

Alternative 3 – All-way Stop Control (AWSC)

Each of the alternatives are discussed below:

Alternative 1 – Signalized Control with Single Lane Approach in all Directions

This alternative analyzes each intersection with signal control and reconfigures lane geometry to include one lane of travel in each direction.

Advantages of this may include:

A. The possibility to shorten crosswalk distance by installing curb extensions (bulbouts).
B. Improve visibility between pedestrians, bicyclists, and vehicles.
C. Curb extensions narrow the roadway, emphasizing slower speed of vehicles.
D. Exclusive pedestrian phases can be programmed into signal timings which may have less impact on vehicle delays as less time will be required for pedestrians to cross the roadway.
E. Pedestrian Space LOS can be improved with greater sidewalk area.
F. Pedestrian LOS can be improved with less crossing delay experienced for pedestrians.
G. Signals can reduce the number of angle collisions at an intersection.

Disadvantages of this may include:

A. Greater operating and maintenance costs.
B. Signals can increase the number of rear-end collisions at an intersection.
C. Excessive delays to minor movements can be experienced.
D. Removal of turn lanes may increase delays for vehicles wanting to turn.

Capacity Analysis

A capacity analysis has been performed for this alternative. For simplicity, a table is displayed on the next page with side-by-side LOS comparison of 2024 and 2044 scenarios. To accommodate the change in geometry signal timings have been optimized to evenly distribute delays. A proper signal timing exercise will be required to determine true capacity and delays.

Table 13: LOS for Signalized Control w/Single Lane Approach in All Directions

ID	Intersection	Control	Movement	2024		2044	
				AM	PM	AM	PM
				LOS	LOS	LOS	LOS
1	San Francisco & Sandoval	SIGNAL	EB	A	A	A	B
			WB	A	A	A	B
			NB	A	B	A	A
			SB	A	B	B	A
2	Sandoval/Palace & Grant	SIGNAL	EB	A	A	A	B
			WB	A	A	A	A
			SB	B	B	B	C
3	Washington & Marcy	SIGNAL	EB	A	A	A	A
			WB	A	A	A	A
			NB	A	A	A	B
			SB	A	A	A	A
4	San Francisco & Old Santa Fe	SIGNAL	EB	C	C	C	C
			NB	A	A	A	A
5	Sandoval & Montezuma	SIGNAL	EB	B	B	B	B
			WB	B	B	B	B
			NB	A	A	A	A
			SB	A	A	A	A

As shown in the table, all intersection approaches perform above acceptable levels of service with Alternative 1. This is in part due to generally low traffic volumes, existing low pedestrian volumes, and low posted speed limits. While the intersection of San Francisco & Old Santa Fe Trail contains large pedestrian volumes, its current configuration as an eastbound one-way and northbound one-way provides the acceptable levels of services shown.

Queuing Analysis

In addition to the LOS analyzed above, 95th percentile queuing lengths have been calculated for each approach to the intersections and are shown in the table on the next page. While turn lane storage lengths are not an issue for this alternative, the distance to other nearby intersections has been considered to avoid having them blocked by traffic during peak hours.

Table 14: 95th Percentile Queues for Signalized Intersections w/Single Lane Approaches

ID	Intersection	Control	Movement	Storage Length	2024 Queue Length		2044 Queue Length	
					AM	PM	AM	PM
1	San Francisco & Sandoval	SIGNAL	EB	397*	48	48	63	69
			WB	345*	30	56	37	82
			NB	230*	78	91	108	88
			SB	423*	112	168	159	178
2	Sandoval/Palace & Grant	SIGNAL	EB	423*	87	114	152	212
			WB	250*	39	44	48	74
			SB	150*	37	40	41	92
3	Washington & Marcy	SIGNAL	EB	250*	37	69	53	82
			WB	524*	40	48	58	54
			NB	190*	49	88	71	125
			SB	336*	25	45	34	61
4	San Francisco & Old Santa Fe	SIGNAL	EB	275*	131	139	161	170
			NB	280*	0	0	0	0
5	Sandoval & Montezuma	SIGNAL	EB	375*	20	26	20	26
			WB	400*	25	43	25	44
			NB	240*	102	110	132	149
			SB	240*	105	143	132	229

* Storage lengths shown at these locations indicate the distance to the next intersection to ensure queues do not block other intersections.

As shown in the table, queuing for this alternative does not impose conflicts of queued traffic blocking other intersections.

Pedestrian and Bicycle Level of Service

Pedestrian LOS for Alternative 1 mimic the results displayed previously for existing conditions with slight enhancements to LOS due to fewer travel lanes being crossed. If curb extensions are constructed the Pedestrian Space LOS is expected to result in better LOS values. As with Pedestrian LOS, the Bicycle LOS will also show improvements to LOS due to fewer travel lanes being crossed.

Intersection Sight Distance

Intersection sight distance criteria pertaining to Case D-Intersections with Traffic Signal Control has been evaluated for each intersection with this alternative using the 7th Edition of A Policy on Geometric Design of Highways and Streets. Case D indicates that at signalized intersections, the first vehicle stopped on one approach should be visible to the driver of the first vehicle stopped on each of the other approaches. Left-turning vehicles should have sufficient sight distance to select gaps in oncoming traffic and complete left turns. All intersection approaches within this analysis are clearly visible to other approaches and left-turning vehicles do have sufficient sight distance. Therefore, all criteria for intersection sight distance are met for this alternative.

Alternative 2 –
Two-Way Stop Control (TWSC) at the Minor Street

This alternative analyzes each intersection with stop control at the minor street approaches. Lane geometry is reconfigured to include one lane of travel in each direction.

Advantages of this may include:

A. Shortening crosswalk distance by installing curb extensions (bulbouts).
B. Improve visibility between pedestrians, bicyclists, and vehicles.
C. Curb extensions narrow the roadway, emphasizing slower speed of vehicles.
D. Pedestrian Space LOS can be improved with greater sidewalk area.
E. Pedestrian LOS can be improved with less crossing delay experienced for crossing pedestrians.
F. No operating costs and lower maintenance costs.

Disadvantages of this may include:

A. Right-of-way conflicts between vehicles and pedestrians.
B. Inadequate intersection sight distance for the minor approach.
C. Excessive delays to minor movements can be experienced.
D. Conflict points resulting in a variety of crash types arise within or near the intersection due to a combination of traffic volumes, operating speeds, and turning movements.

Capacity Analysis

A capacity analysis has been performed for this alternative. For simplicity, a table is displayed below with side-by-side LOS comparison of 2024 and 2044 scenarios.

Table 15: LOS for TWSC W/Single Lane Approach in all Directions

ID	Intersection	Control	Movement	2024 AM LOS	2024 PM LOS	2044 AM LOS	2044 PM LOS
1	San Francisco & Sandoval	TWSC	STOP EB	D	F	F	F
			STOP WB	D	F	F	F
			NB	A	A	A	A
			SB	A	A	A	A
2	Sandoval/Palace & Grant	TWSC	EB	A	A	A	A
			WB	A	A	A	A
			STOP SB	C	D	C	F
3	Washington & Marcy	TWSC	STOP EB	C	F	D	F
			STOP WB	C	E	D	F
			NB	A	A	A	A
			SB	A	A	A	A
4	San Francisco & Old Santa Fe	TWSC	EB	A	A	A	A
			STOP NB	F	F	F	F
5	Sandoval & Montezuma	TWSC	STOP EB	C	C	D	E
			STOP WB	C	D	D	F
			NB	A	A	A	A
			SB	A	A	A	A

As shown in the table above, only two intersections perform at acceptable levels of service during the 2024 condition. During the 2044 condition, all delays increase, and each intersection will experience unacceptable levels of service for one or two approaches.

Queuing Analysis

In addition to the LOS analyzed above, 95th percentile queuing lengths have been calculated for each approach to the intersections and are shown below. While turn lane storage lengths are not an issue for this alternative, the distance to other nearby intersections has been considered to avoid having them blocked by traffic during peak hours.

Table 16: 95th Percentile Queues for TWSC Intersections with Single Lane Approaches

ID	Intersection	Control	Movement	Storage Length	2024 Queue Length		2044 Queue Length	
					AM	PM	AM	PM
1	San Francisco & Sandoval	TWSC	EB	397*	61	93	136	415
			WB	345*	33	192	83	956
2	Sandoval/Palace & Grant	TWSC	SB	150*	101	293	198	619
3	Washington & Marcy	TWSC	EB	250*	43	190	80	402
			WB	524*	47	88	86	223
4	San Francisco & Old Santa Fe	TWSC	NB	280*	85	193	138	310
5	Sandoval & Montezuma	TWSC	EB	375*	19	27	37	58
			WB	400*	21	57	52	125

* Storage lengths shown at these locations indicate the distance to the next intersection to ensure queues do not block other intersections.

As shown in the table, queuing is a significant issue for the southbound approach at the intersection of Grant & Sandoval/Palace during the 2024 condition. Queuing continues to be an issue during the 2044 condition with the exception of the Sandoval & Montezuma intersection.

Pedestrian Level of Service

Pedestrian LOS at TWSC intersections is defined for pedestrians crossing a traffic stream not controlled by a stop sign. LOS criteria for pedestrians are given below:

Table 17: TWSC Pedestrian LOS Criteria

LOS	Control Delay (s/p)	Comments
A	0-5	Usually, no conflicting traffic
B	5-10	Occasionally some delay due to conflicting traffic
C	10-20	Delay noticeable to pedestrians, but not inconveniencing
D	20-30	Delay noticeable and irritating, increased likelihood of risk taking
E	30-45	Dealy approaches tolerance level, risk-taking behavior likely
F	>45	Delay exceeds tolerance level, high likelihood of pedestrian risk taking

The analysis of Pedestrian LOS is summarized in the table below. Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 18: Alternative 2 - Pedestrian LOS for 2024 & 2044

ID	Intersection	Control	Movement	2024		2044	
				AM	PM	AM	PM
1	San Francisco & Sandoval	TWSC	NB	E	E	E	F
			SB	E	E	E	F
2	Sandoval/Palace & Grant	TWSC	EB	D	D	D	D
			WB	D	D	D	D
3	Washington & Marcy	TWSC	NB	D	D	D	D
			SB	D	D	D	D
4	San Francisco & Old Santa Fe	TWSC	EB	D	D	D	D
5	Sandoval & Montezuma	TWSC	NB	E	E	E	E
			SB	E	E	E	E

As shown in the table above, pedestrian levels of service are shown at LOS D and below. Its worth noting that these LOS are based off minimal crossing treatments including crosswalk markings only. Yield rates of motorists to pedestrians increase with other crossing treatments such as median refuges, rectangular rapid-flashing beacons (RRFB), or pedestrian hybrid beacons (HAWK) and result in improved levels of service.

Bicycle Level of Service

There is currently no LOS methodology specific to bicyclists at TWSC intersections. Bicyclists do not queue linearly like vehicles and often times, multiple bicycles will cross at the same time as the adjacent vehicle resulting in lower bicycle delays compared to vehicles.

Intersection Sight Distance

Using the 7th Edition of A Policy on Geometric Design of Highways and Streets, the following intersection sight distance criteria have been evaluated for this alternative:

- Case B1-Left Turn from Minor Roadway
- Case B2-Right Turn from Minor Roadway
- Case F-Left Turn from Major Roadway

The table on the next page provides a detailed analysis of the intersections analyzed and the result if minimum criteria is met.

Table 19: Alternative 2 - Intersection Sight Distance Analysis

INTERSECTION	POSTED SPEED (mph)	TURN MOVEMENT	ISD CRITERIA	MINIMUM ISD VALUE (ft)	ACTUAL ISD VALUE (ft)	MEETS CRITERIA	OBSTACLE
San Francisco & Sandoval	20	EBL	B1	280	113	No	Porch Posts
	15	EBR	B2	195	195	Yes	
	15	WBL	B1	225	133	No	Wall/Parking
	20	WBR	B2	240	145	No	Tree
		NBL	F	205	205	Yes	
		SBL	F	205	205	Yes	
Grant & Sandoval/Palace	15	SBL	B1	225	130	No	Building
	20	SBR	B2	240	120	No	Street Parking
		EBL	F	205	205	Yes	
Washington & Marcy	20	EBL	B1	280	280	Yes	
		EBR	B2	240	140	No	Street Parking
		WBL	B1	280	100	No	Street Parking
		WBR	B2	240	170	No	Street Parking
		NBL	F	205	205	Yes	
		SBL	F	205	205	Yes	
San Francisco & Old Santa Fe Trail	20	NBR	B2	240	50	No	Building/Peds
Montezuma & Sandoval	20	EBL	B1	280	155	No	Building
		EBR	B2	240	120	No	Tree/Parking
		WBL	B1	280	100	No	Pole/Tree
		WBR	B2	240	60	No	Pole/Parking
		NBL	F	205	205	Yes	
		SBL	F	205	205	Yes	

As shown in the table above, all intersections do not meet the minimum requirements for intersection sight distance on the minor street for both left turning vehicles and right turning vehicles. Most obstacles blocking the view of drivers are parked vehicles on the adjacent roadway. Other obstacles include trees and pedestrian standing areas. These are all items that can be addressed with changes to parking locations, maintenance of trees, and redesign of sidewalk ramps or design of curb extensions.

Alternative 3 –
All-Way Stop Control (AWSC)

This alternative analyzes each intersection with stop control at all approaches. Lane geometry is reconfigured to include one lane of travel in each direction.

Advantages of this may include:

G. Shortening crosswalk distance by installing curb extensions (bulbouts).
H. Improve visibility between pedestrians, bicyclists, and vehicles.
I. Curb extensions narrow the roadway, emphasizing slower speed of vehicles.
J. Pedestrian Space LOS can be improved with greater sidewalk area.
K. Pedestrian LOS can be improved with less crossing delay experienced for crossing pedestrians.
L. No operating costs and lower maintenance costs.

Disadvantages of this may include:

E. Right-of-way conflicts between vehicles and pedestrians.
F. Excessive delays to major movements can be experienced.
G. Conflict points resulting in a variety of crash types arise within or near the intersection due to a combination of traffic volumes, operating speeds, and turning movements.

Capacity Analysis

A capacity analysis has been performed for this alternative. For simplicity, a table is displayed below with side-by-side comparison of 2024 and 2044 scenarios.

Table 20: LOS for AWSC w/Single Lane Approach in all Directions

				2024		2044	
ID	Intersection	Control	Movement	AM LOS	PM LOS	AM LOS	PM LOS
1	San Francisco & Sandoval	AWSC	EB	B	B	B	B
			WB	A	B	B	B
			NB	B	C	C	D
			SB	C	E	D	F
2	Sandoval/Palace & Grant	AWSC	EB	B	C	C	C
			WB	B	B	B	B
			SB	B	C	C	E
3	Washington & Marcy	AWSC	EB	A	B	A	B
			WB	A	A	B	B
			NB	A	B	B	B
			SB	A	A	A	B
4	San Francisco & Old Santa Fe	AWSC	EB	A	A	A	A
			NB	A	A	A	A
5	Sandoval & Montezuma	AWSC	EB	A	B	B	B
			WB	A	B	B	B
			NB	B	B	C	C
			SB	B	C	C	D

As shown in the table above, all intersections perform at acceptable levels of service during the 2024 condition with exception to the southbound approach at the intersection of San Francisco & Sandoval. Delays for this movement continue to increase during the 2044 condition resulting in a LOS F. Additionally the southbound approach for the intersection of Grant & Sandoval/Palace results in a LOS E due to increasing delays in 2044.

Queuing Analysis

In addition to the LOS analyzed above, 95th percentile queuing lengths have been calculated for each approach to the intersections. While turn lane storage lengths are not an issue for this alternative, the distance to other nearby intersections has been considered to avoid having them blocked by traffic during peak hours.

Table 21: 95th Percentile Queues for AWSC Intersections w/Single Lane Approaches

ID	Intersection	Control	Movement	Storage Length	2024 Queue Length		2044 Queue Length	
					AM	PM	AM	PM
1	San Francisco & Sandoval	AWSC	EB	397*	16	16	22	22
			WB	345*	8	18	10	26
			NB	230*	50	82	86	146
			SB	423*	88	228	166	526
2	Sandoval/Palace & Grant	AWSC	EB	423*	40	62	66	118
			WB	250*	22	28	32	46
			SB	150*	50	106	86	238
3	Washington & Marcy	AWSC	EB	250*	14	22	20	32
			WB	524*	16	16	22	24
			NB	190*	24	40	36	64
			SB	336*	10	20	14	30
4	San Francisco & Old Santa Fe	AWSC	EB	275*	20	22	26	30
			NB	280*	12	16	16	20
5	Sandoval & Montezuma	AWSC	EB	375*	8	10	10	14
			WB	400*	10	18	14	26
			NB	240*	56	52	100	96
			SB	240*	62	82	114	160

* Storage lengths shown at these locations indicate the distance to the next intersection to ensure queues do not block other intersections.

As shown in the table, queuing for the vast majority of this alternative does not impose conflicts of queued traffic blocking other intersections, with the exception of southbound traffic for both San Francisco & Sandoval, as well as Grant & Sandoval/Palace during the 2044 PM peak hour.

Pedestrian and Bicycle Level of Service

There is currently no LOS methodology specific to pedestrians at AWSC intersections as pedestrians have the right-of-way and are assumed to result in negligible delays. Additionally, there is currently no LOS methodology specific to bicyclists at AWSC intersections. Bicyclists do not queue linearly like vehicles and often times, multiple bicycles will cross at the same time as the adjacent vehicle resulting in lower bicycle delays compared to vehicles.

Intersection Sight Distance

Intersection sight distance criteria pertaining to Case E-Intersections with All-Way Stop Control which indicates that at intersections with all-way stop control, the first stopped vehicle of one approach should be visible to the drivers of the first stopped vehicles on each of the other approaches. All intersection approaches within this analysis are clearly visible to other approaches, therefore, all criteria for intersection sight distance are met for this alternative.

Conclusion and Recommendations

This analysis examined the existing conditions of the five signalized intersections located in downtown Santa Fe for study year 2024 and future year 2044. The study analyzed capacity, including delays and levels of service. It reviewed the 95th percentile queues, and also reviewed the intersection sight distance. A signal warrant analysis was performed for the five intersections for both existing and future years. As noted, only one intersection met the threshold volumes to warrant a signal but not until future year of 2044. This study reviewed proposed Alternative 1 consisting of Signalized control with single lane approaches in all directions, Alternative 2 consisting of two-way stop control (TWSC) at the minor street, and Alternative 3 consisting of all-way stop control (AWSC). A summary of the finding is presented below:

Existing Conditions – Signalized Control

- Vehicular levels of service and delays for both existing 2024 and future 2044 conditions are at acceptable LOS C or better.
- Pedestrian levels of service for both existing 2024 and future 2044 conditions are at LOS D or better with exception to the intersection of San Francisco & Old Santa Fe Trail which has failing levels of service due to pedestrian density.
- Bicycle levels of service for both existing 2024 and future 2044 conditions are at LOS D or better.
- Queuing of traffic is not a concern.
- Intersection sight distance is not a concern as oncoming traffic can be seen with adequate distance.

Alternative 1 – Signalized Control with Single Lane Approach in All Directions

- Vehicular levels of service and delays for both existing 2024 and future 2044 conditions are at acceptable LOS C or better.
- Pedestrian levels of service for both existing 2024 and future 2044 conditions are at LOS C or better with exception to the intersection of San Francisco & Old Santa Fe Trail which has failing levels of service due to pedestrian density. The reduction of through lanes would allow for the construction of wider sidewalks or curb extensions that would provide more space for pedestrians thus helping provide better levels of service.
- Bicycle levels of service for both existing 2024 and future 2044 conditions are at LOS C or better. Improvements to this LOS are due to fewer travel lanes being crossed.
- Queuing of traffic is not a concern.
- Intersection sight distance is not a concern as oncoming traffic can be seen with adequate distance.

Alternative 2 – Two-way Stop Control (TWSC) at the Minor Street

- Vehicular levels of service and delays for both existing 2024 and future 2044 conditions are at unacceptable levels of service.
- Pedestrian levels of service for both existing 2024 and future 2044 conditions are between LOS D and LOS F for all intersections.
- There is currently no LOS methodology specific to bicyclists at TWSC intersections. Bicyclists do not queue linearly like vehicles and often times, multiple bicycles will cross at the same time as the adjacent vehicle resulting in lower bicycle delays compared to vehicles.
- Queuing of traffic into other intersections is a concern for four of the five intersections.
- Intersection sight distance is a concern for all five intersections.

Alternative 3 – All-way Stop Control (AWSC)

- Vehicular levels of service and delays for both existing 2024 and future 2044 conditions are at acceptable LOS C or better, with exception of San Francisco & Sandoval during 2024 and 2044, as well as Sandova & Palace/Grant during 2044.
- There is currently no LOS methodology specific to pedestrians at AWSC intersections as pedestrians have the right-of-way and are assumed to result in negligible delays.
- There is currently no LOS methodology specific to bicyclists at AWSC intersections. Bicyclists do not queue linearly like vehicles and often times, multiple bicycles will cross at the same time as the adjacent vehicle resulting in lower bicycle delays compared to vehicles.
- Queuing for the vast majority of this alternative does not impose conflicts of queued traffic blocking other intersections, with the exception of southbound traffic for both San Francisco & Sandoval, as well as Grant & Sandoval/Palace during the 2044 PM peak hour.
- Intersection sight distance is not a concern as oncoming traffic can be seen with adequate distance.

In conclusion, to promote the City's interest to "Give people priority over cars" as outlined in the City's General Plan and echoed in various adopted integrating plans, implementing Alternative 3-All-way Stop Control of the five intersections would be a viable option for the present and near future and should be monitored over time and reevaluated with the increase or decrease of traffic volumes, pedestrian volumes, and bicycle volumes.

Recommendations to implement Alternative 3 All-way Stop Control (AWSC) include the following:

1. Modify the City of Santa Fe's General Plan to include Level of Service (LOS) targets specific to Downtown Santa Fe for pedestrians, bicyclists, and vehicles. There are currently no LOS targets. Many city agencies identify Intersection LOS E as acceptable for urban centers, central business districts (CBD), or downtown areas as congestion and delays are expected while priority and safety are geared towards pedestrians and bicyclists.
2. Identify and fund a priority project to temporarily bag the existing signal heads and install all-way stop signs.
    a. Re-stripe roadway approaches to include one lane of travel in each direction.
    b. Re-stripe crosswalks with high visibility continental pattern crosswalks.
    c. Install advanced signing of the stop condition including high visibility signing indicating a "change in traffic control ahead."
    d. Monitor progress through public outreach and periodic traffic analysis.
3. Should the implementation of AWSC be a success, further improvement should include:
    a. Remove signal mastarms and permanently install all-way stop signs.
    b. Improve and widen sidewalks and curb ramps to ensure ADA compliance.
    c. Consider the construction of curb extensions/bulbouts.
    d. Consider the construction of raised intersections which reinforce slow speeds and encourage motorists to yield to pedestrians at crosswalks.
4. Perform a pedestrian safety study for the Downtown center of Santa Fe to continue the City's interest to "Give people priority over cars" as outlined in the City's General Plan.

Multiuse Trails Speed Limits

From Rails to Trails:
On most multi-use trails, the recommended speed limit is around 15 miles per hour; however, this can vary depending on the specific trail, local regulations, and the level of pedestrian traffic, with some areas requiring slower speeds in congested areas or near trailheads.

Key points to remember about multi-use trail speed limits:

- Check local signage:
  Always check for posted speed limits on the specific trail you are using as they may differ.
- Yield to pedestrians:
  Regardless of the speed limit, always yield to pedestrians and slower users on the trail.
- Be mindful of conditions:
  Adjust your speed based on trail conditions like weather, visibility, and terrain.

Signage and Trail Etiquette
Clear signage is one of the most important attributes to reducing user conflicts on trails. Stop signs and indicators of a stop ahead when approaching intersections allow for appropriate stopping distances of all speeds of riders. Signs reminding faster users to keep left and to announce when they are passing can also decrease conflict along the trail.

In ABQ:
Speed Limit: The maximum speed for all bicycles (analog and e-bikes) on all trails is 20 mph, unless a lower speed is posted. All unpaved trails on Open Space that are now open to e-bikes, or may be in the future, will have a maximum 15 mph speed limit, or lower in some areas, as posted.

In Portland, OR:
Instead of imposing formalized restrictions on trail users, Portland's Share the Path Campaign emphasizes trail etiquette. Guidelines advising to "use safe speeds at all times" and reminding that "slower traffic has the right of way" stress to faster users that it is their duty to slow down and be mindful of others. This approach allows for more flexibility, and it accommodates the varying traffic of the trail throughout different seasons, times and days. It does not restrict fast riding entirely, but instead allows for higher speeds when the conditions are appropriate.

AASHTO Design Standards:
The American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities does not specify a maximum speed for bicyclists along trails. Instead, it outlines that shared-use paths should be

designed for a speed that is “at least as high as the preferred speed of the fastest common user.” The guide recommends that design on long segments in flat areas accommodate users at 18 mph and that sections of trail with hilly terrain accommodate riders at up to 30 mph.

The AASHTO guide is clear that designing for slower speeds—by decreasing sight distance, for example—should not be selected to artificially reduce user speeds, as the result can make conditions unsafe for fast riders. Instead, design elements such as road curvature and a centerline stripe can both slow bicyclists and decrease user conflicts. Wider trail widths can also ease conflict by allowing for more types of users simultaneously.

Some jurisdictions with 15 mph limit:

Boulder, CO

Summit County, UT

Olympic Discovery Trail, WA State

Spokane Centennial Trail, WA & ID

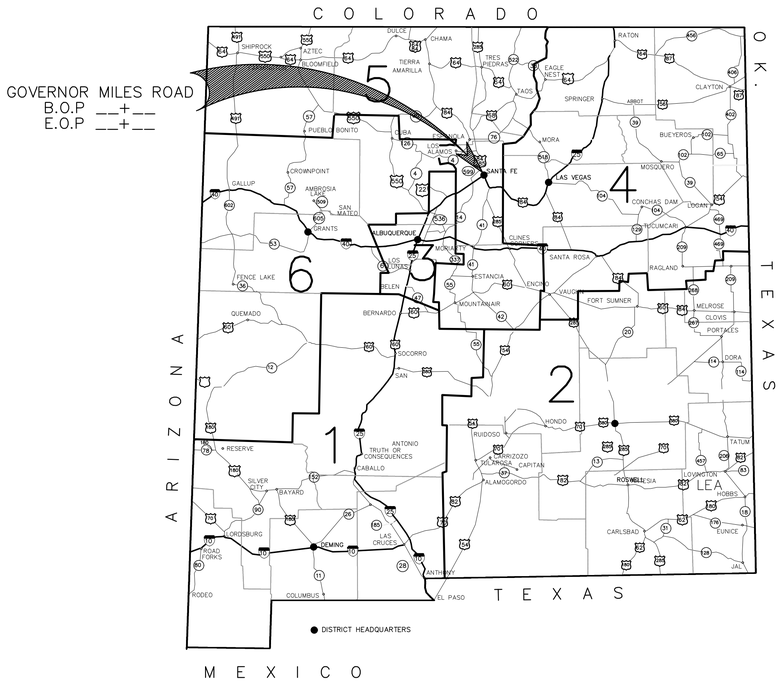
American River Parkway, Sacramento

Marin County, CA

Mt. Vernon Trail, DC

CONSTRUCTION PLANS FOR

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS
SANTA FE COUNTY, NM
CIP NO. _____



SHEET 1–1

PROGRESS PRINT 11/15/2024

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	1–2

CONVENTIONAL ON PLAN

PLAN VIEW
SCALE: 1" = 100'
TITLE
SCALE

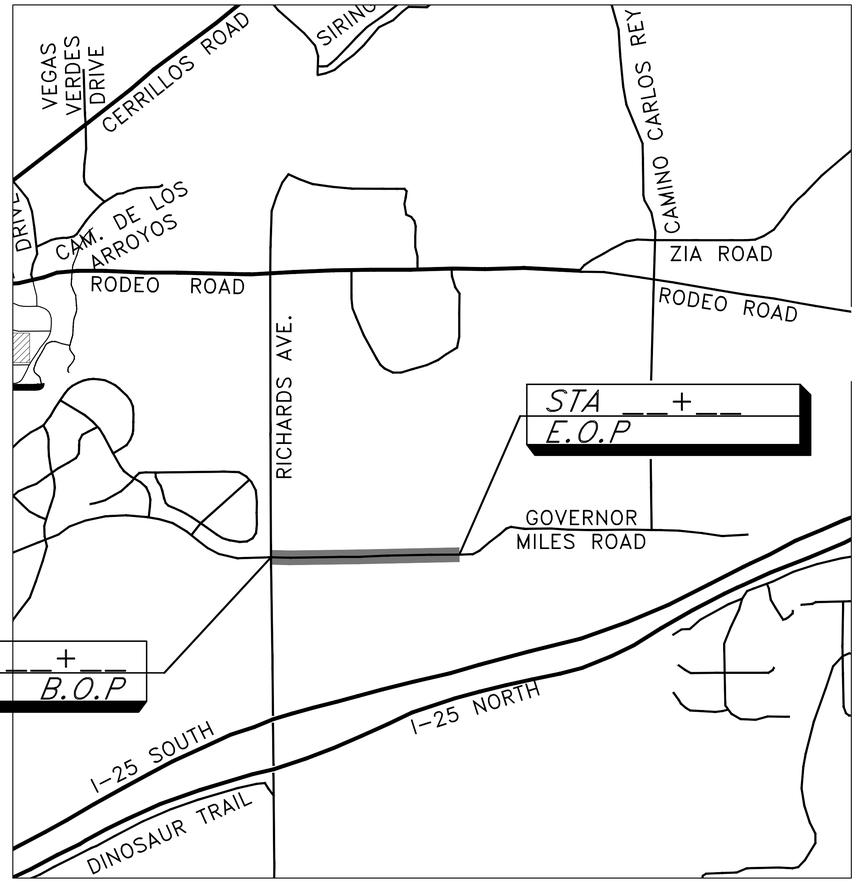
NORTH ARROW

	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 4 SCALE: 1" = 2'	PROFILE VERTICAL
10 5 0 10 20 SCALE: 1" = 10'	SECTION

LENGTH OF PROJECT: _____ FEET



VICINITY MAP
SCALE= 1"= 1000'

N

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.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

VICINITY MAP

SCALE: 1" = 1000'

SHEET 1–2

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

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	1–3

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

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

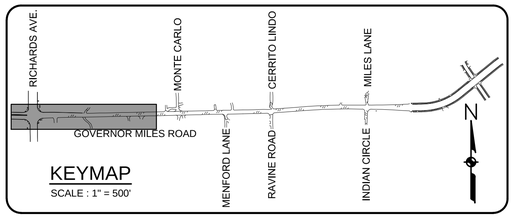
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

INDEX OF SHEETS

SCALE: N.T.S.

SHEET 1–3



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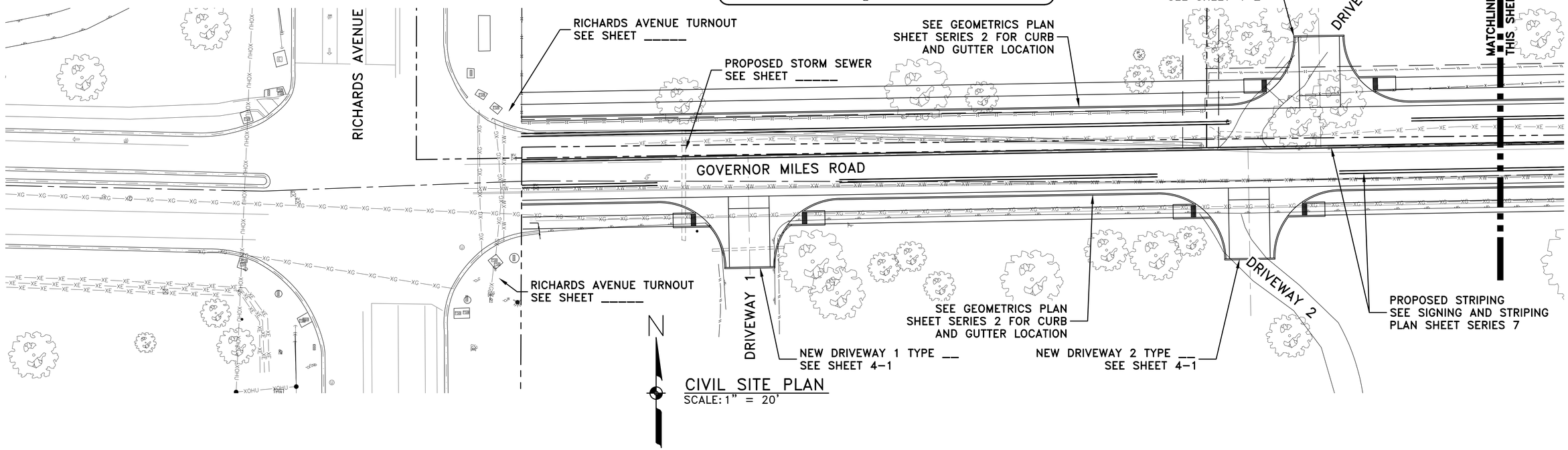
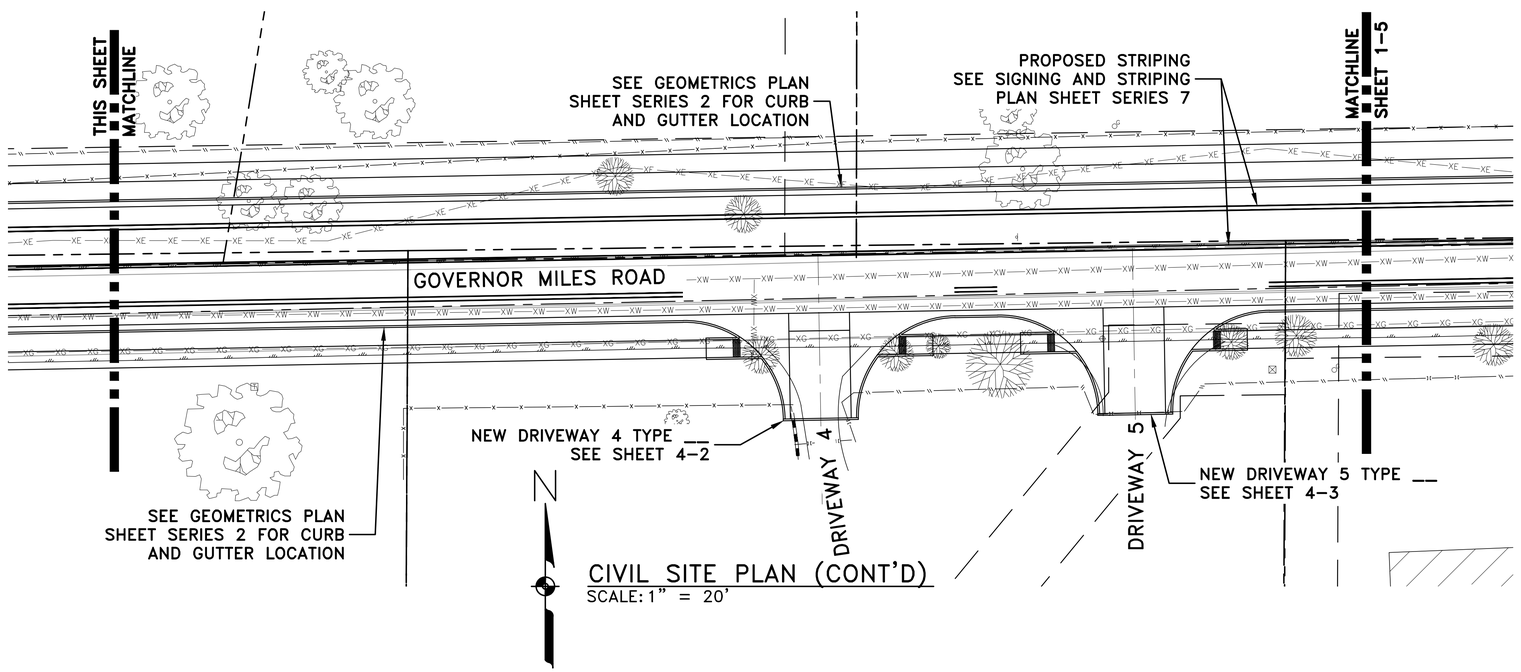
CITY OF SANTA FE	SHEET NO.
	1–4





NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

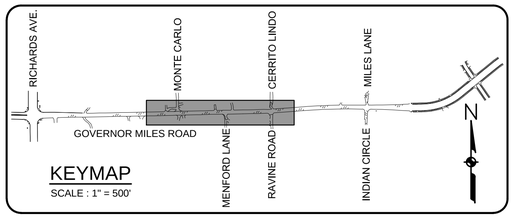
CIVIL SITE PLAN

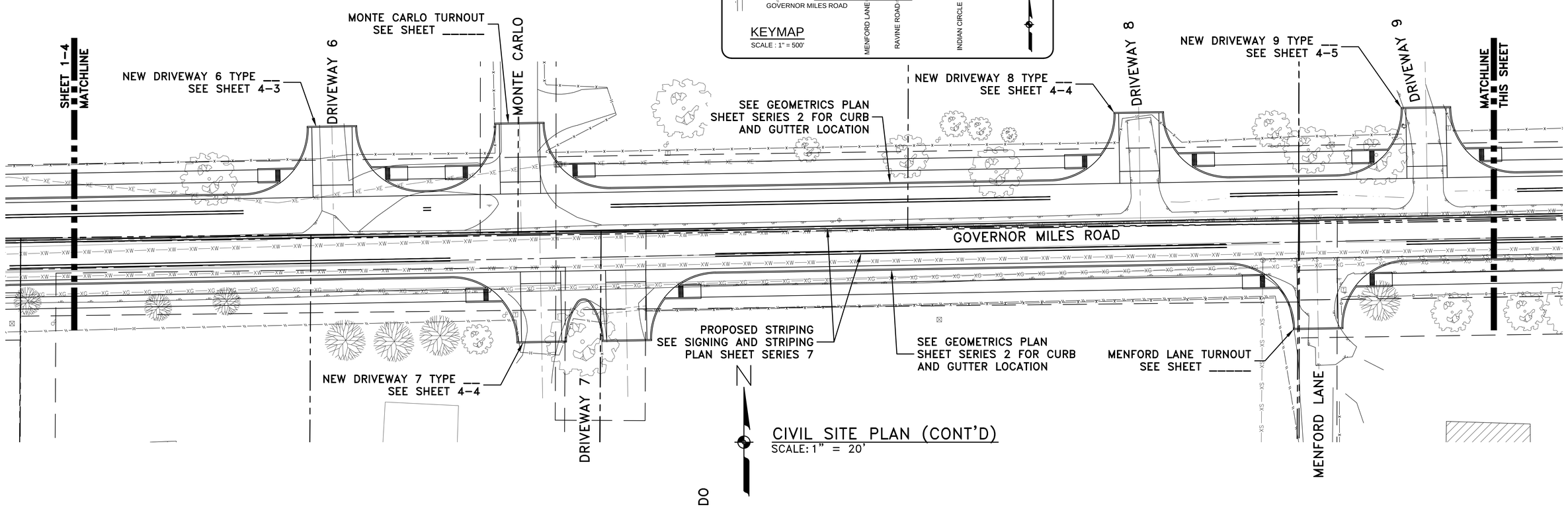
SCALE: 1" = 20'

SHEET 1–4

0 10 20 40
SCALE: 1" = 20'

Santa Fe Engineering Consultants, LLC





CIVIL SITE PLAN (CONT'D)
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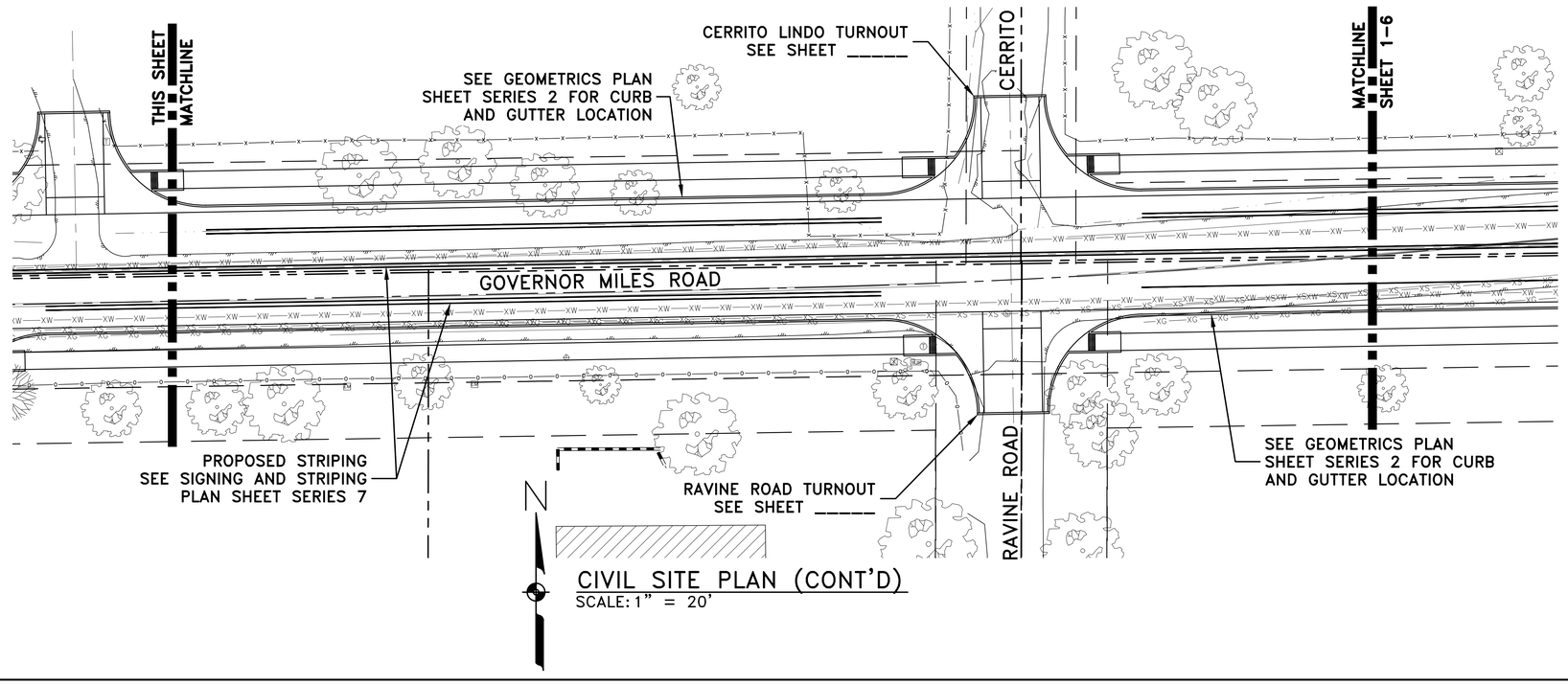

CIVIL SITE PLAN (CONT'D)
SCALE: 1" = 20'

0 10 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
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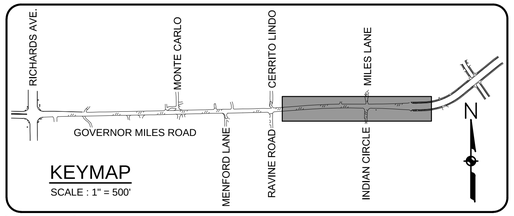
CIVIL SITE PLAN (CONT'D)

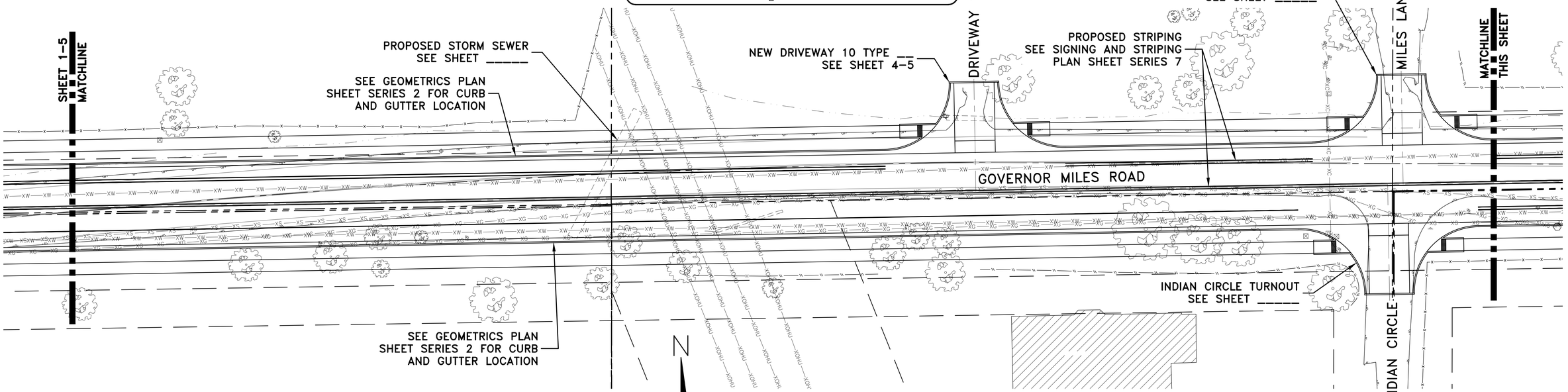
SCALE: 1" = 20' SHEET 1–5

Santa Fe Engineering Consultants, LLC

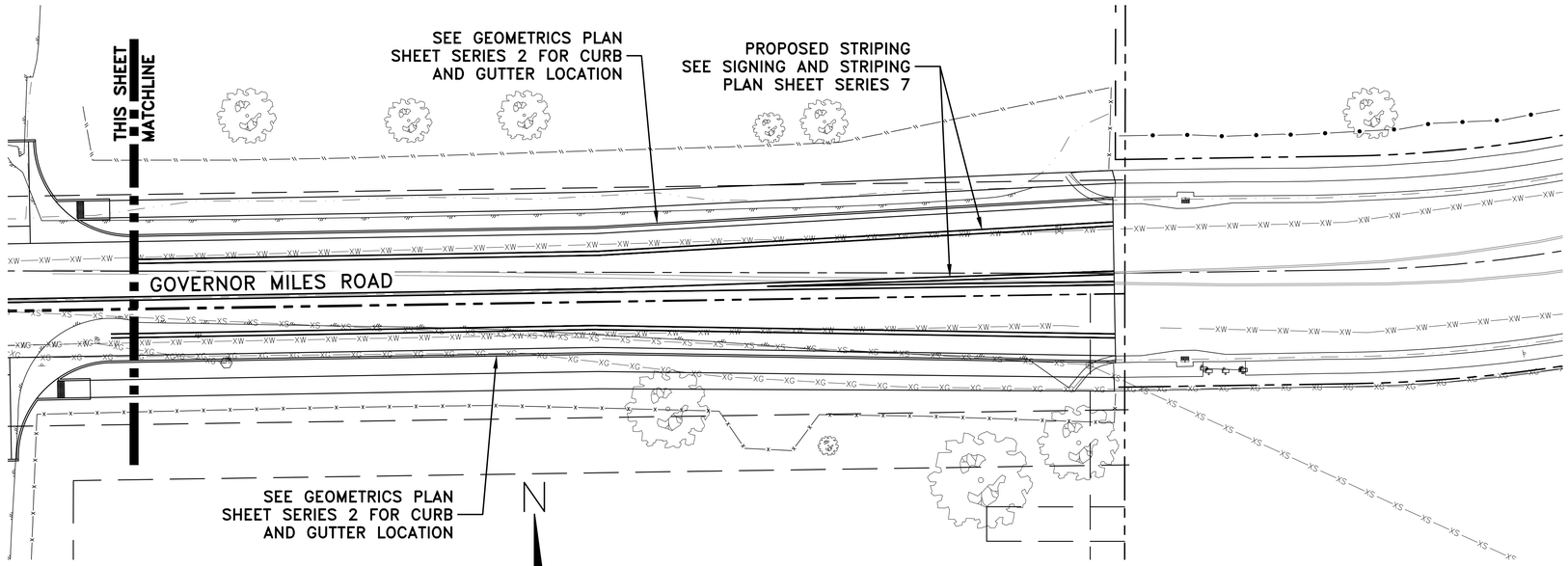
CITY OF SANTA FE	SHEET NO.
	1–6



KEYMAP
SCALE : 1" = 500'



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



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

0 10 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

CIVIL SITE PLAN (CONT'D)

SCALE: 1" = 20'

SHEET 1–6

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	1–10

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. IFASSIGNING 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 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			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

GENERAL NOTES

SCALE: N.T.S.

SHEET 1–10

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, INCLUDINGUTILITY LOCATES, POTHOLE 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

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

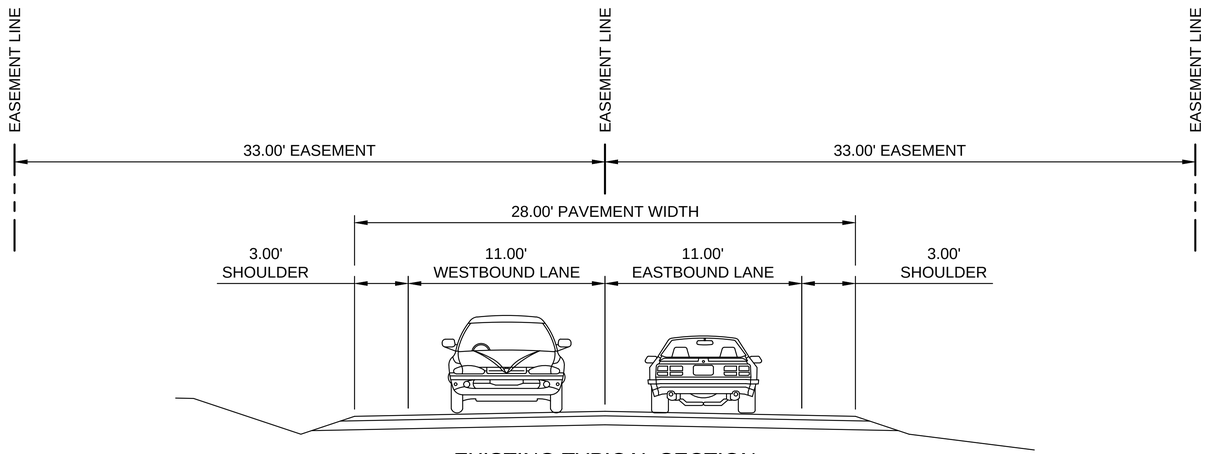
GENERAL NOTES (CONT'D)

SCALE: N.T.S.

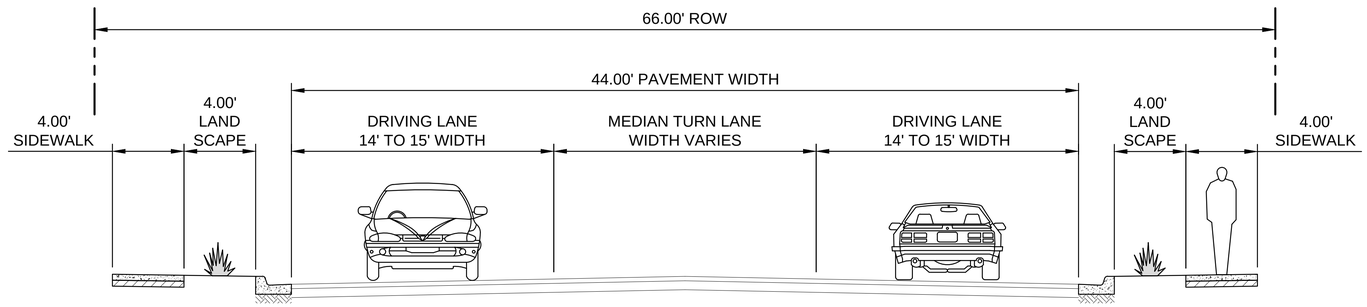
SHEET 1–11

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	2–1



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



EXISTING TYPICAL SECTION
GOVERNOR MILES ROAD
(EAST OF PROJECT)

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

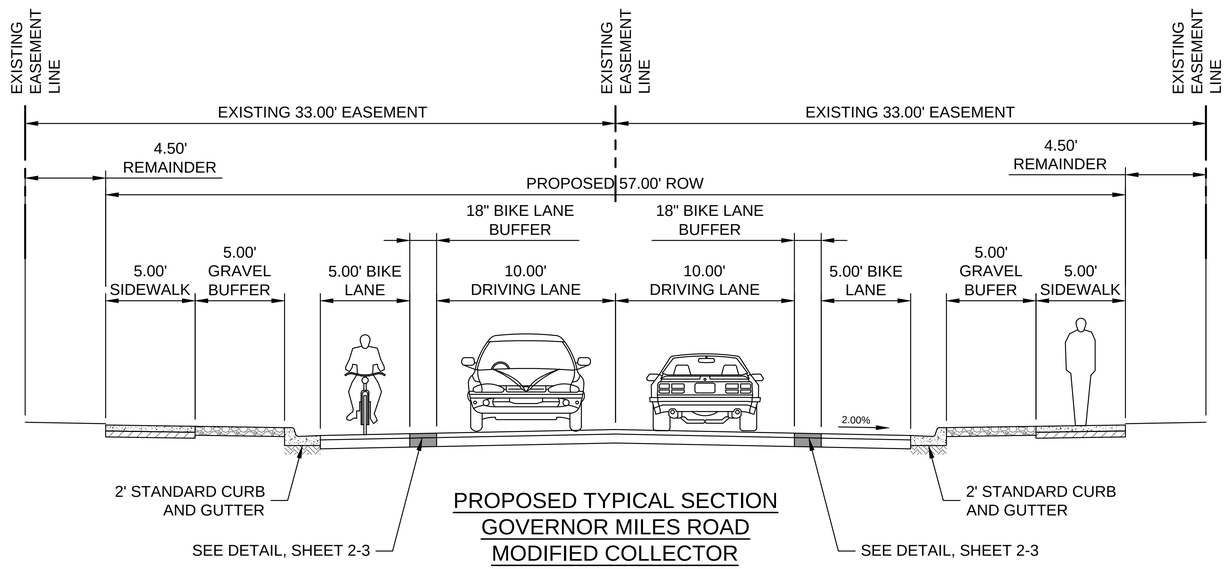
EXISTING TYPICAL SECTIONS

SCALE: N.T.S.

SHEET 2–1

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	2–2



PROPOSED TYPICAL SECTION
GOVERNOR MILES ROAD
MODIFIED COLLECTOR

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

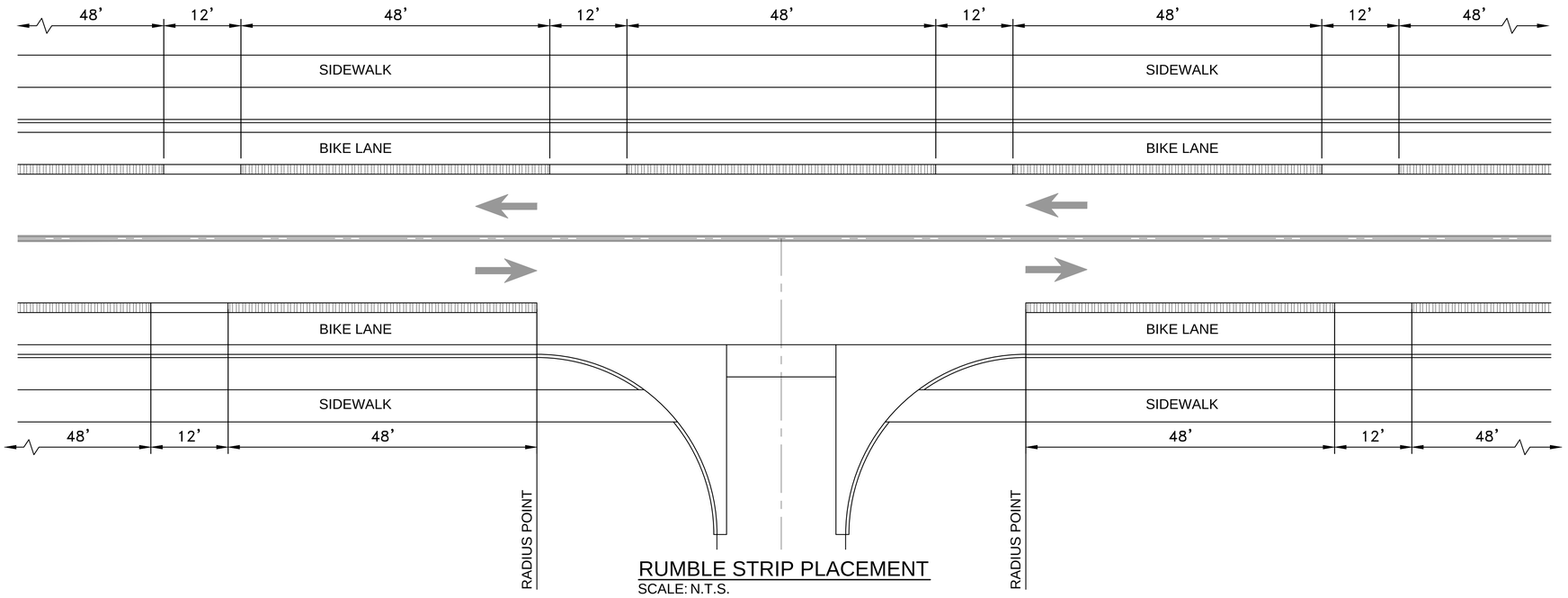
PROPOSED TYPICAL SECTION

SCALE: N.T.S.

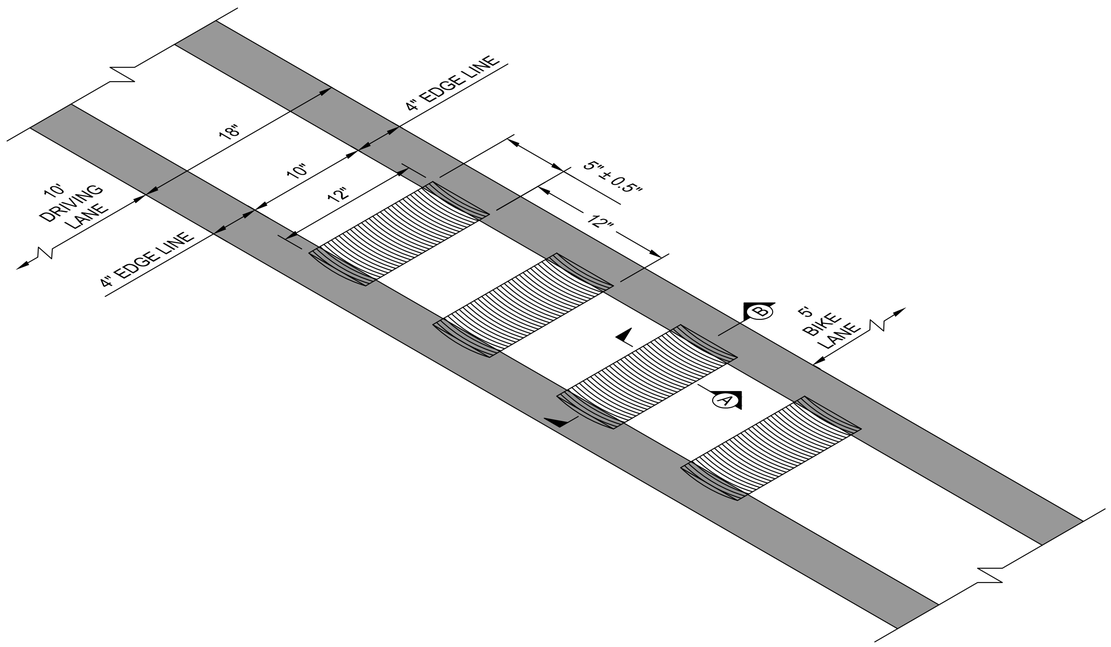
SHEET 2–2

Santa Fe Engineering Consultants, LLC

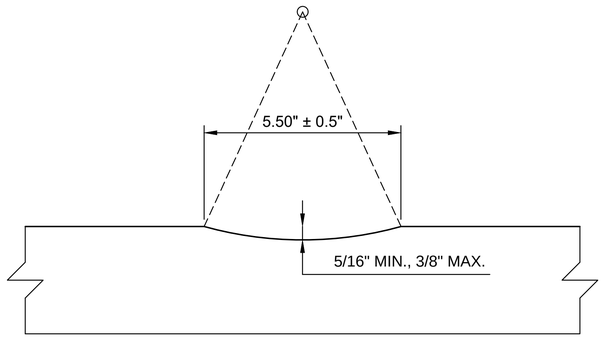
CITY OF SANTA FE	SHEET NO.
	2–3



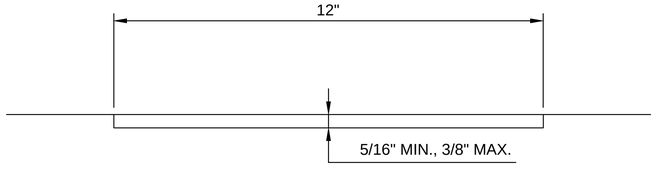
RUMBLE STRIP PLACEMENT
SCALE: N.T.S.



BIKE LANE BUFFER DETAIL
SCALE: N.T.S.



A SECTION
SCALE: N.T.S.



B SECTION
SCALE: N.T.S.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

TYPICAL DETAILS

SCALE: N.T.S.

SHEET 2–3

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.

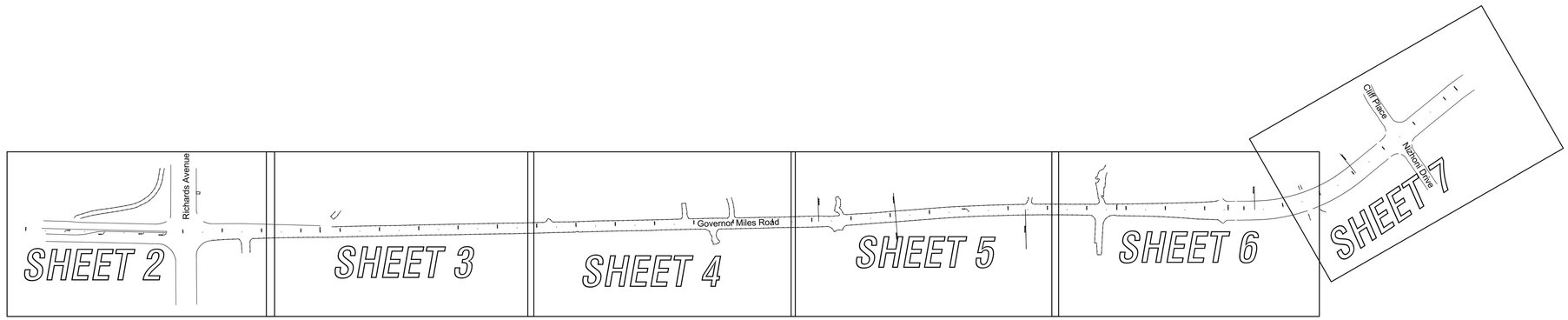
811

Know what's below
Call before you dig.

Topographic Survey of

Governor Miles Road Improvements

Santa Fe, Santa Fe County, New Mexico
March 2024



Notes

1. *ELEVATION DATUM IS BASED ON NAVD 1988 FROM NATIONAL GEODETIC SURVEY.*
2. *LOCATION OF UNDERGROUND UTILITIES AND EASEMENTS NOT VERIFIED BY THIS PLAN. UNDERGROUND UTILITIES MAY EXIST WHERE NONE ARE SHOWN. UNDERGROUND UTILITY LOCATION IS BASED UPON INFORMATION PROVIDED BY OTHERS AND MAY BE INCOMPLETE OR OBSOLETE AT THE TIME OF CONSTRUCTION. THE OWNER SHOULD INFORM HIMSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE OWNER IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES AND UNDERGROUND UTILITY LINES, THE OWNER IS URGED TO COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES. IN PLANNING AND CONDUCTING EXCAVATION. THE OWNER SHOULD MAKE THEMSELVES AWARE OF REGULATIONS STATED IN CHAPTER 62, ARTICLE 14, NMSA 1978 RELATING TO EXCAVATION DAMAGE TO PIPELINES AND UNDERGROUND UTILITY LINES.*
3. *THIS MAP HAS BEEN PRODUCED ACCORDING TO PROCEDURES THAT HAVE BEEN DEMONSTRATED TO PRODUCE DATA THAT MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR A TOPOGRAPHIC MAP COMPILED AT A SCALE OF 1"=**20'** WITH A CONTOUR INTERVAL OF ONE FOOT.*
4. *NM ONE CALL TICKET NUMBER:* ***24MA070071***

Surveyor's Certificate

I, LARRY W. MEDRANO, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEW MEXICO, LICENSE NUMBER 11993, DO HEREBY CERTIFY THAT THIS TOPOGRAPHIC SURVEY WAS PREPARED ON THE GROUND BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM RESPONSIBLE FOR THIS SURVEY. GPS RTK MEASUREMENTS, ELEVATIONS BASED NATIONAL GEODETIC SURVEY (NAVD 1988). THIS SURVEY MEETS THE MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYING IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL SURVEYORS. THIS IS NOT A BOUNDARY SURVEY.

LARRY W. MEDRANO *DATE*
N.M.P.S. No. 11993

DIGITAL SIGNATURE IS INVALID WITHOUT DIGITAL CERTIFICATION

LARRY W. MEDRANO · NEW MEXICO · 11993 · REGISTERED PROFESSIONAL SURVEYOR

COORDINATE AND DIMENSION INFORMATION					
STATE PLANE ZONE: NM-C	GRID/GROUND COORDINATES: GRID	GEOID: GEOID 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: 1.0003775340 GROUND TO GRID: 0.9996226084		DISTANCE ANNOTATION: GROUND	BEARING ANNOTATION: GRID	ELEVATION TRANSLATION: ±0.00'	ELEVATIONS VALID: YES

PLSS INFORMATION			
LAND GRANT: N/A			
SECTION: 09	TOWNSHIP: 16 NORTH	RANGE: 09 EAST	MERIDIAN: NMPM
CITY: SANTA FE		COUNTY: SANTA FE	STATE: NM

PRECISION SURVEYS, INC.

OFFICE LOCATION:
9200 San Mateo Boulevard, NE
Albuquerque, NM 87113

505.856.5700 PHONE
505.856.7900 FAX

SHEET 2-20

PROJECT INFORMATION	
CREW/TECH: SP\WB	DATE OF SURVEY: 02/20-3/14/2024
DRAWN BY: JK	CHECKED BY: LM
PSI JOB NO. 245040T	SHEET NUMBER 1 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 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.

Topographic Survey of
Governor Miles Road Improvements

Santa Fe, Santa Fe County, New Mexico
March 2024

0 20 40 60

SCALE: 1"=20'

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 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*
- *SIGN*
- *CURB INLET*
- *WATER METER*
- *MAILBOX*
- *GAS PIN FLAG*
- *ELECTRIC PIN FLAG*
- *GAS CARSONITE MARKER*
- *WATER CARSONITE 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
PSI JOB NO. 245040T	SHEET NUMBER 2 OF 7

SHEET 2-21

THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY

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Topographic Survey of
Governor Miles Road Improvements

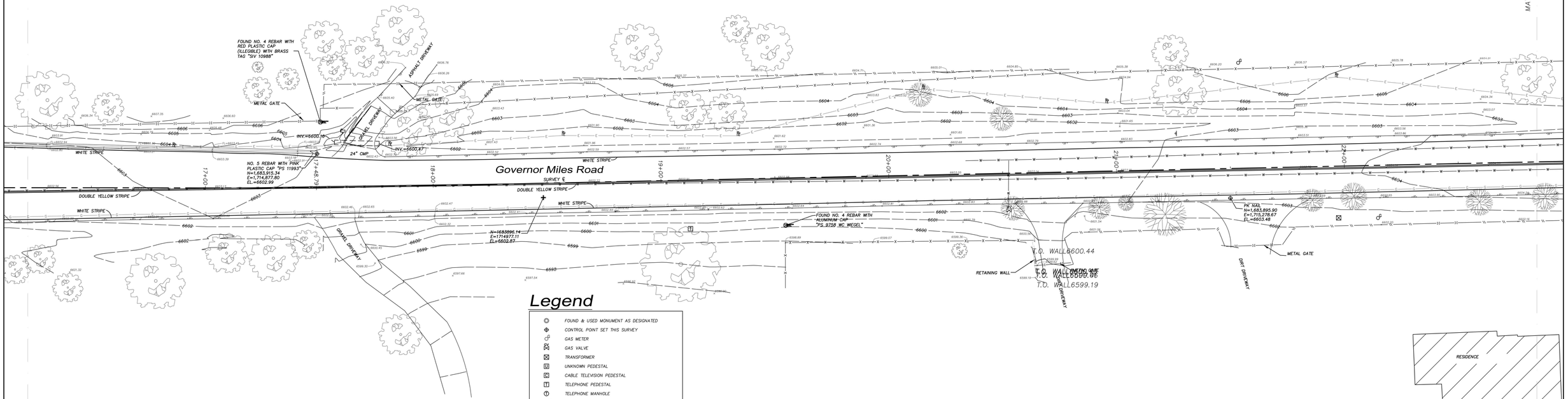
Santa Fe, Santa Fe County, New Mexico
March 2024

0 20 40 60

SCALE: 1"=20'

MATCHLINE SEE SHEET 2 OF 7

MATCHLINE SEE SHEET 4 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*
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- *UTILITY POLE*
- *GUY WIRE*
- *ELECTRIC BOX*
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- *CABLE TELEVISION PIN FLAG*
- *CONIFEROUS TREE*
- *DECIDUOUS TREE*
- *GROUND CONTROL POINT SET THIS SURVEY*
- *EDGE OF ASPHALT*
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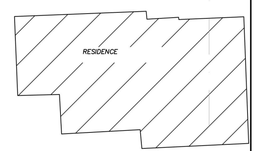
- *WIRE FENCE*
- *OVERHEAD UTILITY LINE*
- *UNDERGROUND UTILITY LINE*
- *SANITARY SEWER LINE*
- *GAS LINE*
- *WATER LINE*
- *CABLE TELEVISION LINE*



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

SHEET 2-22

THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY

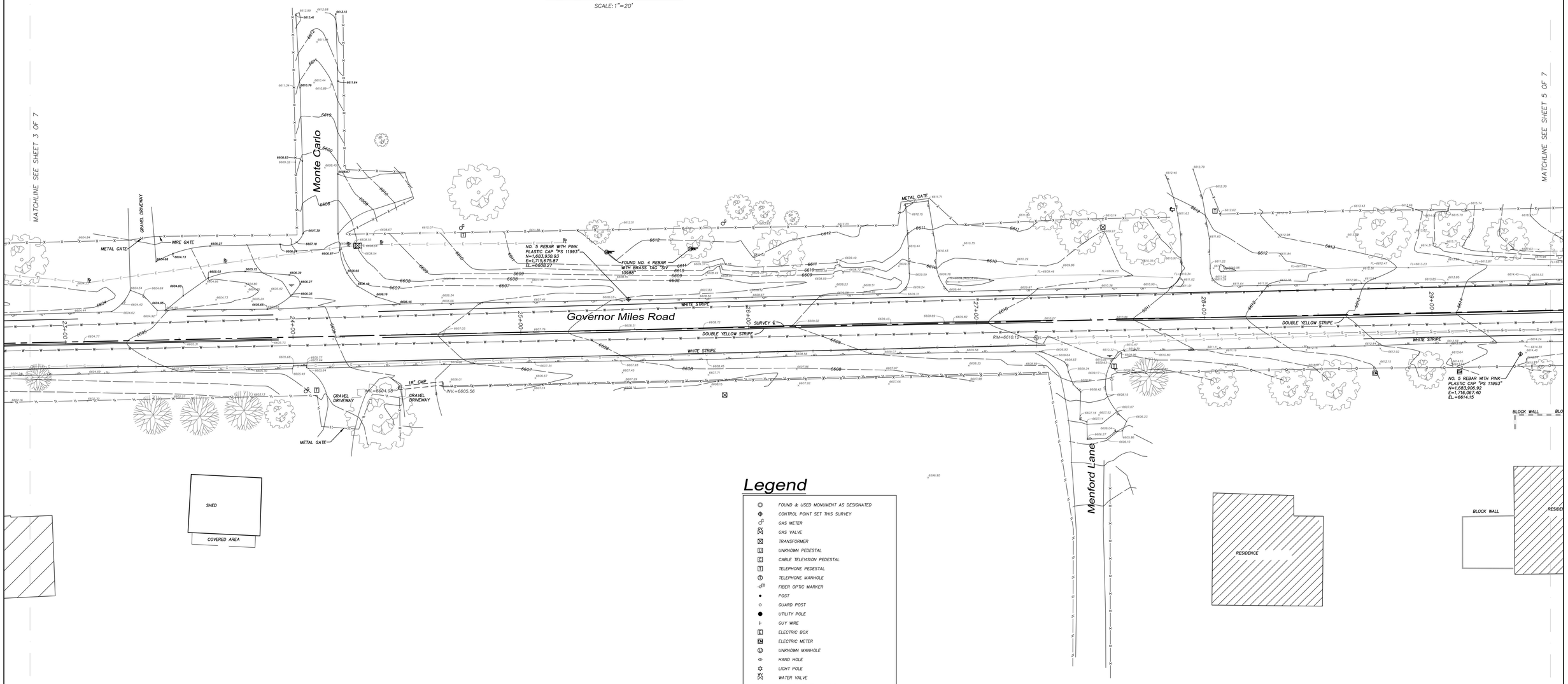
APPARENT PROPERTY CORNERS, RIGHT-OF-WAY LINES, OR PROPERTY LINES AS SHOWN ARE DERIVED FROM RECORD SURVEY PLATS, RIGHT-OF-WAY MAPS, OR DEEDS REFERENCED HEREON AND ARE NOT GUARANTEED OR TO BE RELIED ON FOR THE ESTABLISHMENT OF PROPERTY LINES.

Topographic Survey of
Governor Miles Road Improvements

Santa Fe, Santa Fe County, New Mexico
March 2024

0 20 40 60

SCALE: 1"=20'



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*
- *SIGN*
- *CURB INLET*
- *WATER METER*
- *MAILBOX*
- *GAS PIN FLAG*
- *ELECTRIC PIN FLAG*
- *GAS CARSONITE MARKER*
- *WATER CARSONITE 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
PSI JOB NO. 245040T	SHEET NUMBER 4 OF 7

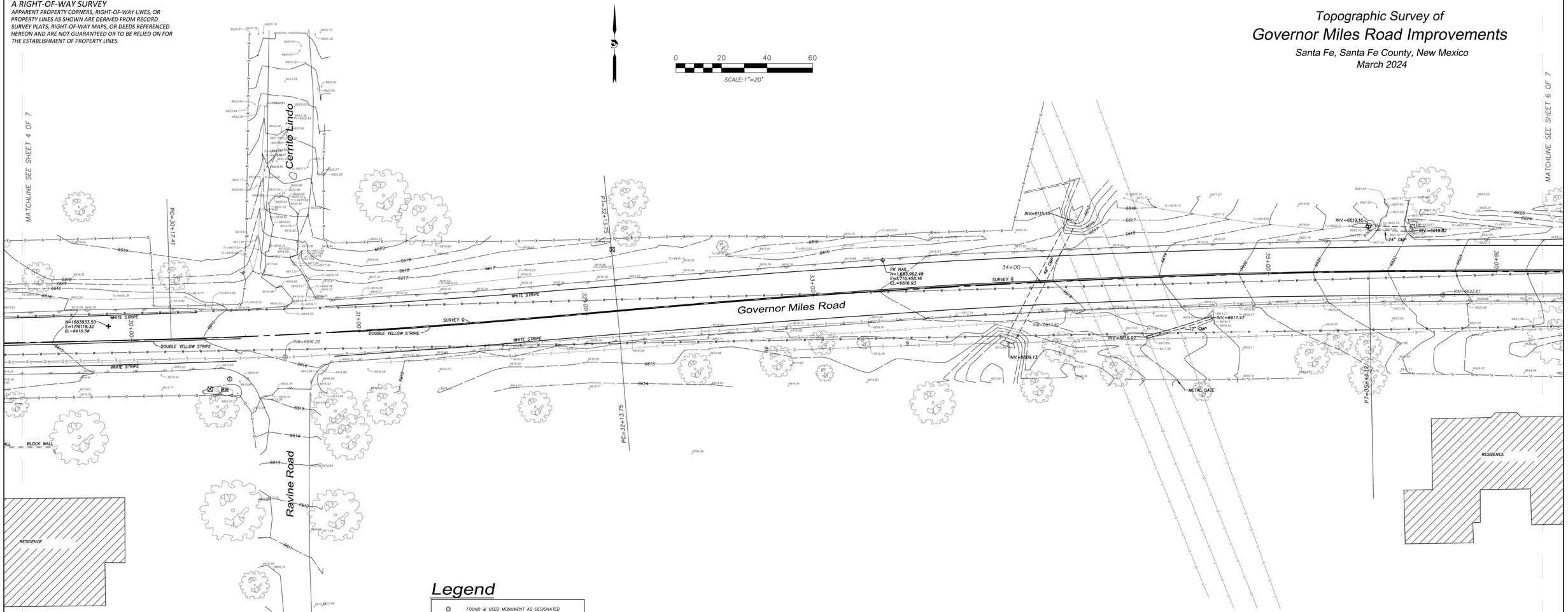
SHEET 2-23

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.

Topographic Survey of
Governor Miles Road Improvements

Santa Fe, Santa Fe County, New Mexico
March 2024



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*
- *SIGN*
- *CURB INLET*
- *WATER METER*
- *MAILBOX*
- *GAS PIN FLAG*
- *ELECTRIC PIN FLAG*
- *GAS CARSONITE MARKER*
- *WATER CARSONITE 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
PSI JOB NO. 245040T	SHEET NUMBER 5 OF 7

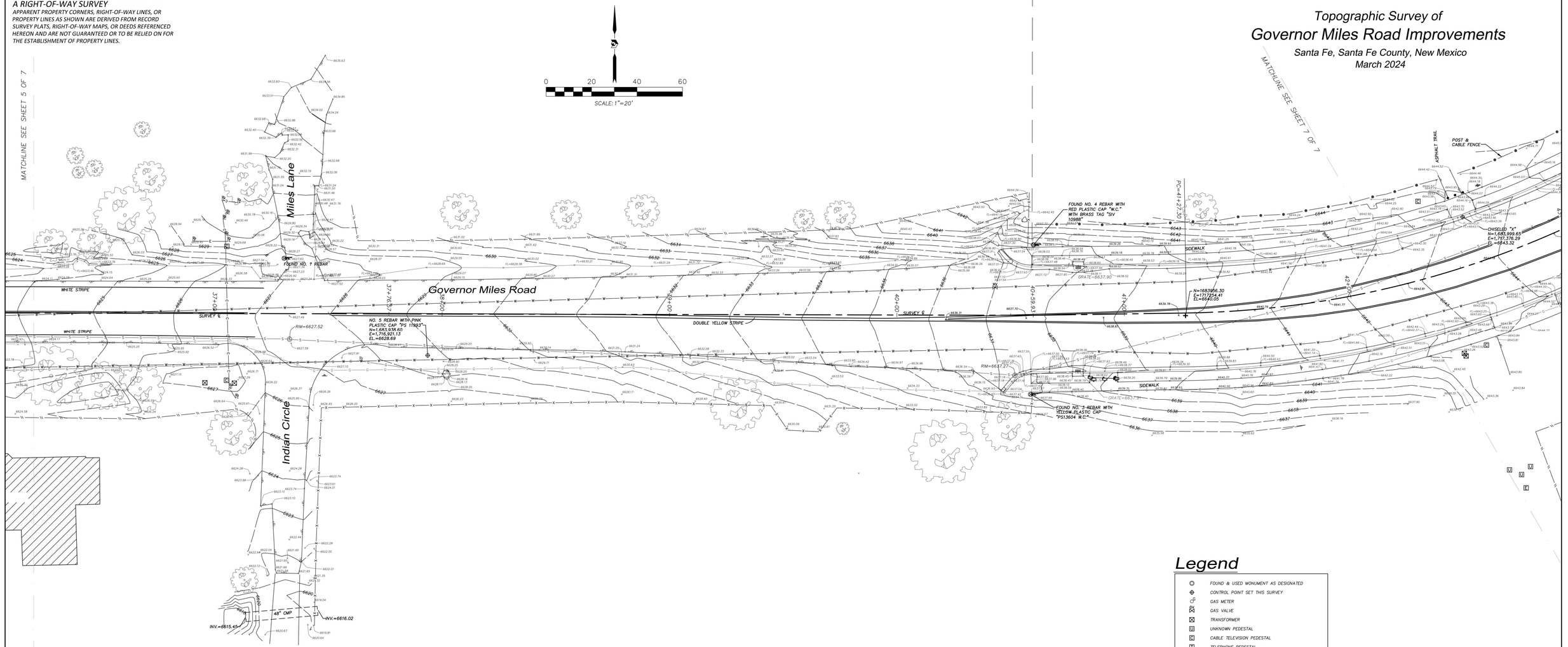
SHEET 2-24

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.

Topographic Survey of
Governor Miles Road Improvements

Santa Fe, Santa Fe County, New Mexico
March 2024



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*
- *SIGN*
- *CURB INLET*
- *WATER METER*
- *MAILBOX*
- *GAS PIN FLAG*
- *ELECTRIC PIN FLAG*
- *GAS CARSONITE MARKER*
- *WATER CARSONITE 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
PSI JOB NO. 245040T	SHEET NUMBER 6 OF 7

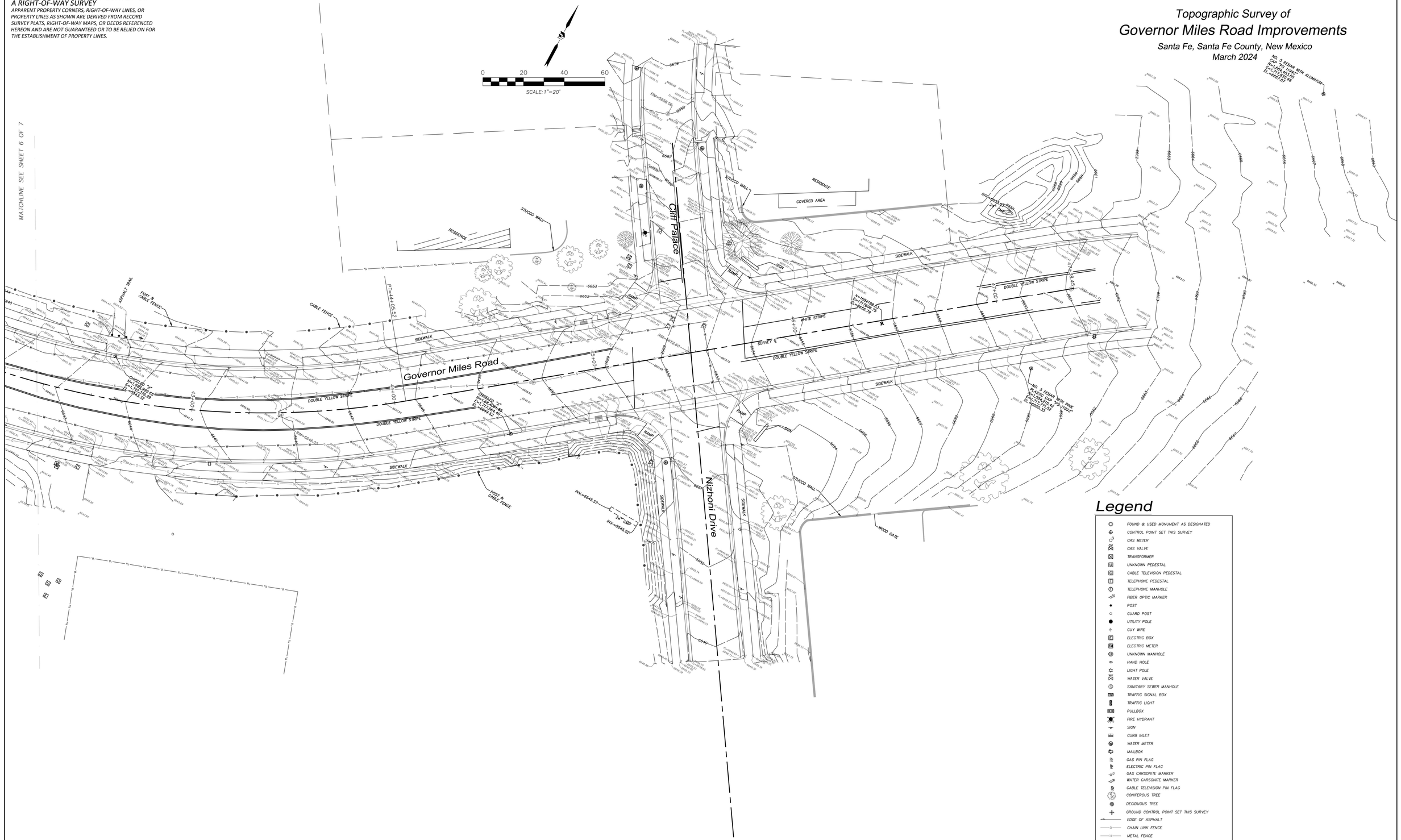
SHEET 2-25

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.

Topographic Survey of
Governor Miles Road Improvements

Santa Fe, Santa Fe County, New Mexico
March 2024



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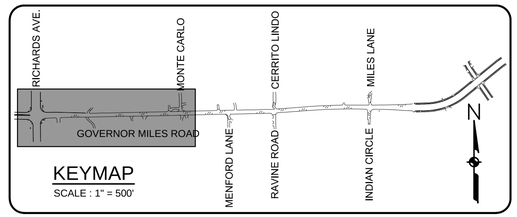
PROJECT INFORMATION	
CREW/TECH: SP\WB	DATE OF SURVEY 02/20-3/14/2024
DRAWN BY: JK	CHECKED BY: LM
PSI JOB NO. 245040T	SHEET NUMBER 7 OF 7

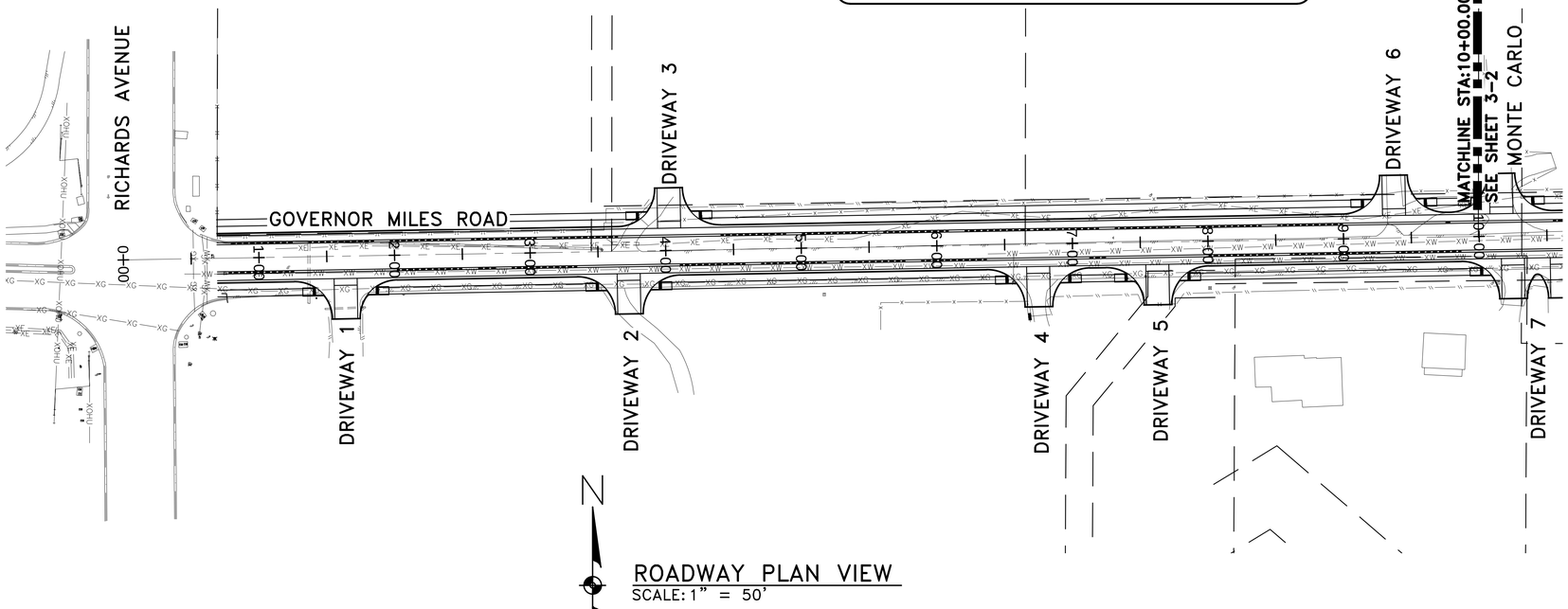
SHEET 2-26

CITY OF SANTA FE	SHEET NO.
	3–1

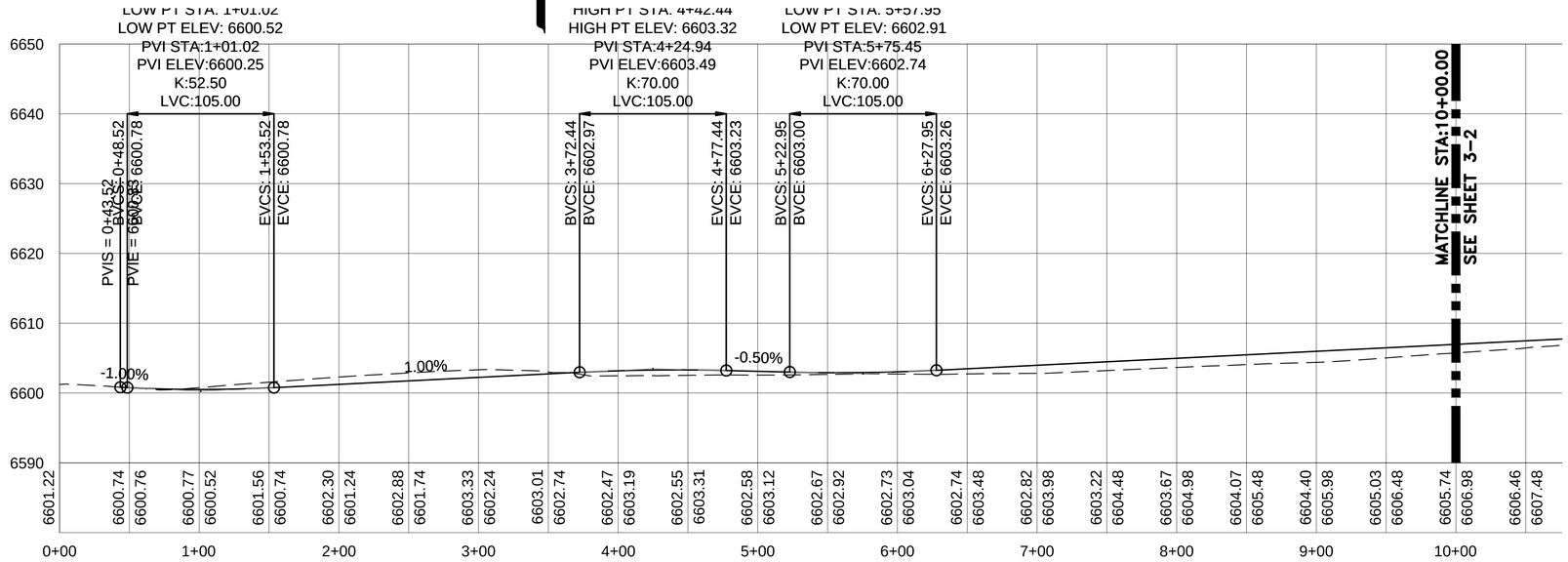
Santa Fe Engineering Consultants, LLC



KEYMAP
SCALE : 1" = 500'



ROADWAY PLAN VIEW
SCALE: 1" = 50'



ROADWAY PROFILE VIEW
SCALE HORIZ: 1" = 50'
VERT: 1" = 10'

0 5 10 20
SCALE: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

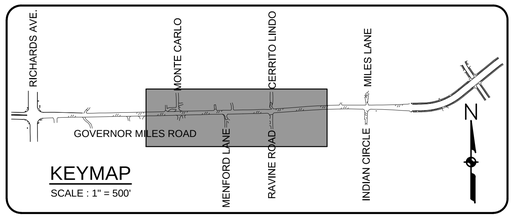
PROGRESS PRINT
11/15/2024

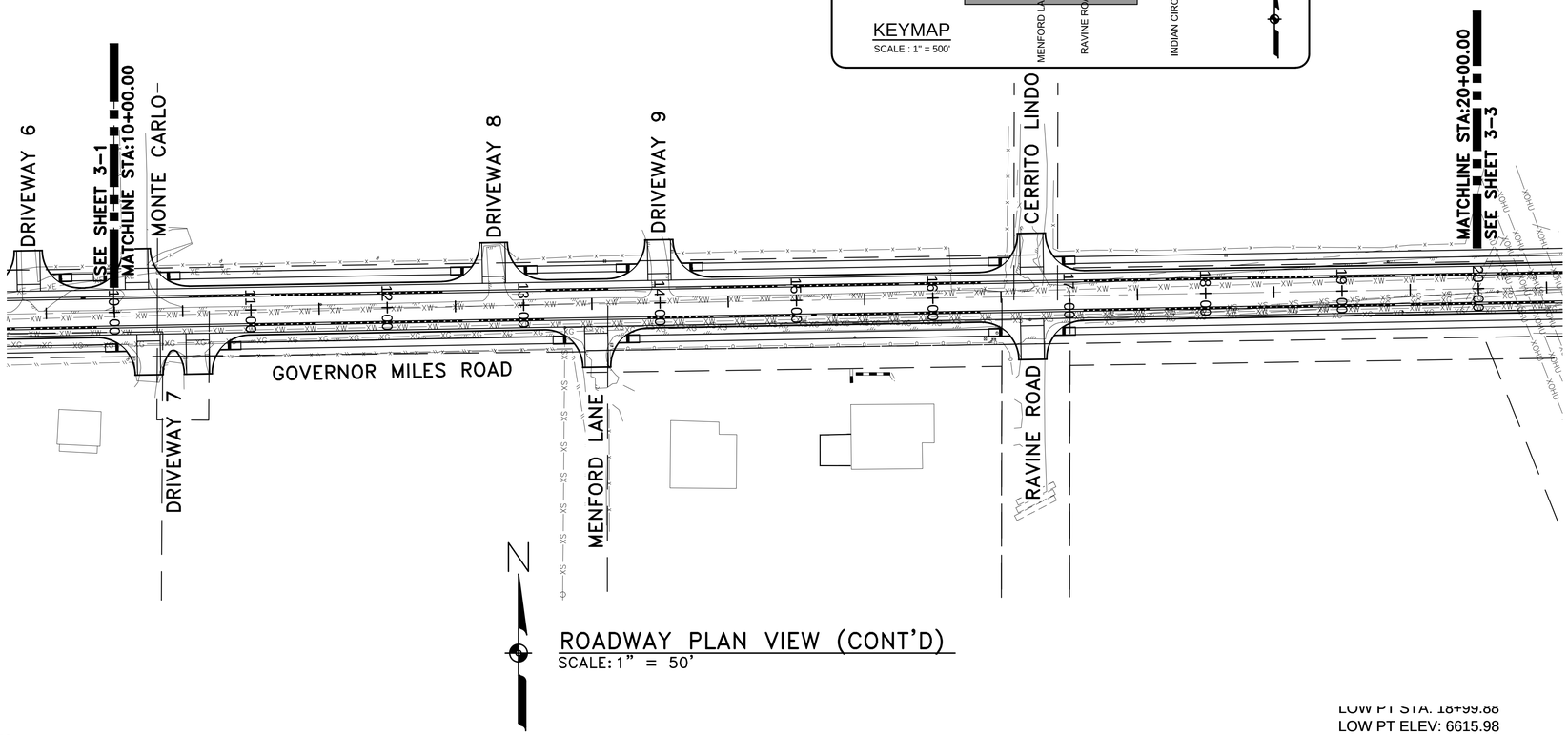
ROADWAY PLAN AND PROFILE

SCALE: 1" = 50'

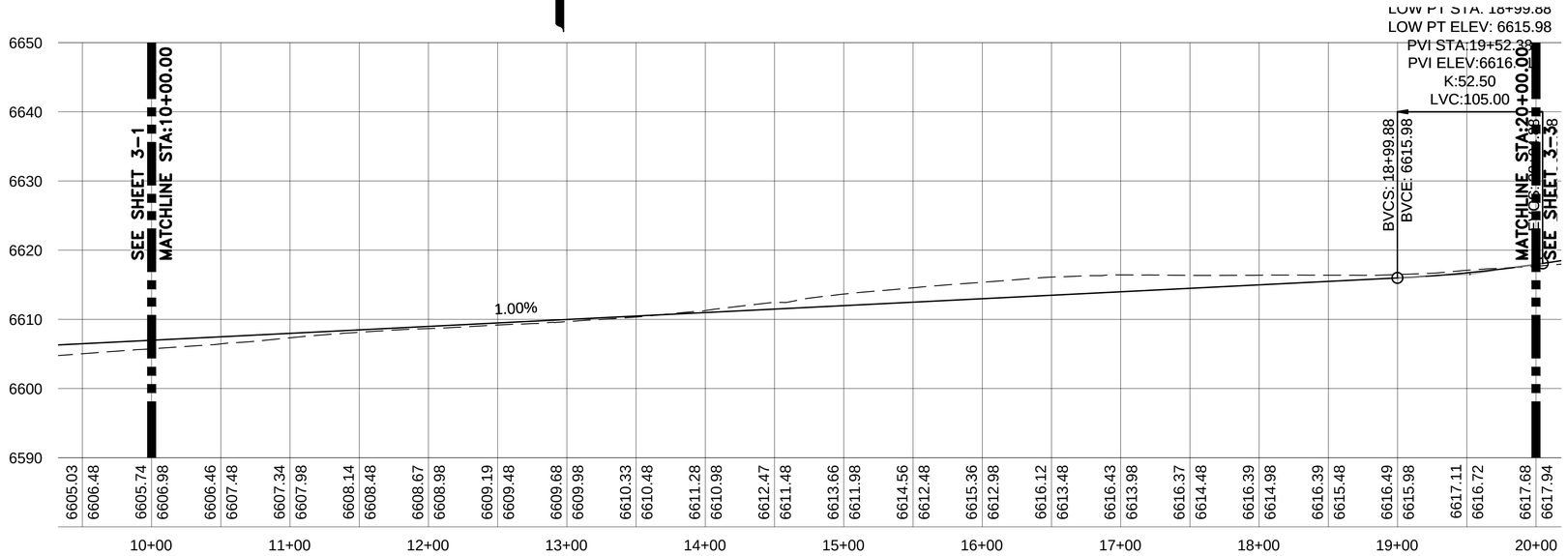
SHEET 3–1

Santa Fe Engineering Consultants, LLC





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



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

0 5 10 20
SCALE: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

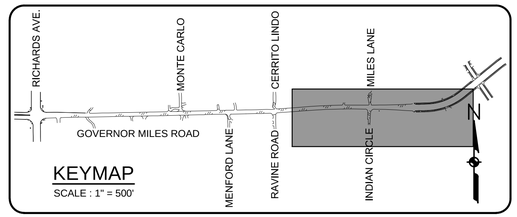
PROGRESS PRINT
11/15/2024

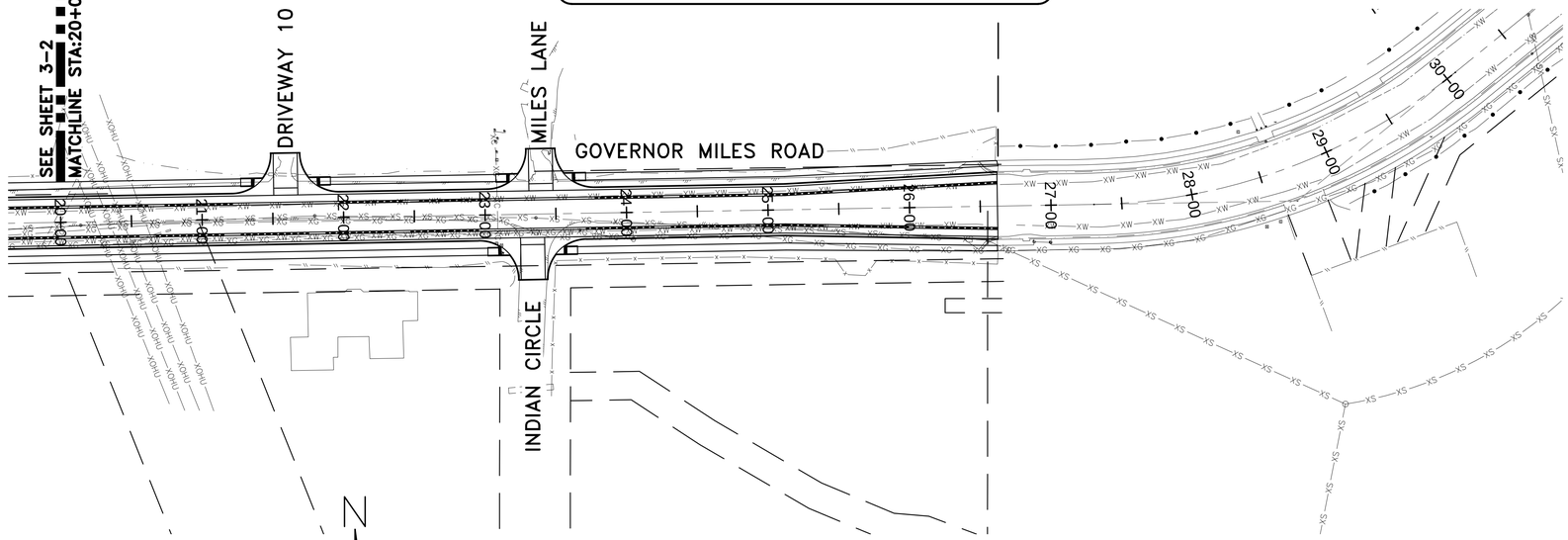
ROADWAY PLAN AND PROFILE
(CONT'D)

SCALE: 1" = 50'

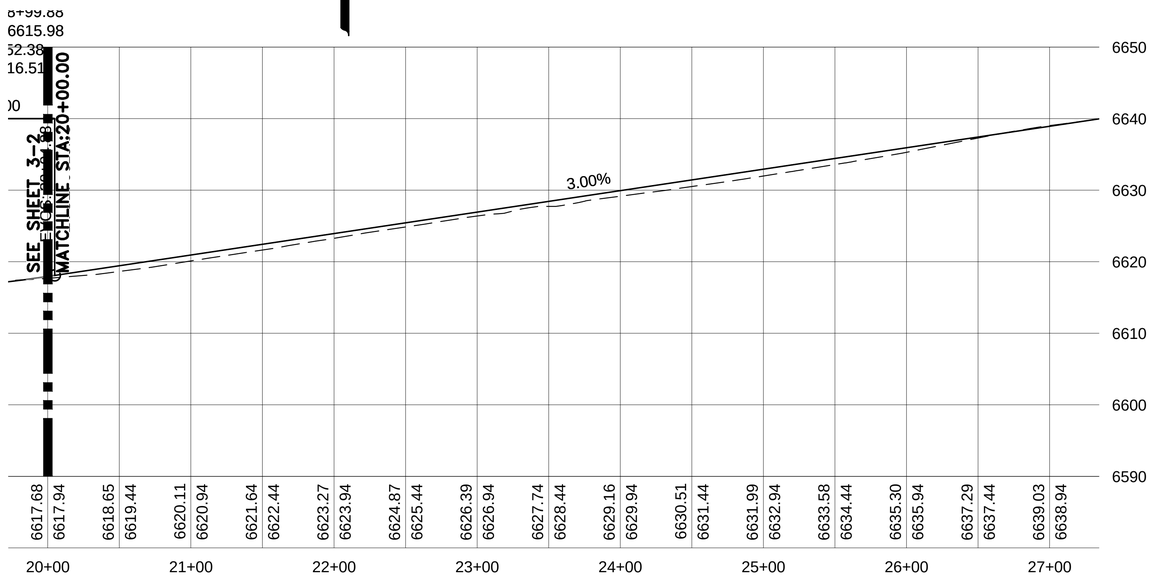
SHEET 3–2

Santa Fe Engineering Consultants, LLC





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



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

0 5 10 20
SCALE: 1" = 10'

0 25 50 100
SCALE: 1" = 50'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

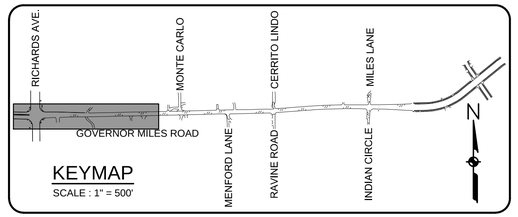
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

ROADWAY PLAN AND PROFILE
(CONT'D)

SCALE: 1" = 50'

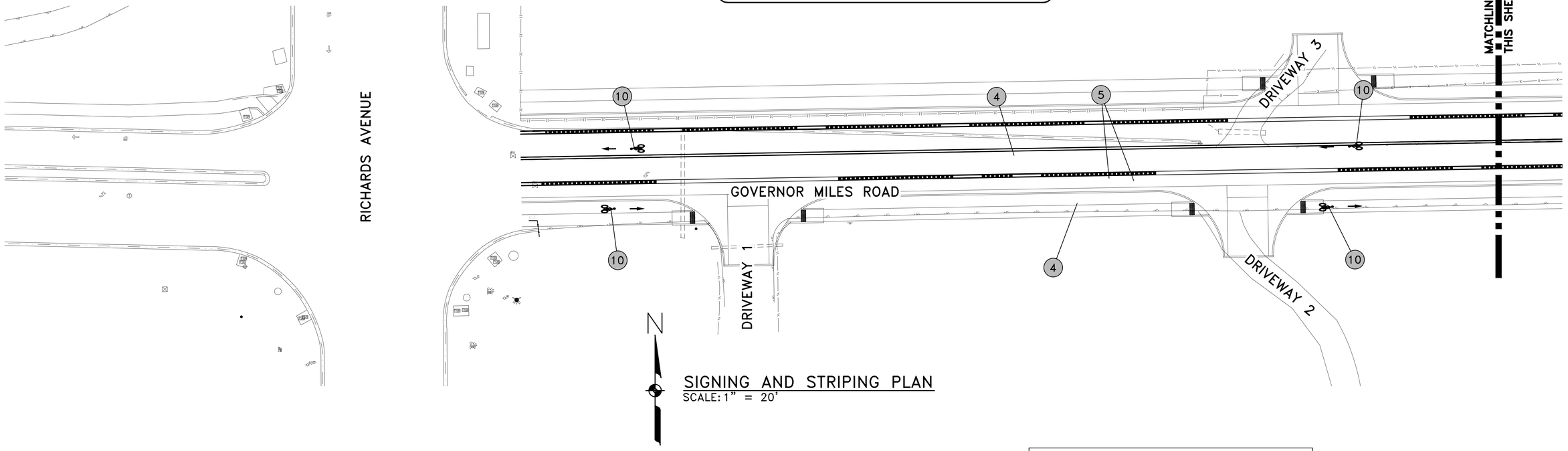
SHEET 3–3



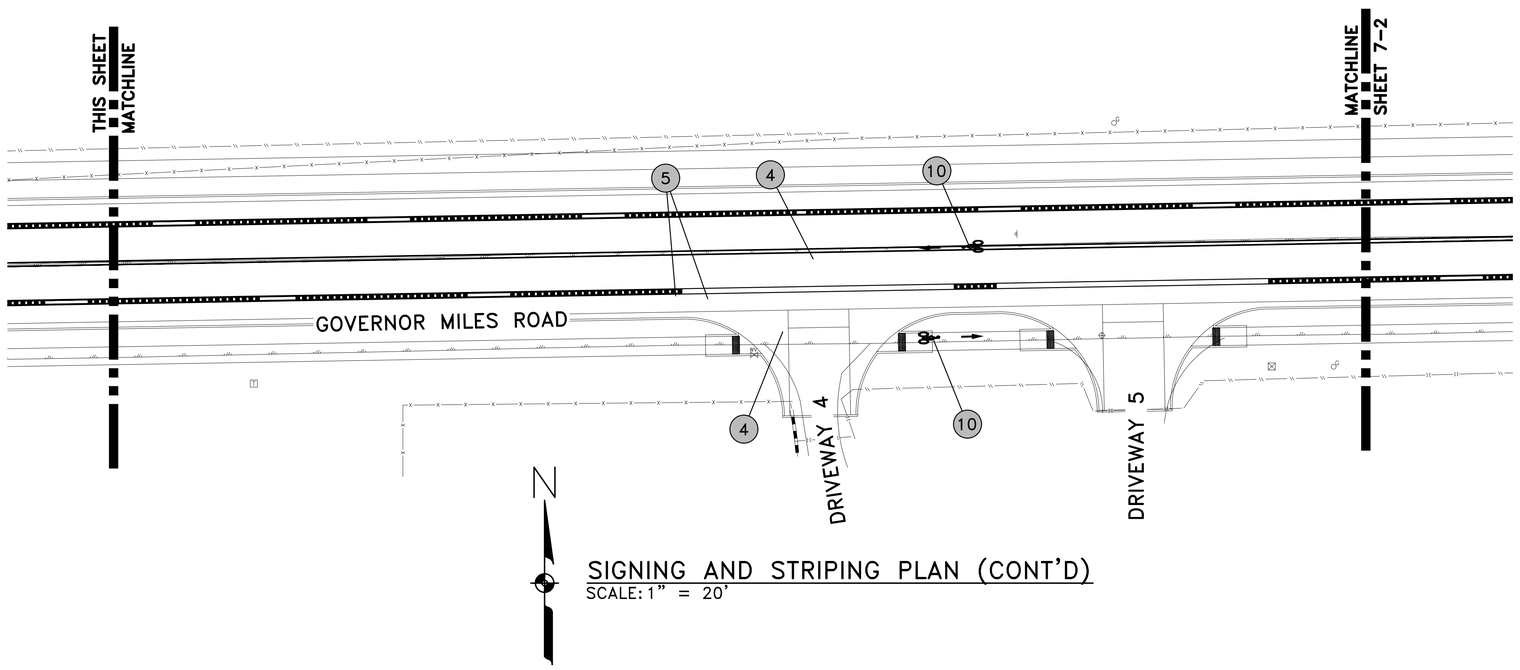
KEYMAP
SCALE : 1" = 500'

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	7–1



SIGNING AND STRIPING PLAN
SCALE: 1" = 20'



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 "A" SHEET 7–4)
11	EXISTING STRIPING TO REMAIN

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
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

0 10 20 40
SCALE: 1" = 20'

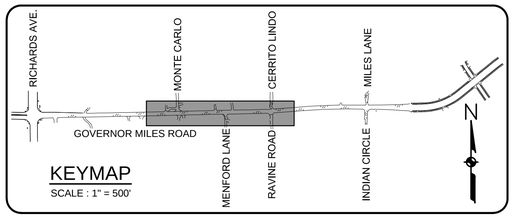
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

SIGNING AND STRIPING PLAN

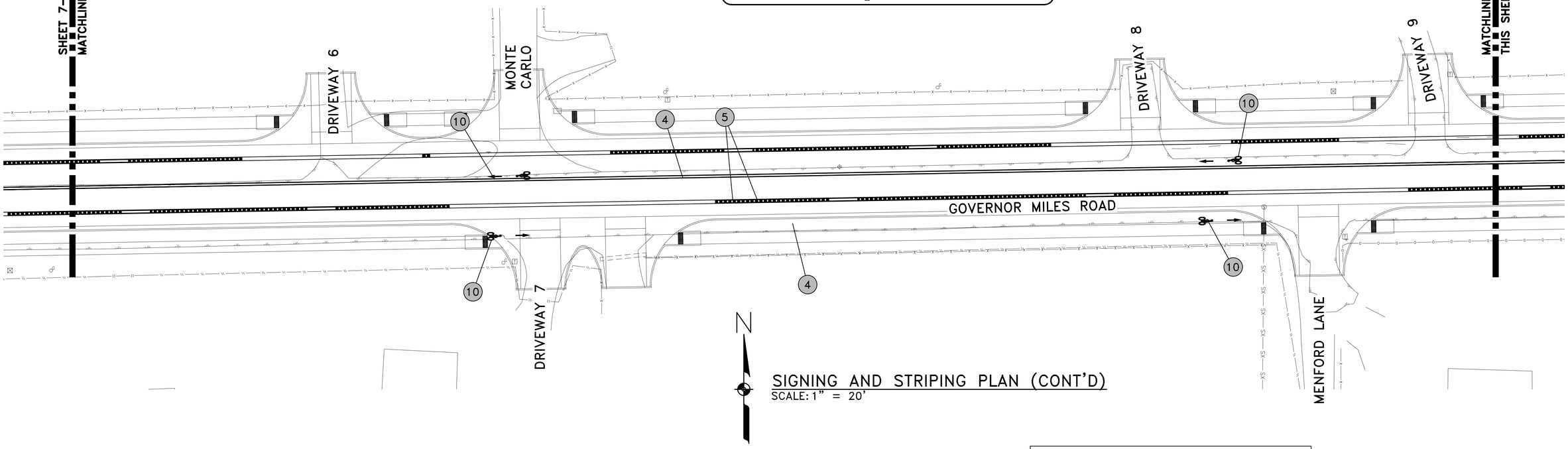
SCALE: 1" = 20'

SHEET 7–1

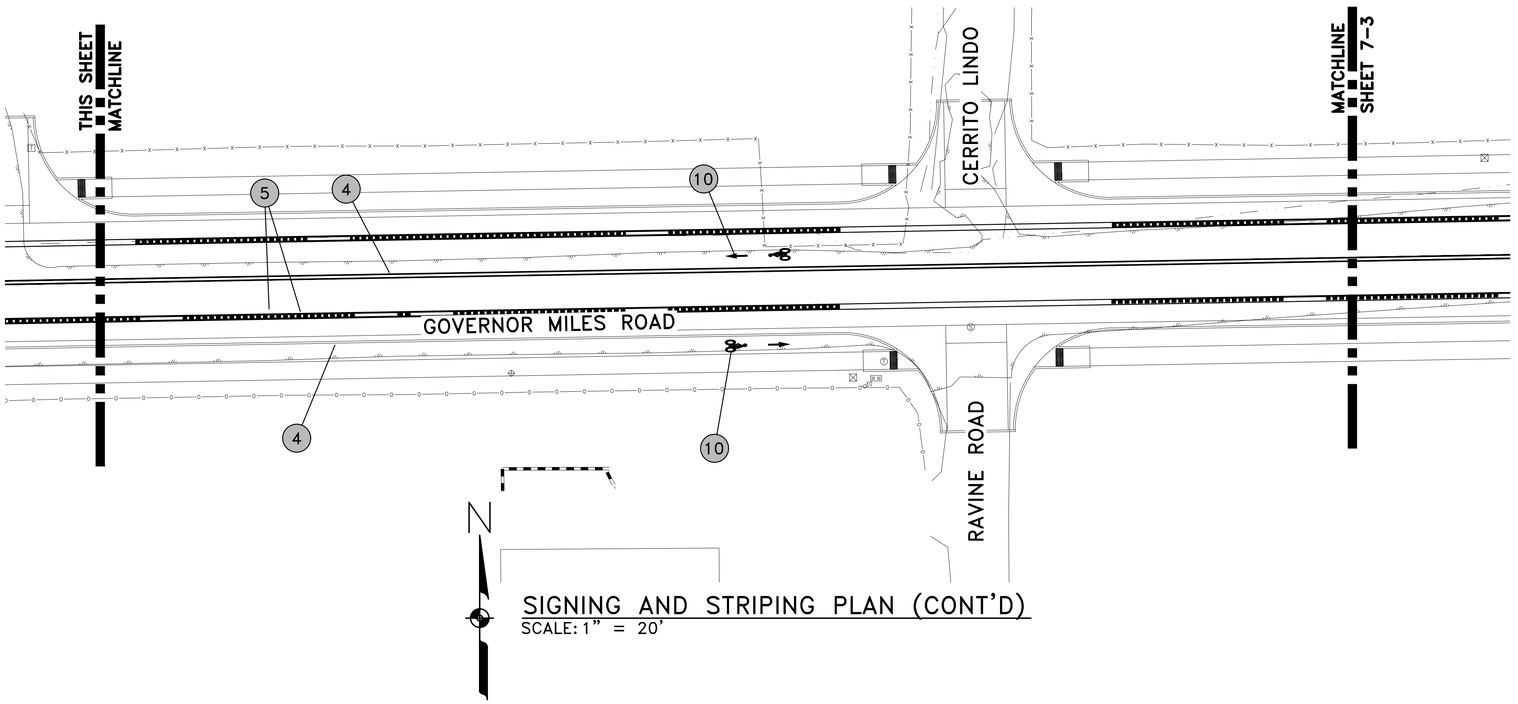


SFEC Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	7–2



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



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
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11	EXISTING STRIPING TO REMAIN

EXISTING SIGN NOTES :

1. REMOVE AND RESET EXISTING SIGN
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3. REMOVE EXISTING SIGN

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

0 10 20 40
SCALE: 1" = 20'

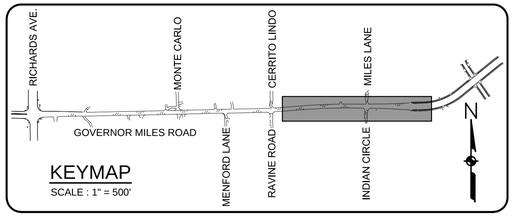
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

SIGNING AND STRIPING PLAN (CONT'D)

SCALE: 1" = 20'

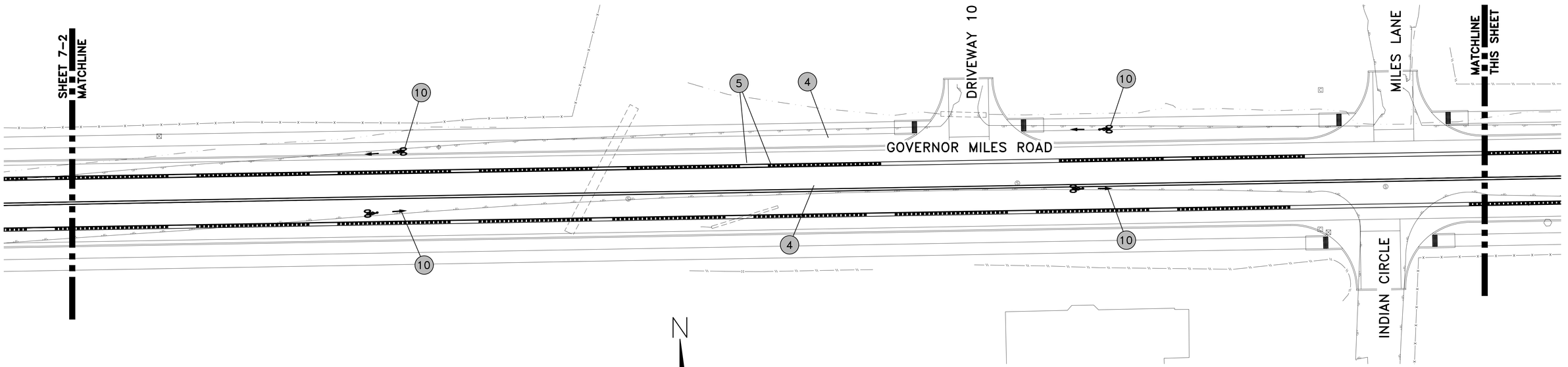
SHEET 7–2



KEYMAP
SCALE : 1" = 500'

SFEC Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	7–3



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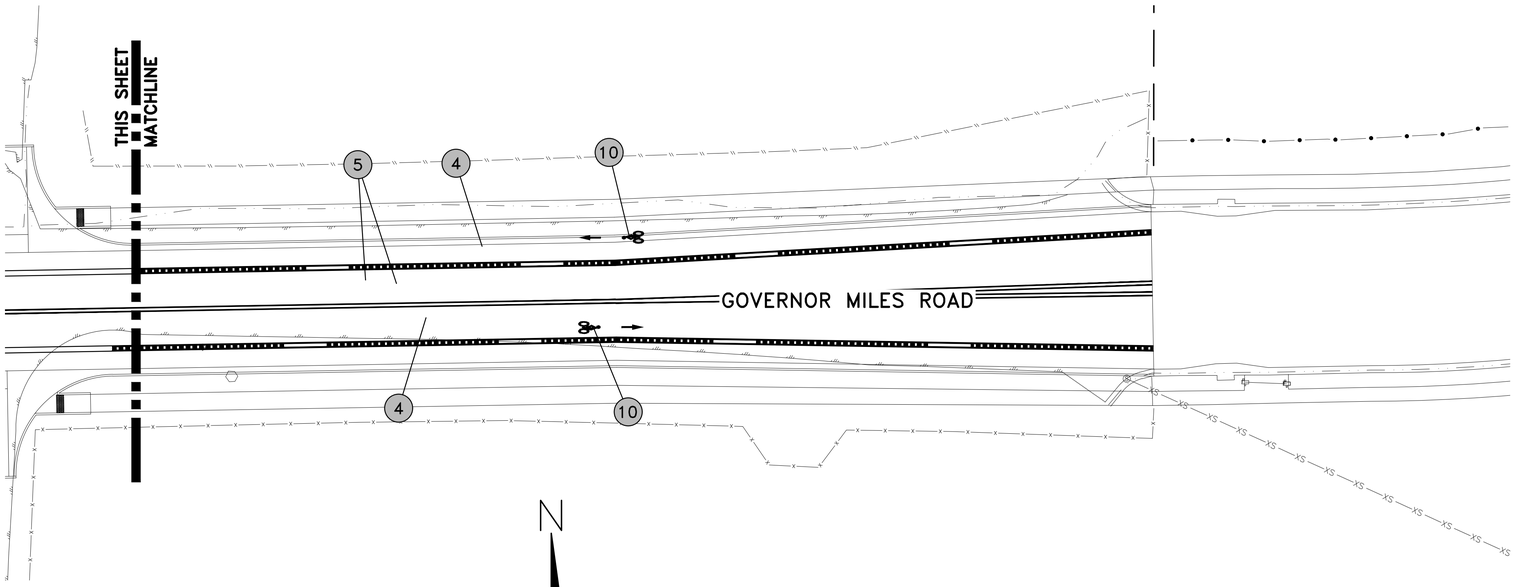
SIGNING AND STRIPING PLAN (CONT'D)
SCALE: 1" = 20'



N

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
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10	BIKE LANE SYMBOL (SEE DETAIL SHEET 7–4)
11	EXISTING STRIPING TO REMAIN

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
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

0 10 20 40
SCALE: 1" = 20'

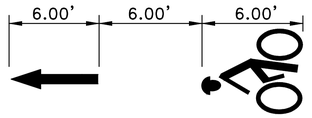
GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

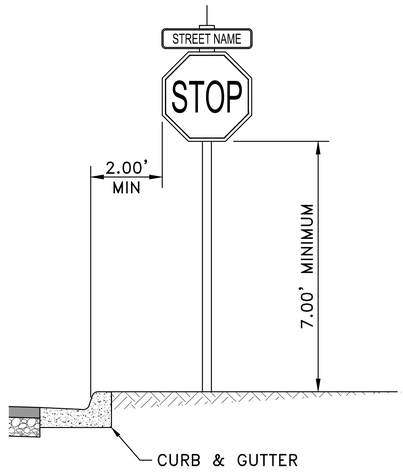
SIGNING AND STRIPING PLAN (CONT'D)

SCALE: 1" = 20'

SHEET 7–3



DETAIL "A" BICYCLE LANE SYMBOL
SEE FIGURE 9C–3
MUTCD 2009 EDITION



SIGN PLACEMENT DETAIL
SCALE:N.T.S.

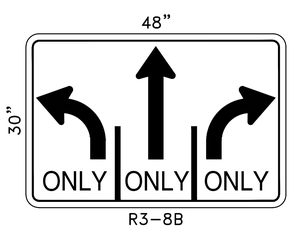
CITY OF SANTA FE SIGNING AND STRIPING NOTES:

STRIPING AND PAINT NOTES

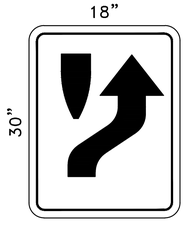
1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE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

SIGN AND POST REQUIREMENTS

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



R3–8B
B/W



R4–7C
B/W

SIGN FACE DETAILS
SCALE:N.T.S.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
11/15/2024

SIGNING AND STRIPING NOTES, DETAILS, AND SCHEDULES

SCALE: N.T.S.

SHEET 7–4

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	11–1

UTILITY LEGEND

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

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:

1. ADJUST ALL UTILITIES TO FINISHED GRADE. INSTALL CONCRETE COLLARS FOR ALL UTILITIES WITHIN PAVED AREA.
2. COORDINATE ALL SERVICE RELOCATIONS WITH RESPECTIVE UTILITY COMPANIES AND PROPERTY OWNERS.
3. 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.
4. THE EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS HAVE BEEN COMPILED FROM MULTIPLE SOURCES, INCLUDING UTILITY LOCATES, POTHOLE LOCATIONS AND FIELD SURVEYS.
5. 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.
6. 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.
7. ANY GRADING ACTIVITIES EXTENDING INTO UTILITY EASEMENTS WILL REQUIRE POTHOLING BY THE CONTRACTOR TO VERIFY ADEQUATE DEPTHS OF COVER ARE MAINTAINED.
8. ANY SCHEDULED OUTAGES OR MODIFICATIONS TO UTILITIES REQUIRE COORDINATION WITH THE RESPECTIVE UTILITY COMPANY.
9. ALL UTILITY SERVICE STUBS TO BE EXTENDED BEHIND BACK OF PROPOSED SIDEWALK SO FUTURE CONNECTIONS WILL NOT REQUIRE EXCAVATION IN THE RIGHT OF WAY.
10. 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)

GOVERNOR MILES ROAD
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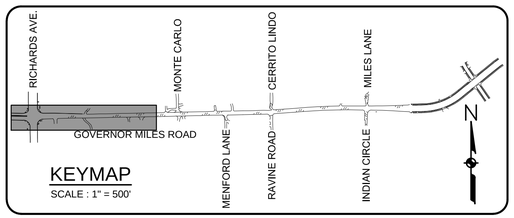
UTILITY NOTES

SCALE: N.T.S.

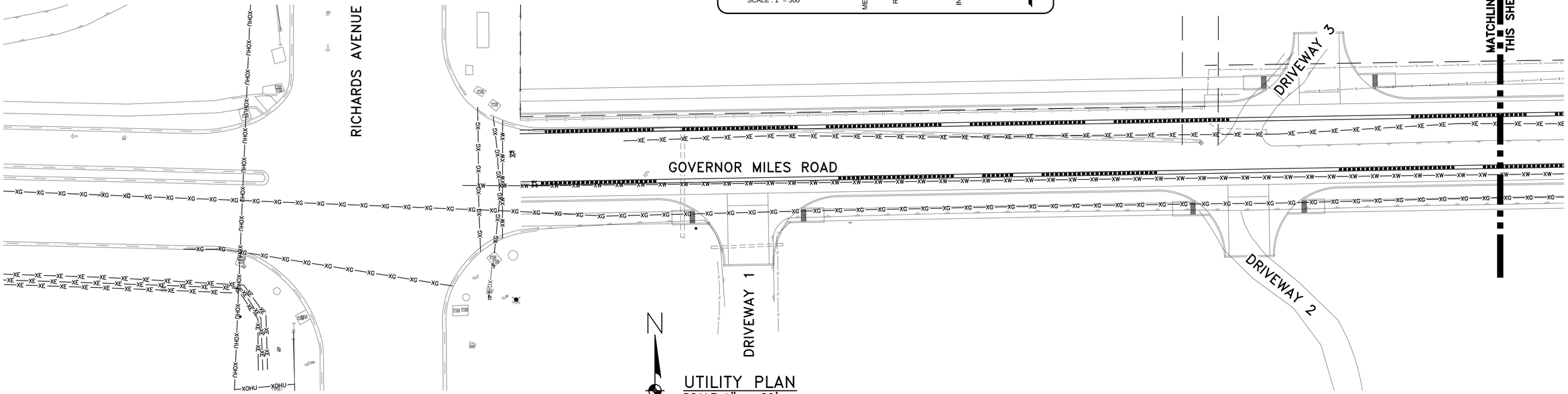
SHEET 11–1

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	11–2



KEYMAP
SCALE : 1" = 500'



UTILITY PLAN
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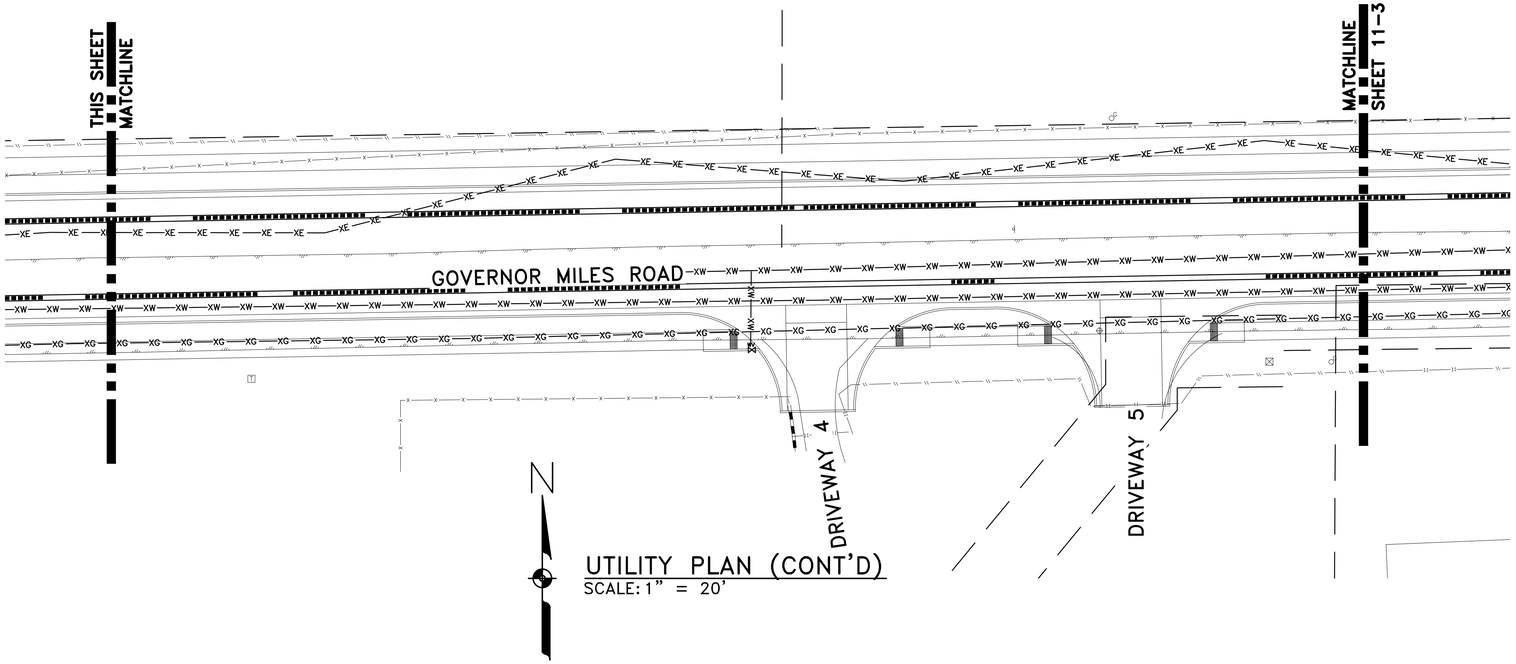

UTILITY PLAN (CONT'D)
SCALE: 1" = 20'

0 10 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

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11/15/2024

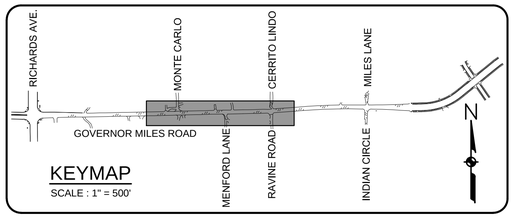
UTILITY PLAN

SCALE: 1" = 20'

SHEET 11–2

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	11-3



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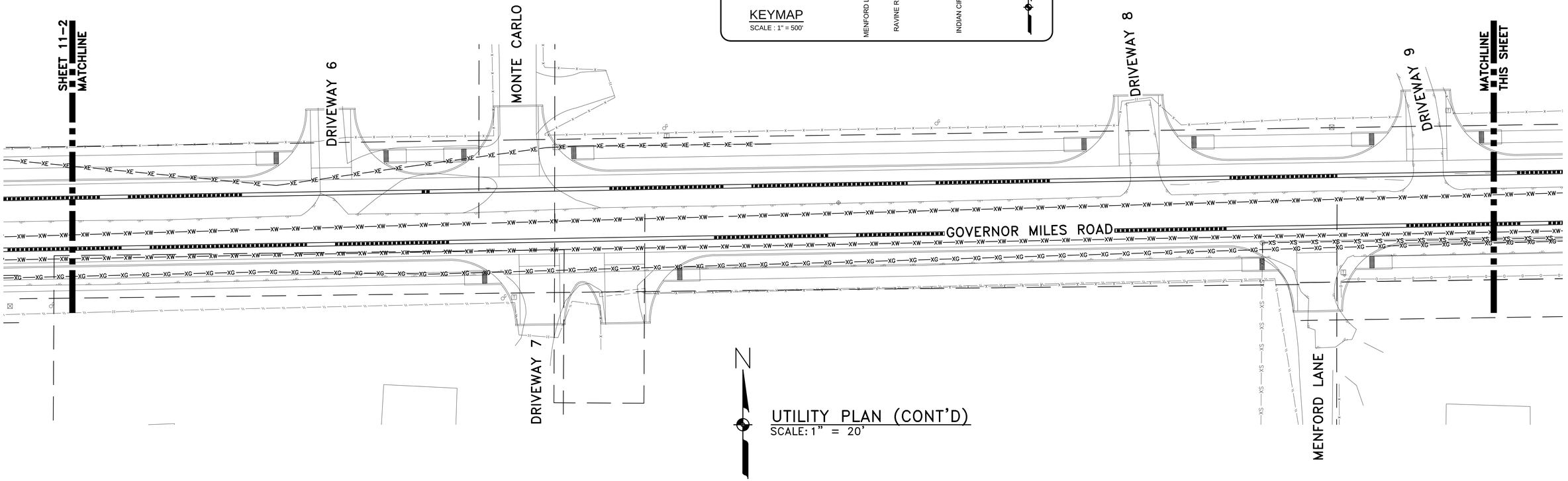

UTILITY PLAN (CONT'D)
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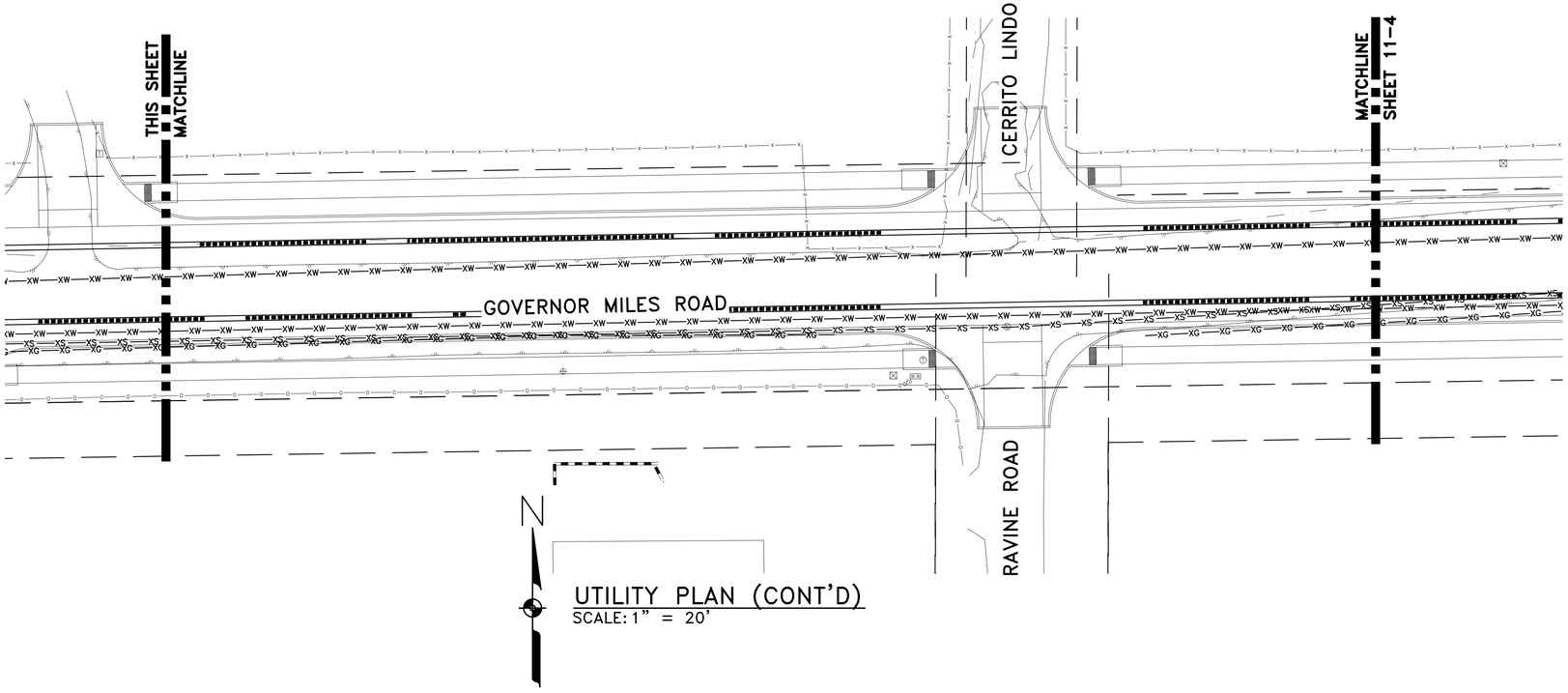

UTILITY PLAN (CONT'D)
SCALE: 1" = 20'

0 10 20 40
SCALE: 1" = 20'

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REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

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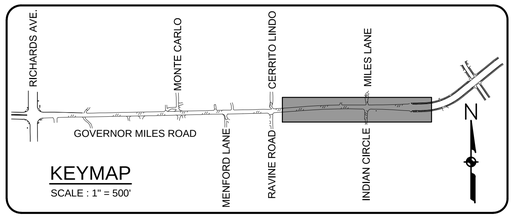
UTILITY PLAN (CONT'D)

SCALE: 1" = 20'

SHEET 11-3

Santa Fe Engineering Consultants, LLC

CITY OF SANTA FE	SHEET NO.
	11–4



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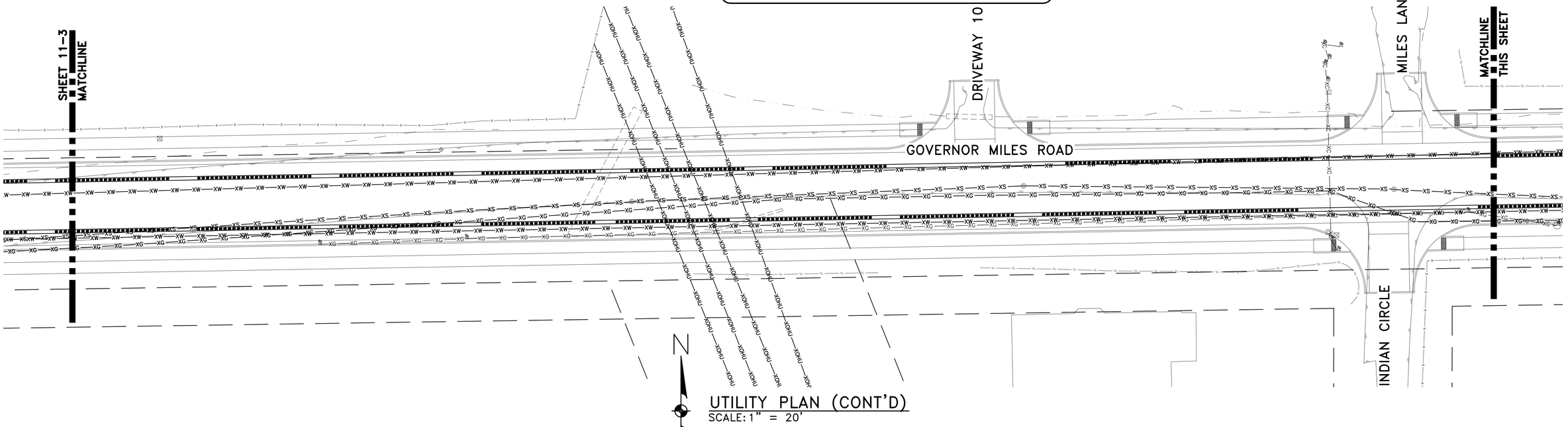
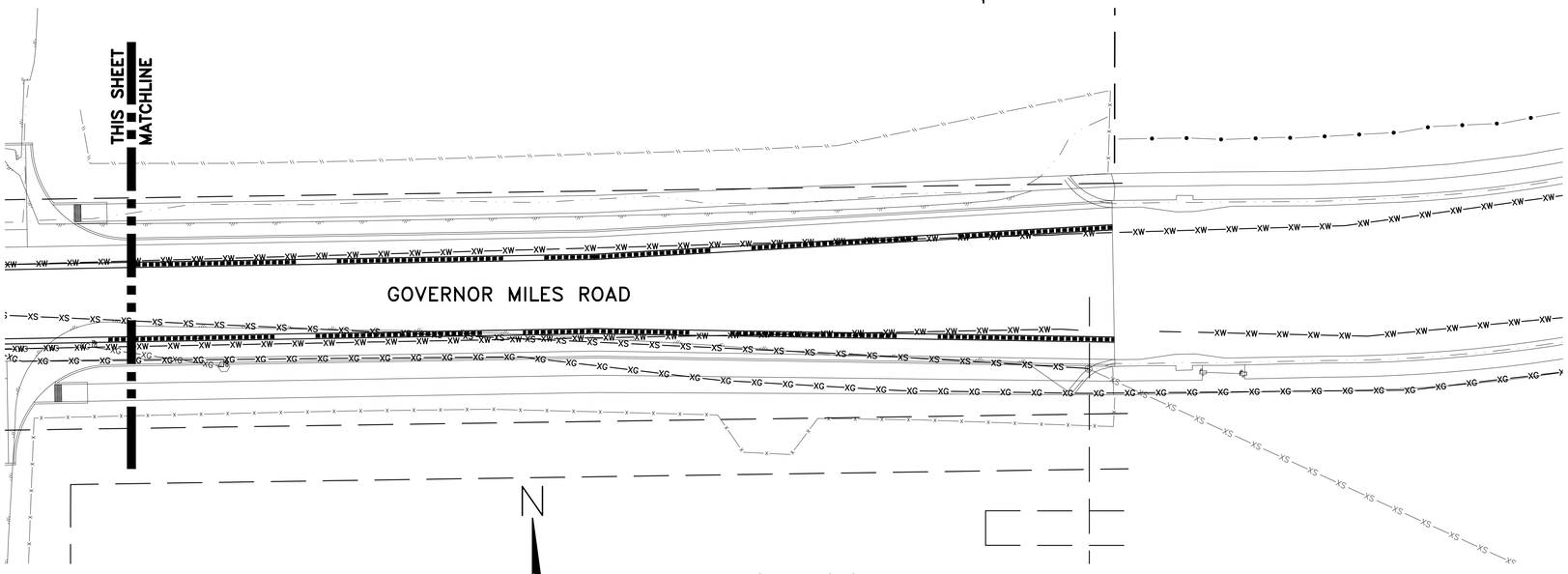


UTILITY PLAN (CONT'D)
SCALE: 1" = 20'



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

0 10 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

GOVERNOR MILES ROAD
ROADWAY IMPROVEMENTS

PROGRESS PRINT
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UTILITY PLAN (CONT'D)

SCALE: 1" = 20'

SHEET 11–4