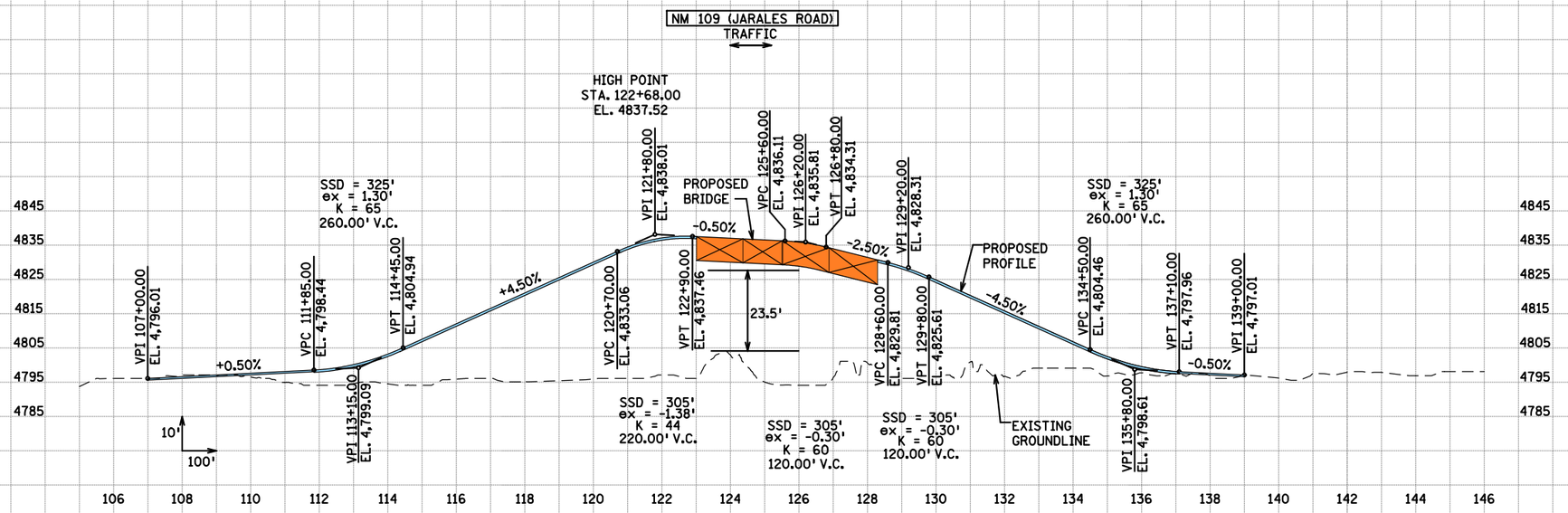
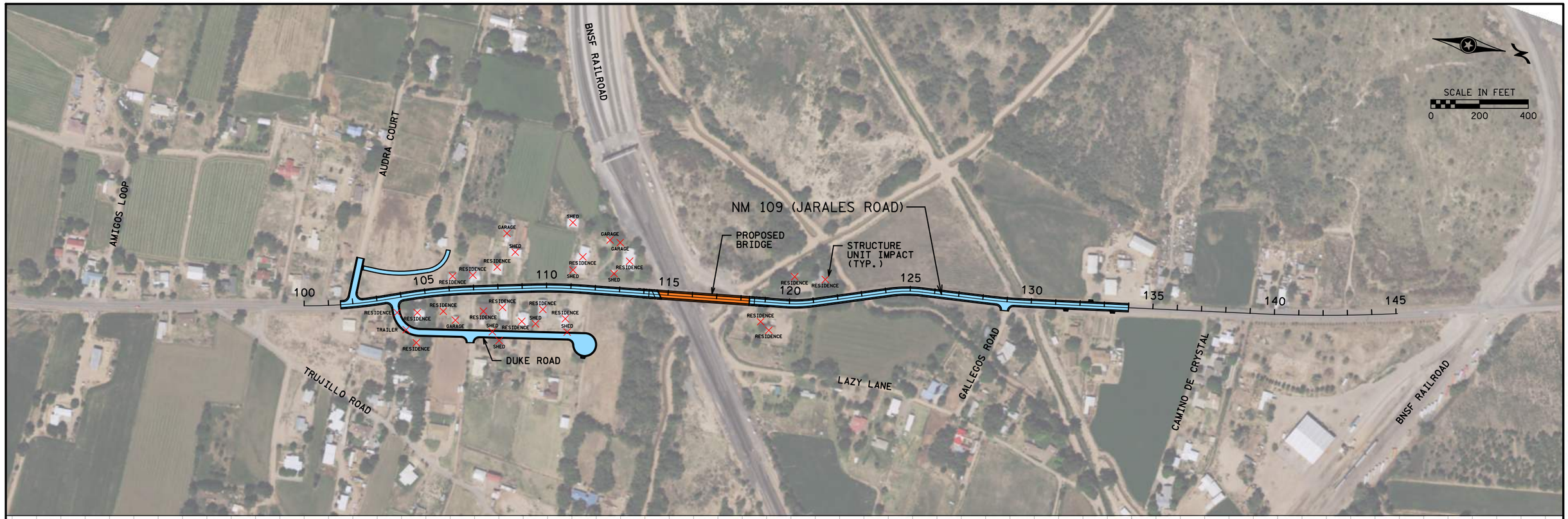
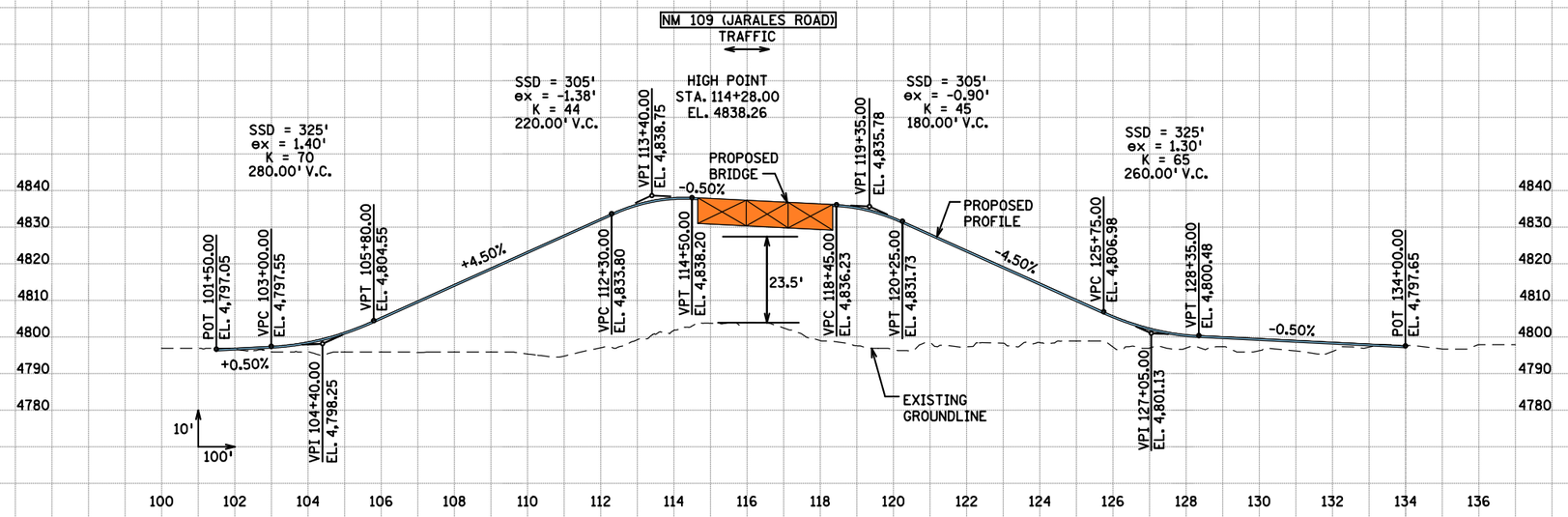
APPENDIX A

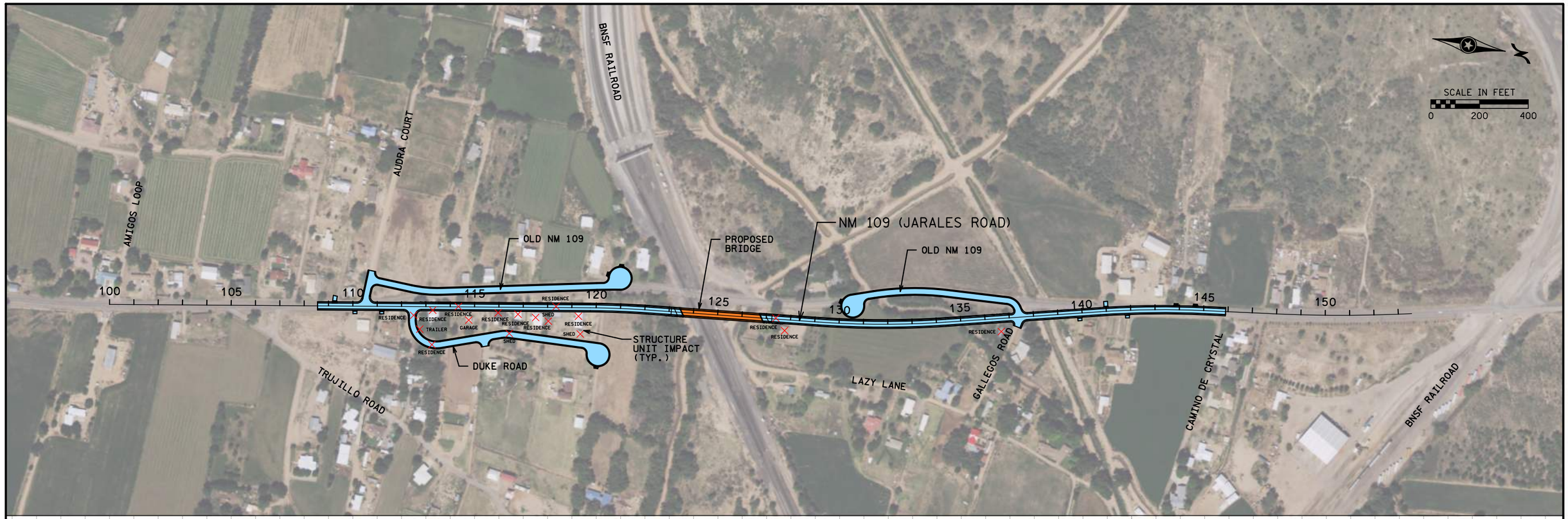


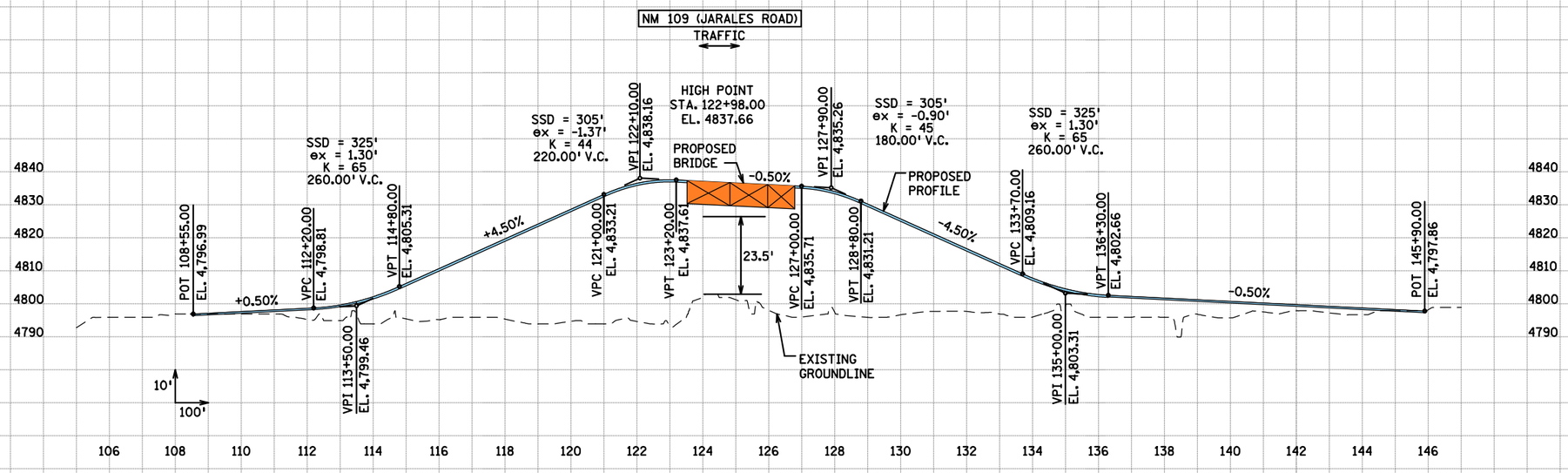
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
PLAN AND PROFILE - ALTERNATIVE A



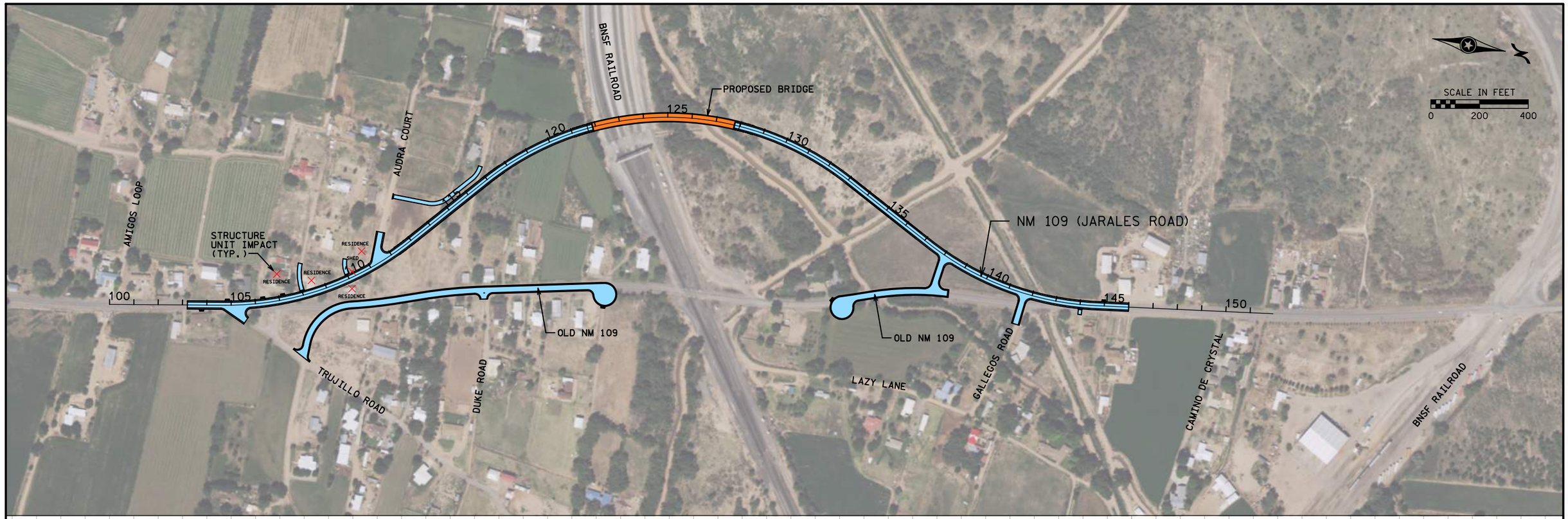


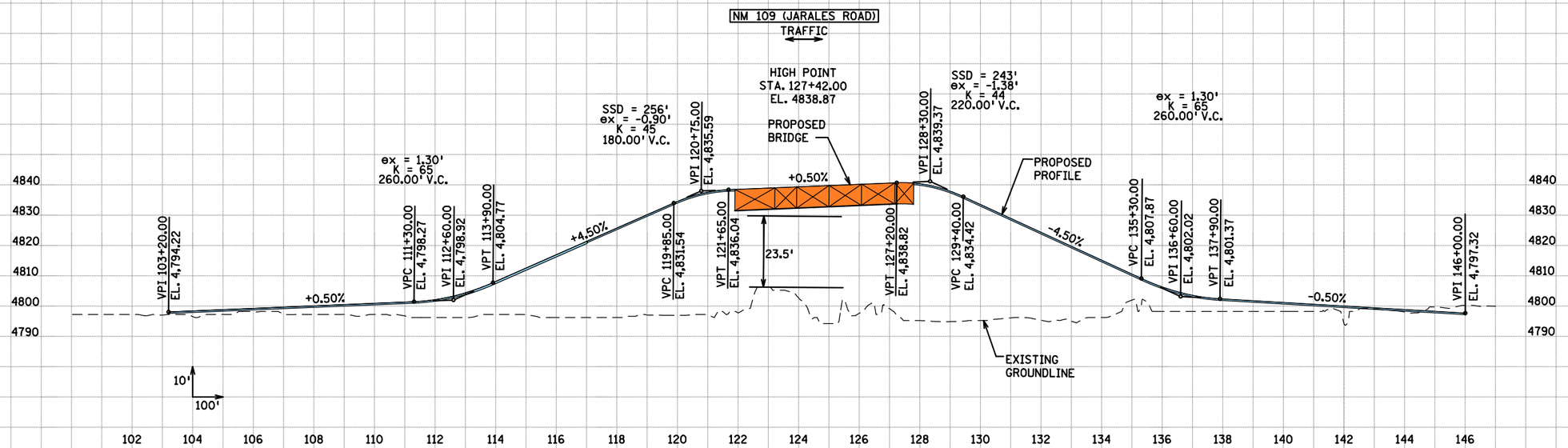
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
PLAN AND PROFILE - ALTERNATIVE B



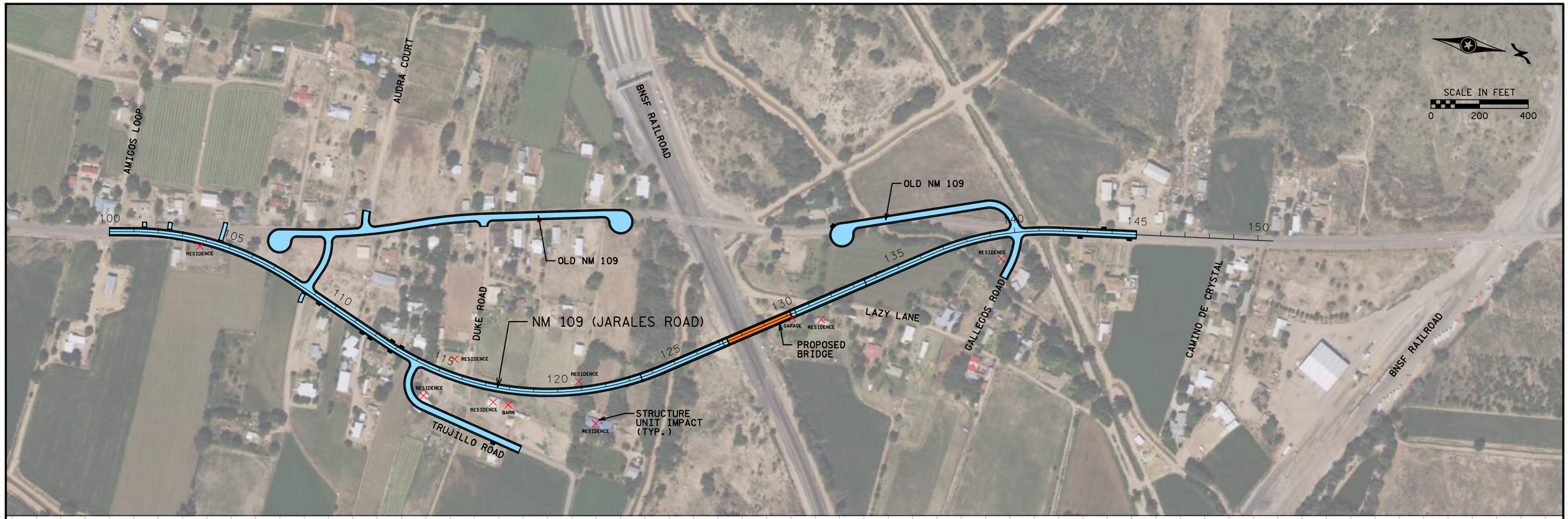


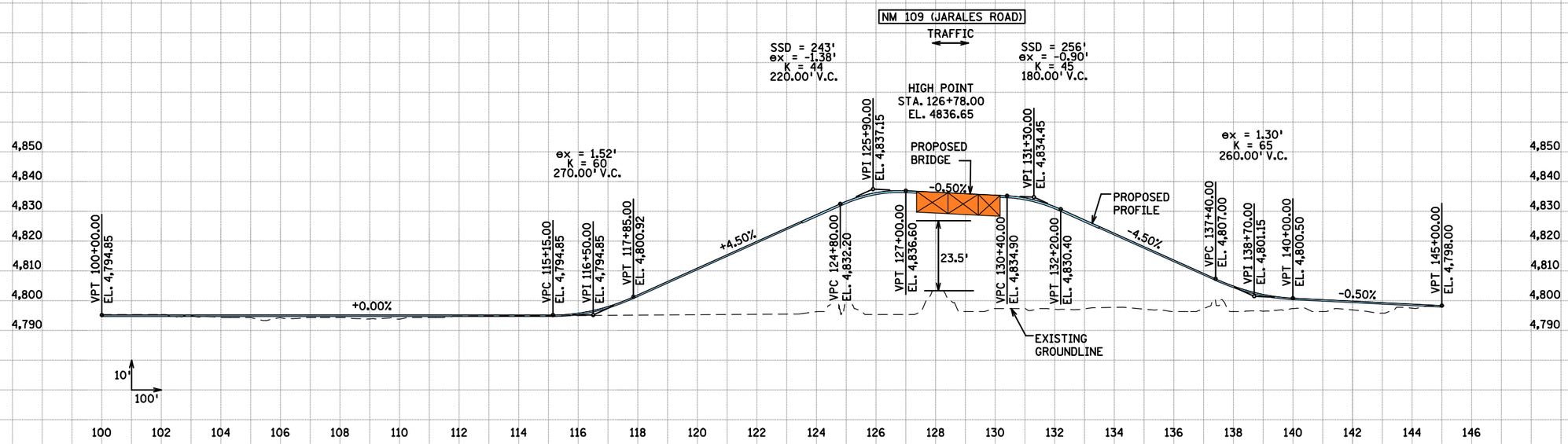
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
PLAN AND PROFILE - ALTERNATIVE C



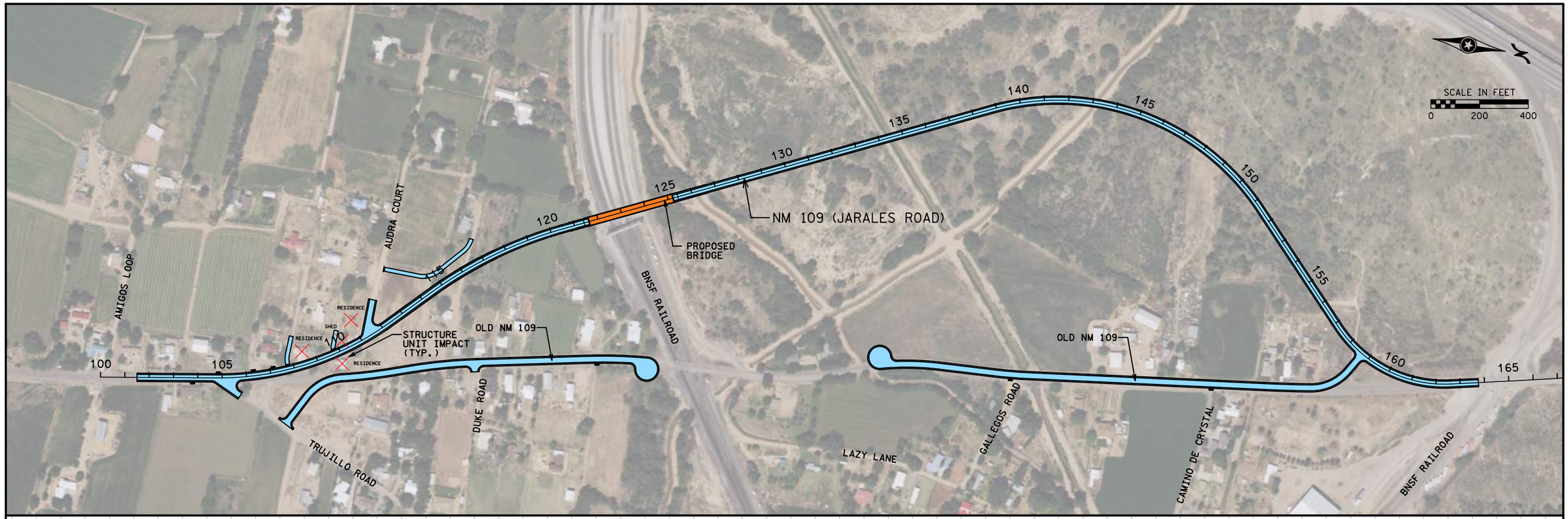


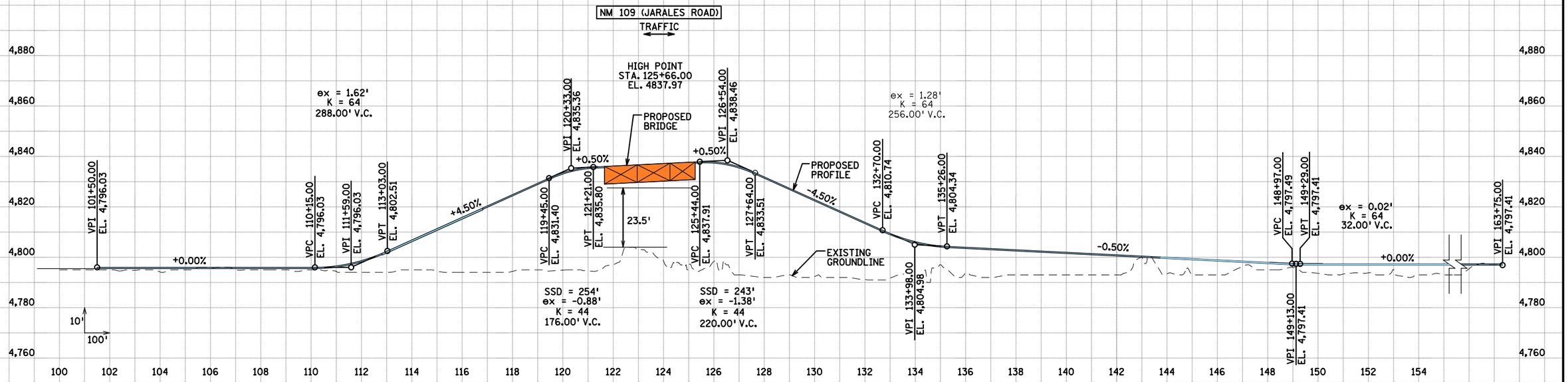
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
PLAN AND PROFILE - ALTERNATIVE D





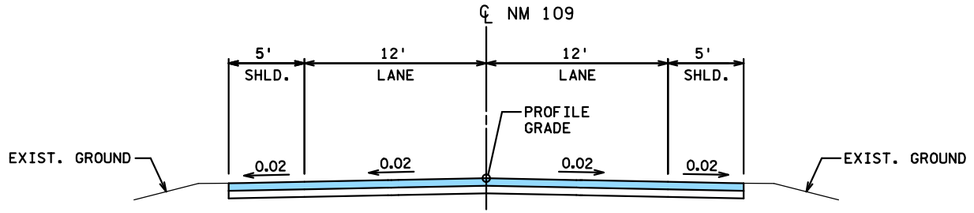
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
PLAN AND PROFILE - ALTERNATIVE E



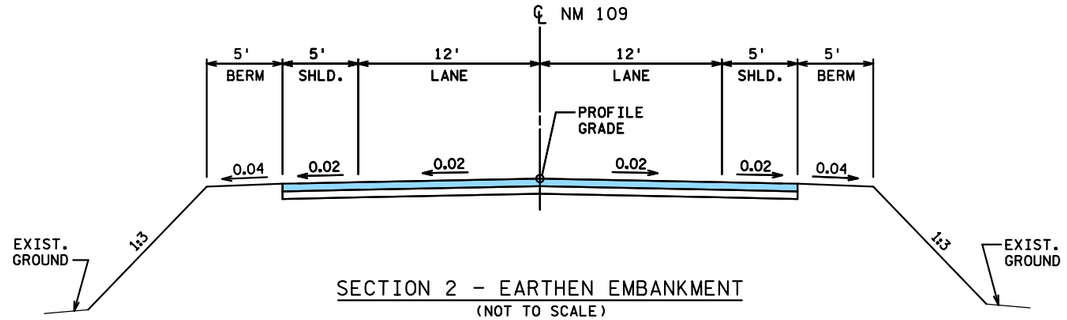


NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
PLAN AND PROFILE - ALTERNATE F

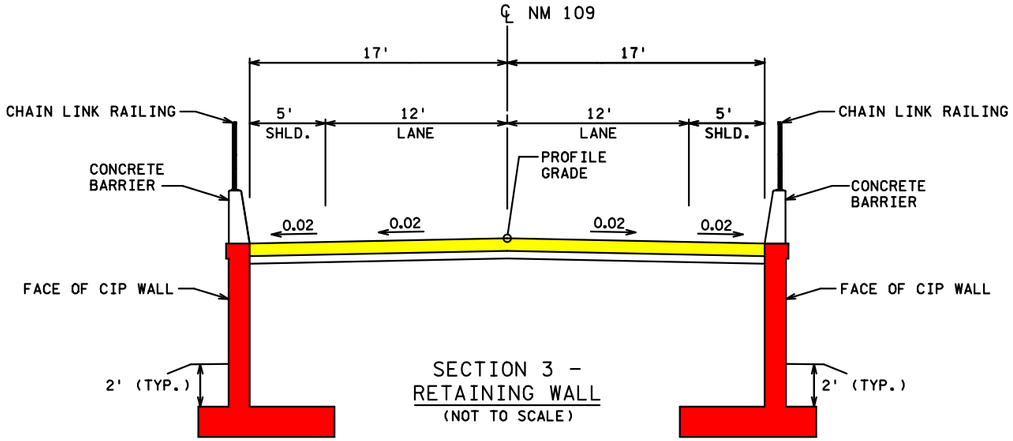
APPENDIX B



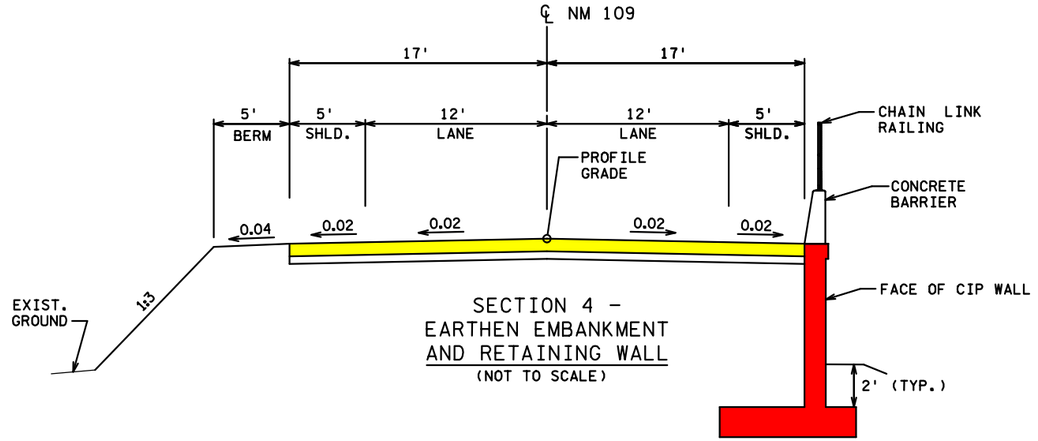
SECTION 1 – ROADWAY AT GRADE
(NOT TO SCALE)



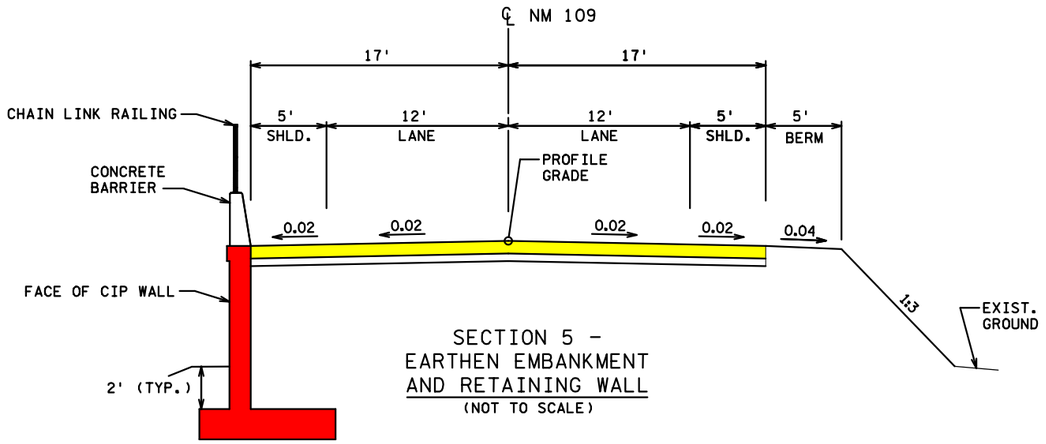
SECTION 2 – EARTHEN EMBANKMENT
(NOT TO SCALE)



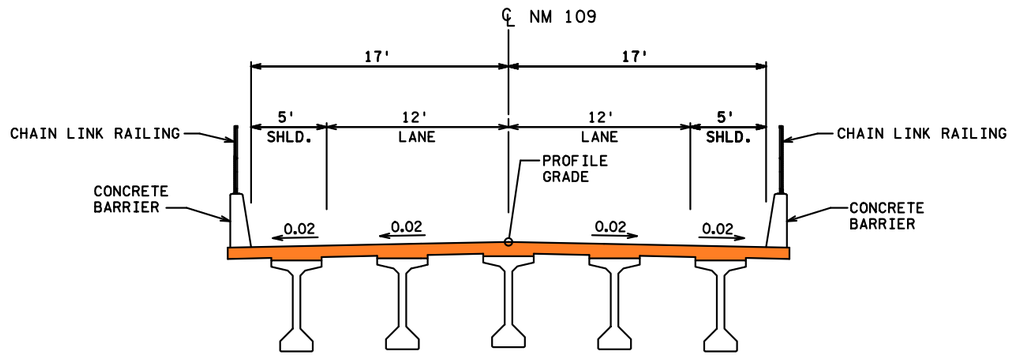
SECTION 3 –
RETAINING WALL
(NOT TO SCALE)



SECTION 4 –
EARTHEN EMBANKMENT
AND RETAINING WALL
(NOT TO SCALE)



SECTION 5 –
EARTHEN EMBANKMENT
AND RETAINING WALL
(NOT TO SCALE)



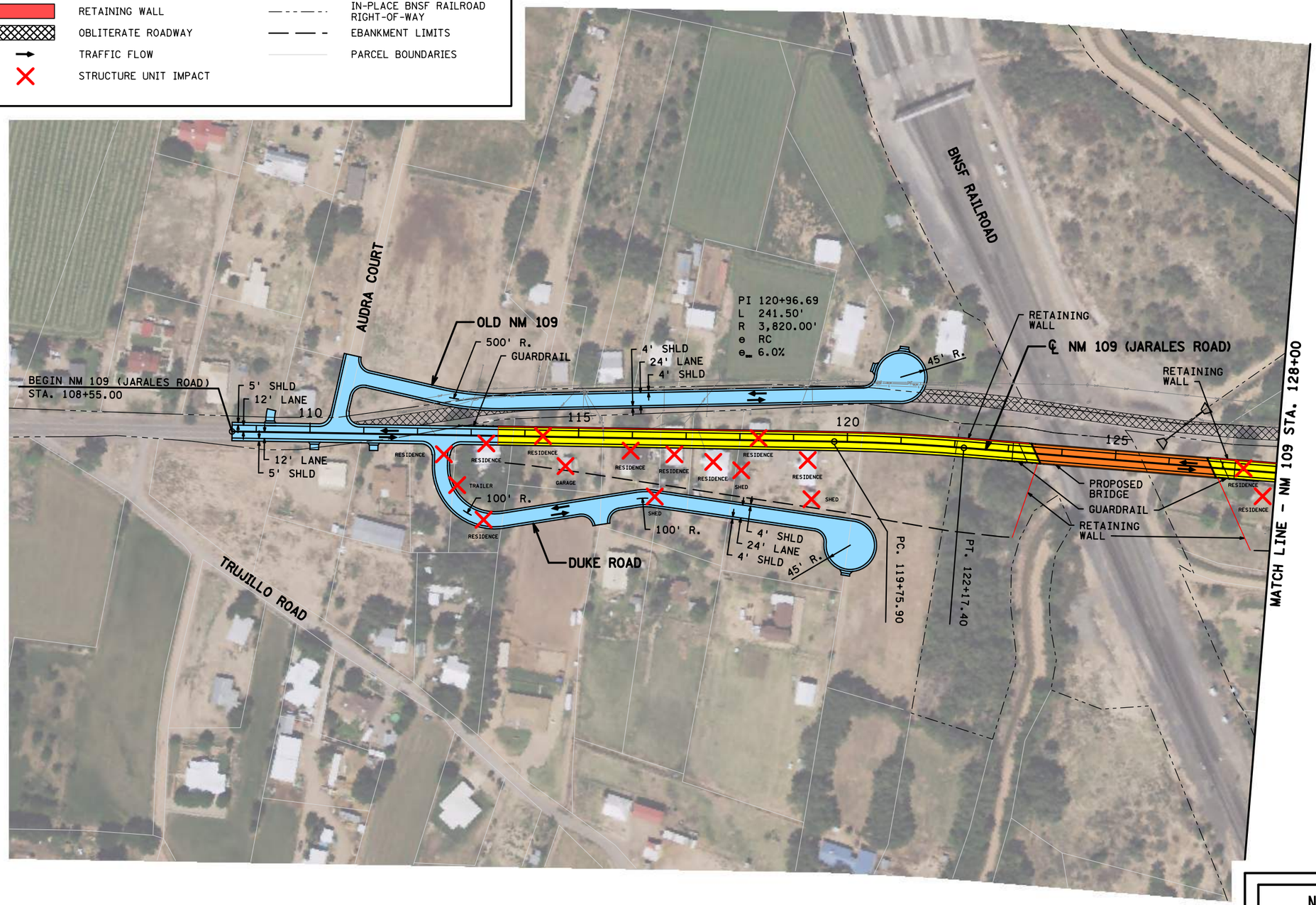
SECTION 6 – BRIDGE
(NOT TO SCALE)

NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES
TYPICAL SECTIONS

LEGEND

- BRIDGE
- PAVED ROADWAY (CONCRETE)
- PAVED ROADWAY (BITUMINOUS)
- RETAINING WALL
- OBLITERATE ROADWAY
- TRAFFIC FLOW
- STRUCTURE UNIT IMPACT
- IN-PLACE CULVERT
- PROPOSED CULVERT
- IN-PLACE RIGHT-OF-WAY
- IN-PLACE BNSF RAILROAD RIGHT-OF-WAY
- EBANKMENT LIMITS
- PARCEL BOUNDARIES

SCALE IN FEET
0 100 200



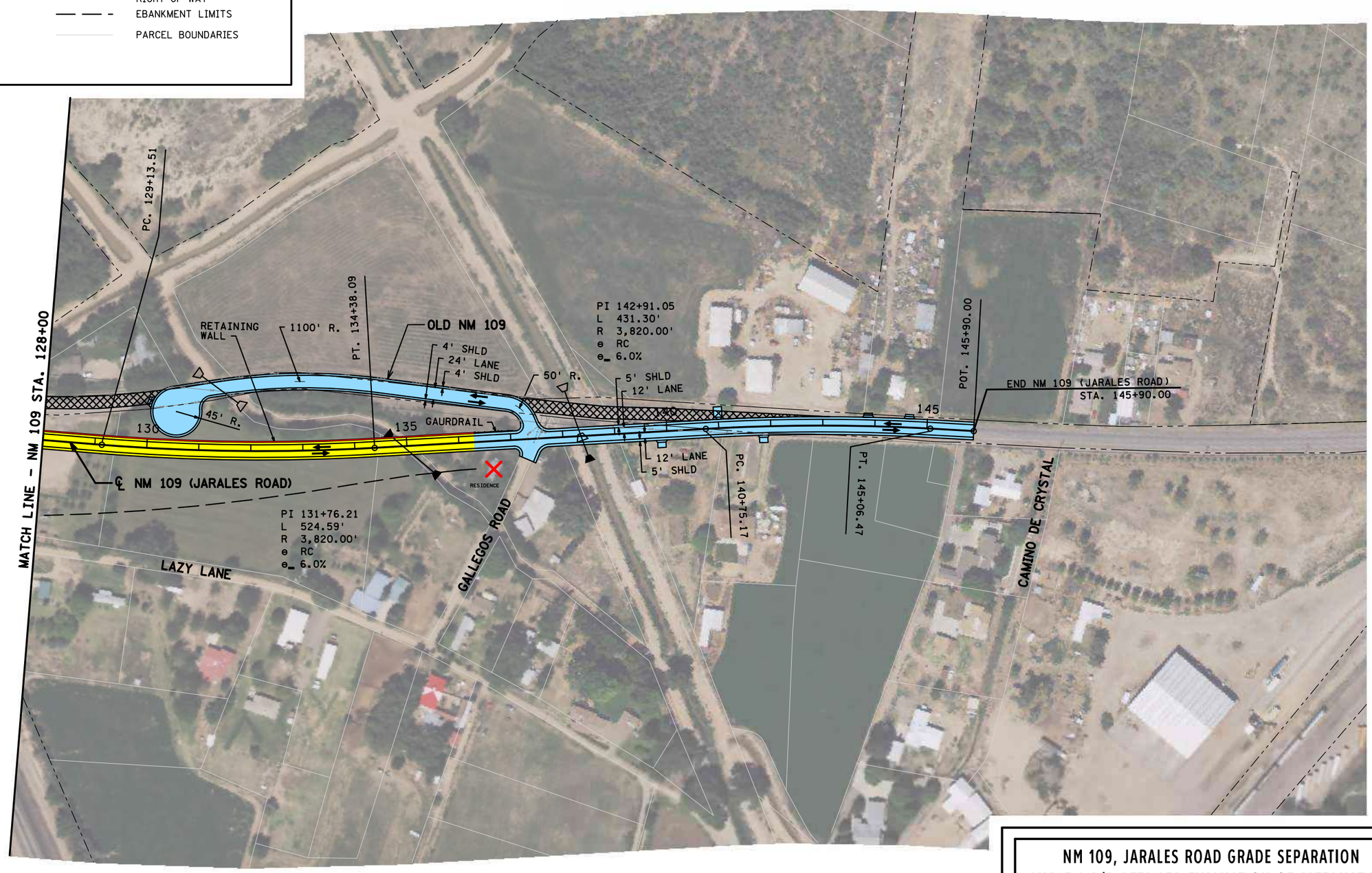
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE C
SHEET 1 OF 3

LEGEND

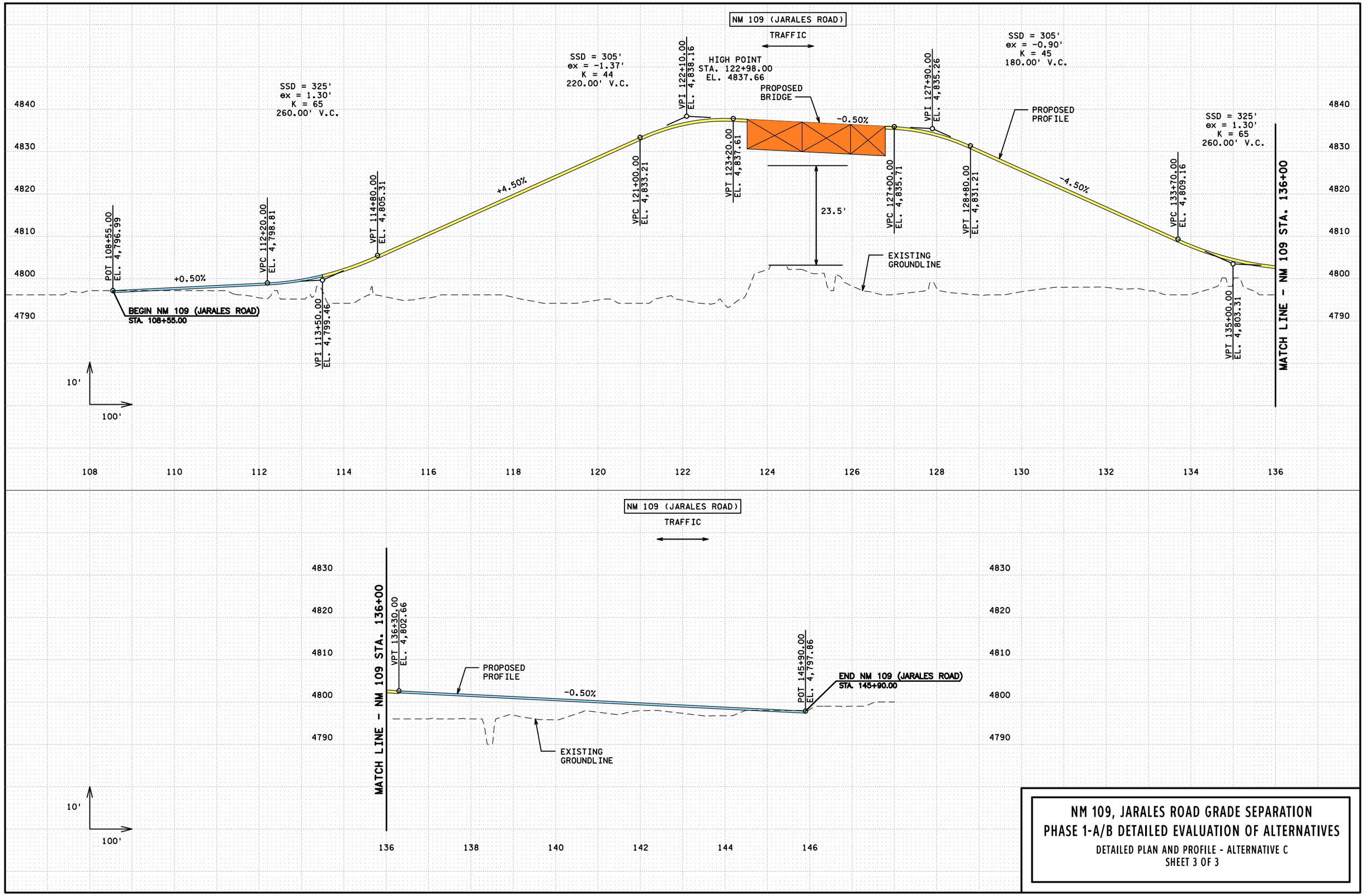
- BRIDGE
- PAVED ROADWAY (CONCRETE)
- PAVED ROADWAY (BITUMINOUS)
- RETAINING WALL
- OBLITERATE ROADWAY
- TRAFFIC FLOW
- STRUCTURE UNIT IMPACT
- IN-PLACE CULVERT
- PROPOSED CULVERT
- IN-PLACE RIGHT-OF-WAY
- IN-PLACE BNSF RAILROAD RIGHT-OF-WAY
- EBANKMENT LIMITS
- PARCEL BOUNDARIES

SCALE IN FEET
0 100 200



NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE C
SHEET 2 OF 3



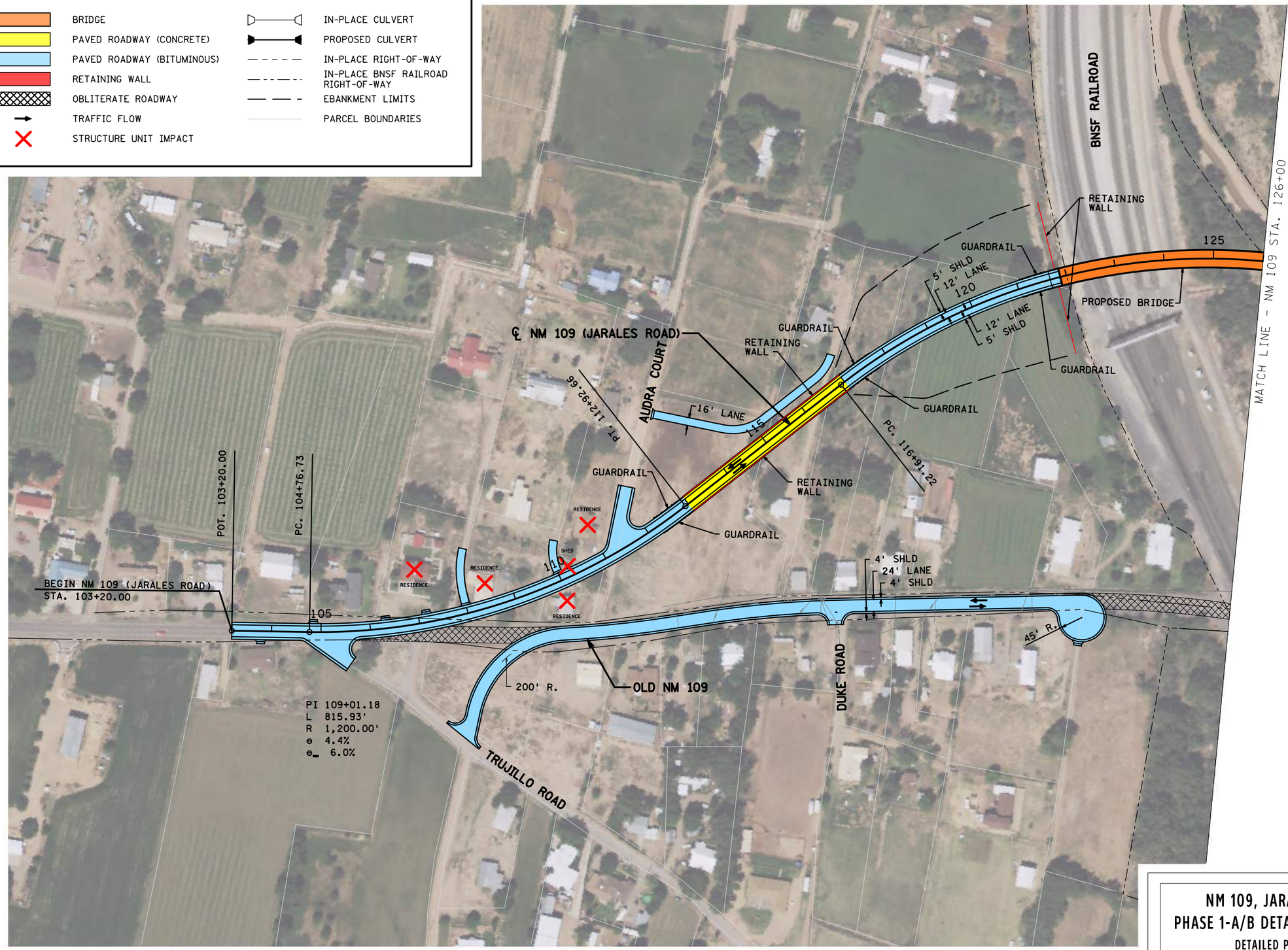
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE C
SHEET 3 OF 3

LEGEND

- BRIDGE
- PAVED ROADWAY (CONCRETE)
- PAVED ROADWAY (BITUMINOUS)
- RETAINING WALL
- OBLITERATE ROADWAY
- TRAFFIC FLOW
- STRUCTURE UNIT IMPACT
- IN-PLACE CULVERT
- PROPOSED CULVERT
- IN-PLACE RIGHT-OF-WAY
- IN-PLACE BNSF RAILROAD RIGHT-OF-WAY
- EBANKMENT LIMITS
- PARCEL BOUNDARIES

SCALE IN FEET
0 100 200



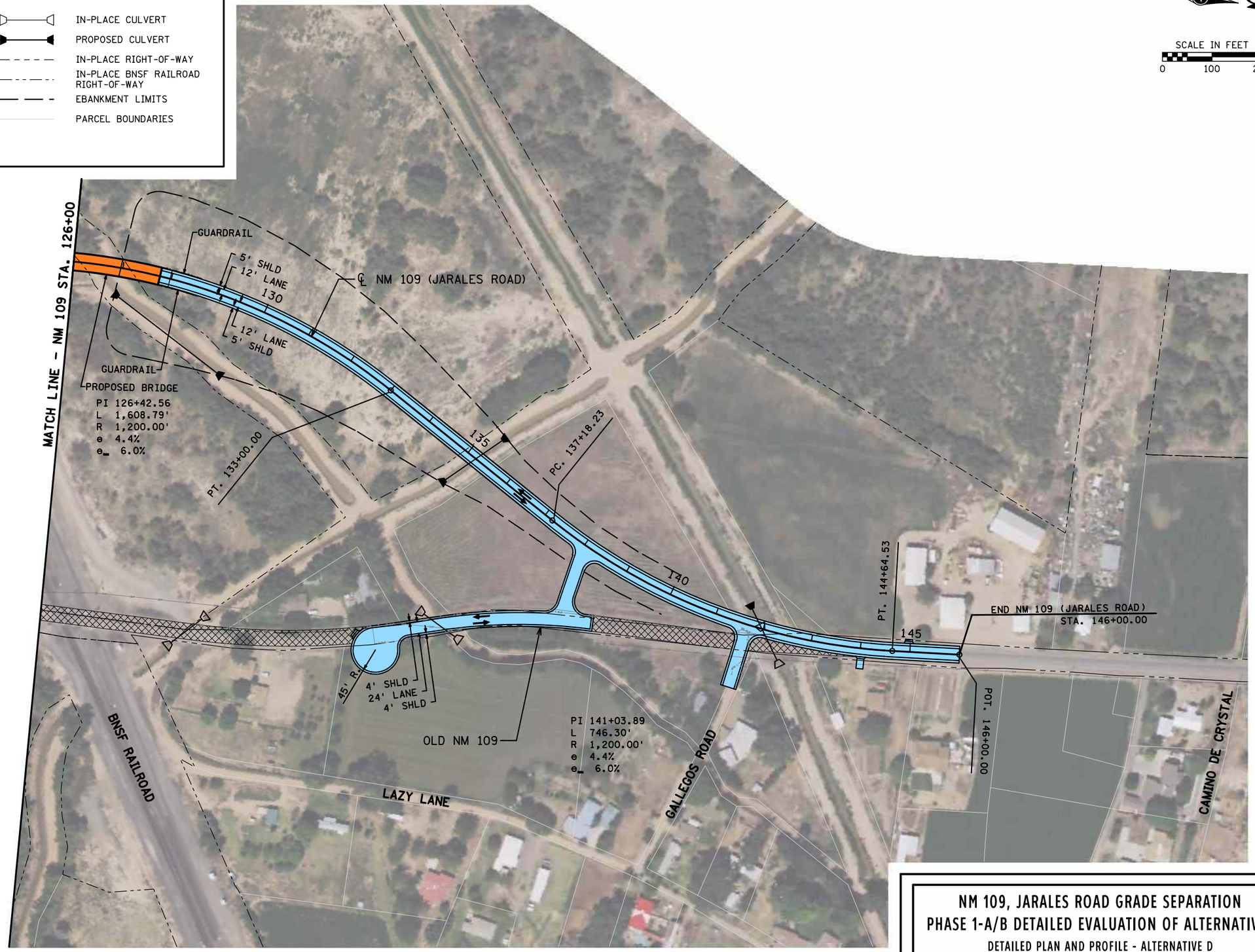
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE D
SHEET 1 OF 3

LEGEND

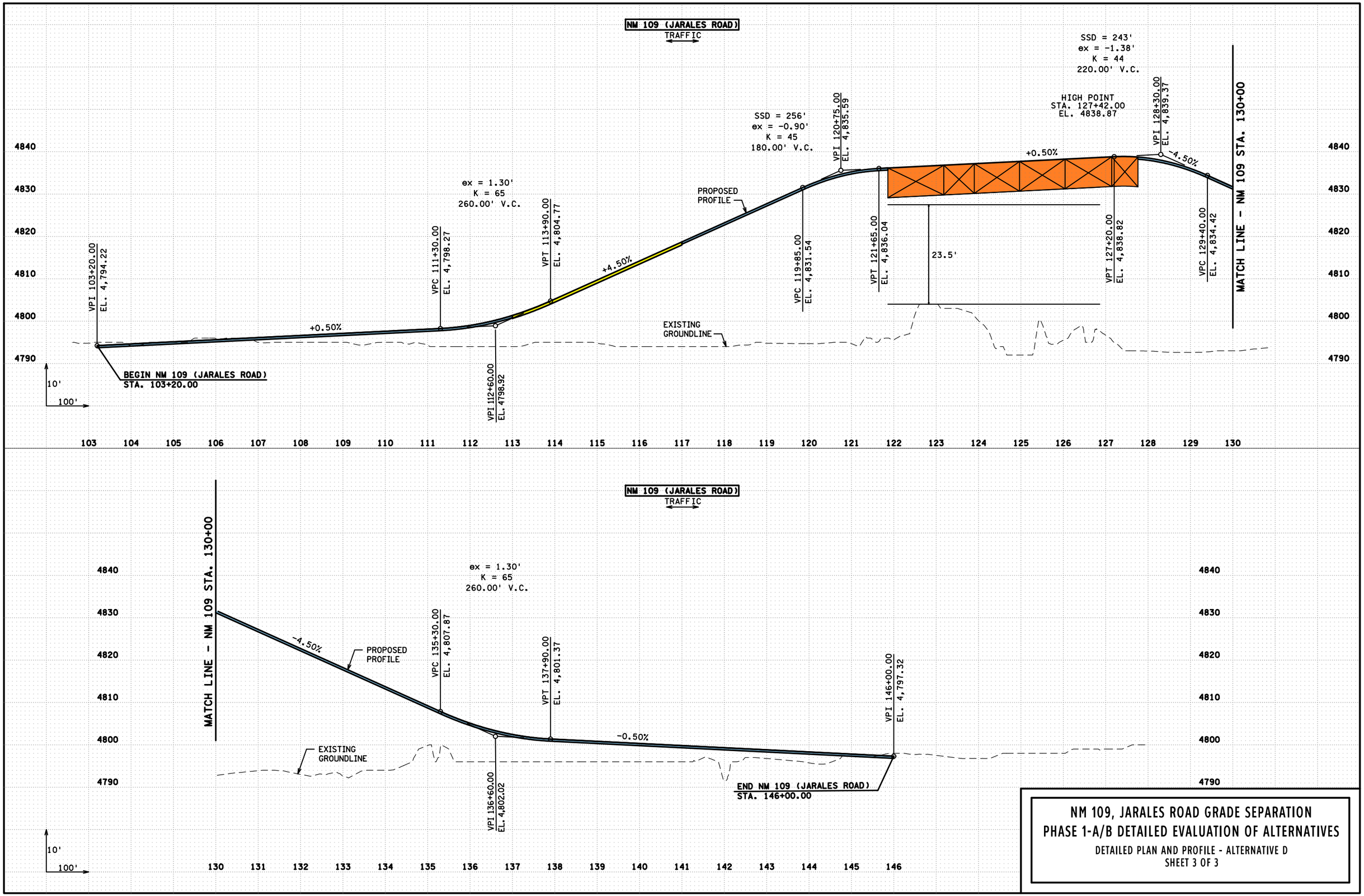
- BRIDGE
- PAVED ROADWAY (CONCRETE)
- PAVED ROADWAY (BITUMINOUS)
- RETAINING WALL
- OBLITERATE ROADWAY
- TRAFFIC FLOW
- STRUCTURE UNIT IMPACT
- IN-PLACE CULVERT
- PROPOSED CULVERT
- IN-PLACE RIGHT-OF-WAY
- IN-PLACE BNSF RAILROAD RIGHT-OF-WAY
- EBANKMENT LIMITS
- PARCEL BOUNDARIES

SCALE IN FEET
0 100 200



NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE D
SHEET 2 OF 3



NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE D
SHEET 3 OF 3

LEGEND

- BRIDGE
- PAVED ROADWAY (CONCRETE)
- PAVED ROADWAY (BITUMINOUS)
- RETAINING WALL
- OBLITERATE ROADWAY
- TRAFFIC FLOW
- STRUCTURE UNIT IMPACT
- IN-PLACE CULVERT
- PROPOSED CULVERT
- IN-PLACE RIGHT-OF-WAY
- IN-PLACE BNSF RAILROAD RIGHT-OF-WAY
- EBANKMENT LIMITS
- PARCEL BOUNDARIES

SCALE IN FEET
0 100 200

BEGIN NM 109 (JARALES ROAD)
STA. 100+00.00

POT. 100+00.00
PC. 101+00.00
PT. 108+10.96
PC. 112+51.76
PT. 124+40.04
MATCH LINE - NM 109 STA. 126+00

PI 104+61.34
L 701.96'
R 1,200.00'
e 4.4%
e_ 6.0%

PI 119+04.26
L 1,195.28'
R 1,200.00'
e 4.4%
e_ 6.0%

AUDRA COURT
DUKE ROAD
OLD NM 109
℄ NM 109 (JARALES ROAD)
TRUJILLO ROAD

4' SHLD
24' LANE
4' SHLD

5' SHLD
12' LANE
12' LANE
5' SHLD

GUARDRAIL
RETAINING WALL

45' R.
200' R.
100' R.

RESIDENCE
BARN

NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE E
SHEET 1 OF 3

LEGEND

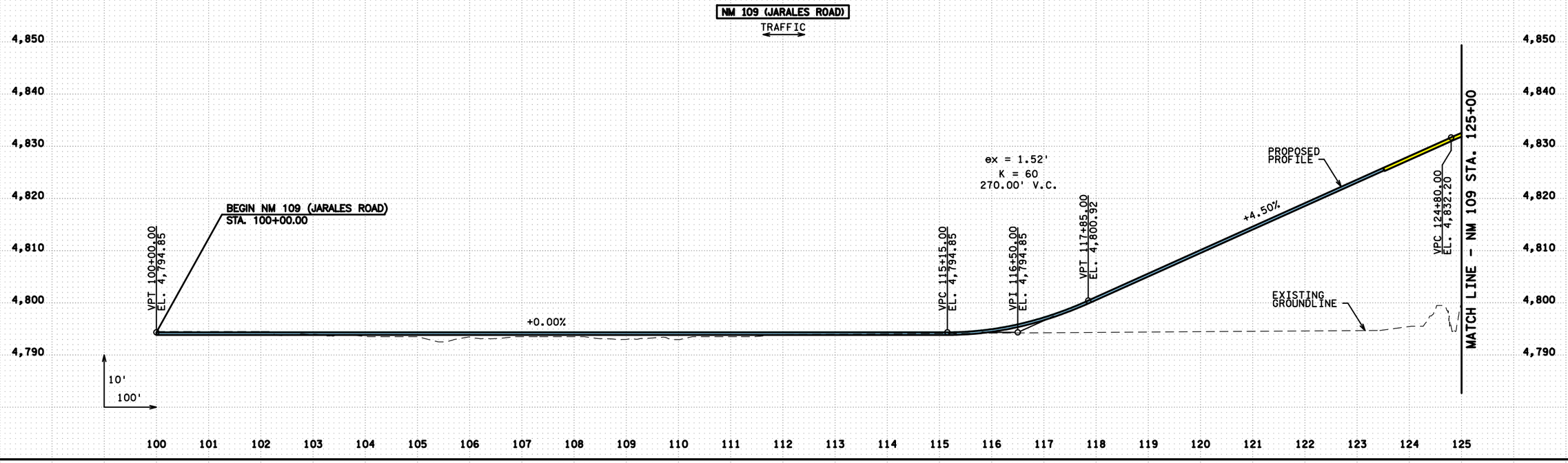
- BRIDGE
- PAVED ROADWAY (CONCRETE)
- PAVED ROADWAY (BITUMINOUS)
- RETAINING WALL
- OBLITERATE ROADWAY
- TRAFFIC FLOW
- STRUCTURE UNIT IMPACT
- IN-PLACE CULVERT
- PROPOSED CULVERT
- IN-PLACE RIGHT-OF-WAY
- IN-PLACE BNSF RAILROAD RIGHT-OF-WAY
- EBANKMENT LIMITS
- PARCEL BOUNDARIES

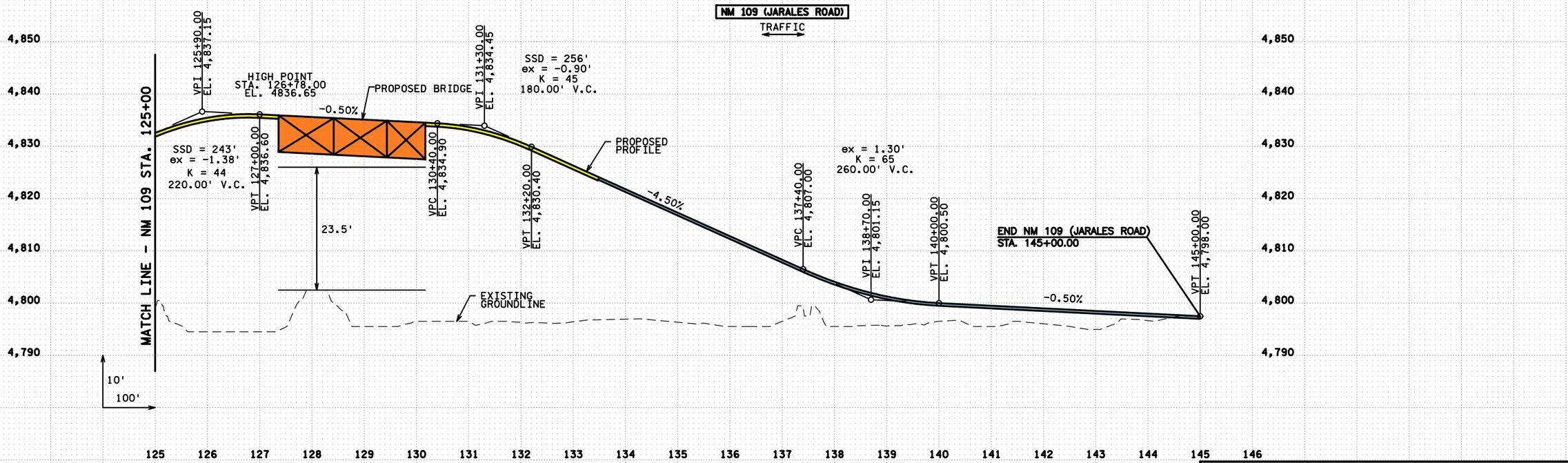
SCALE IN FEET
0 100 200

OLD NM 109
4' SHLD
24' LANE
4' SHLD
PI 139+16.98
L 539.89'
R 1,200.00'
e 4.4%
e_ 6.0%
100' R.
5' SHLD
12' LANE
END NM 109 (JARALES ROAD)
STA. 145+00.00
140
145
45' R.
135
RESIDENCE
300' R.
12' LANE
5' SHLD
PT. 141+82.27
POT. 145+00.00
RETAINING WALL
GUARDRAIL
PC. 136+42.39
LAZY LANE
130
GARAGE
RESIDENCE
℄ NM 109 (JARALES ROAD)
PROPOSED BRIDGE
RETAINING WALL
GALLEGOS ROAD
MATCH LINE – NM 109 STA. 126+00

NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE E
SHEET 2 OF 3

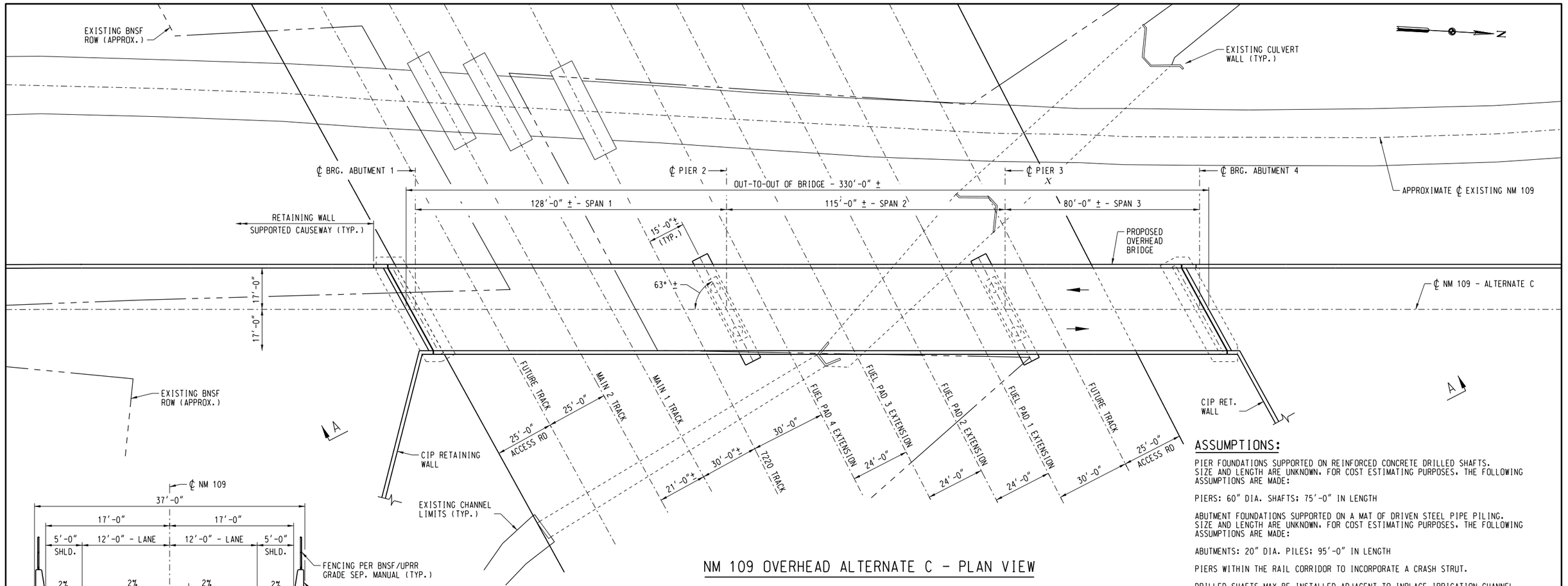




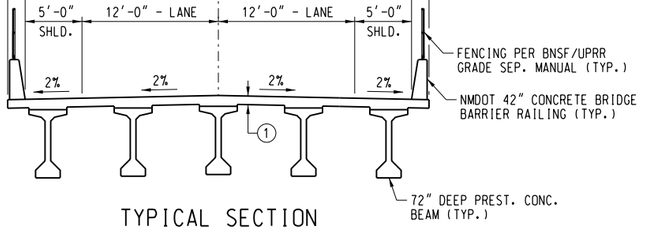
NM 109, JARALES ROAD GRADE SEPARATION
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES

DETAILED PLAN AND PROFILE - ALTERNATIVE E

APPENDIX C



NM 109 OVERHEAD ALTERNATE C - PLAN VIEW



TYPICAL SECTION

ASSUMPTIONS:

PIER FOUNDATIONS SUPPORTED ON REINFORCED CONCRETE DRILLED SHAFTS. SIZE AND LENGTH ARE UNKNOWN, FOR COST ESTIMATING PURPOSES, THE FOLLOWING ASSUMPTIONS ARE MADE:

PIERS: 60" DIA. SHAFTS: 75'-0" IN LENGTH

ABUTMENT FOUNDATIONS SUPPORTED ON A MAT OF DRIVEN STEEL PIPE PILING. SIZE AND LENGTH ARE UNKNOWN, FOR COST ESTIMATING PURPOSES, THE FOLLOWING ASSUMPTIONS ARE MADE:

ABUTMENTS: 20" DIA. PILES; 95'-0" IN LENGTH

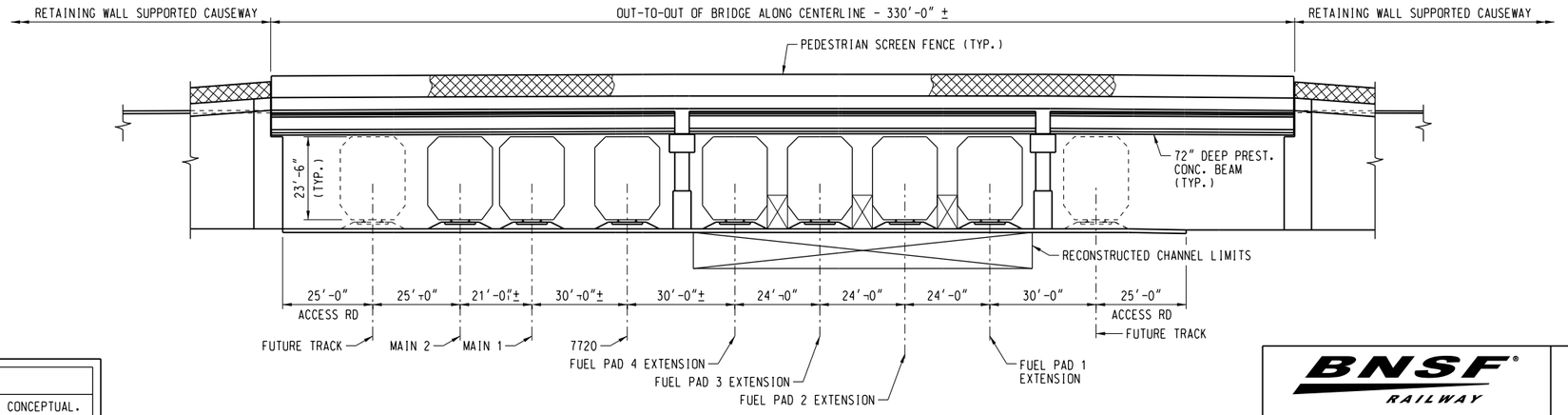
PIERS WITHIN THE RAIL CORRIDOR TO INCORPORATE A CRASH STRUT.

DRILLED SHAFTS MAY BE INSTALLED ADJACENT TO INPLACE IRRIGATION CHANNEL STRUCTURES WITHOUT MODIFICATION.

BRIDGE DECK SECTION WILL PROVIDE TWO TWELVE FOOT LANES AND TWO FIVE FOOT SHOULDERS.

CAUSEWAY APPROACHES WILL BE CONSTRUCTED USING CIP WALLS WITH CONVENTIONAL FILLS AND DRIVEN PILE DEEP FOUNDATIONS.

PRECAST CONCRETE CULVERTS WILL BE USED TO CONVEY IRRIGATION CHANNELS THROUGH THE CAUSEWAY EMBANKMENTS.



VIEW A-A

NOTES:

① 8½" REINFORCED CONCRETE BRIDGE DECK.

NOTE
INFORMATION SHOWN IS CONCEPTUAL.
NOT FOR CONSTRUCTION.

444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com
TKDA

BNSF RAILWAY

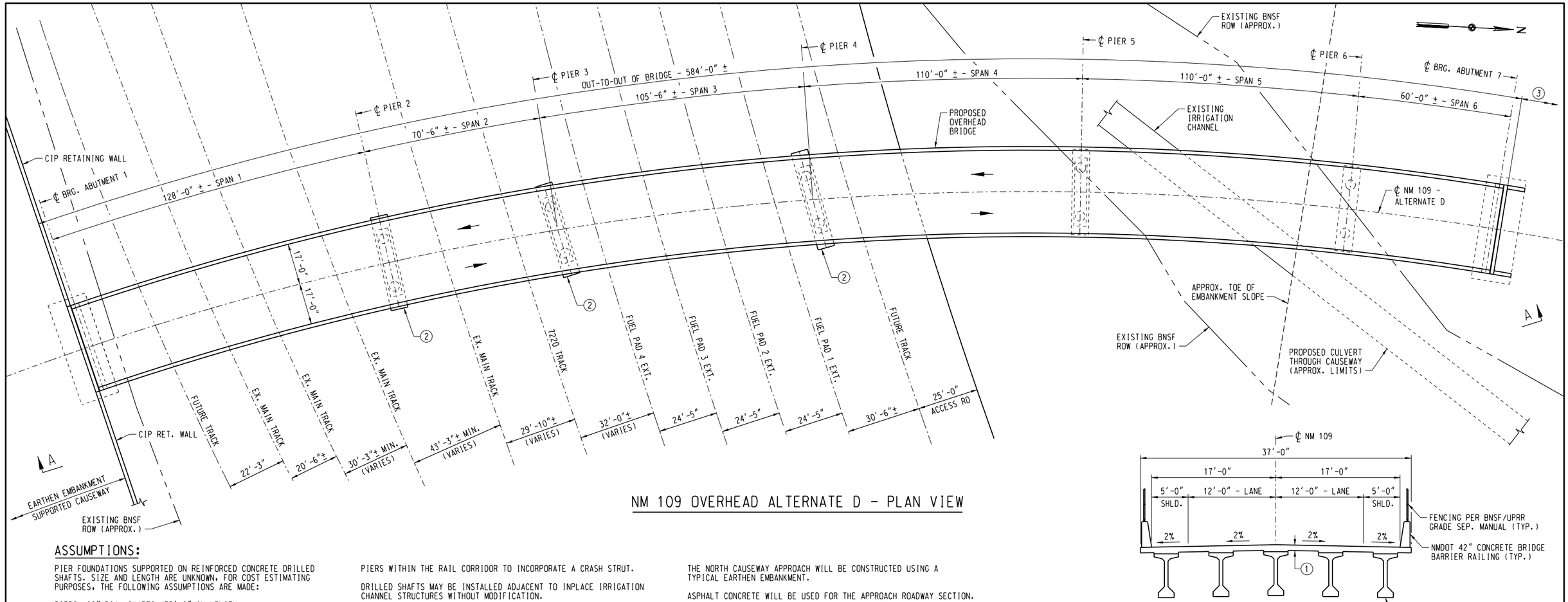
DES: MPB	CHECK: HLE
DRAWN: MPB	CHECK: HLE
DATE: APRIL 2020	LINE SEG: 7100

EAST CLOVIS TO BELEN JCT.
BRIDGE NUMBER 894.81
NM 109 OVERHEAD NEAR BELEN, NM

NM 109 OVERHEAD BRIDGE ALTERNATE C

PLAN NO: 7100-0894.810-001 | SHEET: 1 OF 1

File Location: K:\sk\BNSF\168310004_Production\01_CAD\05_Bridge\BeamBridge\C_Concept_GPE.dgn
Date Printed: 4/14/2020 Time Printed: 3:32:09 PM



NM 109 OVERHEAD ALTERNATE D - PLAN VIEW

TYPICAL SECTION

ASSUMPTIONS:

PIER FOUNDATIONS SUPPORTED ON REINFORCED CONCRETE DRILLED SHAFTS. SIZE AND LENGTH ARE UNKNOWN, FOR COST ESTIMATING PURPOSES, THE FOLLOWING ASSUMPTIONS ARE MADE:

PIERS: 60" DIA. SHAFTS: 75'-0" IN LENGTH

ABUTMENT FOUNDATIONS SUPPORTED ON A MAT OF DRIVEN STEEL PIPE PILING. SIZE AND LENGTH ARE UNKNOWN, FOR COST ESTIMATING PURPOSES, THE FOLLOWING ASSUMPTIONS ARE MADE:

ABUTMENTS: 20" DIA. PILES: 95'-0" IN LENGTH

PIERS WITHIN THE RAIL CORRIDOR TO INCORPORATE A CRASH STRUT.

DRILLED SHAFTS MAY BE INSTALLED ADJACENT TO INPLACE IRRIGATION CHANNEL STRUCTURES WITHOUT MODIFICATION.

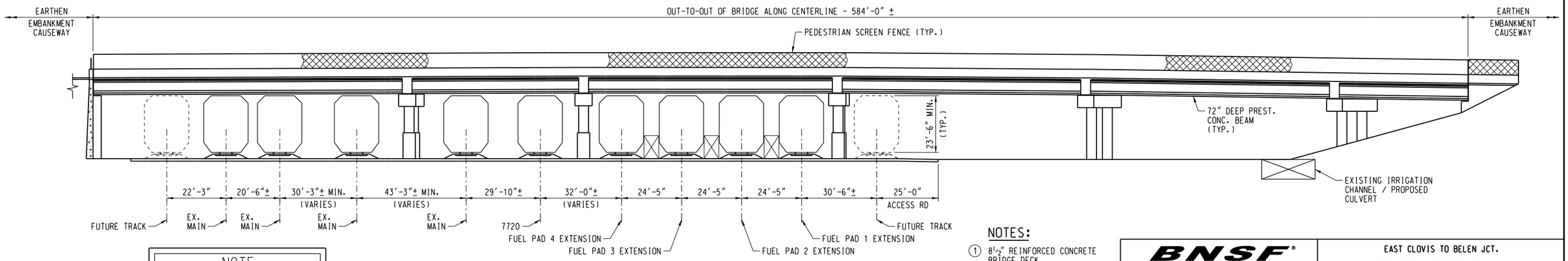
BRIDGE DECK SECTION WILL PROVIDE TWO TWELVE FOOT LANES AND TWO FIVE FOOT SHOULDERS.

THE SOUTH CAUSEWAY APPROACH WILL BE CONSTRUCTED USING CIP WALLS WITH CONVENTIONAL FILLS AND DRIVEN PILE DEEP FOUNDATIONS.

THE NORTH CAUSEWAY APPROACH WILL BE CONSTRUCTED USING A TYPICAL EARTHEN EMBANKMENT.

ASPHALT CONCRETE WILL BE USED FOR THE APPROACH ROADWAY SECTION.

PRECAST CONCRETE CULVERTS WILL BE USED TO CONVEY IRRIGATION CHANNELS THROUGH THE CAUSEWAY EMBANKMENTS.



VIEW A-A

NOTE

INFORMATION SHOWN IS CONCEPTUAL.

NOT FOR CONSTRUCTION.

NOTES:

1. 8½" REINFORCED CONCRETE BRIDGE DECK.
2. PIERS WITHIN RAIL CORRIDOR TO BE POSITIONED AND SKEWED TO MEET BNSF CLEARANCE REQUIREMENTS.
3. EARTHEN EMBANKMENT CAUSEWAY.

BNSF RAILWAY

DES: MPB	CHECK: HLE
DRAWN: MPB	CHECK: HLE
DATE: APRIL 2020	LINE SEG: 7100

EAST CLOVIS TO BELEN JCT.

BRIDGE NUMBER 894.81

NM 109 OVERHEAD NEAR BELEN, NM

NM 109 OVERHEAD BRIDGE ALTERNATE D

PLAN NO: 7100-0894.810-001 SHEET: 1 OF 1

TKDA
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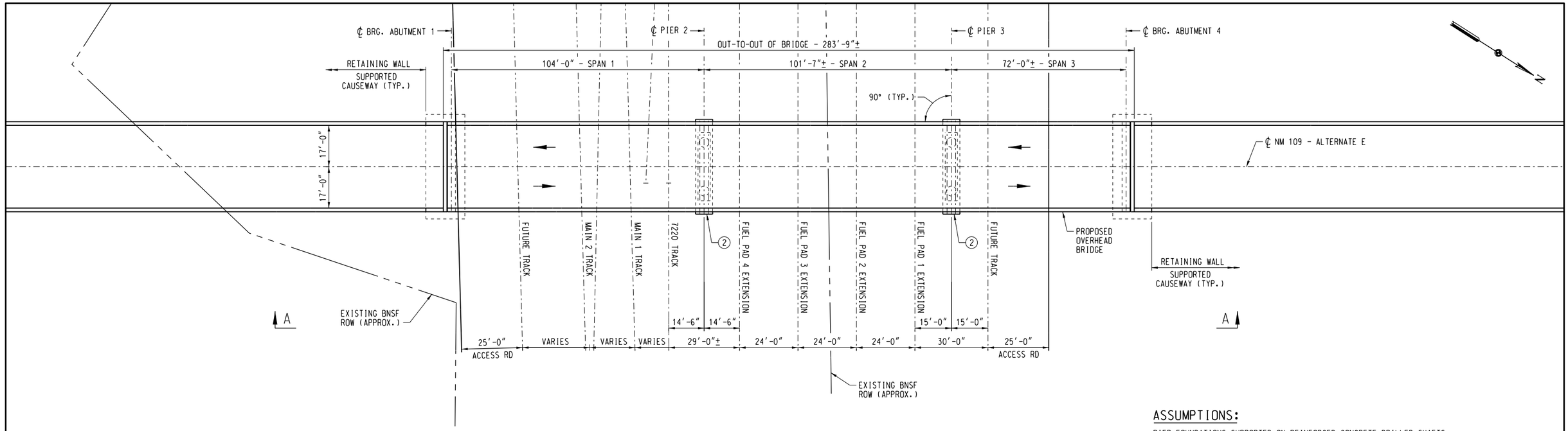
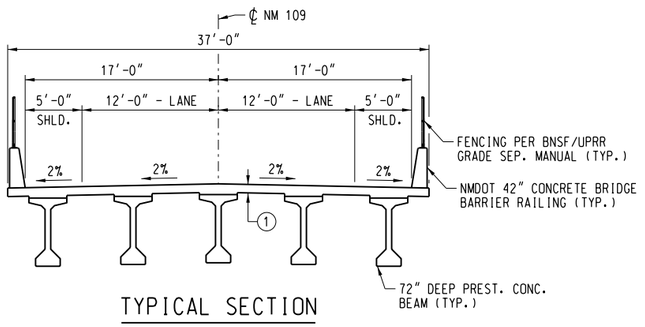
Saint Paul, MN 55101
651.292.4400
tkda.com

File Location: K:\e-KBNSF\188970004_Production\1_CADD\5_Bridge\Base\Bridge3_Concept_GPE.dgn

Date Printed: 4/14/2020 Time Printed: 4:09:02 PM



NM 109 OVERHEAD BRIDGE ALTERNATE E - PLAN VIEW



TYPICAL SECTION

ASSUMPTIONS:

PIER FOUNDATIONS SUPPORTED ON REINFORCED CONCRETE DRILLED SHAFTS. SIZE AND LENGTH ARE UNKNOWN, FOR COST ESTIMATING PURPOSES, THE FOLLOWING ASSUMPTIONS ARE MADE:

PIERS: 60" DIA. SHAFTS; 75'-0" IN LENGTH

ABUTMENT FOUNDATIONS SUPPORTED ON A MAT OF DRIVEN STEEL PIPE PILING. SIZE AND LENGTH ARE UNKNOWN, FOR COST ESTIMATING PURPOSES, THE FOLLOWING ASSUMPTIONS ARE MADE:

ABUTMENTS: 20" DIA. PILES; 95'-0" IN LENGTH

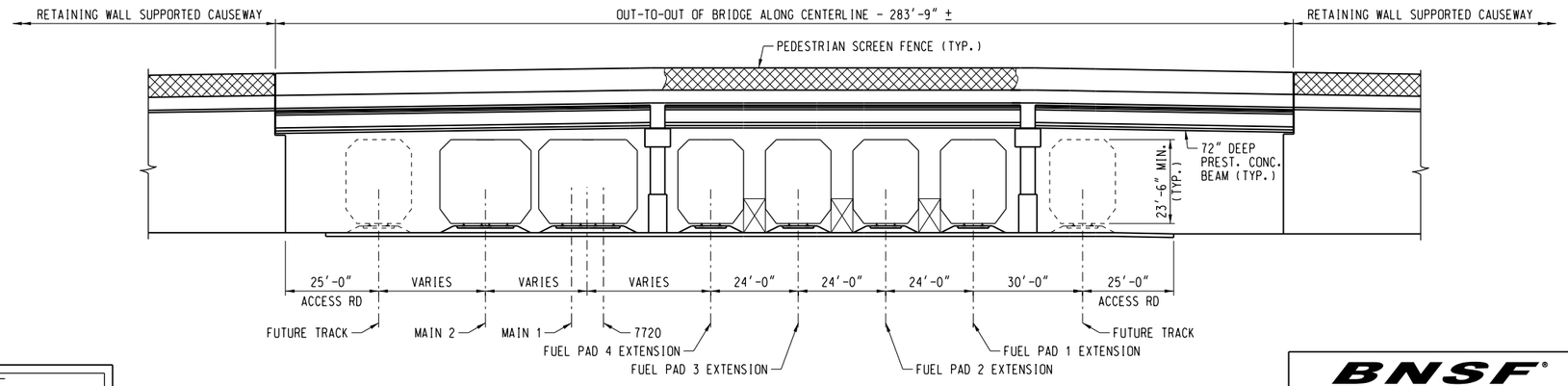
PIERS WITHIN THE RAIL CORRIDOR TO INCORPORATE A CRASH STRUT.

DRILLED SHAFTS MAY BE INSTALLED ADJACENT TO INPLACE IRRIGATION CHANNEL STRUCTURES WITHOUT MODIFICATION.

BRIDGE DECK SECTION WILL PROVIDE TWO TWELVE FOOT LANES AND TWO FIVE FOOT SHOULDERS.

CAUSEWAY APPROACHES WILL BE CONSTRUCTED USING CIP WALLS WITH CONVENTIONAL FILLS AND DRIVEN PILE DEEP FOUNDATIONS.

PRECAST CONCRETE CULVERTS WILL BE USED TO CONVEY IRRIGATION CHANNELS THROUGH THE CAUSEWAY EMBANKMENTS.



VIEW A-A

NOTES:

1. 8½" REINFORCED CONCRETE BRIDGE DECK.
2. PIERS WITHIN RAIL CORRIDOR POSITIONED TO MEET BNSF CLEARANCE REQUIREMENTS.

NOTE
INFORMATION SHOWN IS CONCEPTUAL.
NOT FOR CONSTRUCTION.

444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com
TKDA

BNSF RAILWAY

DES: MPB	CHECK: HLE
DRAWN: MPB	CHECK: HLE
DATE: APRIL 2020	LINE SEG: 7100

EAST CLOVIS TO BELEN JCT.
BRIDGE NUMBER 894.81
NM 109 OVERHEAD NEAR BELEN, NM
NM 109 OVERHEAD BRIDGE ALTERNATE E

PLAN NO: 7100-0894.810-001 | SHEET: 1 OF 1

File Location: K:\e\BNSF\168370004_Production\11_CAD\05_Bridge\Base\Bridge\E_Concept_GPE.dgn
Date Printed: 4/14/2020 Time Printed: 3:28:31 PM

APPENDIX D

Basic Axle Classification Report: Jarales Rd (NM 109)

Station ID : Jarales Rd (NM 109)
Info Line 1 : North of Trujillo Rd
Info Line 2 : Belen
GPS Lat/Lon :
DB File : 190 1SB0.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24091
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
1/14/202	00:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	2	0	0	0	3	0	0	0	0	0	0	0	5
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	12	8	0	0	0	0	0	1	0	0	0	0	21
	08:00	0	23	10	0	1	1	0	0	0	0	0	0	0	35
	09:00	0	8	10	0	0	4	0	0	0	0	0	0	0	22
	10:00	0	10	12	0	1	0	0	0	1	0	0	0	0	24
	11:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
	12:00	0	12	10	0	1	3	0	0	0	0	0	0	0	26
	13:00	0	18	17	0	0	0	0	0	0	0	0	0	0	35
	14:00	0	15	10	0	1	0	0	0	1	0	0	0	0	27
	15:00	1	22	14	0	0	1	0	1	0	0	0	0	0	39
	16:00	0	24	13	0	0	1	0	0	2	0	0	0	0	40
	17:00	0	18	8	0	0	0	0	0	0	0	1	0	0	27
	18:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	19:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	20:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
	22:00	0	3	2	0	0	4	0	0	0	0	0	0	0	9
	23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		1	234	146	0	4	18	0	1	5	0	1	0	0	410
Percent :		0%	57%	36%	0%	1%	4%	0%	0%	1%	0%	0%	0%	0%	
Average :		0	10	6	0	0	1	0	0	0	0	0	0	0	17

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
1/15/202	00:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	07:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	08:00	0	23	11	0	0	1	0	0	0	0	0	0	0	35
	09:00	0	9	8	0	0	2	0	0	0	0	0	0	0	19
	10:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	11:00	0	16	11	0	0	0	0	0	1	0	0	0	0	28
	12:00	1	14	12	0	0	0	0	0	0	0	0	0	0	27
	13:00	2	19	17	0	0	1	0	0	0	0	0	0	0	39
	14:00	1	15	7	0	1	1	0	1	0	0	2	0	0	28
	15:00	0	23	16	0	0	1	0	1	0	0	0	0	0	41
	16:00	0	21	12	0	0	0	0	0	0	0	0	0	0	33
	17:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
	18:00	0	17	7	0	0	2	0	0	0	0	0	0	0	26
	19:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		4	239	130	0	1	8	0	2	1	0	2	0	0	387
Percent :		1%	62%	34%	0%	0%	2%	0%	1%	0%	0%	1%	0%	0%	
Average :		0	10	5	0	0	0	0	0	0	0	0	0	0	15

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Basic Axle Classification Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
1/14/202	00:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	9	6	0	1	0	0	0	0	0	0	0	0	16
	07:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
	08:00	0	24	18	0	3	1	0	0	1	0	0	0	0	47
	09:00	0	17	9	0	0	2	0	0	0	0	0	0	0	28
	10:00	0	16	16	0	0	0	0	0	1	0	0	0	0	33
	11:00	0	16	12	0	0	2	0	0	0	0	0	0	0	30
	12:00	0	9	10	0	1	2	0	0	0	0	1	0	1	24
	13:00	0	17	13	0	1	0	0	0	0	0	0	0	0	31
	14:00	0	21	10	0	0	0	0	0	0	0	0	0	0	31
	15:00	0	27	18	0	0	1	0	0	1	0	0	0	0	47
	16:00	0	18	12	0	1	0	0	0	0	0	0	0	0	31
	17:00	0	26	16	0	0	2	0	0	0	0	0	0	0	44
	18:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
	19:00	0	11	6	0	1	1	0	0	1	0	0	0	0	20
	20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	21:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
	22:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		0	273	171	0	8	12	0	0	4	0	1	0	1	470
Percent :		0%	58%	36%	0%	2%	3%	0%	0%	1%	0%	0%	0%	0%	
Average :		0	11	7	0	0	1	0	0	0	0	0	0	0	19

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
1/15/202	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	7	7	0	0	0	0	0	0	0	0	0	0	14
	07:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	08:00	0	25	14	0	5	0	0	0	0	0	0	0	0	44
	09:00	0	15	18	0	0	1	0	1	1	0	0	0	0	36
	10:00	0	16	11	0	0	1	0	0	2	0	0	0	0	30
	11:00	0	14	13	0	0	0	0	0	0	0	0	0	0	27
	12:00	0	19	23	0	1	0	0	0	0	0	0	0	0	43
	13:00	3	18	13	0	0	0	0	1	0	0	0	0	0	35
	14:00	0	13	19	0	0	1	0	0	0	0	0	0	0	33
	15:00	1	30	4	0	1	1	0	0	0	0	0	0	0	37
	16:00	0	18	13	0	1	0	0	0	0	0	0	0	0	32
	17:00	0	21	16	0	0	0	0	0	0	0	0	0	0	37
	18:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26
	19:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	20:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		4	259	178	0	8	4	0	2	3	0	0	0	0	458
Percent :		1%	57%	39%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		0	11	7	0	0	0	0	0	0	0	0	0	0	18

Basic Axle Class Summary: Jarales Rd (NM 109)

(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	5	473	276	0	5	26	0	3	6	0	3	0	0	797
	#3.	4	532	349	0	16	16	0	2	7	0	1	0	1	928
		9	1005	625	0	21	42	0	5	13	0	4	0	1	1725
Percents :	#1.	1%	59%	35%	0%	1%	3%	0%	0%	1%	0%	0%	0%	0%	46%
	#3.	0%	57%	38%	0%	2%	2%	0%	0%	1%	0%	0%	0%	0%	54%
		1%	58%	36%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%	
Average :	#1.	0	10	6	0	0	1	0	0	0	0	0	0	0	17
	#3.	0	11	7	0	0	0	0	0	0	0	0	0	0	18
		0	21	13	0	0	1	0	0	0	0	0	0	0	35
Days & ADT :	#1.	2.0	398												
	#3.	2.0	464												
		2.0	862												

Basic Axle Classification Report: Trujillo Rd

Station ID : Trujillo Rd

Info Line 1 : East of Jarales Rd (NM 109)

Info Line 2 : Belen

GPS Lat/Lon :

DB File : TRU1SB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Westbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
1/14/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	11:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	12:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		0	30	21	0	0	0	0	0	0	0	0	0	0	51
Percent :		0%	59%	41%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	0	0	0	0	0	0	0	0	0	0	2

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
1/15/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	09:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	12:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	17:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	18:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		0	30	26	0	0	0	0	0	0	0	0	0	0	56
Percent :		0%	54%	46%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	0	0	0	0	0	0	0	0	0	0	2

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Eastbound (Northbound)	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Basic Axle Classification Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	(DEFAULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
1/14/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	10:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	16:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	17:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	18:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		0	35	19	0	0	0	0	0	0	0	0	0	0	54
Percent :		0%	65%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	0	0	0	0	0	0	0	0	0	0	2

Date	(DEFAULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
1/15/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	12:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	13:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	14:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	15:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	16:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	17:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		0	35	22	0	2	0	0	0	0	0	0	0	0	59
Percent :		0%	59%	37%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	0	0	0	0	0	0	0	0	0	0	2

Basic Axle Class Summary: Trujillo Rd

(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	0	60	47	0	0	0	0	0	0	0	0	0	0	107
	#3.	0	70	41	0	2	0	0	0	0	0	0	0	0	113
		0	130	88	0	2	0	0	0	0	0	0	0	0	220
Percents :	#1.	0%	56%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
	#3.	0%	62%	36%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	51%
		0%	59%	40%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	#3.	0	1	1	0	0	0	0	0	0	0	0	0	0	2
		0	2	2	0	0	0	0	0	0	0	0	0	0	4
Days & ADT :	#1.	2.0	53												
	#3.	2.0	56												
		2.0	110												

Special Speed Study Report: Jarales Rd (NM 109)

Station ID : Jarales Rd (NM 109)
Info Line 1 : North of Trujillo Rd
Info Line 2 : Belen
GPS Lat/Lon :
DB File : 190 1SB0.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24091

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/14/202	00:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	5
	06:00	0	1	2	0	2	1	3	0	0	0	0	0	0	0	0	0	9
	07:00	0	0	2	4	5	2	6	1	0	1	0	0	0	0	0	0	21
	08:00	1	3	2	1	7	12	6	2	1	0	0	0	0	0	0	0	35
	09:00	1	0	1	2	5	8	5	0	0	0	0	0	0	0	0	0	22
	10:00	1	0	2	3	8	5	2	3	0	0	0	0	0	0	0	0	24
	11:00	0	0	1	4	5	3	4	1	1	0	0	0	0	0	0	0	19
	12:00	1	4	0	4	11	2	3	0	1	0	0	0	0	0	0	0	26
	13:00	0	0	1	7	7	10	7	3	0	0	0	0	0	0	0	0	35
	14:00	1	2	0	2	9	7	4	2	0	0	0	0	0	0	0	0	27
	15:00	0	1	1	3	11	11	7	1	3	0	1	0	0	0	0	0	39
	16:00	0	2	0	5	9	14	4	6	0	0	0	0	0	0	0	0	40
	17:00	0	0	1	2	6	6	7	3	0	0	1	0	0	0	1	0	27
	18:00	0	0	3	4	5	8	5	2	0	0	0	0	0	0	0	0	27
	19:00	0	1	0	1	4	2	3	0	0	0	0	0	0	0	0	0	11
	20:00	0	0	0	0	2	4	1	2	1	0	0	0	0	0	0	0	10
	21:00	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	6
	22:00	0	0	0	1	4	2	1	1	0	0	0	0	0	0	0	0	9
	23:00	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		5	14	18	43	114	100	72	31	7	2	3	0	0	0	1	0	410
Percent :		1%	3%	4%	10%	28%	24%	18%	8%	2%	0%	1%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	5%	9%	20%	47%	72%	89%	97%	99%	99%	100%	100%	100%	100%	100%	100%	
Average :		0	1	1	2	5	4	3	1	0	0	0	0	0	0	0	0	17

Average Speed 40.5 mph 50% Speed : 40.6 mph 67% Speed : 43.7 mph 85% Speed : 48.7 mph
10mph Pace: 35.0 - 44.9 (52.2%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/15/202	00:00	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	4
Wed	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	06:00	0	0	2	1	2	6	1	0	0	0	0	0	0	0	0	0	12
	07:00	0	1	0	2	3	2	6	1	0	0	0	0	0	0	0	0	15
	08:00	2	4	0	7	13	3	5	1	0	0	0	0	0	0	0	0	35
	09:00	4	0	1	3	5	4	1	1	0	0	0	0	0	0	0	0	19
	10:00	0	0	2	1	3	8	3	1	0	0	0	0	0	0	0	0	18
	11:00	0	2	0	2	7	6	7	3	1	0	0	0	0	0	0	0	28
	12:00	1	2	1	2	7	5	5	4	0	0	0	0	0	0	0	0	27
	13:00	2	0	2	6	8	8	7	2	3	0	0	1	0	0	0	0	39
	14:00	1	3	1	0	5	8	5	4	1	0	0	0	0	0	0	0	28
	15:00	1	2	2	6	9	13	5	2	0	1	0	0	0	0	0	0	41
	16:00	0	0	3	4	13	6	5	2	0	0	0	0	0	0	0	0	33
	17:00	0	1	3	0	8	5	4	3	1	0	0	0	0	0	0	0	25
	18:00	0	2	3	3	12	2	2	2	0	0	0	0	0	0	0	0	26
	19:00	0	2	0	2	2	1	3	0	0	0	0	0	0	0	0	0	10
	20:00	0	0	0	2	2	3	0	1	0	0	0	0	0	0	0	0	8
	21:00	0	0	0	0	2	2	1	0	2	0	0	0	0	0	0	0	7
	22:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Daily Total :		11	19	20	43	105	85	61	31	8	1	0	2	1	0	0	0	387
Percent :		3%	5%	5%	11%	27%	22%	16%	8%	2%	0%	0%	1%	0%	0%	0%	0%	
Cum. Percent :		3%	8%	13%	24%	51%	73%	89%	97%	99%	99%	99%	100%	100%	100%	100%	100%	
Average :		0	1	1	2	4	4	3	1	0	0	0	0	0	0	0	0	16

Average Speed 39.5 mph 50% Speed : 39.6 mph 67% Speed : 43.5 mph 85% Speed : 48.4 mph
10mph Pace: 35.0 - 44.9 (49.1%)

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/14/202	00:00	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	05:00	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	0	2	1	3	5	1	2	1	1	0	0	0	0	0	0	16
	07:00	0	0	2	1	4	4	9	3	1	0	0	0	0	0	0	0	24
	08:00	2	0	2	6	12	12	7	4	1	0	0	0	0	1	0	0	47
	09:00	0	1	1	4	3	8	5	4	2	0	0	0	0	0	0	0	28
	10:00	0	2	2	3	6	10	6	4	0	0	0	0	0	0	0	0	33
	11:00	1	2	2	4	2	9	6	3	0	1	0	0	0	0	0	0	30
	12:00	0	0	2	3	6	7	3	2	0	1	0	0	0	0	0	0	24
	13:00	0	1	3	2	6	9	7	2	1	0	0	0	0	0	0	0	31
	14:00	2	0	5	1	9	4	4	2	4	0	0	0	0	0	0	0	31
	15:00	0	2	3	10	6	13	11	1	0	1	0	0	0	0	0	0	47
	16:00	0	0	5	1	9	9	4	2	0	1	0	0	0	0	0	0	31
	17:00	1	2	3	4	10	10	10	3	1	0	0	0	0	0	0	0	44
	18:00	0	0	3	4	9	2	3	3	0	0	0	0	0	0	0	0	24
	19:00	1	0	0	1	4	7	5	2	0	0	0	0	0	0	0	0	20
	20:00	0	0	1	1	5	2	2	1	0	0	0	0	0	0	0	0	12
	21:00	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	0	5
	22:00	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4
Daily Total :		7	10	39	49	99	116	88	42	13	6	0	0	0	1	0	0	470
Percent :		1%	2%	8%	10%	21%	25%	19%	9%	3%	1%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	4%	12%	22%	43%	68%	87%	96%	99%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	2	4	5	4	2	1	0	0	0	0	0	0	0	20

Average Speed 40.8 mph 50% Speed : 41.6 mph 67% Speed : 44.6 mph 85% Speed : 49.4 mph
10mph Pace: 36.9 - 46.8 (45.7%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/15/202	00:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	5
	06:00	0	0	1	2	0	3	5	1	0	2	0	0	0	0	0	0	14
	07:00	0	0	0	1	3	1	9	1	0	0	0	0	0	0	0	0	15
	08:00	1	0	5	3	9	9	10	6	1	0	0	0	0	0	0	0	44
	09:00	0	2	1	3	6	12	7	3	1	1	0	0	0	0	0	0	36
	10:00	0	1	0	0	7	11	4	6	0	1	0	0	0	0	0	0	30
	11:00	0	1	2	3	9	7	5	0	0	0	0	0	0	0	0	0	27
	12:00	1	2	4	4	8	13	5	2	2	1	1	0	0	0	0	0	43
	13:00	1	0	1	1	3	14	6	4	2	2	1	0	0	0	0	0	35
	14:00	1	0	2	2	9	11	4	3	1	0	0	0	0	0	0	0	33
	15:00	1	2	1	1	6	14	8	2	2	0	0	0	0	0	0	0	37
	16:00	0	2	3	3	3	12	5	2	1	1	0	0	0	0	0	0	32
	17:00	1	1	5	5	7	8	8	0	2	0	0	0	0	0	0	0	37
	18:00	0	2	4	1	13	4	2	0	0	0	0	0	0	0	0	0	26
	19:00	0	0	0	2	3	2	1	0	1	0	0	0	0	0	0	0	9
	20:00	0	1	3	2	2	7	1	0	0	0	0	0	0	0	0	0	16
	21:00	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
	22:00	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	6
	23:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		6	16	35	36	91	133	86	31	14	8	2	0	0	0	0	0	458
Percent :		1%	3%	8%	8%	20%	29%	19%	7%	3%	2%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	5%	12%	20%	40%	69%	88%	95%	98%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	1	2	4	6	4	1	1	0	0	0	0	0	0	0	20

Average Speed 40.9 mph 50% Speed : 41.8 mph 67% Speed : 44.3 mph 85% Speed : 49.1 mph
10mph Pace: 37.2 - 47.1 (48.9%)

Special Speed Study Summary: Jarales Rd (NM 109)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	16	33	38	86	219	185	133	62	15	3	3	2	1	0	1	0	797
Percent :	2%	4%	5%	11%	27%	23%	17%	8%	2%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	2%	6%	11%	22%	49%	72%	89%	97%	99%	99%	99%	100%	100%	100%	100%	100%	
Average :	0	1	1	2	5	4	3	1	0	0	0	0	0	0	0	0	17
ADT = 398	Average Speed 40.0 mph					50% Speed : 40.1 mph					67% Speed : 43.6 mph				85% Speed : 48.6 mph		
	10mph Pace: 35.0 - 44.9 (50.7%)																
Grand Total #3:	13	26	74	85	190	249	174	73	27	14	2	0	0	1	0	0	928
Percent :	1%	3%	8%	9%	20%	27%	19%	8%	3%	2%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	4%	12%	21%	42%	69%	87%	95%	98%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	1	2	2	4	5	4	2	1	0	0	0	0	0	0	0	21
ADT = 464	Average Speed 40.8 mph					50% Speed : 41.6 mph					67% Speed : 44.7 mph				85% Speed : 49.3 mph		
	10mph Pace: 36.5 - 46.4 (47.3%)																
Comb. Total :	29	59	112	171	409	434	307	135	42	17	5	2	1	1	1	0	1725
Percent :	2%	3%	6%	10%	24%	25%	18%	8%	2%	1%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	2%	5%	12%	22%	45%	70%	88%	96%	98%	99%	100%	100%	100%	100%	100%	100%	
Average :	1	1	2	4	9	9	6	3	1	0	0	0	0	0	0	0	36
ADT = 862	Average Speed 40.5 mph					50% Speed : 41.0 mph					67% Speed : 44.3 mph				85% Speed : 49.1 mph		
	10mph Pace: 35.0 - 44.9 (48.9%)																

Special Speed Study Report: Trujillo Rd

Station ID : Trujillo Rd

Info Line 1 : East of Jarales Rd (NM 109)
Info Line 2 : Belen
GPS Lat/Lon :
DB File : TRU1SB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 97001

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Westbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/14/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		11	9	17	12	1	1	0	0	0	0	0	0	0	0	0	0	51
Percent :		22%	18%	33%	24%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		22%	39%	73%	96%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2

Average Speed 24.5 mph 50% Speed : 27.3 mph 67% Speed : 27.8 mph 85% Speed : 32.5 mph
10mph Pace: 27.0 - 36.9 (56.9%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/15/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		10	21	13	8	2	2	0	0	0	0	0	0	0	0	0	0	56
Percent :		18%	38%	23%	14%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		18%	55%	79%	93%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Average Speed 24.0 mph 50% Speed : 23.0 mph 67% Speed : 27.5 mph 85% Speed : 32.4 mph
10mph Pace: 21.9 - 31.8 (60.7%)

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Eastbound (Northbound)	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/14/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		8	16	17	10	3	0	0	0	0	0	0	0	0	0	0	0	54
Percent :		15%	30%	31%	19%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		15%	44%	76%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Average Speed 24.9 mph 50% Speed : 27.2 mph 67% Speed : 27.7 mph 85% Speed : 32.4 mph
10mph Pace: 22.1 - 32.0 (61.1%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
1/15/202	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	2	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		16	20	12	10	1	0	0	0	0	0	0	0	0	0	0	0	59
Percent :		27%	34%	20%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		27%	61%	81%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 22.1 mph 50% Speed : 22.7 mph 67% Speed : 27.3 mph 85% Speed : 32.3 mph
10mph Pace: 21.9 - 31.8 (54.2%)

Special Speed Study Summary: Trujillo Rd

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	21	30	30	20	3	3	0	0	0	0	0	0	0	0	0	0	107
Percent :	20%	28%	28%	19%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	20%	48%	76%	94%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2

ADT = 53

Average Speed 24.3 mph 50% Speed : 26.7 mph 67% Speed : 27.8 mph 85% Speed : 32.4 mph
10mph Pace: 21.6 - 31.5 (56.1%)

Grand Total #3:	24	36	29	20	4	0	0	0	0	0	0	0	0	0	0	0	113
Percent :	21%	32%	26%	18%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	21%	53%	79%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3

ADT = 56

Average Speed 23.4 mph 50% Speed : 23.4 mph 67% Speed : 27.5 mph 85% Speed : 32.3 mph
10mph Pace: 21.4 - 31.3 (57.5%)

Comb. Total :	45	66	59	40	7	3	0	0	0	0	0	0	0	0	0	0	220
Percent :	20%	30%	27%	18%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	20%	50%	77%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4

ADT = 110

Average Speed 23.8 mph 50% Speed : 24.5 mph 67% Speed : 27.9 mph 85% Speed : 32.3 mph
10mph Pace: 20.5 - 30.4 (56.8%)

Basic Volume Report: Jarales Rd (NM 109)

Station ID : Jarales Rd (NM 109)

Info Line 1 : North of Trujillo Rd
Info Line 2 : Belen
GPS Lat/Lon :
DB File : 190 1SB0.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24091

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Southbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	:00	:15	:30	:45	Total
1/14/2020	00:00	1	0	0	2	3
Tue	01:00	2	3	0	0	5
	02:00	0	0	0	2	2
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	1	0	2	2	5
	06:00	0	2	3	4	9
	07:00	7	5	3	6	21
	08:00	4	14	10	7	35
	09:00	4	5	5	8	22
	10:00	5	3	6	10	24
	11:00	3	4	8	4	19
	12:00	5	8	6	7	26
	13:00	13	9	6	7	35
	14:00	7	3	9	8	27
	15:00	13	11	4	11	39
	16:00	5	13	14	8	40
	17:00	10	7	4	6	27
	18:00	7	7	11	2	27
	19:00	5	2	0	4	11
	20:00	2	4	2	2	10
	21:00	0	2	1	3	6
	22:00	0	2	3	4	9
	23:00	0	1	1	5	7
Day Total :						410

AM Total :	146 (35.6%)	Peak AM Hour :	08:00 =	35 (8.5%)	Peak AM Factor : 0.625	Average Period :	4.3
PM Total :	264 (64.4%)	Peak PM Hour :	16:15 =	45 (11.0%)	Peak PM Factor : 0.804	Average Hour :	17.1

Date	Time	:00	:15	:30	:45	Total
1/15/2020	00:00	2	1	0	1	4
Wed	01:00	1	0	0	0	1
	02:00	0	1	0	0	1
	03:00	2	1	0	0	3
	04:00	0	0	0	0	0
	05:00	1	1	1	1	4
	06:00	3	2	2	5	12
	07:00	6	3	1	5	15
	08:00	9	10	11	5	35
	09:00	2	9	6	2	19
	10:00	3	4	7	4	18
	11:00	8	8	7	5	28
	12:00	7	3	8	9	27
	13:00	10	11	10	8	39
	14:00	3	7	8	10	28
	15:00	9	7	14	11	41
	16:00	10	9	11	3	33
	17:00	7	9	3	6	25
	18:00	10	2	9	5	26
	19:00	2	3	4	1	10
	20:00	0	5	3	0	8
	21:00	0	5	2	0	7
	22:00	0	1	0	1	2
	23:00	0	0	1	0	1
Day Total :						387

AM Total :	140 (36.2%)	Peak AM Hour :	07:45 =	35 (9.0%)	Peak AM Factor : 0.795	Average Period :	4.0
PM Total :	247 (63.8%)	Peak PM Hour :	15:30 =	44 (11.4%)	Peak PM Factor : 0.786	Average Hour :	16.1

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		Northbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	:00	:15	:30	:45	Total
1/14/2020	00:00	0	0	0	5	5
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	1	0	0	1
	04:00	0	0	1	0	1
	05:00	1	2	1	1	5
	06:00	1	3	5	7	16
	07:00	5	5	8	6	24
	08:00	7	7	20	13	47
	09:00	10	6	5	7	28
	10:00	6	8	8	11	33
	11:00	7	9	10	4	30
	12:00	9	5	6	4	24
	13:00	8	8	11	4	31
	14:00	5	5	10	11	31
	15:00	15	5	17	10	47
	16:00	7	8	7	9	31
	17:00	13	14	9	8	44
	18:00	7	4	4	9	24
	19:00	4	7	7	2	20
	20:00	7	2	1	2	12
	21:00	1	2	1	1	5
	22:00	2	1	2	1	6
	23:00	0	2	0	2	4
Day Total :						470

AM Total :	191 (40.6%)	Peak AM Hour :	08:15 =	50 (10.6%)	Peak AM Factor : 0.625	Average Period : 4.9
PM Total :	279 (59.4%)	Peak PM Hour :	14:45 =	48 (10.2%)	Peak PM Factor : 0.706	Average Hour : 19.6

Date	Time	:00	:15	:30	:45	Total
1/15/2020	00:00	1	0	0	1	2
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	1	0	0	1	2
	04:00	0	0	0	0	0
	05:00	2	2	0	1	5
	06:00	0	3	4	7	14
	07:00	4	2	3	6	15
	08:00	6	10	21	7	44
	09:00	11	8	9	8	36
	10:00	10	7	4	9	30
	11:00	7	5	9	6	27
	12:00	8	5	15	15	43
	13:00	9	6	10	10	35
	14:00	7	5	11	10	33
	15:00	8	5	14	10	37
	16:00	8	8	6	10	32
	17:00	7	9	5	16	37
	18:00	6	5	6	9	26
	19:00	5	2	1	1	9
	20:00	4	5	5	2	16
	21:00	4	1	1	0	6
	22:00	1	1	2	2	6
	23:00	0	1	0	1	2
Day Total :						458

AM Total :	176 (38.4%)	Peak AM Hour :	08:15 =	49 (10.7%)	Peak AM Factor : 0.583	Average Period : 4.8
PM Total :	282 (61.6%)	Peak PM Hour :	12:30 =	45 (9.8%)	Peak PM Factor : 0.703	Average Hour : 19.1

Basic Volume Summary: Jarales Rd (NM 109)

Grand Total For Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	797	(46.2%)	2.00	399	4.2	16.6	286 (35.9%)	511 (64.1%)
#3.	928	(53.8%)	2.00	464	4.8	19.3	367 (39.5%)	561 (60.5%)
ALL	1725		2.00	863	9.0	35.9	653 (37.9%)	1072 (62.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:00 =	35	01/14/2020	0.625	16:15 =	45	01/14/2020	0.804
#3.	08:15 =	50	01/14/2020	0.625	14:45 =	48	01/14/2020	0.706

Basic Volume Report: Trujillo Rd

Station ID : Trujillo Rd

Info Line 1 : East of Jarales Rd (NM 109)
Info Line 2 : Belen
GPS Lat/Lon :
DB File : TRU1SB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 97001

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Westbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	:00	:15	:30	:45	Total
1/14/2020	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	1	1	0	3
	06:00	1	0	2	2	5
	07:00	1	0	1	1	3
	08:00	1	1	1	2	5
	09:00	0	1	0	0	1
	10:00	1	1	2	1	5
	11:00	1	1	1	2	5
	12:00	1	2	0	0	3
	13:00	1	0	1	0	2
	14:00	0	2	2	1	5
	15:00	0	1	0	1	2
	16:00	0	1	1	0	2
	17:00	3	1	1	1	6
	18:00	1	0	2	1	4
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						51

AM Total :	27 (52.9%)	Peak AM Hour :	06:00 =	5 (9.8%)	Peak AM Factor : 0.625	Average Period :	0.5
PM Total :	24 (47.1%)	Peak PM Hour :	17:00 =	6 (11.8%)	Peak PM Factor : 0.500	Average Hour :	2.1

Date	Time	:00	:15	:30	:45	Total
1/15/2020	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	1	0	0	1
	05:00	0	2	0	1	3
	06:00	1	0	2	2	5
	07:00	0	1	0	0	1
	08:00	0	5	0	2	7
	09:00	1	1	1	1	4
	10:00	2	0	0	1	3
	11:00	0	0	0	1	1
	12:00	0	0	1	2	3
	13:00	0	0	1	0	1
	14:00	1	0	0	1	2
	15:00	1	0	0	0	1
	16:00	2	4	0	1	7
	17:00	0	3	1	3	7
	18:00	0	1	2	0	3
	19:00	0	1	1	1	3
	20:00	1	1	0	1	3
	21:00	1	0	0	0	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						56

AM Total :	25 (44.6%)	Peak AM Hour :	08:15 =	8 (14.3%)	Peak AM Factor : 0.400	Average Period :	0.6
PM Total :	31 (55.4%)	Peak PM Hour :	16:00 =	7 (12.5%)	Peak PM Factor : 0.438	Average Hour :	2.3

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		Eastbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Date	Time	:00	:15	:30	:45	Total
1/14/2020	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	0	0	1
	06:00	0	0	0	0	0
	07:00	1	0	2	0	3
	08:00	1	0	2	2	5
	09:00	0	0	0	1	1
	10:00	1	0	1	2	4
	11:00	2	0	0	1	3
	12:00	1	0	1	0	2
	13:00	1	2	0	1	4
	14:00	2	2	0	0	4
	15:00	1	0	2	1	4
	16:00	3	0	3	1	7
	17:00	1	1	1	3	6
	18:00	1	1	2	2	6
	19:00	2	0	0	1	3
	20:00	0	0	0	0	0
	21:00	0	0	1	0	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						54

AM Total :	17 (31.5%)	Peak AM Hour :	08:00 =	5 (9.3%)	Peak AM Factor : 0.625	Average Period :	0.6
PM Total :	37 (68.5%)	Peak PM Hour :	15:45 =	7 (13.0%)	Peak PM Factor : 0.583	Average Hour :	2.3

Date	Time	:00	:15	:30	:45	Total
1/15/2020	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	1	0	0	0	1
	06:00	0	0	0	0	0
	07:00	0	2	0	0	2
	08:00	0	0	2	0	2
	09:00	0	1	0	2	3
	10:00	0	0	1	1	2
	11:00	0	0	1	0	1
	12:00	0	0	0	3	3
	13:00	0	1	0	2	3
	14:00	1	0	1	1	3
	15:00	1	1	5	2	9
	16:00	4	4	1	1	10
	17:00	2	1	2	2	7
	18:00	0	0	0	1	1
	19:00	0	1	0	0	1
	20:00	4	1	1	3	9
	21:00	0	0	0	0	0
	22:00	1	0	0	0	1
	23:00	0	0	0	0	0
Day Total :						59

AM Total :	12 (20.3%)	Peak AM Hour :	08:30 =	3 (5.1%)	Peak AM Factor : 0.375	Average Period :	0.6
PM Total :	47 (79.7%)	Peak PM Hour :	15:30 =	15 (25.4%)	Peak PM Factor : 0.750	Average Hour :	2.5

Basic Volume Summary: Trujillo Rd

Grand Total For Data From: 00:00 - 01/14/2020 To: 23:59 - 01/15/2020

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	107	(48.6%)	2.00	54	0.6	2.2	52 (48.6%)	55 (51.4%)
#3.	113	(51.4%)	2.00	57	0.6	2.4	29 (25.7%)	84 (74.3%)
ALL	220		2.00	111	1.2	4.6	81 (36.8%)	139 (63.2%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:15 =	8	01/15/2020	0.400	16:00 =	7	01/15/2020	0.438
#3.	08:00 =	5	01/14/2020	0.625	15:30 =	15	01/15/2020	0.750

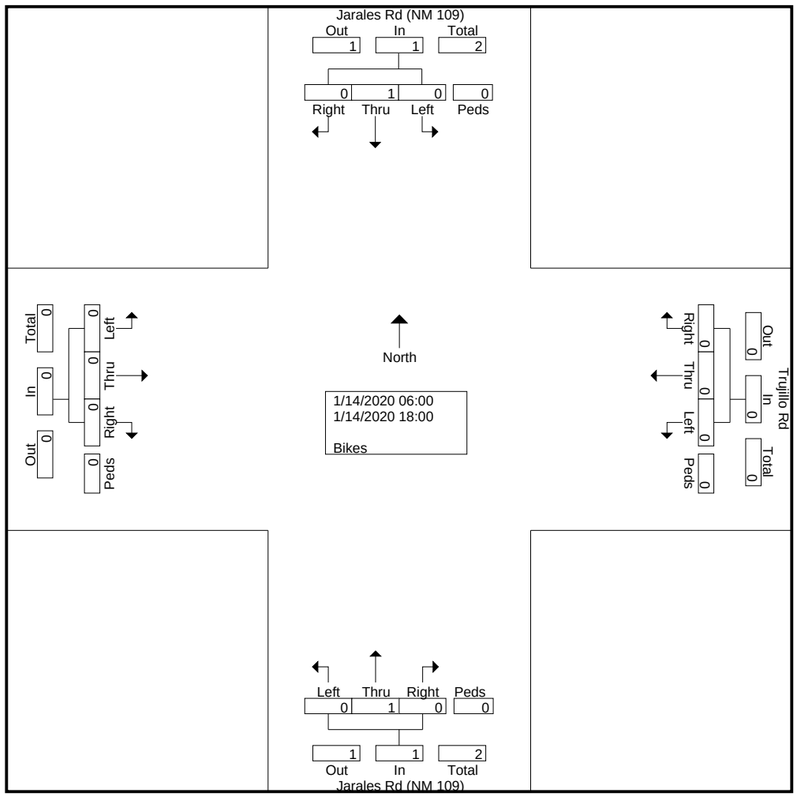
Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH16

File Name : Jarales & Trujillo
Site Code :
Start Date : 1/14/2020
Page No : 1

Groups Printed- Bikes

	Eastbound					Trujillo Rd Westbound					Jarales Rd (NM 109) Northbound					Jarales Rd (NM 109) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	50	0	0	50	0	50	0	0	50	



Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH16

File Name : Jarales & Trujillo
Site Code :
Start Date : 1/14/2020
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Groups Printed- Car - Truck

	Eastbound				Trujillo Rd Westbound				Jarales Rd (NM 109) Northbound				Jarales Rd (NM 109) Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
06:15	0	0	0	0	1	0	0	1	0	3	1	4	0	2	0	2	7
06:30	0	0	0	0	2	0	0	2	0	5	1	6	0	3	0	3	11
06:45	0	0	0	0	1	0	2	3	0	5	0	5	0	4	0	4	12
Total	0	0	0	0	5	0	2	7	0	14	2	16	0	9	0	9	32
07:00	0	0	0	0	0	0	1	1	0	4	1	5	1	6	0	7	13
07:15	0	0	0	0	0	0	1	1	0	4	0	4	0	5	0	5	10
07:30	0	0	0	0	1	0	0	1	0	8	2	10	0	3	0	3	14
07:45	0	0	0	0	1	0	0	1	0	6	0	6	0	6	0	6	13
Total	0	0	0	0	2	0	2	4	0	22	3	25	1	20	0	21	50
08:00	0	0	0	0	0	0	1	1	0	6	2	8	1	3	0	4	13
08:15	0	0	0	0	4	0	1	5	0	6	2	8	0	13	0	13	26
08:30	0	0	0	0	4	0	0	4	0	22	4	26	2	8	0	10	40
08:45	0	0	0	0	1	0	2	3	0	10	2	12	0	6	0	6	21
Total	0	0	0	0	9	0	4	13	0	44	10	54	3	30	0	33	100
09:00	0	0	0	0	0	0	0	0	0	10	0	10	0	5	0	5	15
09:15	0	0	0	0	0	0	1	1	0	5	0	5	0	5	0	5	11
09:30	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
09:45	0	0	0	0	0	0	0	0	0	7	0	7	1	8	0	9	16
Total	0	0	0	0	0	0	1	1	0	27	0	27	1	23	0	24	52
10:00	0	0	0	0	0	0	1	1	0	5	1	6	0	5	0	5	12
10:15	0	0	0	0	0	0	2	2	0	6	0	6	0	3	0	3	11
10:30	0	0	0	0	1	0	1	2	0	7	0	7	1	5	0	6	15
10:45	0	0	0	0	1	0	0	1	0	11	0	11	3	7	0	10	22
Total	0	0	0	0	2	0	4	6	0	29	1	30	4	20	0	24	60
11:00	0	0	0	0	0	0	1	1	0	6	1	7	1	2	0	3	11
11:15	0	0	0	0	1	0	1	2	0	8	0	8	0	4	0	4	14
11:30	0	0	0	0	0	0	1	1	0	9	0	9	0	8	0	8	18
11:45	0	0	0	0	1	0	1	2	0	5	1	6	0	5	0	5	13
Total	0	0	0	0	2	0	4	6	0	28	2	30	1	19	0	20	56
12:00	0	0	0	0	1	0	0	1	0	9	2	11	0	5	0	5	17
12:15	0	0	0	0	3	0	0	3	0	8	1	9	0	11	0	11	23
12:30	0	0	0	0	0	0	0	0	0	7	1	8	0	8	0	8	16
12:45	0	0	0	0	2	0	0	2	0	5	1	6	0	8	0	8	16
Total	0	0	0	0	6	0	0	6	0	29	5	34	0	32	0	32	72
13:00	0	0	0	0	0	0	1	1	0	7	2	9	1	13	0	14	24
13:15	0	0	0	0	0	0	1	1	0	7	2	9	0	9	0	9	19
13:30	0	0	0	0	1	0	0	1	0	11	0	11	0	6	0	6	18
13:45	0	0	0	0	0	0	0	0	0	4	1	5	0	7	0	7	12
Total	0	0	0	0	1	0	2	3	0	29	5	34	1	35	0	36	73
14:00	0	0	0	0	0	0	0	0	0	5	1	6	0	5	0	5	11
14:15	0	0	0	0	0	0	2	2	0	3	2	5	0	3	0	3	10
14:30	0	0	0	0	2	0	1	3	0	9	0	9	0	9	0	9	21
14:45	0	0	0	0	0	0	1	1	0	10	0	10	0	9	0	9	20
Total	0	0	0	0	2	0	4	6	0	27	3	30	0	26	0	26	62
15:00	0	0	0	0	1	0	0	1	0	16	1	17	1	12	0	13	31
15:15	0	0	0	0	1	0	0	1	0	6	0	6	0	11	0	11	18
15:30	0	0	0	0	0	0	0	0	0	16	3	19	1	3	0	4	23
15:45	0	0	0	0	2	0	2	4	0	9	3	12	0	12	0	12	28
Total	0	0	0	0	4	0	2	6	0	47	7	54	2	38	0	40	100

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH16

File Name : Jarales & Trujillo
Site Code :
Start Date : 1/14/2020
Page No : 2

Groups Printed- Car - Truck

	Eastbound				Trujillo Rd Westbound				Jarales Rd (NM 109) Northbound				Jarales Rd (NM 109) Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	7	2	9	1	4	0	5	14
16:15	0	0	0	0	0	0	1	1	0	7	1	8	0	13	0	13	22
16:30	0	0	0	0	0	0	0	0	0	6	2	8	1	13	0	14	22
16:45	0	0	0	0	0	0	0	0	0	9	2	11	0	8	0	8	19
Total	0	0	0	0	0	0	1	1	0	29	7	36	2	38	0	40	77
17:00	0	0	0	0	2	0	2	4	0	13	1	14	0	10	0	10	28
17:15	0	0	0	0	1	0	0	1	0	13	1	14	0	7	0	7	22
17:30	0	0	0	0	1	0	1	2	0	7	1	8	1	3	0	4	14
17:45	0	0	0	0	1	0	1	2	0	7	1	8	1	5	0	6	16
Total	0	0	0	0	5	0	4	9	0	40	4	44	2	25	0	27	80
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	38	0	30	68	0	365	49	414	17	316	0	333	815
Apprch %	0	0	0		55.9	0	44.1		0	88.2	11.8		5.1	94.9	0		
Total %	0	0	0	0	4.7	0	3.7	8.3	0	44.8	6	50.8	2.1	38.8	0	40.9	
Car	0	0	0	0	31	0	30	61	0	336	43	379	17	289	0	306	746
% Car	0	0	0	0	81.6	0	100	89.7	0	92.1	87.8	91.5	100	91.5	0	91.9	91.5
Truck	0	0	0	0	7	0	0	7	0	29	6	35	0	27	0	27	69
% Truck	0	0	0	0	18.4	0	0	10.3	0	7.9	12.2	8.5	0	8.5	0	8.1	8.5

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH16

File Name : Jarales & Trujillo
Site Code :
Start Date : 1/14/2020
Page No : 3

	Eastbound				Trujillo Rd Westbound				Jarales Rd (NM 109) Northbound				Jarales Rd (NM 109) Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15																	
08:15	0	0	0	0	4	0	1	5	0	6	2	8	0	13	0	13	26
08:30	0	0	0	0	4	0	0	4	0	22	4	26	2	8	0	10	40
08:45	0	0	0	0	1	0	2	3	0	10	2	12	0	6	0	6	21
09:00	0	0	0	0	0	0	0	0	0	10	0	10	0	5	0	5	15
Total Volume	0	0	0	0	9	0	3	12	0	48	8	56	2	32	0	34	102
% App. Total	0	0	0		75	0	25		0	85.7	14.3		5.9	94.1	0		
PHF	.000	.000	.000	.000	.563	.000	.375	.600	.000	.545	.500	.538	.250	.615	.000	.654	.638
Car	0	0	0	0	5	0	3	8	0	42	5	47	2	29	0	31	86
% Car	0	0	0	0	55.6	0	100	66.7	0	87.5	62.5	83.9	100	90.6	0	91.2	84.3
Truck	0	0	0	0	4	0	0	4	0	6	3	9	0	3	0	3	16
% Truck	0	0	0	0	44.4	0	0	33.3	0	12.5	37.5	16.1	0	9.4	0	8.8	15.7
Peak Hour Analysis From 11:30 to 15:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 14:30																	
14:30	0	0	0	0	2	0	1	3	0	9	0	9	0	9	0	9	21
14:45	0	0	0	0	0	0	1	1	0	10	0	10	0	9	0	9	20
15:00	0	0	0	0	1	0	0	1	0	16	1	17	1	12	0	13	31
15:15	0	0	0	0	1	0	0	1	0	6	0	6	0	11	0	11	18
Total Volume	0	0	0	0	4	0	2	6	0	41	1	42	1	41	0	42	90
% App. Total	0	0	0		66.7	0	33.3		0	97.6	2.4		2.4	97.6	0		
PHF	.000	.000	.000	.000	.500	.000	.500	.500	.000	.641	.250	.618	.250	.854	.000	.808	.726
Car	0	0	0	0	3	0	2	5	0	38	0	38	1	38	0	39	82
% Car	0	0	0	0	75.0	0	100	83.3	0	92.7	0	90.5	100	92.7	0	92.9	91.1
Truck	0	0	0	0	1	0	0	1	0	3	1	4	0	3	0	3	8
% Truck	0	0	0	0	25.0	0	0	16.7	0	7.3	100	9.5	0	7.3	0	7.1	8.9
Peak Hour Analysis From 15:30 to 18:00 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	0	1	1	0	7	1	8	0	13	0	13	22
16:30	0	0	0	0	0	0	0	0	0	6	2	8	1	13	0	14	22
16:45	0	0	0	0	0	0	0	0	0	9	2	11	0	8	0	8	19
17:00	0	0	0	0	2	0	2	4	0	13	1	14	0	10	0	10	28
Total Volume	0	0	0	0	2	0	3	5	0	35	6	41	1	44	0	45	91
% App. Total	0	0	0		40	0	60		0	85.4	14.6		2.2	97.8	0		
PHF	.000	.000	.000	.000	.250	.000	.375	.313	.000	.673	.750	.732	.250	.846	.000	.804	.813
Car	0	0	0	0	2	0	3	5	0	35	6	41	1	40	0	41	87
% Car	0	0	0	0	100	0	100	100	0	100	100	100	100	90.9	0	91.1	95.6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	0	8.9	4.4

APPENDIX E

BNSF Railway
NM 109 Overhead Bridge
Over BNSF Corridor
Belen, New Mexico
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS
PHASE I A/B REPORT - ALTERNATE C

Item Description	Unit	Quantities: Quantity	Quantities: Estimated Unit Cost	Estimated Total Cost
MOBILIZATION (10%)	LUMP SUM	1	$ 1,748,000.00	$ 1,748,000.00
				$ 1,748,000
Civil				
CLEARING AND GRUBBING	LS	1	$ 10,000.00	$ 10,000
MISCELLANEOUS REMOVALS	LS	1	$ 50,000.00	$ 50,000
UTILITY RELOCATION	LS	1	$ 250,000.00	$ 250,000
ROADWAY AND DRAINAGE SYSTEM	LS	1	$ 500,000.00	$ 500,000
TURF ESTABLISHMENT AND EROSION CONTROL	LS	1	$ 50,000.00	$ 50,000
SIGNING AND STRIPING	LS	1	$ 25,000.00	$ 25,000
STAGING AND TRAFFIC CONTROL	LS	1	$ 50,000.00	$ 50,000
LIGHTING SYSTEM	LS	1	$ 50,000.00	$ 50,000
FIELD OFFICE	LS	1	$ 10,000.00	$ 10,000
UNCLASSIFIED EXCAVATION	CY	12,500	$ 10.00	$ 125,000
BORROW	CY	140,000	$ 14.00	$ 1,960,000
SELECT BACKFILL MATERIAL	CY	17,040	$ 65.00	$ 1,107,600
OBLITERATING OLD ROAD	MILE	0	$ 50,000.00	$ 20,000
BASE COURSE (6" AGG BASE)	TON	2,830	$ 25.00	$ 70,750
HMA SP-III COMPLETE (6" BIT)	TON	6,090	$ 60.00	$ 365,400
CONCRETE PAVEMENT-8"	SY	7,366	$ 95.00	$ 699,770
REMOVAL OF SURFACING	SY	4,000	$ 10.00	$ 40,000
SINGLE FACE W-BEAM GUARDRAIL	LF	200	$ 30.00	$ 6,000
END TREATMENT TL-3 END TERMINAL	EACH	4	$ 3,000.00	$ 12,000
TRANSTION METAL BARRIER TO RIGID BARRIER	EACH	4	$ 3,500.00	$ 14,000
				$ 5,416,000
Bridge				
BRIDGE SUPERSTRUCTURE PAY ITEMS				
PRESTR CONC BRIDGE MEM. TYPE 72	LF	1,650	$ 320.00	$ 528,000
HIGH PERFORMANCE CONCRETE (HPD)	CY	290	$ 800.00	$ 232,000
EPOXY COATED REIN BARS GR 60 (DECK)	LB	96,900	$ 1.25	$ 121,125
CONCRETE BARRIER RAILINGS 42"	LF	660	$ 130.00	$ 85,800
PEDESTRIAN SCREENING FENCE, TYPE 1	LF	660	$ 80.00	$ 52,800
BRIDGE JOINT STRIP SEAL	LF	80	$ 200.00	$ 16,000
BRIDGE APPROACH PANEL	EACH	2	$ 8,000.00	$ 16,000
BRIDGE SUBSTRUCTURE PAY ITEMS				
DRILLED SHAFT FOUNDATION 60"D	LF	300	$ 800.00	$ 240,000
PERMANENT CASING 60"D	LF	200	$ 900.00	$ 180,000
PIER SUBSTRUCTURE CONCRETE	CY	314	$ 900.00	$ 282,600
EPOXY COATED REIN BARS GR 60 (PIER & CRASH WALL)	LB	62,800	$ 1.25	$ 78,500
ABUTMENT STEM SUBSTRUCTURE CONCRETE	CY	580	$ 1,000.00	$ 580,000
EPOXY COATED REIN BARS GR 60 (ABUTMENT STEM)	LB	58,000	$ 1.25	$ 72,500
ABUTMENT FOOTING SUBSTRUCTURE CONCRETE	CY	240	$ 400.00	$ 96,000
REINFORCING BARS GRADE 60 (ABUTMENT FTG)	LB	13,200	$ 1.15	$ 15,180
DRIVEN PILES (20" PIPE)	LF	3,800	$ 60.00	$ 228,000
EXCAVATION FOR MAJOR STRUCTURES	CY	350	$ 55.00	$ 19,250
STRUCTURAL BACKFILL FOR MAJOR STRUCTURES	CY	2,250	$ 40.00	$ 90,000
APPROACH RETAINING WALL PAY ITEMS				
STRUCTURAL CONCRETE, CL A	CY	5,171	$ 650.00	$ 3,361,150
REINFORCING BARS GRADE 60 (RETAINING WALLS)	LB	633,694	$ 1.15	$ 728,748
DRIVEN PILES (20" PIPE)	LF	58,500	$ 60.00	$ 3,510,000
CONCRETE WALL BARRIER 42"	LF	1,940	$ 135.00	$ 261,900
PEDESTRIAN SCREENING FENCE, TYPE 1	LF	1,940	$ 80.00	$ 155,200
ABUTMENT RETAINING WALLS	LS	1	$ 1,120,000.00	$ 1,120,000
				$ 12,071,000
Right-Of-Way				
RESIDENCES	EA	13	$ 200,000.00	$ 2,600,000
PROPERTY	ACRE	13	$ 50,000.00	$ 650,000
				$ 3,250,000
		Sub-Total		**$ 22,485,000**
		Contingency & Tax (20%)		**$ 4,500,000**
		Total		**$ 27,000,000**

BNSF Railway
NM 109 Overhead Bridge
Over BNSF Corridor
Belen, New Mexico
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS
PHASE I A/B REPORT - ALTERNATE D

Item Description	Unit	Quantities: Quantity	Quantities: Estimated Unit Cost	Estimated Total Cost
MOBILIZATION (10%)	LUMP SUM	1	$ 1,806,000.00	$ 1,806,000.00
				$ 1,806,000
Civil				
CLEARING AND GRUBBING	LS	1	$ 10,000.00	$ 10,000
MISCELLANEOUS REMOVALS	LS	1	$ 50,000.00	$ 50,000
UTILITY RELOCATION	LS	1	$ 250,000.00	$ 250,000
ROADWAY AND DRAINAGE SYSTEM	LS	1	$ 500,000.00	$ 500,000
TURF ESTABLISHMENT AND EROSION CONTROL	LS	1	$ 50,000.00	$ 50,000
SIGNING AND STRIPING	LS	1	$ 25,000.00	$ 25,000
STAGING AND TRAFFIC CONTROL	LS	1	$ 50,000.00	$ 50,000
LIGHTING SYSTEM	LS	1	$ 250,000.00	$ 250,000
FIELD OFFICE	LS	1	$ 50,000.00	$ 50,000
UNCLASSIFIED EXCAVATION	CY	10,120	$ 10.00	$ 101,200
BORROW	CY	418,120	$ 14.00	$ 5,853,680
SELECT BACKFILL MATERIAL	CY	6,970	$ 65.00	$ 453,050
OBLITERATING OLD ROAD	MILE	1	$ 50,000.00	$ 25,000
BASE COURSE (6" AGG BASE)	TON	3,460	$ 25.00	$ 86,500
HMA SP-III COMPLETE (6" BIT)	TON	7,960	$ 60.00	$ 477,600
CONCRETE PAVEMENT-8"	SY	1,510	$ 95.00	$ 143,450
REMOVAL OF SURFACING	SY	5,442	$ 10.00	$ 54,420
SINGLE FACE W-BEAM GUARDRAIL	LF	400	$ 30.00	$ 12,000
END TREATMENT TL-3 END TERMINAL	EACH	8	$ 3,000.00	$ 24,000
TRANSTION METAL BARRIER TO RIGID BARRIER	EACH	8	$ 3,500.00	$ 28,000
RELOCATE OH RAILROAD SIGNAL	LS	1	$ 750,000.00	$ 750,000
				$ 9,244,000
Bridge				
BRIDGE SUPERSTRUCTURE PAY ITEMS				
PRESTR CONC BRIDGE MEM. TYPE 72	LF	2,920	$ 320.00	$ 934,400
HIGH PERFORMANCE CONCRETE (HPD)	CY	692	$ 800.00	$ 553,600
EPOXY COATED REIN BARS GR 60 (DECK)	LB	175,200	$ 1.25	$ 219,000
CONCRETE BARRIER RAILINGS 42"	LF	1,170	$ 130.00	$ 152,100
PEDESTRIAN SCREENING FENCE, TYPE 1	LF	1,170	$ 80.00	$ 93,600
BRIDGE JOINT STRIP SEAL	LF	74	$ 200.00	$ 14,800
BRIDGE APPROACH PANEL	EACH	2	$ 8,000.00	$ 16,000
BRIDGE SUBSTRUCTURE PAY ITEMS				
DRILLED SHAFT FOUNDATION 60"D	LF	750	$ 800.00	$ 600,000
PERMANENT CASING 60"D	LF	500	$ 900.00	$ 450,000
PIER SUBSTRUCTURE CONCRETE	CY	625	$ 900.00	$ 562,500
EPOXY COATED REIN BARS GR 60 (PIER & CRASH WALL)	LB	125,000	$ 1.25	$ 156,250
ABUTMENT STEM SUBSTRUCTURE CONCRETE	CY	420	$ 1,000.00	$ 420,000
EPOXY COATED REIN BARS GR 60 (ABUTMENT STEM)	LB	42,000	$ 1.25	$ 52,500
ABUTMENT FOOTING SUBSTRUCTURE CONCRETE	CY	240	$ 400.00	$ 96,000
REINFORCING BARS GRADE 60 (ABUTMENT FTG)	LB	13,200	$ 1.15	$ 15,180
DRIVEN PILES (20" PIPE)	LF	3,800	$ 60.00	$ 228,000
EXCAVATION FOR MAJOR STRUCTURES	CY	200	$ 55.00	$ 11,000
STRUCTURAL BACKFILL FOR MAJOR STRUCTURES	CY	1,740	$ 40.00	$ 69,600
APPROACH RETAINING WALL PAY ITEMS				
STRUCTURAL CONCRETE, CL A	CY	1,838	$ 650.00	$ 1,194,700
REINFORCING BARS GRADE 60 (RETAINING WALLS)	LB	192,128	$ 1.15	$ 220,947
DRIVEN PILES (20" PIPE)	LF	20,670	$ 60.00	$ 1,240,200
CONCRETE WALL BARRIER 42"	LF	1,839	$ 135.00	$ 248,265
PEDESTRIAN SCREENING FENCE, TYPE 1	LF	1,839	$ 80.00	$ 147,120
ABUTMENT 1 RETAINING WALL	LS	1	$ 1,120,000.00	$ 1,120,000
				$ 8,816,000
Right-Of-Way				
RESIDENCES	EA	4	$ 200,000.00	$ 800,000
PROPERTY	ACRE	30	$ 50,000.00	$ 1,500,000
				$ 2,300,000
		Sub-Total		**$ 22,166,000**
		Contingency & Tax (20%)		**$ 4,430,000**
		Total		**$ 26,600,000**

BNSF Railway
NM 109 Overhead Bridge
Over BNSF Corridor
Belen, New Mexico
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS
PHASE I A/B REPORT - ALTERNATE E

Item Description	Unit	Quantities		Estimated Total Cost
		Quantity	Estimated Unit Cost	
MOBILIZATION (10%)	LUMP SUM	1	$ 2,049,000.00	$ 2,049,000.00
				$ 2,049,000
Civil				
CLEARING AND GRUBBING	LS	1	$ 10,000.00	$ 10,000
MISCELLANEOUS REMOVALS	LS	1	$ 50,000.00	$ 50,000
UTILITY RELOCATION	LS	1	$ 250,000.00	$ 250,000
ROADWAY AND DRAINAGE SYSTEM	LS	1	$ 500,000.00	$ 500,000
TURF ESTABLISHMENT AND EROSION CONTROL	LS	1	$ 50,000.00	$ 50,000
SIGNING AND STRIPING	LS	1	$ 25,000.00	$ 25,000
STAGING AND TRAFFIC CONTROL	LS	1	$ 50,000.00	$ 50,000
LIGHTING SYSTEM	LS	1	$ 250,000.00	$ 250,000
FIELD OFFICE	LS	1	$ 50,000.00	$ 50,000
UNCLASSIFIED EXCAVATION	CY	177,000	$ 10.00	$ 1,770,000
BORROW	CY	152,400	$ 14.00	$ 2,133,600
SELECT BACKFILL MATERIAL	CY	8,620	$ 65.00	$ 560,300
OBLITERATING OLD ROAD	MILE	0.5	$ 50,000.00	$ 25,000
BASE COURSE (6" AGG BASE)	TON	3,782	$ 25.00	$ 94,550
HMA SP-III COMPLETE (6" BIT)	TON	8,820	$ 60.00	$ 529,200
CONCRETE PAVEMENT-8"	SY	2,706	$ 95.00	$ 257,070
REMOVAL OF SURFACING	SY	7,024	$ 10.00	$ 70,240
SINGLE FACE W-BEAM GUARDRAIL	LF	200	$ 30.00	$ 6,000
END TREATMENT TL-3 END TERMINAL	EACH	4	$ 3,000.00	$ 12,000
TRANSTION METAL BARRIER TO RIGID BARRIER	EACH	4	$ 3,500.00	$ 14,000
				$ 6,707,000
Bridge				
BRIDGE SUPERSTRUCTURE PAY ITEMS				
PRESTR CONC BRIDGE MEM. TYPE 72	LF	1,420	$ 320.00	$ 454,400
HIGH PERFORMANCE CONCRETE (HPD)	CY	330	$ 800.00	$ 264,000
EPOXY COATED REIN BARS GR 60 (DECK)	LB	84,000	$ 1.25	$ 105,000
CONCRETE BARRIER RAILINGS 42"	LF	570	$ 130.00	$ 74,100
PEDESTRIAN SCREENING FENCE, TYPE 1	LF	570	$ 80.00	$ 45,600
BRIDGE JOINT STRIP SEAL	LF	74	$ 200.00	$ 14,800
BRIDGE APPROACH PANEL	EACH	2	$ 8,000.00	$ 16,000
BRIDGE SUBSTRUCTURE PAY ITEMS				
DRILLED SHAFT FOUNDATION 60"D	LF	300	$ 800.00	$ 240,000
PERMANENT CASING 60"D	LF	200	$ 900.00	$ 180,000
PIER SUBSTRUCTURE CONCRETE	CY	296	$ 900.00	$ 266,400
EPOXY COATED REIN BARS GR 60 (PIER & CRASH WALL)	LB	60,000	$ 1.25	$ 75,000
ABUTMENT STEM SUBSTRUCTURE CONCRETE	CY	580	$ 1,000.00	$ 580,000
EPOXY COATED REIN BARS GR 60 (ABUTMENT STEM)	LB	60,000	$ 1.25	$ 75,000
ABUTMENT FOOTING SUBSTRUCTURE CONCRETE	CY	240	$ 400.00	$ 96,000
REINFORCING BARS GRADE 60 (ABUTMENT FTG)	LB	13,200	$ 1.15	$ 15,180
DRIVEN PILES (20" PIPE)	LF	3,800	$ 60.00	$ 228,000
EXCAVATION FOR MAJOR STRUCTURES	CY	350	$ 55.00	$ 19,250
STRUCTURAL BACKFILL FOR MAJOR STRUCTURES	CY	2,250	$ 40.00	$ 90,000
APPROACH RETAINING WALL PAY ITEMS				
STRUCTURAL CONCRETE, CL A	CY	7,168	$ 650.00	$ 4,659,200
REINFORCING BARS GRADE 60 (RETAINING WALLS)	LB	962,562	$ 1.15	$ 1,106,946
DRIVEN PILES (20" PIPE)	LF	82,420	$ 60.00	$ 4,945,200
CONCRETE WALL BARRIER 42"	LF	1,404	$ 90.00	$ 126,360
PEDESTRIAN SCREENING FENCE, TYPE 1	LF	1,404	$ 80.00	$ 112,320
				$ 13,789,000
Right-Of-Way				
RESIDENCES	EA	8	$ 200,000.00	$ 1,600,000
PROPERTY	ACRE	20	$ 50,000.00	$ 1,000,000
				$ 2,600,000
		Total		**$ 25,145,000**
		Contingency & Tax (20%)		**$ 5,030,000**
		Total		**$ 30,200,000**

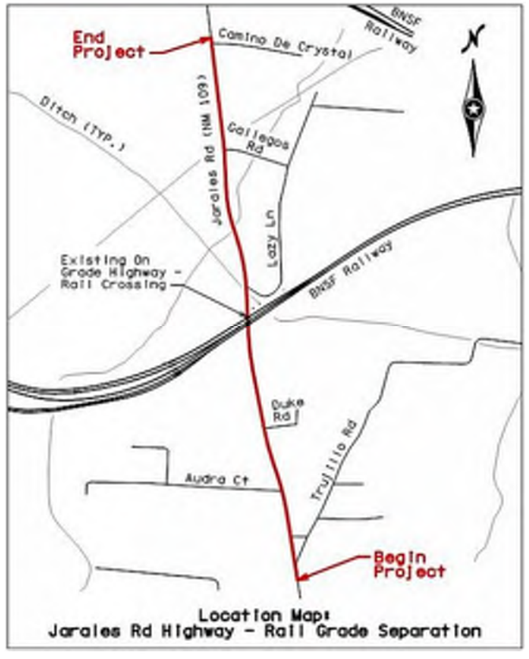
APPENDIX F

Public Meeting for the Proposed Highway – Rail Grade Separation of Jarales Road (NM 109)

The BNSF Railway (BNSF), in cooperation with the New Mexico Department of Transportation (NMDOT), will hold a public meeting to discuss a proposed highway – rail grade separation of Jarales Road (NM109) between Trujillo Rd and Camino De Crystal. The project would include realignment of Jarales Road, a Jarales Road overhead structure, and frontage road access all capable of handling future traffic volumes and multi-modal transportation demands.

Meeting Date and Time:
Tuesday, June 11th - 6:00PM – 8:00PM
Meeting Location:
Gil Sanchez Elementary School
376 Jarales Road / NM 109
Jarales, NM 87023

The purpose of the meeting is to present the project purpose and need, alternatives considered, funding, and the project schedule. A presentation will be given with a public comment period to follow. Project displays, information, and project representatives will be available to address questions. Public input for the proposed project will be accepted at any time; however, the NMDOT asks that comments and/or questions specific to this meeting be sent no later than Friday, June 21, 2019 to:



Hans Erickson
c/o TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
Hans.Erickson@tkda.com

Attn: Jarales Rd Grade Sep.

If you have questions and/or unable to attend the public meeting, please contact:

Hans Erickson,
TKDA Project Manager
(651) 292-4512, hans.erickson@tkda.com

John Taschek,
Environmental Specialist
(505) 980-0993, jtaschek@ecosphere-services.com

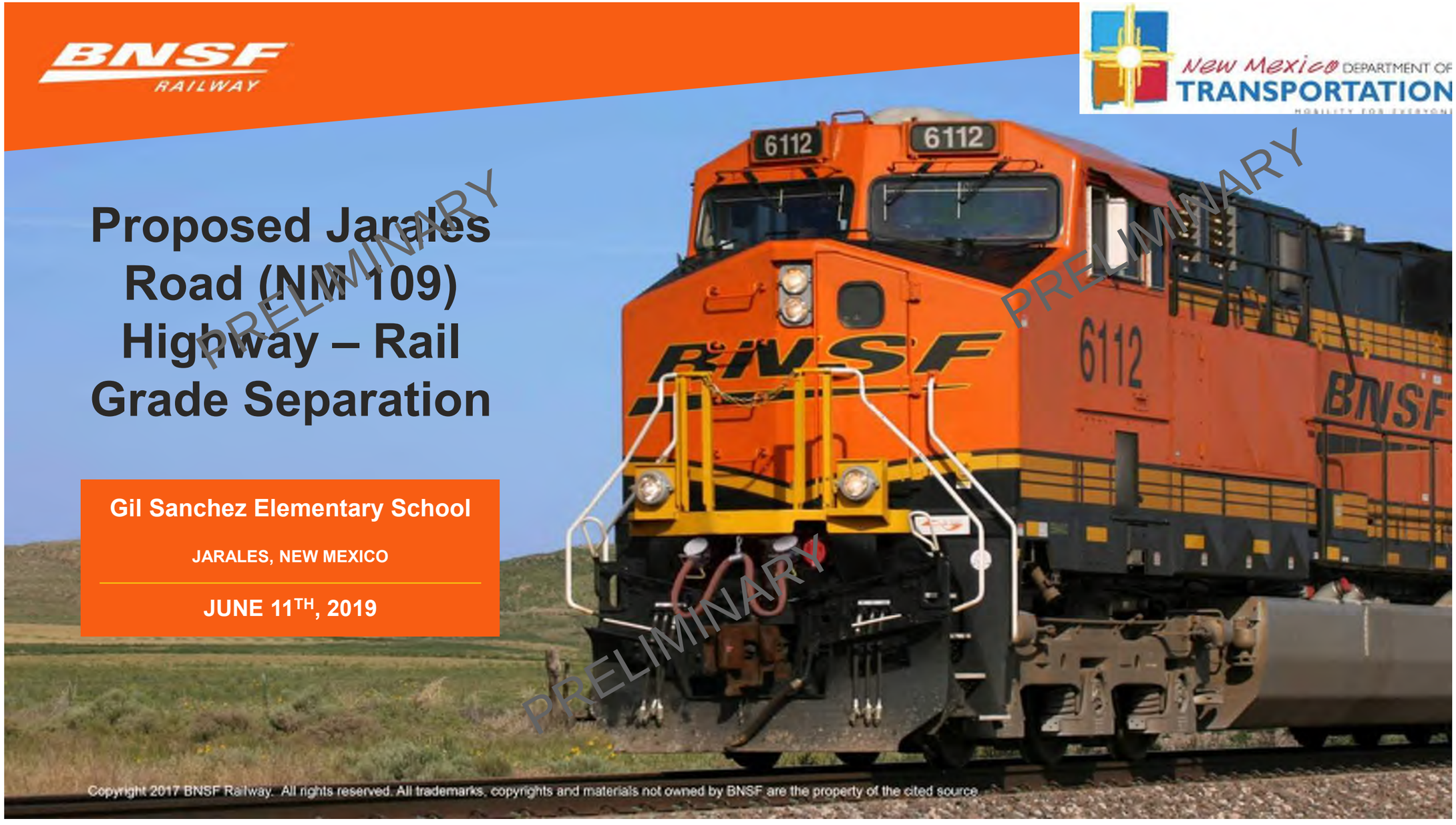
To request Americans with Disabilities Act (ADA) related accommodations for this meeting, please contact John Taschek at least two days before the meeting at 505-980-0993.

Proposed Jarales Road (NM 109) Highway – Rail Grade Separation

Gil Sanchez Elementary School

JARALES, NEW MEXICO

JUNE 11TH, 2019



Outline

- Introduction
- Purpose and Need
- Project Overview
- Project Issues
- Development Process
- Preliminary Alternatives
- Decision Matrix
- Next Steps

Introduction

- Belen Yard:
  - Located on BNSF Southern Transcon
  - 90+ trains per day; 10,000'+ in length
  - Fueling, Maintenance, and Inspection
  - Considering expansion to support demands and improve efficiency
- Jarales Road:
  - Primary North-South corridor between Belen and Jarales
  - 2,200 vehicles per day
  - Existing undivided at-grade signalized crossing for three tracks

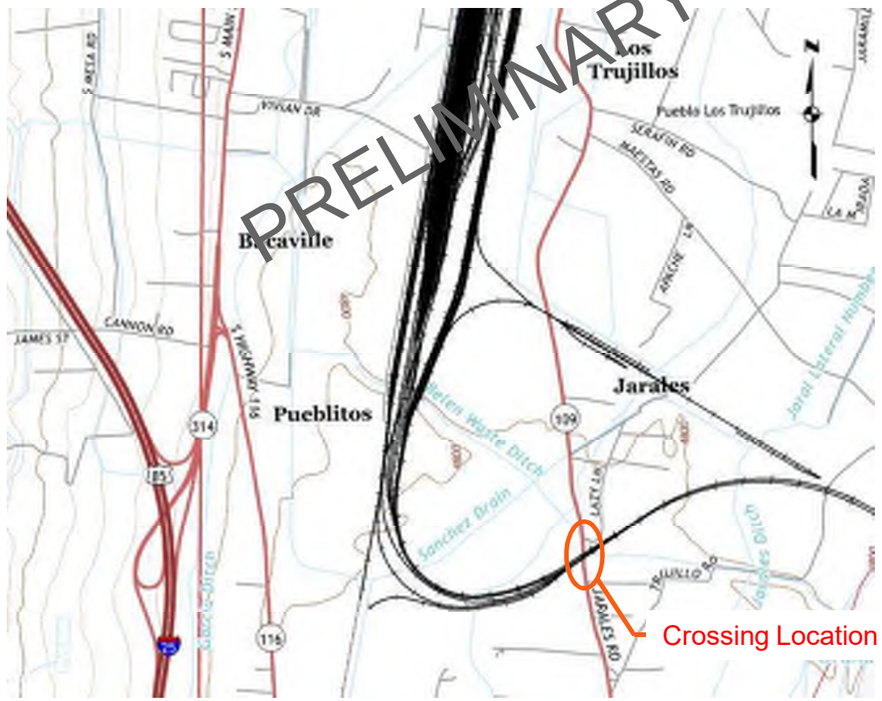


Figure 1. Jarales Road (NM 109) Location Map

Purpose and Need

- Project Purpose:
  - Provide a safe uninterrupted route for pedestrian and vehicular traffic across the railroad corridor that accommodates current and future rail operations.

- Project Need:
  - The need for improvement is based on safety, economic, and environmental concerns.
    - At-grade crossing vehicular / train collisions
      - Five in the past ten years.
    - Rail yard operations block the intersection for extended periods.
      - Emergency response.
      - Shipping and transit delays.
      - Excessive idling.

Project Overview

- Development Team:
  - Public-private partnership:
    - BNSF Railway:
      - Primary funding
      - Project design & construction
    - NMDOT:
      - Contributing state funds for construction
      - Review and oversight
      - Ownership and post-construction maintenance

Project Overview

- Project Stakeholders:
  - Directly Impacted:
    - Property owners, commuters, local residents, public transportation, emergency services, BNSF, & utilities.
  - Indirectly Impacted:
    - Chamber of Commerce, & elected officials.
  - Government Agencies:
    - City of Belen, Valencia County, & NMDOT.

Project Issues

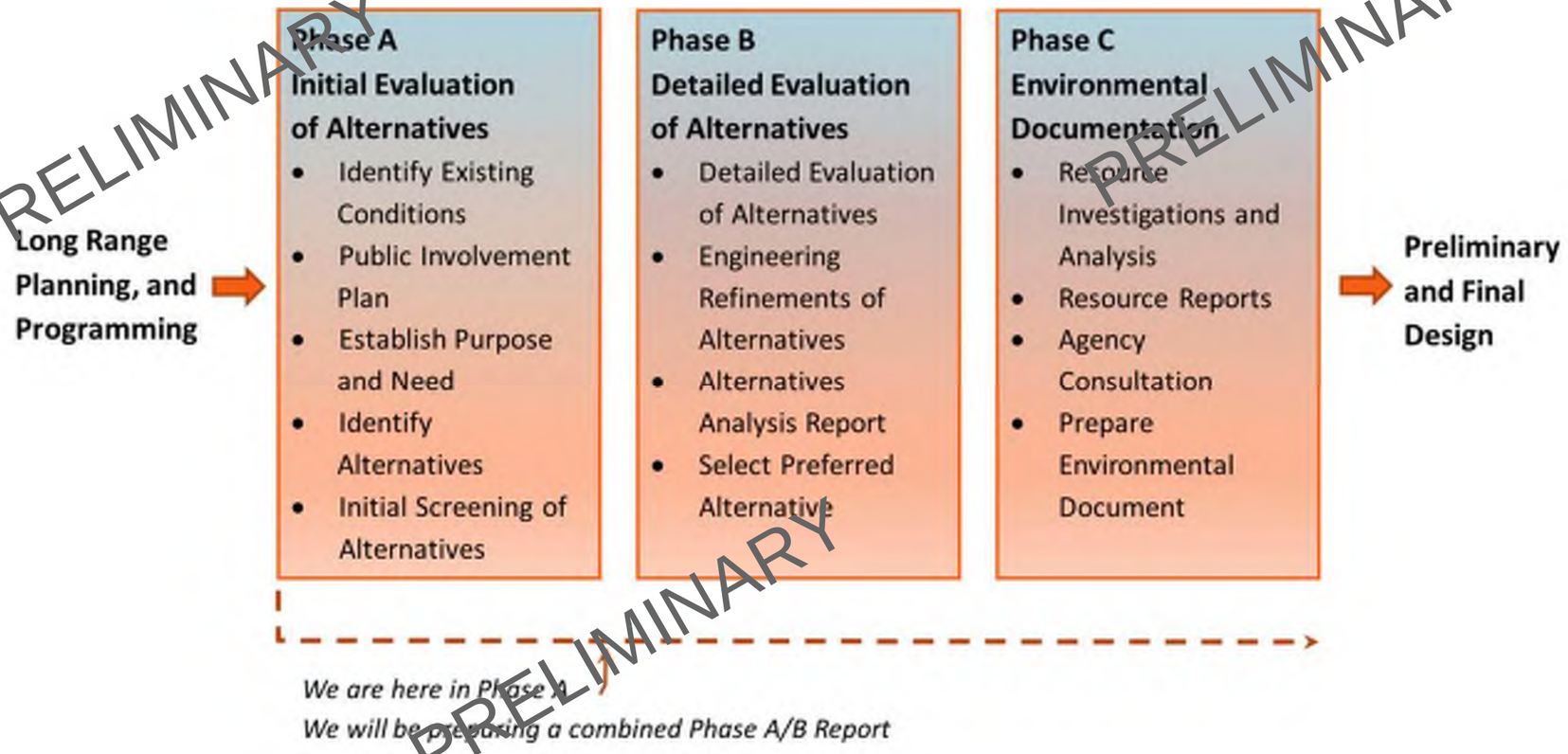
- Vehicular Transportation:
  - At-grade crossing safety
  - Access to local roadway system
  - Maintenance of traffic during construction
- Railroad:
  - Right-Of-Way requirements
  - Yard Operations
  - Cost

Project Issues

- Cultural resources:
  - Camino Real de Tierra Adentro
  - Acequias
- Other issues:
  - Impacts to residences or structures
  - Utilities
  - Multimodal transportation
  - Visual landscape

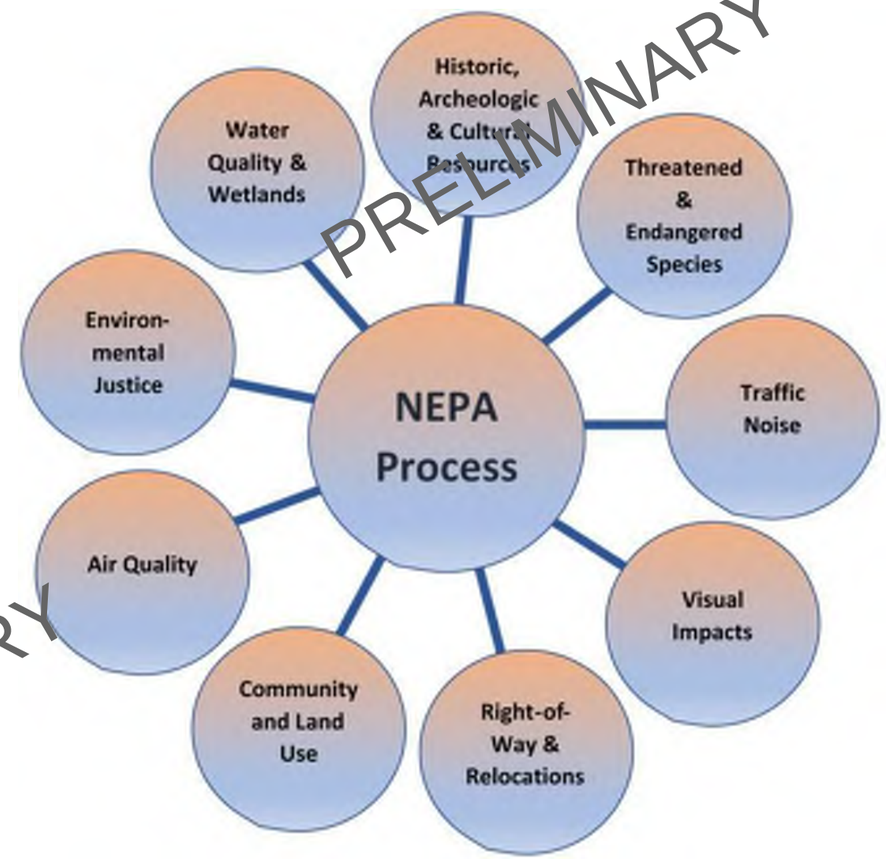
Development Process

- New Mexico Department of Transportation: Location Study Procedures



Development Process

- NEPA:
  - Funding from NMDOT requires project review under the National Environmental Policy Act (NEPA)
  - NEPA requires federal agencies or those receiving federal funding to evaluate the environmental effects of their proposed action



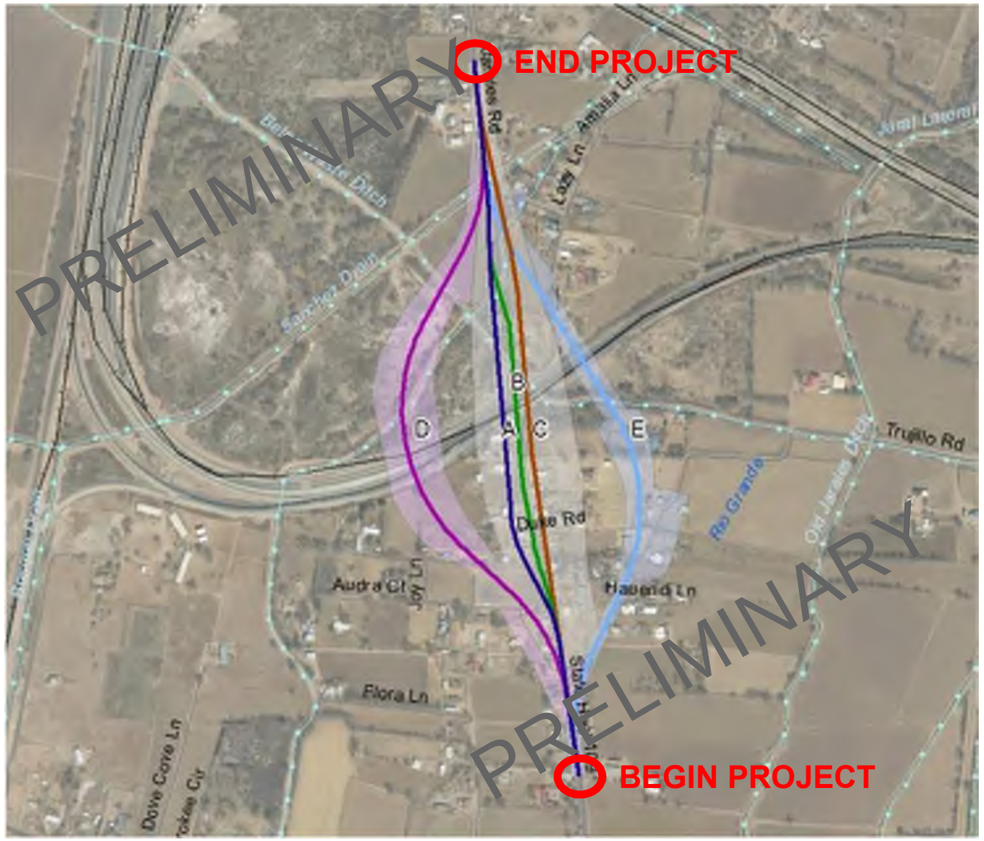
Preliminary Alternatives

- Identify optimal configuration by evaluation of several alternate solutions.
- Optimal configuration satisfies most evaluation criteria.
  - Structure Impacts, Cost, schedule, ROW, Utilities, etc.
  - Optimal is not necessarily the best solution for any one criteria.
  - Public Input is an important component of the evaluation.
- Five preliminary alternatives have been developed for Jarales Road + No build option.

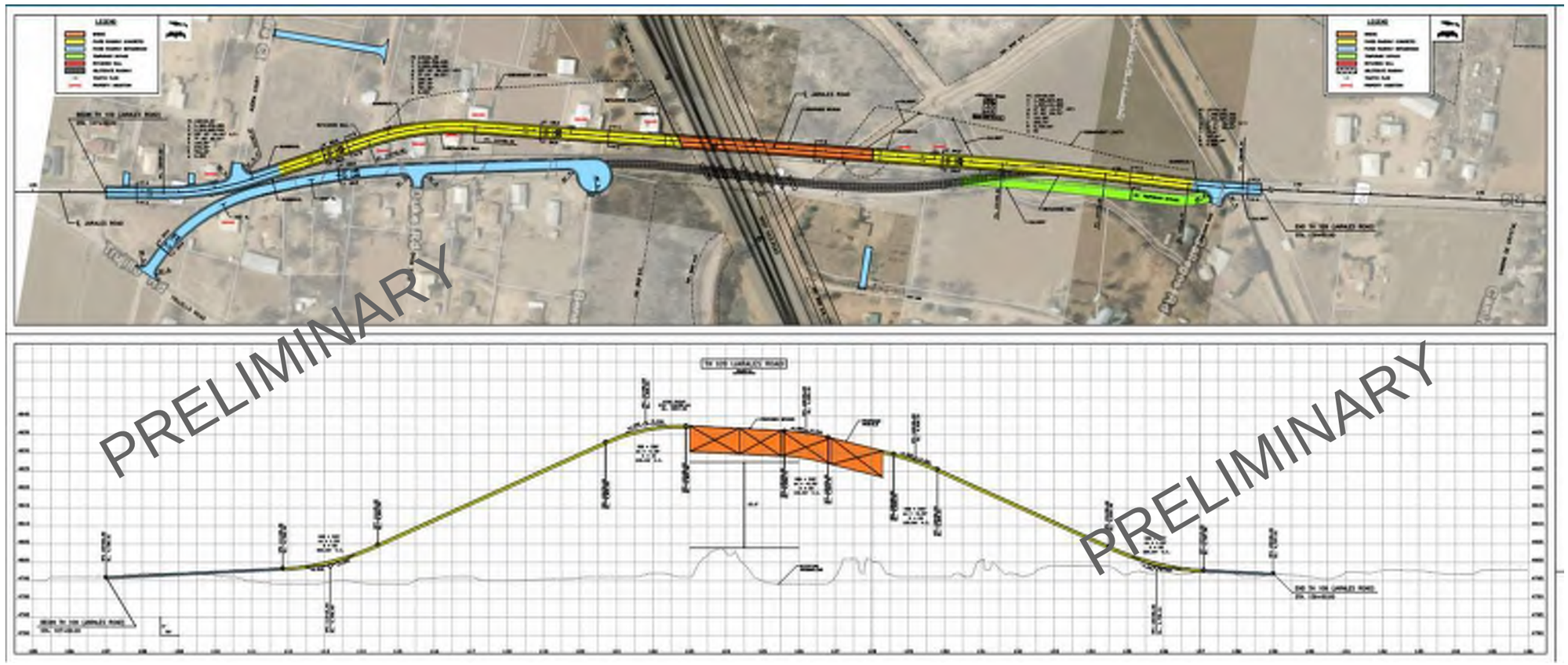
Preliminary Alternatives

- A – New Alignment ~70’ west of existing.
- B – Maintain existing alignment.
- C – New Alignment ~70’ east of existing.
- D – New Alignment ~700’ west of existing.
- E – New Alignment ~500’ east of existing.
- F – No Build.

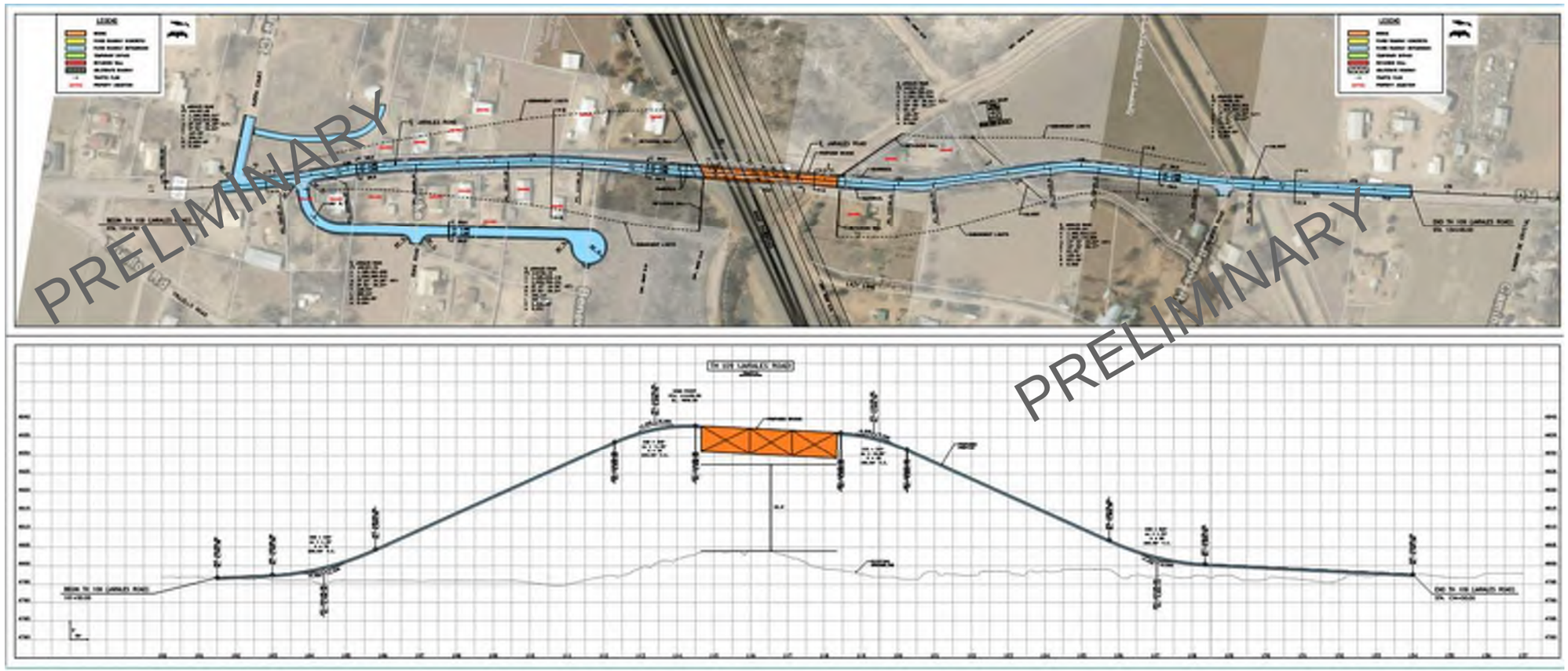
- Preliminary Evaluation Criteria:
  - Safety
  - Construction Cost
  - Structure Impacts
  - Right-Of-Way Requirements
  - Jarales Road Closure Requirements
  - Impacts to Local Roads
  - Environmental Impacts
  - Railroad Impacts
  - Structure Maintenance and Inspection
  - Utility Impacts
  - Construction Schedule
  - Public Support



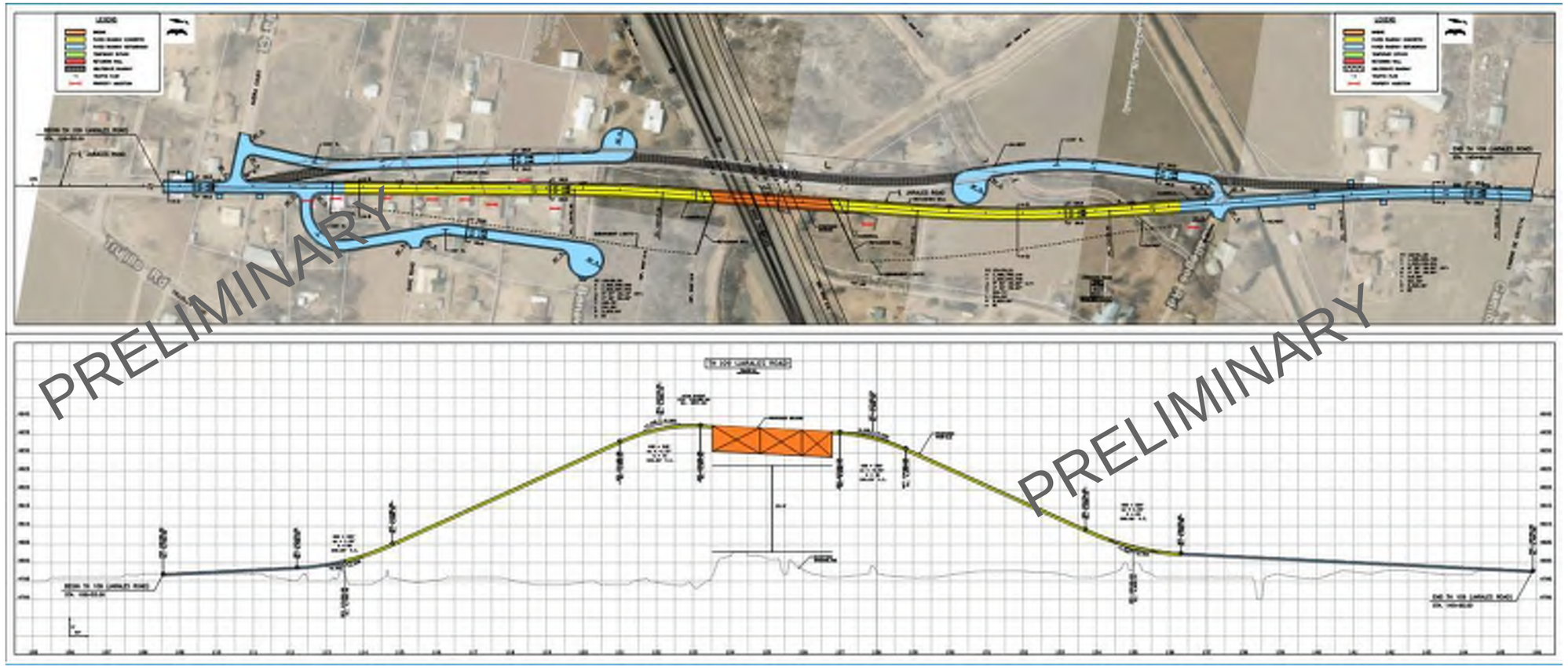
Alternative A



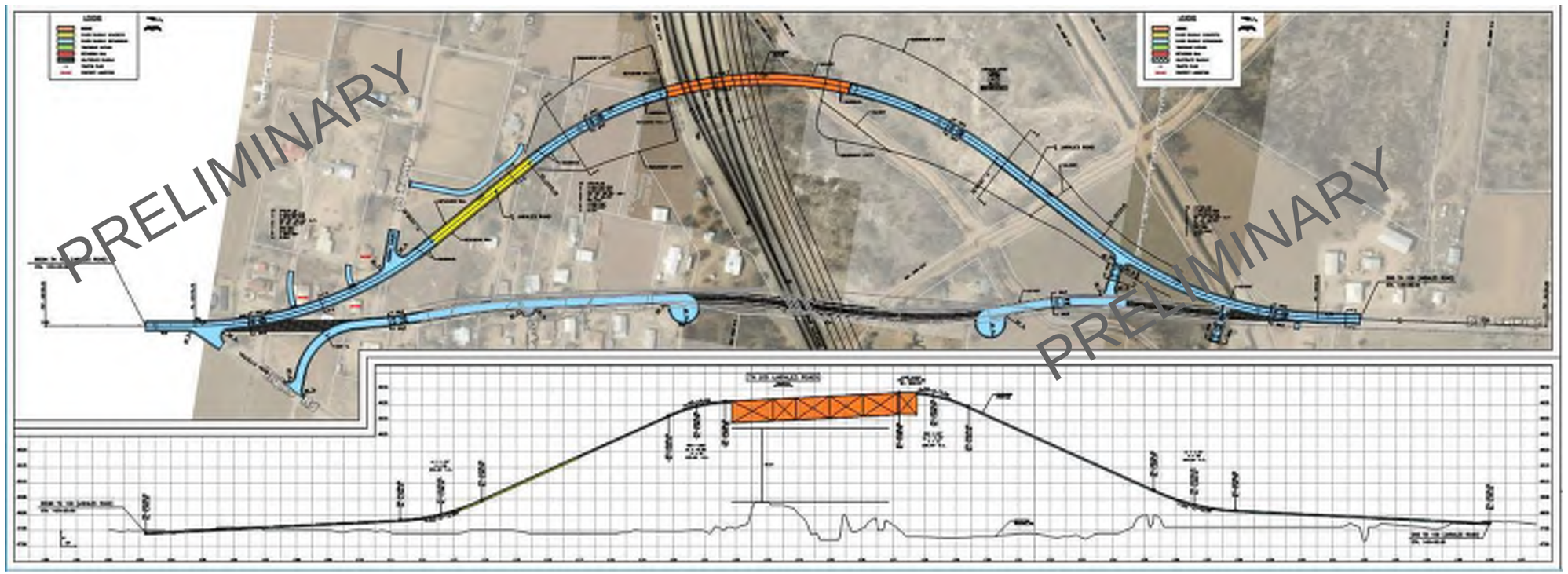
Alternative B



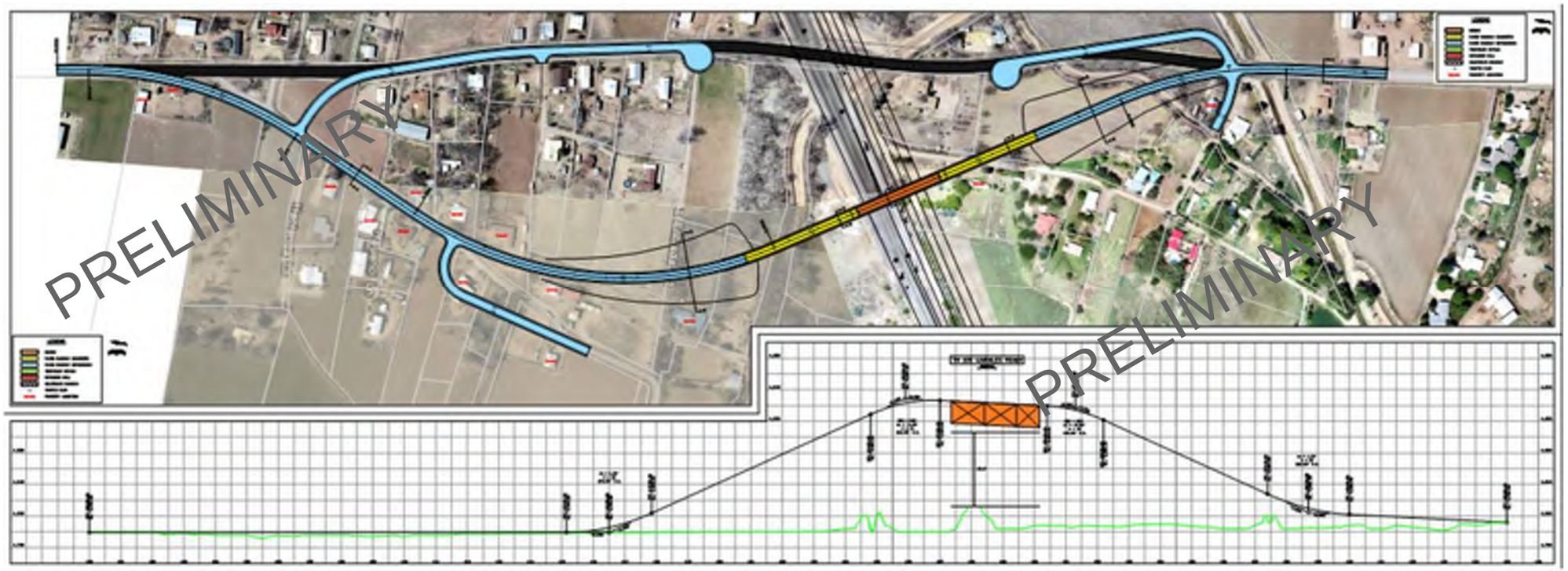
Alternative C



Alternative D



Alternative E



Alternatives Summary

- Five Preliminary Alternatives developed that satisfy Purpose and Need.
- Each has strengths and weaknesses.
- Use a Decision Matrix to Evaluate.
- No-build option does not satisfy Purpose and Need.

Decision Matrix

LEGEND

RANK	↑↑ BEST	↑ GOOD	↔ NEUTRAL	↓ BAD	↓↓ WORST
POINTS	2	1	0	-1	-2

PRELIMINARY CRITERIA	ALTERNATE A	ALTERNATE B	ALTERNATE C	ALTERNATE D	ALTERNATE E
SAFETY	↑↑ GRADE SEPARATION	↑↑ GRADE SEPARATION	↑↑ GRADE SEPARATION	↑↑ GRADE SEPARATION	↑↑ GRADE SEPARATION
CONSTRUCTION COST	↔	↑↑	↑	↓↓	↓
STRUCTURE IMPACTS	↑ 10 STRUCTURES	↓↓ 17 STRUCTURES	↑ 10 STRUCTURES	↑↑ 3 STRUCTURES	↓ 14 STRUCTURES
RIGHT-OF-WAY	↓ 20 ACRES	↓↓ 27 ACRES	↑↑ 13 ACRES	↑ 18 ACRES	↓ 20 ACRES
JARALES ROAD CLOSURE	↑ TEMPORARY AT LIMITS	↓↓ CLOSED FOR DURATION	↑ TEMPORARY AT LIMITS	↑ TEMPORARY AT LIMITS	↑ TEMPORARY AT LIMITS
LOCAL ROADS	↔ TEMPORARY IMPACTS	↔ TEMPORARY IMPACTS	↔ TEMPORARY IMPACTS	↔ TEMPORARY IMPACTS	↔ TEMPORARY IMPACTS
ENVIRONMENTAL	↔	↔	↔	↔	↔
BNSF IMPACTS	↔ TRACK PROTECTION	↔ TRACK PROTECTION	↔ TRACK PROTECTION	↓↓ TRACK PROTECTION / CLOSURE OR SIGNAL RELOCATION	↔ TRACK PROTECTION
STRUCTURE M&I	↓ 533' BRIDGE; 2460' WALLS	↔ 373' BRIDGE; 640' WALLS	↑ 330' BRIDGE; 2240' WALLS	↓↓ 584' BRIDGE; 1080' WALLS	↑↑ 284' BRIDGE; 1400' WALLS
UTILITIES	↓ OH POWER RELOCATION	↓ OH POWER RELOCATION	↔ NONE	↔ NONE	↔ NONE
SCHEDULE	↔	↑	↑	↓	↑
PUBLIC INPUT					

PRELIMINARY

Next Steps

- Public Input:
  - Provide comments by June 25, 2019
    - Comment cards
    - Email: hans.erickson@tkda.com; jtaschek@ecosphere-services.com
    - Address:
      - Hans Erickson c/o TKDA
        444 Cedar Street, Suite 1500
        St. Paul, MN 55126

      - John Taschek
        Ecosphere Environmental Services
        320 Osuna Road NE, Building C, Suite C-1
        Albuquerque, New Mexico 87107


BNSF
RAILWAY
6074
BNSF
6074
6040
BNSF

Public Meeting Minutes

Highway – Rail Grade Separation of Jarales Road (NM 109)

Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM

Tuesday, June 11th - 6:00PM – 8:00PM

The Public Meeting for the proposed Highway – Rail Grade Separation of Jarales Road (NM 109) (Project) was held Tuesday, June 11, 2019, from 6:00-8:00 PM, at Gil Sanchez Elementary School, 376 Jarales Road/NM 109, in Jarales, New Mexico. The meeting was advertised in the Albuquerque Journal on May 26, 2019 and the Valencia County News-Bulletin on May 30, 2019. Flyers announcing the meeting were posted at the Jarales and Bosque post offices and at the Jarales Community Center. In addition, approximately 130 notices were mailed to property owners, institutions, businesses, elected officials, agency representatives, and other stakeholders in the Project area. Approximately 100 members of the public attended the meeting (see attached sign-in list).

The hearing began at approximately 6:00 p.m., June 11, 2019. From 6:00 to 6:15 p.m., meeting attendees reviewed display boards and discussed the Project informally with study team members. At 6:15, the formal presentation began with PowerPoint slides.

Hans Erickson, consulting engineer and project manager with TKDA, opened the meeting, introduced the project team, and described the organization and agenda for the meeting. Mr. Erickson presented information on the overall Project concept, purpose and need, Project roles by BNSF Railway and New Mexico Department of Transportation (NMDOT), anticipated Project stakeholders, and issues that have been identified to date (see attached PowerPoint presentation).

John Taschek, environmental consultant with Ecosphere Environmental Services, Inc., summarized the NMDOT's location study procedures and the environmental compliance process. Because the Project is a public-private partnership with BNSF and NMDOT funding, it must follow the National Environmental Policy Act (NEPA) and related state and federal regulations. John said part of the NEPA process is public involvement, and that we are here to receive and will consider your comments.

Hans Erickson provided an overview of the alternatives that have been identified thus far, including the no-build alternative. There are five "build" alternatives that are currently being considered in terms of preliminary evaluation criteria. The criteria include safety, cost, structure impacts, right-of-way requirements, Jarales Road closure requirements, local road impacts, environmental impacts, railroad impacts, effects on maintenance and operations, utility impacts, schedule, and public support.

Shane Ortlepp, consulting transportation engineer with TKDA, described each of the five build alternatives. He addressed the relationship of the alternative alignments to existing Jarales Road, the bridge structure requirements, the number of structures that would likely be impacted, the realignment of local roads to maintain access for adjoining properties, approximate right-of-way requirements, and other engineering features of each design alternative.

Hans Erickson summarized the strengths and weaknesses of each alternative utilizing a decision matrix with values assigned to the alternatives in each of the evaluation criteria categories. The no-build alternative is not included in the matrix because it does not satisfy the Project purpose and need.

At approximately 7:00 p.m., Mr. Erickson opened the meeting to public comment and requested that attendees wishing to speak fill out a speaker request card and limit their remarks to about two minutes.

The following oral public comments were received during the meeting:

Comment 1-Albert Carrillo: Please define in layman's terms "rail-grade separation". With seven tracks going east, how will the rail line cross the river? Alternative D is a good one, Some of the land is vacant and owned by the railroad. The team should consider a location further north, as this property is empty.

Response: A rail-grade separation for this Project involves a bridge carrying Jarales Road over the railroad tracks. The proposed seven or more tracks going east would merge before they cross the river. The new tracks primarily would accommodate fueling and other operations.

Comment 2-Wilfred Baca: The property to the north is all owned by the railroad. How many structures are impacted by Alternative D? Consider another alternative to the north of Alternative D.

Response: Three structures would be impacted by Alternative D. These are near the intersection of Trujillo Road, which would have to be re-aligned slightly to accommodate a 40 miles per hour design speed.

Comment 3-Steve Ferguson: What is the time frame to start construction? How long will construction last?

Response: We are hoping to start construction in 2020. The length of construction varies with the different options. We anticipate 10 to 12 months.

Comment 4-Jose Lovato: I understand that trains are currently 2-miles long and some may be 3-miles long in the future. I've had to wait for very long trains to pass. Has the existing fueling facility become obsolete? Past fuel spills have contaminated the environment and the water tastes bad. The option to the north seems better. Although it's longer, there are fewer impacts. Safety is an important concern for this Project, for ambulances, etc. It's a hassle to go all the way around and takes 45 minutes.

Response: The fueling facility has become obsolete and will not accommodate the longer trains. Thank you and we will consider your comments.

Comment 5-Miguel Hidalgo: I live here in Jarales. We have had meetings for the past 2½ or 3 years in support of this Project and it is moving forward because of a collaborative process between elected officials, community members, and the railroad. The BNSF provides 500 jobs to the community and is our friend. This is a needed Project. We have a petition with 3,000 signatures supporting the Project.

Response: Thank you for your comments.

Comment 6-Frank Ortega: I'm a city councilor in Belen. This is a needed project to accommodate safety, emergency vehicles, and school buses. Look at the Aragon Road project. Someone may be impacted by the Project, but safety and progress need to go forward. Let's get going with the Project.

Response: Thank you for your comments.

Comment 7-Ignacio Gallegos: I have a lot of family here. I'm concerned that the land inside the tear-shaped track will become a new rail yard, which will impact our adobe culture. I'm not against progress but it has to be sensitive to the community. I'm concerned about noise and diesel fuel spills.

Response: These are valid comments and will be addressed in the Project study.

Comment 8-Anne Simms: I have one question-Do the railroad's needs or community's needs come first? My mother had a heart attack and the emergency vehicles were delay by trains stopped on the track. We live in an area that is surrounded by pipelines and the tracks. We are trapped if there is a fire. We should not lose any lives. What are you going to do for our safety?

Response: We will try to construct the bridge and new tracks in conjunction, but the tracks may go in first. The BNSF does not own the pipelines so has no control. When trains block the crossing, there is an 800-number to call for emergencies. We recognize that blocking the Jarales Road crossing is an issue and that is why we are advancing this Project.

Comment 9-Eugene Pickett: Community concerns made this Project happen and we appreciate the progress. Trust is an issue. This Project became the County's number one priority, but money is an issue. Even with all the work, the money may not show up. This meeting is a positive step. I would like to have access to the meeting presentation.

Response: Thank you for your comments. The presentation is still a draft of the findings but will be made available as soon as it is finalized.

Comment 10-Ken Wright: It's important to follow the money. Once the Project is done, the NMDOT is responsible for paying maintenance costs forever. This Project benefits the railroad. This is a low-income, minority area. We will pay the maintenance costs through our taxes.

Response: In most communities, the road authority (NMDOT) is responsible for crossing structures and the railroad does not pay for improvements. This Project is an exception because of the BNSF's plans to expand the number of tracks.

Comment 11-Margaret Wright: Why wasn't the Middle Rio Grande Conservancy District (MRGCD) included in the list of agency stakeholders?

Response: The list of agency stakeholders shown in the presentation was just an example. The MRGCD was invited to the meeting and will continue to be involved in the Project to the extent that it desires.

Comment 12-Norbert Sanchez: Historically, there have been fuel spills from accidents in the area. Impacts that affect me include piles of dirt on my property and dust from the fueling yard. According to the Environmental Protection Agency, there are contamination plumes in the area's soil and/or

Public Meeting Minutes: Highway – Rail Grade Separation of Jarales Road: June 11, 2019

groundwater. The north alignment seems to be best, with the least impacts. Trains on the tracks have blocked my access to irrigation gates in the past. The Project would be a good thing to eliminate these kinds of delays. Do you intend to do anything about the dust as part of this Project, for example put down asphalt on the unpaved areas causing the dust?

Response: As part of the environmental process, we will evaluate Project-related issues including groundwater or soil contamination and air quality. We will look into state air quality and groundwater permits in the area.

Comment 13-Tom Brunton: I'm glad we had a good turn-out at the meeting tonight. The existing signs on Jarales Road are in locations that are difficult to see. The trains that block the tracks are often not responsive to the needs of crossing motorists.

Response: Thank you for your comments. When trains stop across the road, each car must be checked before they can be moved forward.

There being no more comments, the meeting was adjourned at approximately 8:00 p.m., June 11, 2019.

The following written public comments have been received within the comment period (6/25/19):

Written Comment 1-Karen Springstead: The no-build option is not an option. The option to use existing Jarales Road with a detour is not a good option. Option D as amended by persons at the meeting to use BNSF property looks good.

Written Comment 2-Bronson Springstead: The no-build option is not an option.

Written Comment 3-Ryan Sims: The existing rail line crossing has negatively impacted my family several times as it is. The no-build option is not an option. My wife's mother may have died because the ambulance was not able to get to her in time to get her to the hospital and save her life. A bridge of some sort must be built.

Written Comment 4-Danny Monette (Valencia County Manager): Is this information available on a website? If not, when do you think it will be?

Written Comment 5-Rose Abeyta: Please send Project maps.

Written Comment 6-janders2562@gmail.com: Would like copies of projected maps.

Written Comment 7-Lee Orosco: Please send pdf of presentation.

Written Comment 8 (text)-Mary Benavidez Anderson: Thank you for a professional/informative meeting on 6/11/19 about the Jarales RR bridge. May I make a suggestion that you schedule a meeting with only the home/land owners directly affected, without professional lobbyists and politicians. Local voices, with the red x through their homes, need to be heard. Maybe a certified letter would be appropriate. How will home/land value be determined?
Here are questions from my son, George. Does BNSF have eminent domain pertaining to Jarales RR Bridge? Do home/land owners have leverage in bridge option and concessions on land? Thank you.

Written Comment 9 – Alan Tow: We are concerned about viable access for oversized agricultural equipment for farming our property. Please provide a map, or source of the map, concerning the upcoming project that illustrates the irrigation facilities within the proposed work area.

Written Comment 10 – Steven Ferguson: What can be done to expedite this process and accelerate the construction process? It seems that Valencia County, Belen City, and NM State are eager to move forward with this project, what are the current obstacles that need to be addressed in order to move this forward expeditiously?

Written Comment 11 – Alan Tow: I understand BNSF have plans to expand their tracks. The information provided does not cover the expansion of the tracks nor the location. I was told the expansion will be 4 additional tracks north of the main line? North from what point? The River or Jarales Road? The bend to Jarales Road? There could be several locations along the tracks between the Rio Grande River Bridge and the Jarales Road crossover. Can you tell me the location of this expansion?

Written Comment 12 – Ignacio Gallegos: I am writing today in regards to the rail separation plan between NMDOT and BNSF. Of the five plans discussed at the recent meeting, my family prefers Alternative A or B.

On behalf of my family members, WE STRONGLY OPPOSE Alternative E. Alternative E would take the road directly through the property that has been the home lands of my family for no less than six generations. The map does not even recognize it as a taking, as indicated by no "x" on the map just to the north of the bridge and where the yellow and blue roadway indicators indicate the road will be repositioned pursuant to that Alternative.

Also, we are concerned that the first notice we received was through the newspaper, rather than by mail. Please send all correspondence to me at my home address.

Also, since we have not been informed of any specific plans for the rail line expansion or the rail yard expansion, we are proceeding with our land management as though those plans do not affect us. If the BNSF plans to expand into our lands or nearer our lands I would hope you would include interested landowners in the planning process.

The bridge is long overdue for community safety and noise reduction.

Written Comment 13 – Joseph Mascarena: This is in reference to the Jarales road bridge project. I currently live on the east side of Jarales road. My neighbors and I have been speaking, and we are in consensus that a bridge through the east side of Jarales Road would be a good thing. We are all willing to sell for a fair replacement costs for our homes. I'm talking about the homes on the south side of the tracks all the way to 529 Jarales road.

We have all lived in this valley for generations, and we enjoy living here but I feel like I can speak for me and my neighbors, that change would be good. We want this process to be as seamless and hope for the best.

I am only telling you this because we feel you should have all the facts. Of course I cannot speak for my neighbors on the west side of Jarales road. But from previous conversations with some of them, they do

not wish to leave the land that has been in their families for over a hundred years. They are proud farmers and good people.

I trust you will take into account all information and make the best decision for the people of Jarales.

Written Comment 14 – Eugene Pickett: Communication for post meeting follow up has been very positive. Mr Tom Brunton requested providing additional comment and I am providing him with your contact information for that purpose. I did explain that on an informal basis while you are in the process of completing your reports that you encourage those comments. Tom also requested that if at all possible could a copy of the enlarged planned options displayed at the meeting be made available for posting at our local Community Center in Jarales. If that is available please let us know and we will make arrangements to pick them up. I think that to be an extremely positive manner of maintaining community based engagement.

Written Comment 15 – Adrianna Jimenez: Plan C is the best plan for the Jarales Bridge.

Written Comment 16 – Rick Gabaldon: I was reviewing the different plans for the Jarales Bridge and I would like to suggest that Plan "C" would benefit the people of Jarales. It's the only one that would help with all emergency situations and help the families of Jarales!

Written Comment 17 – Yvette Garcia: Hello .....plan C is the better plan for the Jarales Bridge.

Written Comment 18 – Roman Chavez: Please consider in your design for the project, the least loss of agricultural property and safety concerns during the project as to emergency vehicles such as ambulances and fire rescue departments.

The other concern during construction and completed project is to consider that farmers have to travel through to farm and harvest crops. Most equipment today is going to need at least 18 feet width to do so during the project and once it's complete. Perhaps a road on the side of the project can be provided once the easements have been identified to allow farm equipment and emergency vehicles to pass.

Because of increased length in the trains over the years, the wait for trains crossing right now is extremely long as it is, and this project will only make those waits even longer also delaying farm and emergency traffic. Years ago the railroad used to provide a person to cut / break the train to allow passage. I suggest that this is a solution if the trains are going to block the path for any longer than a standard wait which I believe is 15 minutes. The wait is not realistic now and a break is maybe more practical. The break of trains would help during the project and even now in the other crossing at Castiillo Road.

The project will take many months to complete. A little consideration in the issues above would gain much support from the community and may also avoid any emergency issues and legal consequences later.

Written Comment 19 – Allan Tow and Sallie Budagher: We are writing to request a map, concerning the upcoming project (Rail Grade Separation of Jarales Rd.) that illustrates the irrigation facilities within the proposed work area.

We are specifically concerned where Lazy Lane exits Jarales Road since this is our only viable access for oversized agricultural equipment.

For your information, it is also the only egress for school buses for this area.

Public Meeting Summary Submitted by:

_____	4/16/2020
John Taschek/Hans Erickson	Date

Comment Form

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Comments:

The No Build Option is not an option

The Option to use existing Jarales Rd with A detour is not A good option

Option D As Amended by persons at the meeting to use BNSF property looks good

Name: KAREN SPRINGSTEAD
Address: 156 1/2 JARALES Rd
Phone: 505 864 5976
Email: KAREN.SPRINGSTEAD@GMAIL.COM

Please submit your comments by at the meeting or send them by June 25, 2019 by Email to jtaschek@ecosphere-services.com or by mail to John Taschek, Ecosphere Environmental Services at 320 Osuna Road NE, Building C, Suite C-1, Albuquerque, New Mexico 87107.

Comment Form

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Comments:

THE "NO BUILD OPTION" IS NOT AN OPTION!

Name: BRONSON R. SPRINGSTEAD
Address: 156 1/2 JARALES RD PO BOX 340 JARALES, NM 87023
Phone: 505/864-5976
Email: BRONSON.SPRINGSTEAD@GMAIL.COM

Please submit your comments by at the meeting or send them by June 25, 2019 by Email to jtaschek@ecosphere-services.com or by mail to John Taschek, Ecosphere Environmental Services at 320 Osuna Road NE, Building C, Suite C-1, Albuquerque, New Mexico 87107.

Comment Form

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
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Comments:

The existing rail line crossing has negatively impacted my family several times as it is. The "No Build" option IS NOT an option. My wife's mother may have died because the ambulance was not able to get to her in time to get her to the hospital and save her life.

A bridge of some sort Must be built.

Name: Ryan T. Sims
Address: 169 Jarales Rd. "Highway 109" Jarales NM
Phone: 505-328-4837
Email: Racertech24@GMAIL.com

Please submit your comments by at the meeting or send them by June 25, 2019 by Email to jtaschek@ecosphere-services.com or by mail to John Taschek, Ecosphere Environmental Services at 320 Osuna Road NE, Building C, Suite C-1, Albuquerque, New Mexico 87107.

Comment Form

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Comments:

Is This Information Available on a website. If not Who To You Think It Might Be?

Name: Danny Monette (Valencia County Mgr.)
Address: 444 Luna Ave Los Lunas NM 87031
Phone: 866-2034
Email: danny.monette@co.valencia.nm.us

Please submit your comments by at the meeting or send them by June 25, 2019 by Email to jtaschek@ecosphere-services.com or by mail to John Taschek, Ecosphere Environmental Services at 320 Osuna Road NE, Building C, Suite C-1, Albuquerque, New Mexico 87107.

BNSF RAILWAY

New Mexico DEPARTMENT OF TRANSPORTATION

Comment Form

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Comments:

Please send Project Maps

Name: Rose Abeyta
Address: P.O. Box 42, Jarales, NM 87023
Phone: 505-217-5471
Email: Abeyta48@q.com

Please submit your comments by at the meeting or send them by June 25, 2019 by Email to jtaschek@ecosphere-services.com or by mail to John Taschek, Ecosphere Environmental Services at 320 Osuna Road NE, Building C, Suite C-1, Albuquerque, New Mexico 87107.

janders2562@gmail.com

Would like copies of projected maps

Comment Form

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Comments:

Please send PDF of Presentation

Name: Lee Orosco
Address: 6120 Flor de Maya Pl NW ABQ NM 87120
Phone: (505) 440-3998
Email: lee.h.orosco@gmail.com

Please submit your comments by at the meeting or send them by June 25, 2019 by Email to jtaschek@ecosphere-services.com or by mail to John Taschek, Ecosphere Environmental Services at 320 Osuna Road NE, Building C, Suite C-1, Albuquerque, New Mexico 87107.

Sign-in Sheet

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Name	Interest	Address	Email Address	Phone No.
Jose Cordova	Business Jarales Road	PO Box 210, Jarales, New Mexico	KCordova510@msn.com	505-864-0305
Steve Ferguson	Bridge	PO Box 133 Jarales	SteveFerguson522@gmail	530 217-9413
Isidro Molina	Bridge	Po Box 119 Jarales	Speedro914@gmail.com	505-2500538
Josie A Lovato	Bridge	420 Lguin Rd Jarales	Blue Sky477@AOL.com	
John Goodson	528 Jarales	528 Jarales	—	505 859 0828
Ken & Margaret Wright	Over Pass	PO Box 224 Bosque 87006		
Tony Clark	Over Pass	PO Box 236 Jarales		505-859-1147
Juan Jimenez	Bridge	367 Jarales rd	—	505-379-6351
Philip Tabet	Bridge	16 Bosque Circle		505-861-1265
Rosa Ladeuenesse	Bridge	69 Mill Rd. Jarales	slajeun367@cnl.com	775-910-9440
Gwyneth Duncan	NMDOT	Santa Fe GO	gwyneth.duncan@state.nm.us	505-699-1633
Joseph Mascareñas	529 Jarales Live by trucks	529 Jarales Rd Belen	Jomosca6@yahoo.com	505-814-5869
Lorette Hasen	Bridge	1501 W. Reinken Belen	—	—
Mary E Cobb	Bridge	547 Tarol Rd	^	
Will Wall	11	11	—	505 261 5143
Brandon & Aleen Springston	Bridge	1565 Jarales Rd	Brandon.springston@charter.com	505-252 3057
Mark Chavez	Bridge	56 W. Low Way	Gotpointers@live.com	505-3563382
Charles Lamb	Bridge	2 Los Lobos Belen	Jpschavez84@gmail.com	505 362-2187
Dwayne Jaquez	Bridge	10 Amigos Loop	PO Box 298 Jarales	505-814-2912
Tina Jaquez	Bridge	PO Box 172 Belen		505-507-6644
Brady McNew	Bridge.	17 Marquez Rd Belen.		505 864-8093.

Sign-in Sheet

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Name	Interest	Address	Email Address	Phone No.
Anne & Ryan Sims	Bridge Crossing	169 Jarales Rd	anne6grnse@aol.com	933-4824
Jerah L. Cordova	Belen	100 S. Main St. Belen	jerahlee-dawn@yahoo.com	9484(33
Brandi & Michael Shirley		496 Jarales Rd	brandi.shirley@ymail.com	480-8281
Manny & Lisa Orosco		6120 Floral Mesa NW Abq		506-8480
Karen Hicks	Bridge	431 Jarales Rd	Kaunh@carlbergs.com	505 850-9628
Mary Hodnett		72 Olguin Rd. Jarales	farm72a@yahoo.com	505 864-4649
Robert S. Hodnett	Bridge	" " "	" " "	" "
Shell Wimberly	Bridge	17 Marquez Rd	shellmwimberly@msn.com	4635203
Gary Wimberly	Bridge	Marquez Rd	—	5501635
Michelle Kavanaugh	Bridge		michelle_kavanaugh@tomudall.senate.gov	346-6791
Candi Gebler	Bridge	Estancia PO Box 143	candi.gebler8259@outlook.com	934-3138
Susan Cordova	Bridge	PO Box 395 Jarales, NM	—	~~0~~ 864-7019
Gail Armstrong	Public	PO Box 326 Mountainair NM	gail@gailforhouthnewmexico.com	505-269-2564
Brian Culp	Emergency Services	PO Box 1119 Los Lunas 87031	brian.culp@co.valencia.nm.us	505-866-2041
Santos Abeyta	Bridge	P.O. Box 42, Jarales NM 87023	abeyta48@q.com	505-217-5471
Linda Sanchez	Bridge		salbertsnchz@q.com	

Sign-in Sheet

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Name	Interest	Address	Email Address	Phone No.
Tina Rivera		427 Jarales Rd		352-7723
Susan L. Gibson	RR Overpass 50 Trucks/	PO Box 216, Jarales 87023	Gibson.susan13@yahoo.com	859-0536
Isabel Medina	Bridge needed	44 Olguin Rd Jarales NM	isabel.medina@juno.com	505-340-4935
Gilbert Jaramillo	Bridge	55 Crawford RD Jarales NM		505 359-0172
Norbert Sanchez	Bridge, Traffic Blockage etc	PO Box 125 Jarales NM	Missychere@gmail.com	505-553-1809
Ayzia Molina	Bridge	17 Menendez Rd		
Stella Lobo		Jarales		
ROBERT ROMERO	BRIDGE	SF	robertpromero@gmail.com	505 610-2549
Gregory Steiner		BELEN	skitzsteine@gmail.com	
Sarah Schnell	RR/construction	Jarales		505.507.6223
Jennifer Carrejo	Bridge/resident	07 Camino De Crystal	jenn.helms@yahoo.com	505-859-2638
GREGORY BACA	STATE SENATOR	507 LADERA DR BELEN	Bacafor SENATENM@gmail.com	505-385-7303

Sign-in Sheet

Public Meeting for the Proposed
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Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Name	Interest	Address	Email Address	Phone No.
JEFF MALLOY	BNSF		JEFF.MALLOY@BNSF.COM	806 220 6180
Lina Benavidez	Valencia City Public Works		lina.benavidez@co.valencia.nm.us	505-866-2475
Albert Carrillo	SELF	596 Jarales Rd.	N-A	864-9396
Wilfred Baca	RR over Pass	528 Jarales	—	864-3132
Donna Baca	RR over Pass	528 Jarales	—	730-3132
Gregg & Rebekah Gutierrez	Received letter	589 Jarales Rd.	edouijen2@gmail.com	(505)453-4250/615-2301
David Fredrick	RR OverPass	533 Jarales Rd	dmet.nm1948@hotmail.com	505-480-3291
KENNETH GOODSON	RR OVER PASS	538 Jarales Rd	midnite1961@yahoo.com	505-307-1451 - 505-410-7675
CASEY CORDOVA	RR OVER PASS	501 Jarales Rd Belen		864-7058
Kathy Padilla	over pass	508 Jarales Rd Belen		505-735-9672
JERRY ORTEGA	OVER PASS	351 JARALES		719-849-0792
EVELYN ORTEGA				
Herminio Molina	over pass	560 Algonquin Rd Jarales 87031		
MARGARET PADILLA	OVER PASS	516 Hwy 109 Belen NM 87002		
Lankel J McCloud	Over pass	508 B Jarales	janders2562	
John Anderson	Over Pass	1 Benavidez Estrada	Janders@gmail.com	
Mary Anderson	Over Pass	"	ma9254@gmail.com	
Raquel Hidalgo	Brad Dy-		hidalgom1955@gmail.com	
Therese Hidalgo	Resident	10 Sandy Lane		
Cory Jarvis	Resident	22 Algonquin Rd Jarales	cory@jaralesvineyards.com	505 259-8565
M. De Herrera	Resident	494 Sandy Rd	herrera_m@hotmail.com	505-506-9652

Danny Goodson
Ted Padilla
Edwin Padilla

Resident
Over Pass
Resident

05 Goodson Lane Belen NM
508 Jarales Rd Belen NM

TPadilla51@Yahoo.com
Padilled at yahoo.com

505-60-7575

Sign-in Sheet

Public Meeting for the Proposed
Highway – Rail Grade Separation of Jarales Road (NM 109)
Gil Sanchez Elementary School, 376 Jarales Road/NM 109, Jarales, NM
Tuesday, June 11th - 6:00PM – 8:00PM

Name	Interest	Address	Email Address	Phone No.
Elaine Gabaldon	Bridge	PO Box 268 Jarales NM 87023		505-453-8084
Horacio Torres	"	PO Box 39 Jarales "		864-7513
Pamela Hovey	Bridge	18 Entrada de Fernandez Belen	Annspride2004@aol.com	261-2206
PADILLA Farms General Eugenio Padilla	Bridge + NM DOT	570-A Jarales Rd. Belen NM, 87002	padillafarms@gmail.com	505-328-7099/505-908-1924
Michael Vocyerl	Bridge	536 Jarales Rd Belen	michael.Vocyerl@nmt.edu	575-835-5060
Steven LaJeunesse	Bridge	69 Mill Rd Jarales	slajeunesse@gmail.com	775-910-1914
TOM & CARLA STEINER	ACCESS TO PROPERTY	17 LAZY LANE BELEN	CSBETTY BOOP@CENTURYLINK.NET	505-239-6437
Eugenio & Ethel Vallejos	Bridge	P.O BX 140 Jarales		865-7549
Ignacio V. Gallegos	Bridge / water / additional tracks	6 Gallegos Rd.	ivgallegos@gmail.com	459-4470
David Carrillo	Bridge / Access	26 Andra Ct.	dCarrillo1416@gmail.com	859-0635
Justy Romero	DOTHE BRIDGE			
Renee Romero	Bridge	14 Trujillo Rd	vromero81@yahoo.com	505-352-5659
Gloria Cordova	Bridge	52 Nueva St Belen NM		505-864-6485
Jennifer Jaramillo	Bridge	PO Box 23 Jarales NM		505-235-3033
Phillip + Romero	Bridge	14 Trujillo Rd		859-4449
Helen + Eddie Walker	Access	86 Trujillo Rd Belen		8057053561
STEPHEN GALLEGOS	Bridge	27 LAZY LANE	Sgallegos111@gmail.com	505-220-4923
Eugene Pickett	Jarales Bridge & Infrastructure	P.O. Box 183 Jarales	87023 eugenepickett2015@gmail.com	505-307-4420 864-3685
Chris Benavidez	Jarales Bridg	P.O. Box 53 Jarales	Alvidez5@msn.com	505-980-3115
TOM BRUNTON	JARALES BRIDGE	P.O. BOX 253 JARALES NM 87023	mulemkr@JUNO.COM	505 220-3341
Steve Gorum	JARALES BRIDGE	11 Trujillo Rd Belen		505 459-1118

Silver Moon LLC
P.O. Box 250
Jarales, NM 87023
Roman Chavez, Manager
505-681-1400

June 21, 2019

Hans Erickson
C/O TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 5501

RE: Jarales Rail Over Pass Project

Dear Mr. Erickson,

Please consider in your design for the project, the least loss of agricultural property and safety concerns during the project as to emergency vehicles such as ambulances and fire rescue departments.

The other concern during construction and completed project is to consider that farmers have to travel through to farm and harvest crops. Most equipment today is going to need at least 18 feet width to do so during the project and once it's complete. Perhaps a road on the side of the project can be provided once the easements have been identified to allow farm equipment and emergency vehicle to pass.

Because of increased length in the trains over the years, the wait for trains crossing right now is extremely long as it is, and this project will only make those waits even longer also delaying farm and emergency traffic. Years ago the railroad used to provide a person to cut / break the train to allow passage. I suggest this as a solution if the trains are going to block the path for any longer than a standard wait which I believe is 15 minutes. That wait is not realistic now and a break is maybe more practical. The break of trains would help during the project and even now in the other crossing at Castillo road.

The project will take many months to complete. A little consideration in the issues above would gain much support from the community and may also avoid any emergency issues and legal consequences later.

Thank you for your consideration,

By Romany Chavez

Roman Chavez, Manager Silvermoon LLC

Allan Tow and Sallie Budagher
HC 68 Box 85
Willard, New Mexico 87063

May 30, 2019

Hans Erickson
444 Cedar Street, Suite 1500
Saint Paul, MN 55101

John Taschek, Environmental Specialist
Ecosphere Environmental Services, Inc
320 Osuna Road NE
Building C, Suite C-1
Albuquerque, NM 87107

Gentlemen;

We are writing to request a map, or the source of the map, concerning the upcoming project (Rail Grade Separation of Jarales Rd.) that illustrates the irrigation facilities within the proposed work area.

We are specifically concerned where Lazy Lane exists Jarales Road since this is our only viable access for oversized agricultural equipment.

For you information, it is also the only egress for school buses for this area.

Your assistance is appreciated.

Thank you,

Allan Tow
Sallie Budagher

Allan Tow and Sallie Budagher
HC 68 Box 85
Willard, NM 87063
575-849-4596

John Taschek

From: Ignacio Gallegos <ivgallegos@gmail.com>
Sent: Friday, June 21, 2019 10:04 AM
To: John Taschek; hans.erickson@tkda.com; Jose Gallegos; Anthony M. Gallegos; Estella Horsburgh
Subject: Jarales Road grade separation

Categories: Red Category

Good morning Mr Taschek and Mr Erickson,

I am writing today in regards to the rail separation plan between NMDOT and BNSF. Of the five plans discussed at the recent meeting, my family prefers Alternative A or B.

On behalf of my family members, WE STRONGLY OPPOSE Alternative E. Alternative E would take the road directly through the property that has been the home lands of my family for no less than six generations. The map does not even recognize it as a taking, as indicated by no "x" on the map just to the north of the bridge and where the yellow and blue roadway indicators indicate the road will be repositioned pursuant to that Alternative.

Also, we are concerned that the first notice we received was through the newspaper, rather than by mail. Please send all correspondence to me at:

Ignacio V. Gallegos, Co-Trustee
A. Moises and Aurelia Gallegos Family Trust
1313 Lafayette Dr NE,
Albuquerque NM 87106

Also, since we have not been informed of any specific plans for the rail line expansion or the rail yard expansion, we are proceeding with our land management as though those plans do no effect us. If the BNSF plans to expand into our lands or nearer our lands I would hope you would include interested landowners in the planning process.

The bridge is long overdue for community safety and noise reduction.

Sincerely,
Ignacio V Gallegos
Co-Trustee
A. Moises and Aurelia Gallegos Family Trust

John Taschek

From: Joseph Mascarena <jomosca@yahoo.com>
Sent: Saturday, June 22, 2019 10:48 AM
To: hans.erickson@tkda.com
Cc: eaortega3@yahoo.com
Subject: Jaraes road grade sep

Mr. Erickson, This is in reference to the Jarales road bridge project. I currently live on the east side of Jarales road. My neighbors and I have been speaking, and we are in consensus that a bridge through the

east side of Jarales Road would be a good thing. We are all willing to sell for a fair replacement costs for our homes. I'm talking bout the homes on the south side of the tracks all the way to 529 Jarales road.

We have all lived in this valley for generations, and we enjoy living here but i feel like I can speak for me and my neighbors , that change would be good. We want this process to be as seamless and hope for the best.

I am only telling you this because we feel you should have all the facts. Of course I cannot speak for my neighbors on the west side of Jarales road. But from previous conversations with some of them, they do not wish to

leave the land that has been in their familes for over a hundred years. They are proud farmers and good people.

I trust you will take into account all information and make the best decision for the people of Jarales.

Thank you for your time, I know I am a day late getting this too you, but E mail has been down in the area for a few days

Joseph Mascarena
529 Jarales Road
505 814-8869

John Taschek

From: Eugene Pickett <eugenepickett2015@gmail.com>
Sent: Wednesday, July 03, 2019 7:38 AM
To: John Taschek
Cc: mulekr@juno.com; ortega.ft10@gmail.com; jaime@ruralco.org
Subject: Communication Follow up Jarales Mtg

Categories: Red Category

Good morning John,
Our impromptu meeting was great and we look forward to working with you.

Communication for post meeting follow up has been very positive. Mr Tom Brunton requested providing additional comment and I am providing him with your contact information for that purpose. I did explain that on an informal basis while you are in the process of completing your reports that you encourage those comments. Tom also requested that if at all possible could a copy of the enlarged planned options displayed at the meeting be made available for posting at our local Community Center in Jarales. If that is available please let us know and we will make arrangements to pick them up. I think that to be an extremely positive manner of maintaining community based engagement.

Ecosphere
Environmental Services
John Taschek
Sr Project Manager jtaschek@ecosphere-services.com
1660 Old Pecos Trail,Suite H
Santa Fe, NM 87505
O 505 954 1570
C 505 980 0993

Thank you for your interaction, and have a great Holiday weekend.

Sent from Mail for Windows 10

John Taschek

From: Adrianna Jimenez <adrianna.jimenez07@gmail.com>
Sent: Saturday, July 06, 2019 5:32 PM
To: John Taschek
Subject: Jarales Bridge

Hello. Plan C is the best plan for the Jarales Bridge.

-Adrianna Jimenez

John Taschek

From: infielder2@gmail.com
Sent: Saturday, July 06, 2019 2:22 PM
To: John Taschek
Subject: Jarales Bridge Plan

I was reviewing the different plans for the Jarales Bridge and I would like to suggest that Plan “C” would benefit the people of Jarales. It’s the only one that would help with all emergency situations and help the families of Jarales!

Thank you for your consideration,

Rick Gabaldon

John Taschek

From: Yvette Garcia <yvettegarcia1@icloud.com>
Sent: Saturday, July 06, 2019 12:44 PM
To: John Taschek
Subject: Jarales Bridge

Hello .....plan C is the better plan for the Jarales Bridge.

Sent from my iPhone

Hans L. Erickson

From: Steve Ferguson <stevenferguson522@gmail.com>
Sent: Thursday, June 13, 2019 9:58 AM
To: Hans L. Erickson
Subject: Attn.Jarales Rd Grade Sep.

Good Morning, I attended the public hearing on 6/11/19 in Jarales and was wondering what could be done to expedite this process and accelerate the construction process. It seems that Valencia County, Belen City and NM State are eager to move forward with this project, what are the current obstacles that need to be addressed in order to move this forward expeditiously.

Respeakfully, Steven Ferguson

stevenferguson522@gmail.com
10 Duke Rd. Belen, NM. 87002
(530) 217-9413

Hans L. Erickson

From: BON JOVI BRAT white <kjarawhite@gmail.com>
Sent: Saturday, June 29, 2019 2:37 AM
To: Hans L. Erickson
Subject: Jarales Rd overpass

Hi my name is Kimberly white my family home is 12 Trujillo Rd ,is there anyway you can send me or explain if my family home might be considered one of the potential structures that may be needed for the bridge I got downloaded potential routes but I can not tell how to read them 505-489-7680 .only wondering cause everyone one on Trujillo Rd are all family members.which everyone I spoke to seems to be willing to sell there property.thank you