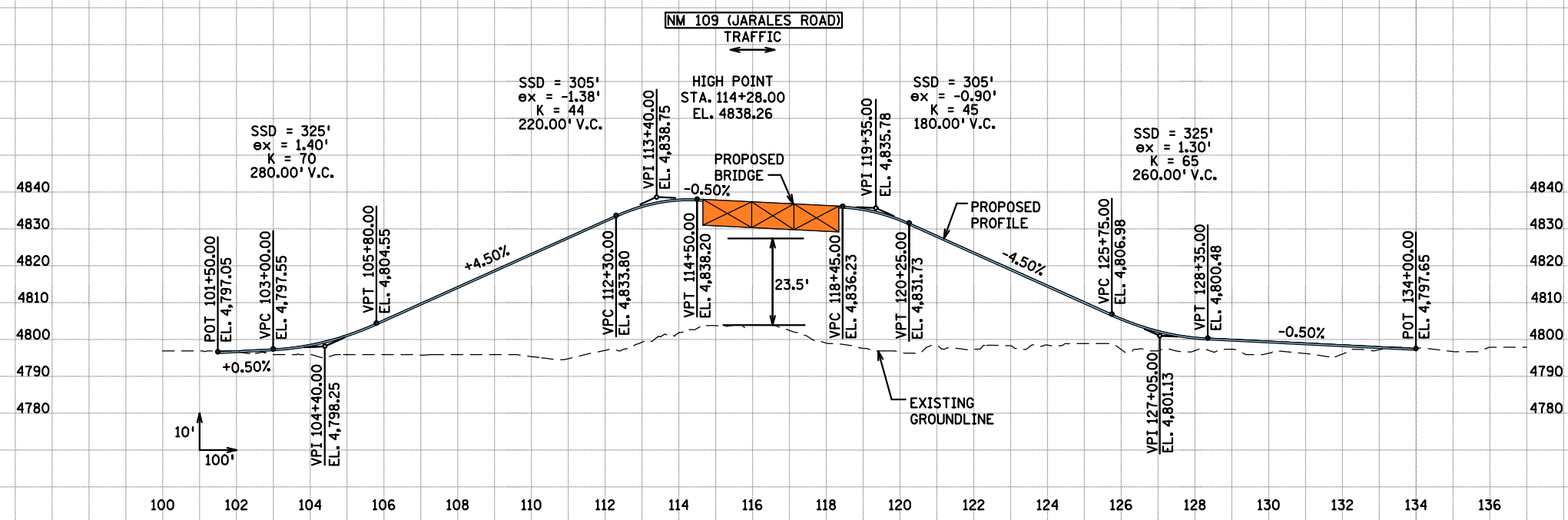
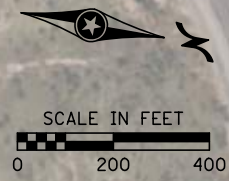
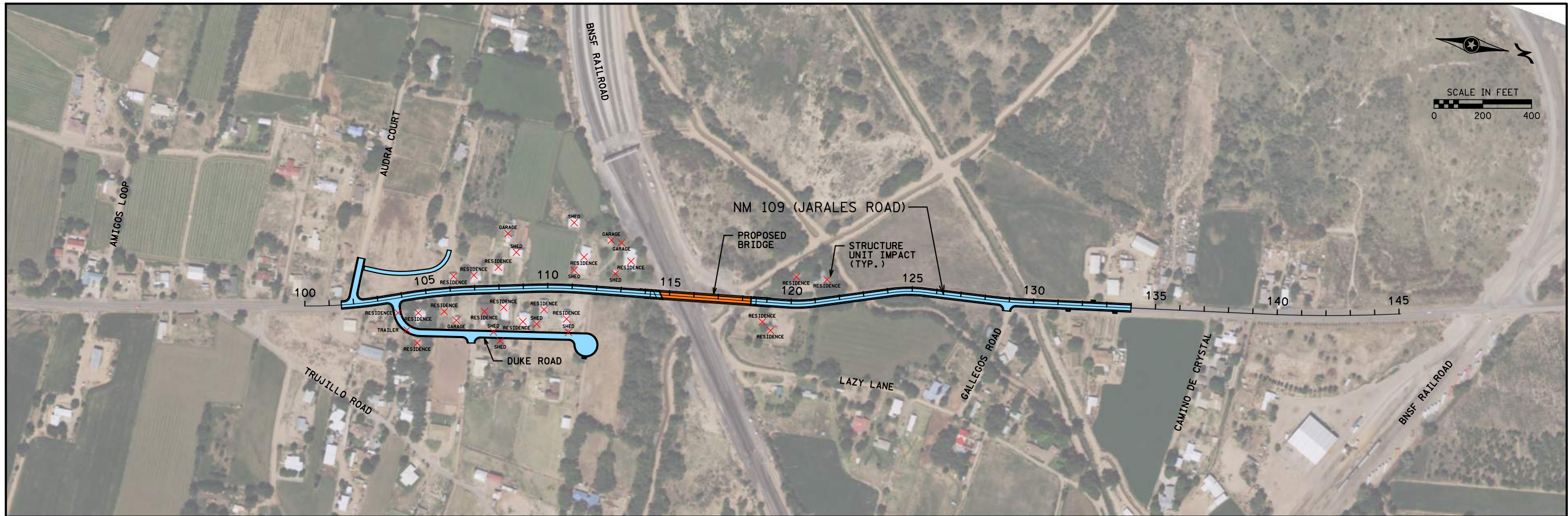
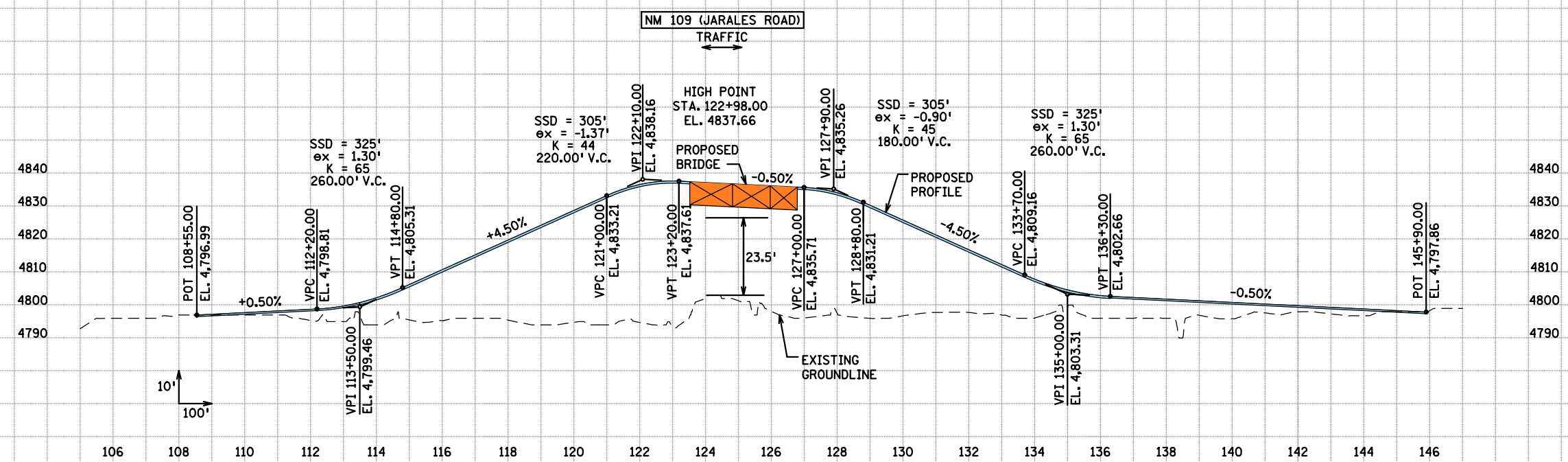
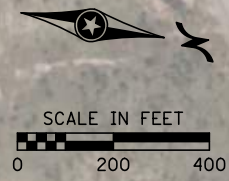
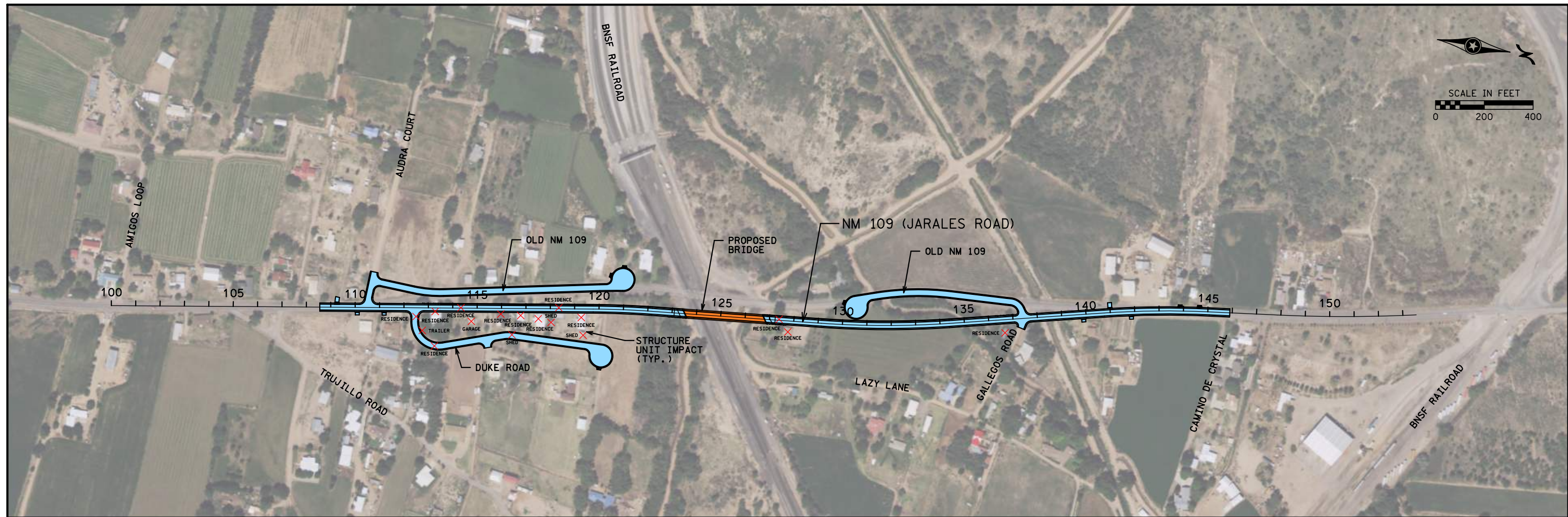


# APPENDIX A

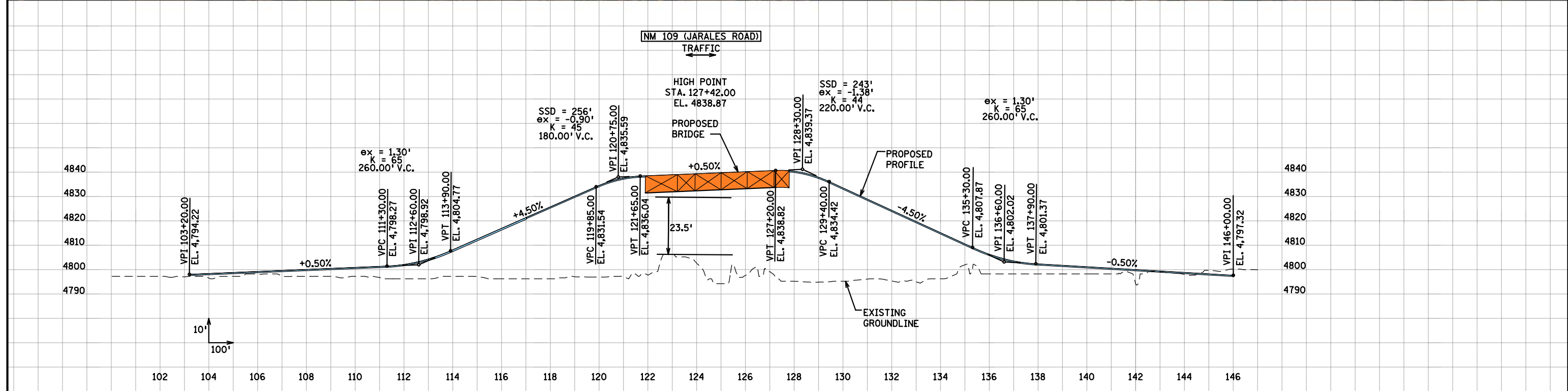
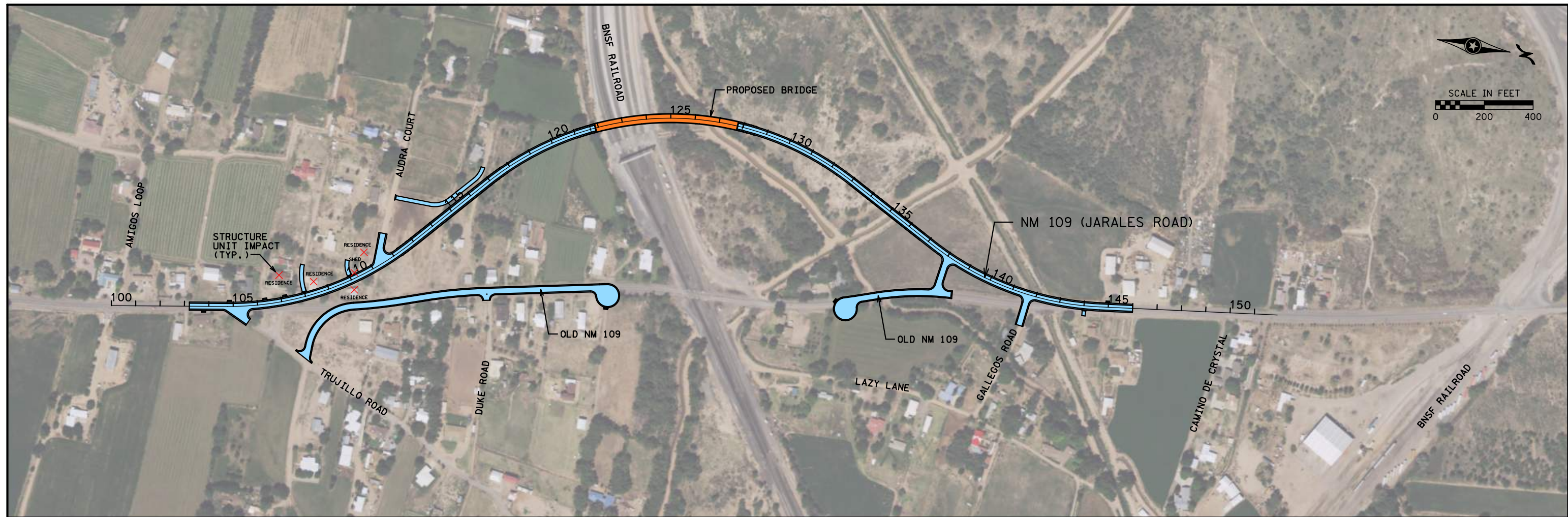




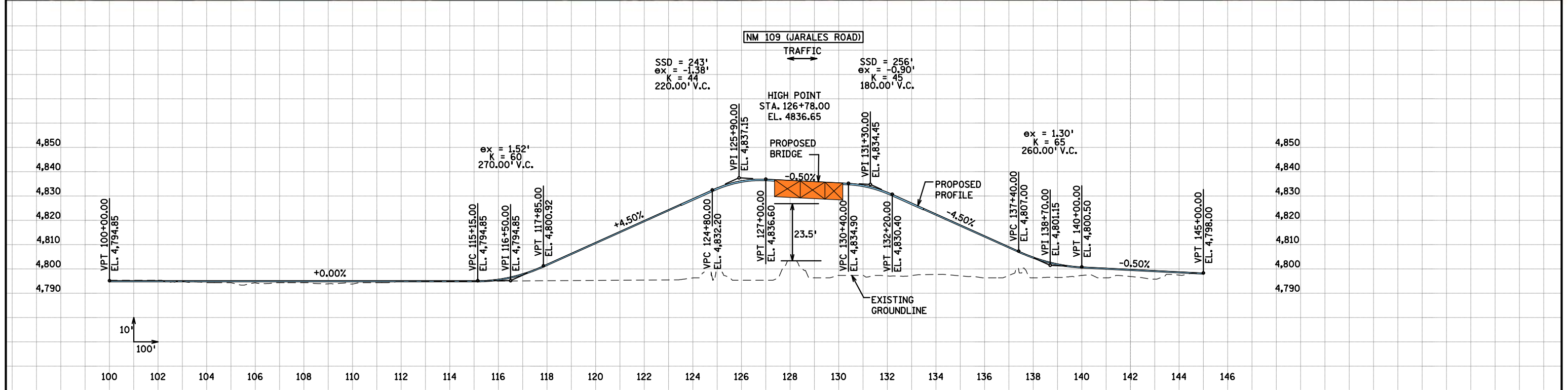
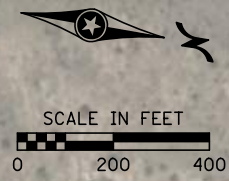
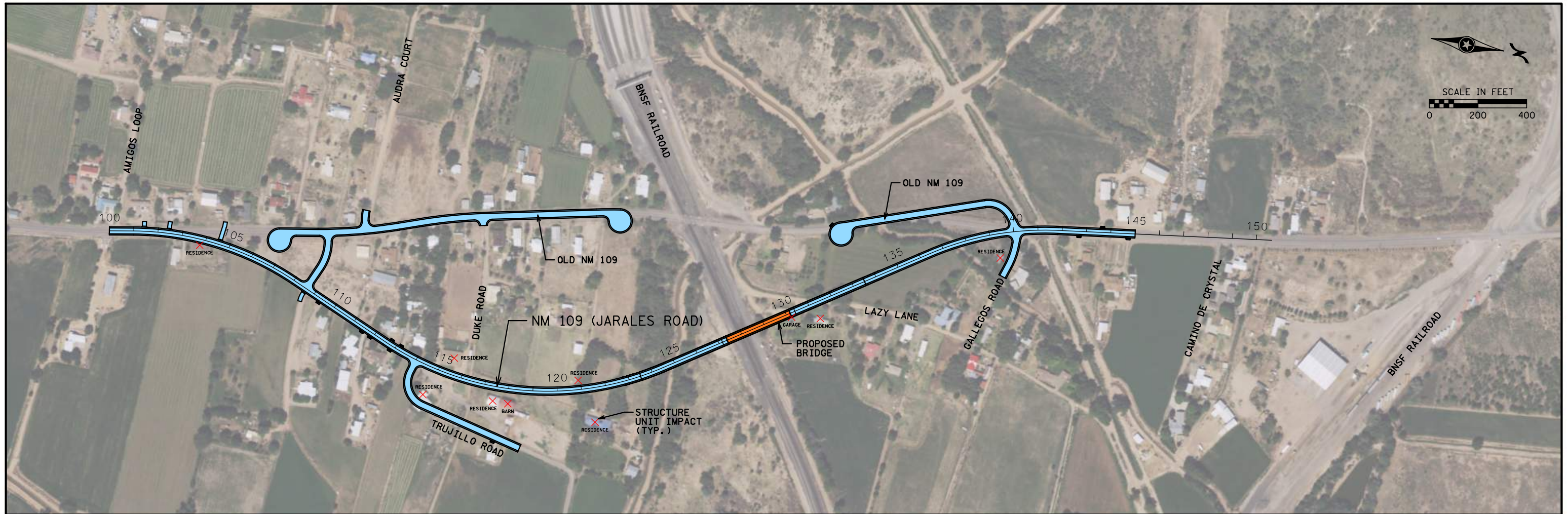
**NM 109, JARALES ROAD GRADE SEPARATION  
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES**  
PLAN AND PROFILE - ALTERNATIVE B



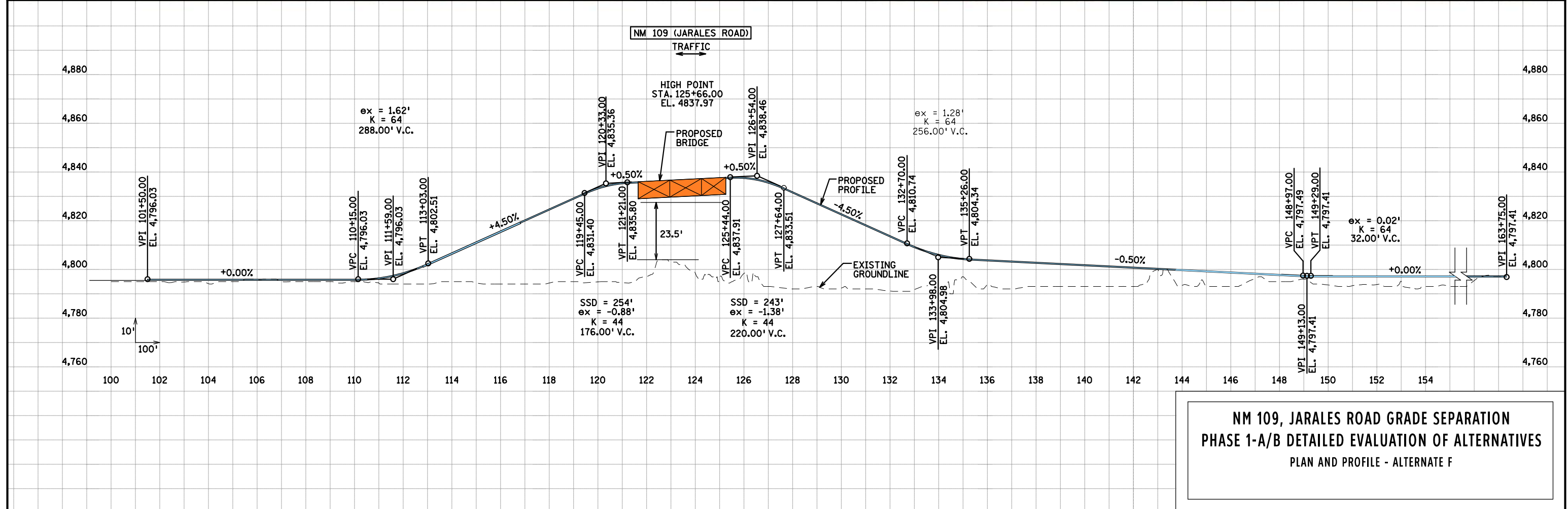
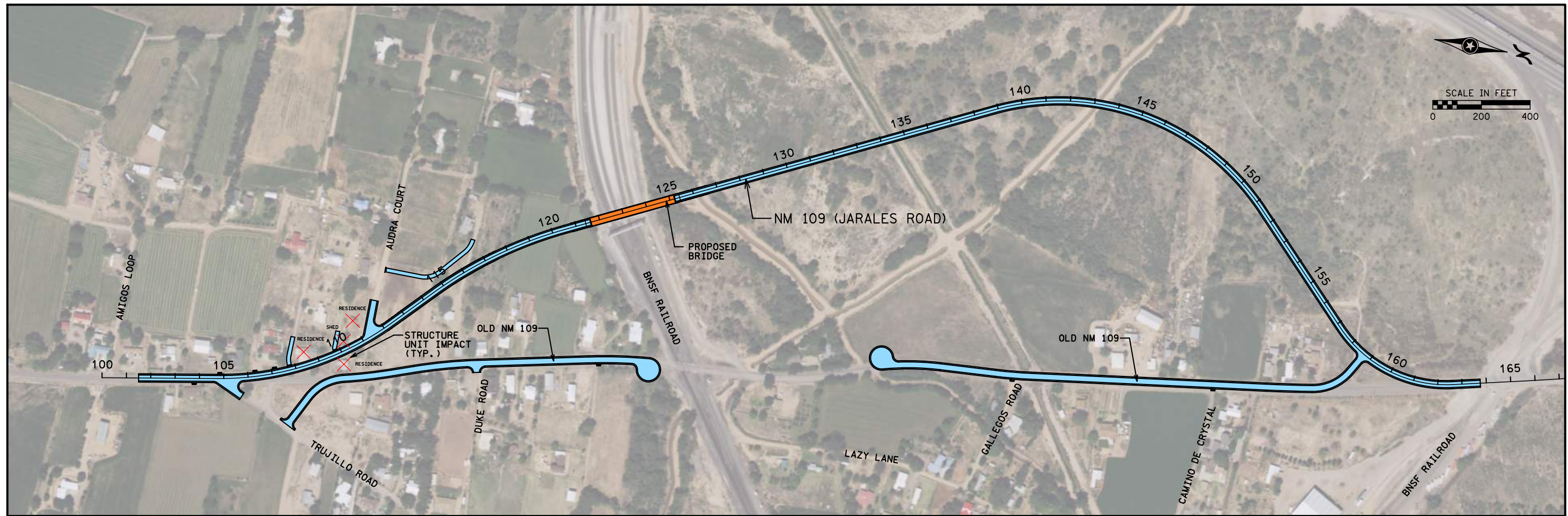
NM 109, JARALES ROAD GRADE SEPARATION  
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES  
PLAN AND PROFILE - ALTERNATIVE C



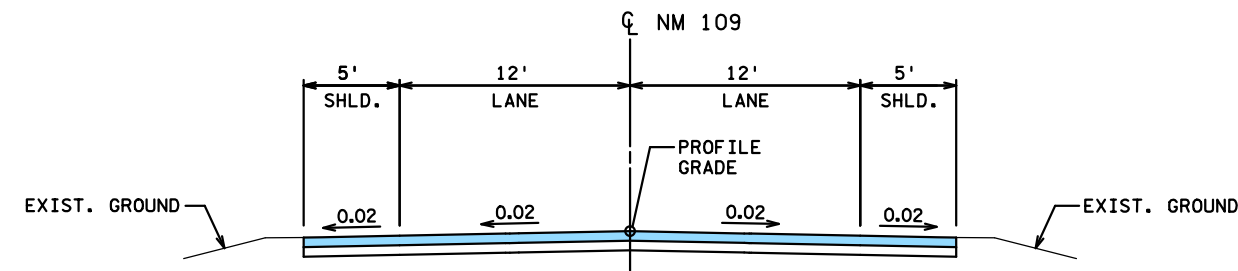
NM 109, JARALES ROAD GRADE SEPARATION  
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES  
PLAN AND PROFILE - ALTERNATIVE D



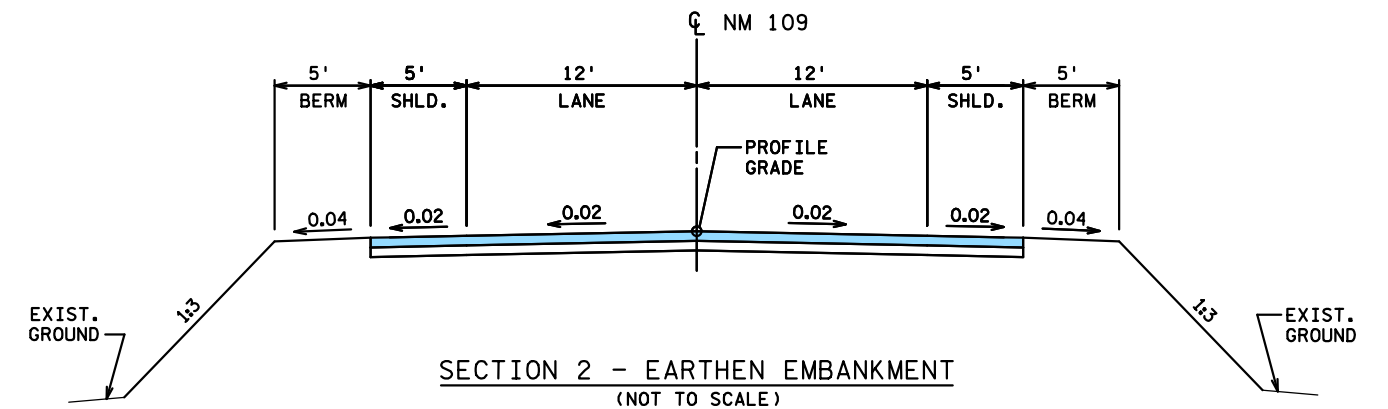
NM 109, JARALES ROAD GRADE SEPARATION  
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES  
PLAN AND PROFILE - ALTERNATIVE E



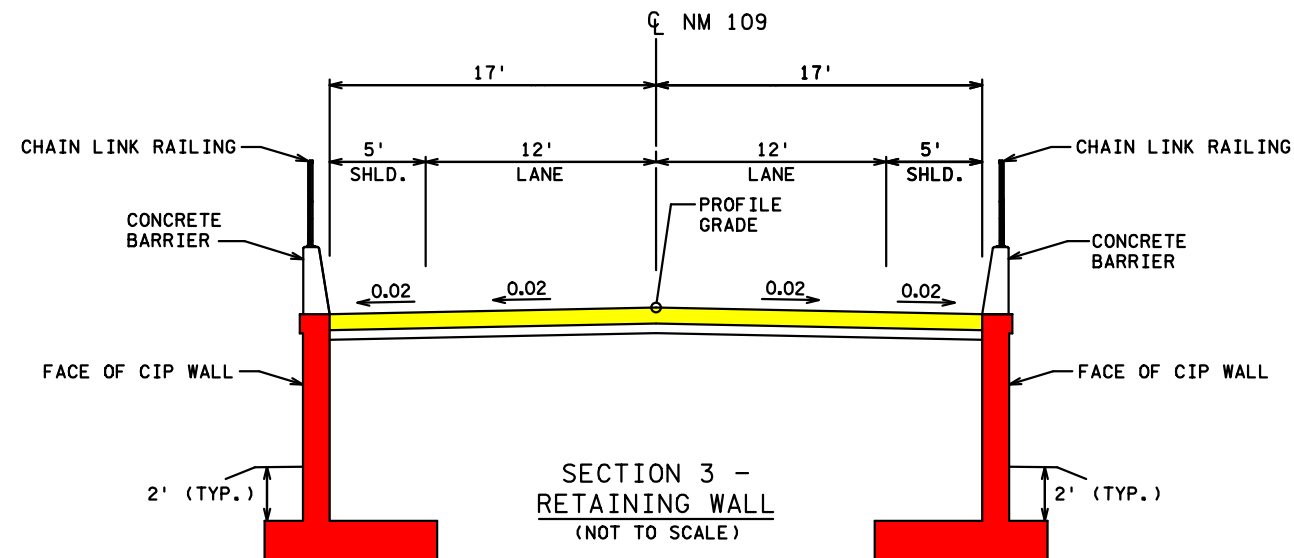
# APPENDIX B



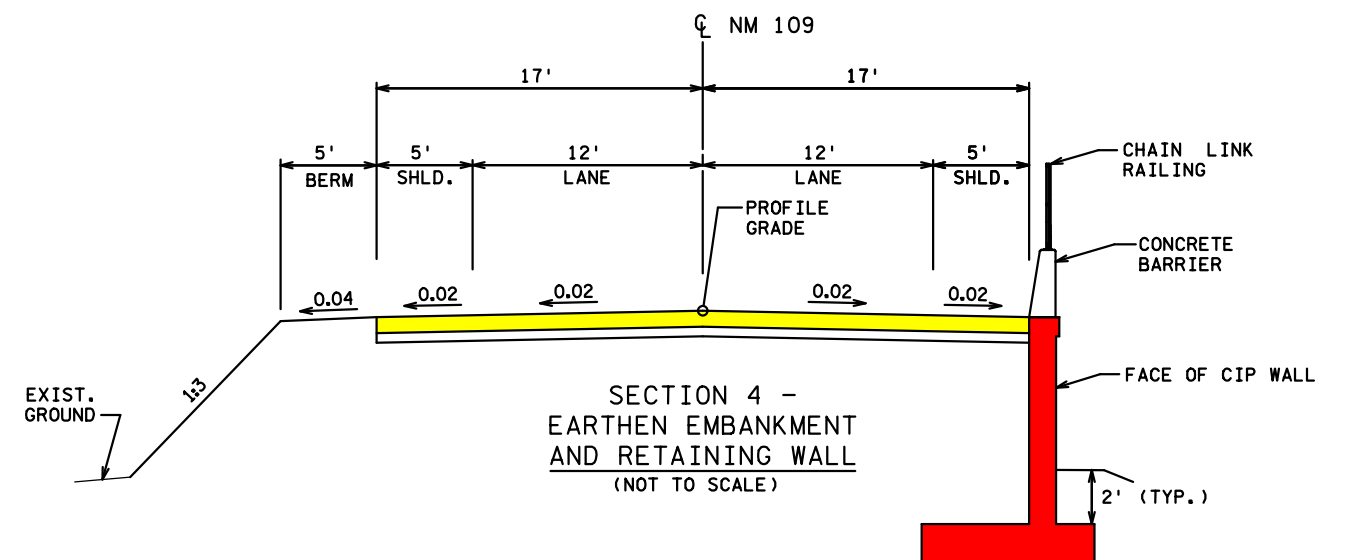
SECTION 1 - ROADWAY AT GRADE  
(NOT TO SCALE)



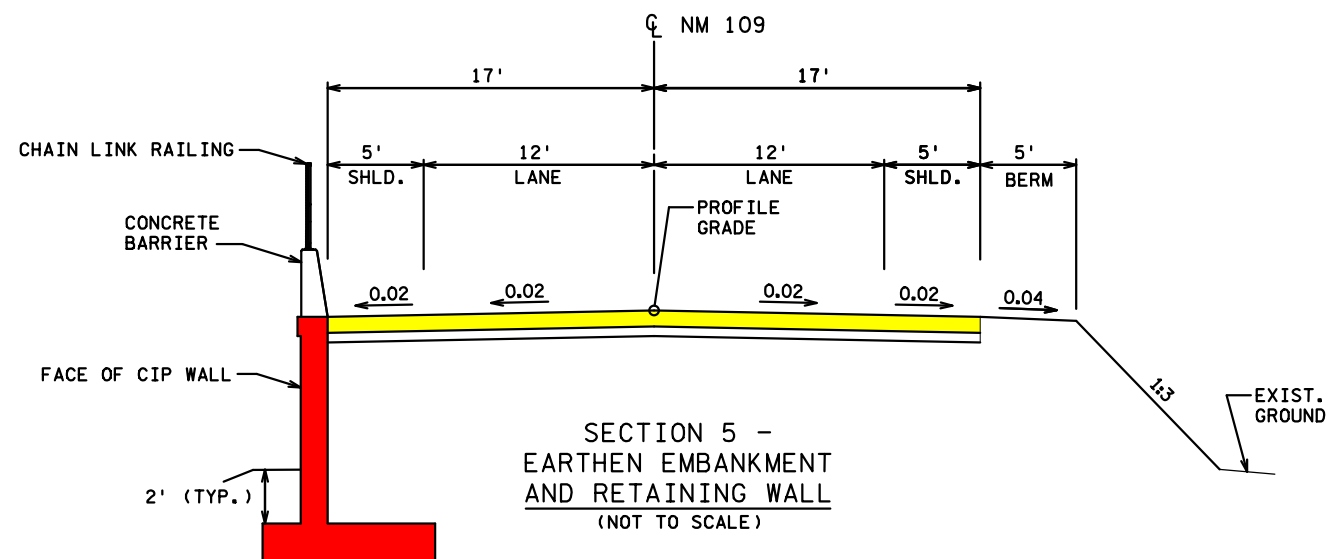
SECTION 2 - EARTHEN EMBANKMENT  
(NOT TO SCALE)



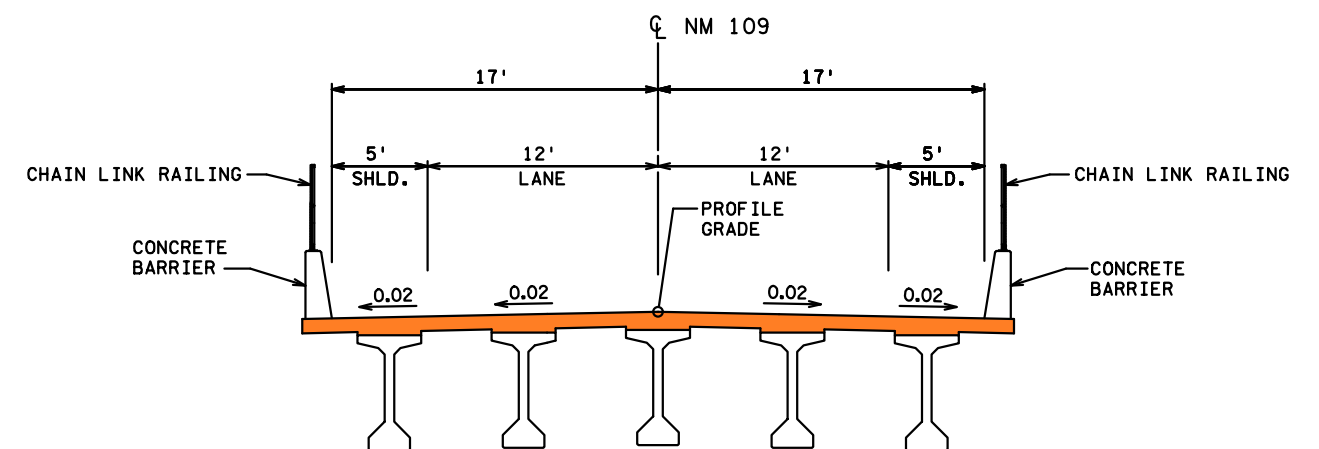
SECTION 3 -  
RETAINING WALL  
(NOT TO SCALE)



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




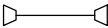

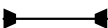



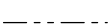
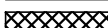




SECTION 5 -  
EARTHEN EMBANKMENT  
AND RETAINING WALL  
(NOT TO SCALE)

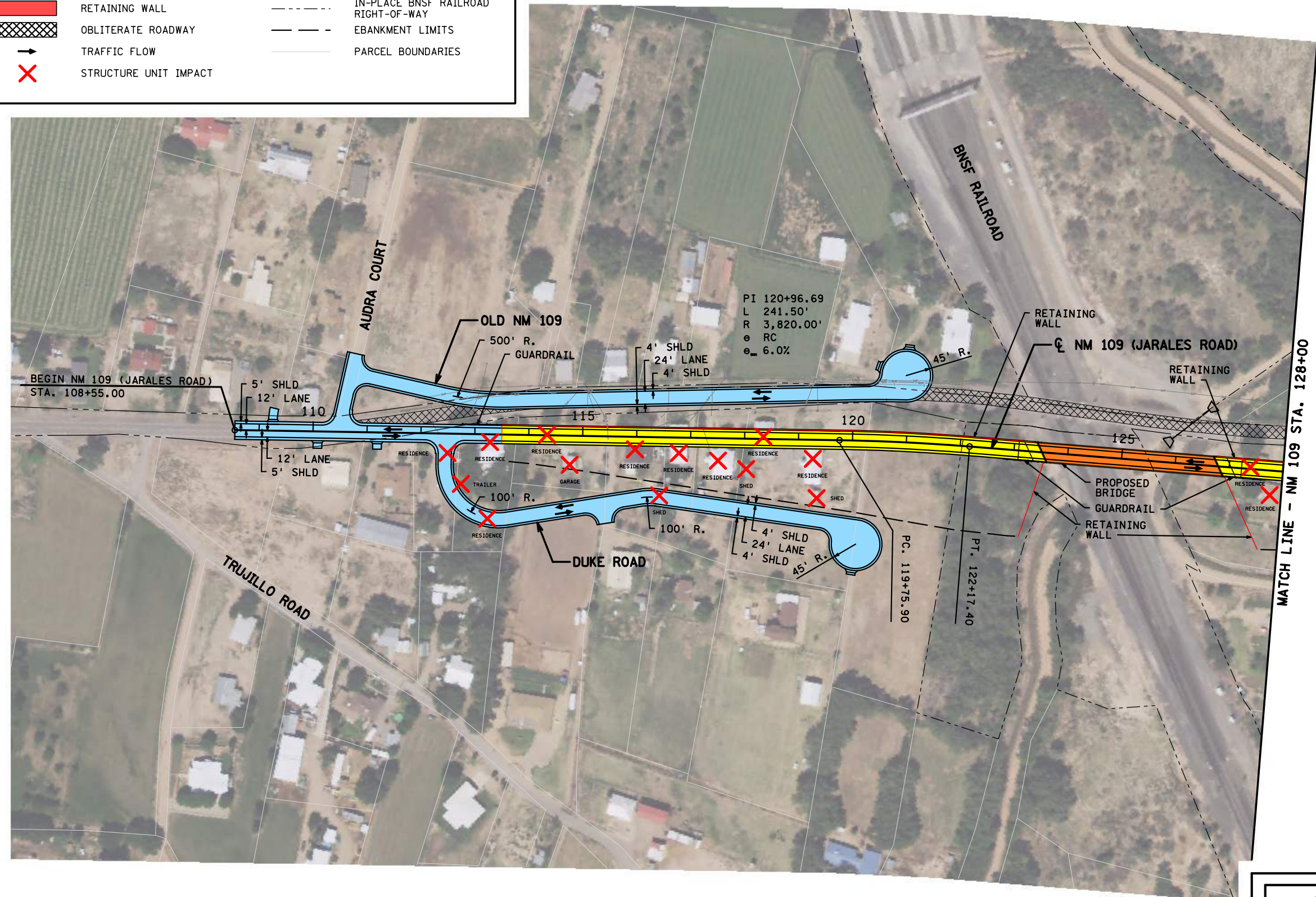
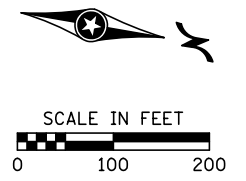


SECTION 6 - BRIDGE  
(NOT TO SCALE)

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


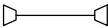

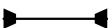



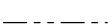
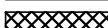




# LEGEND

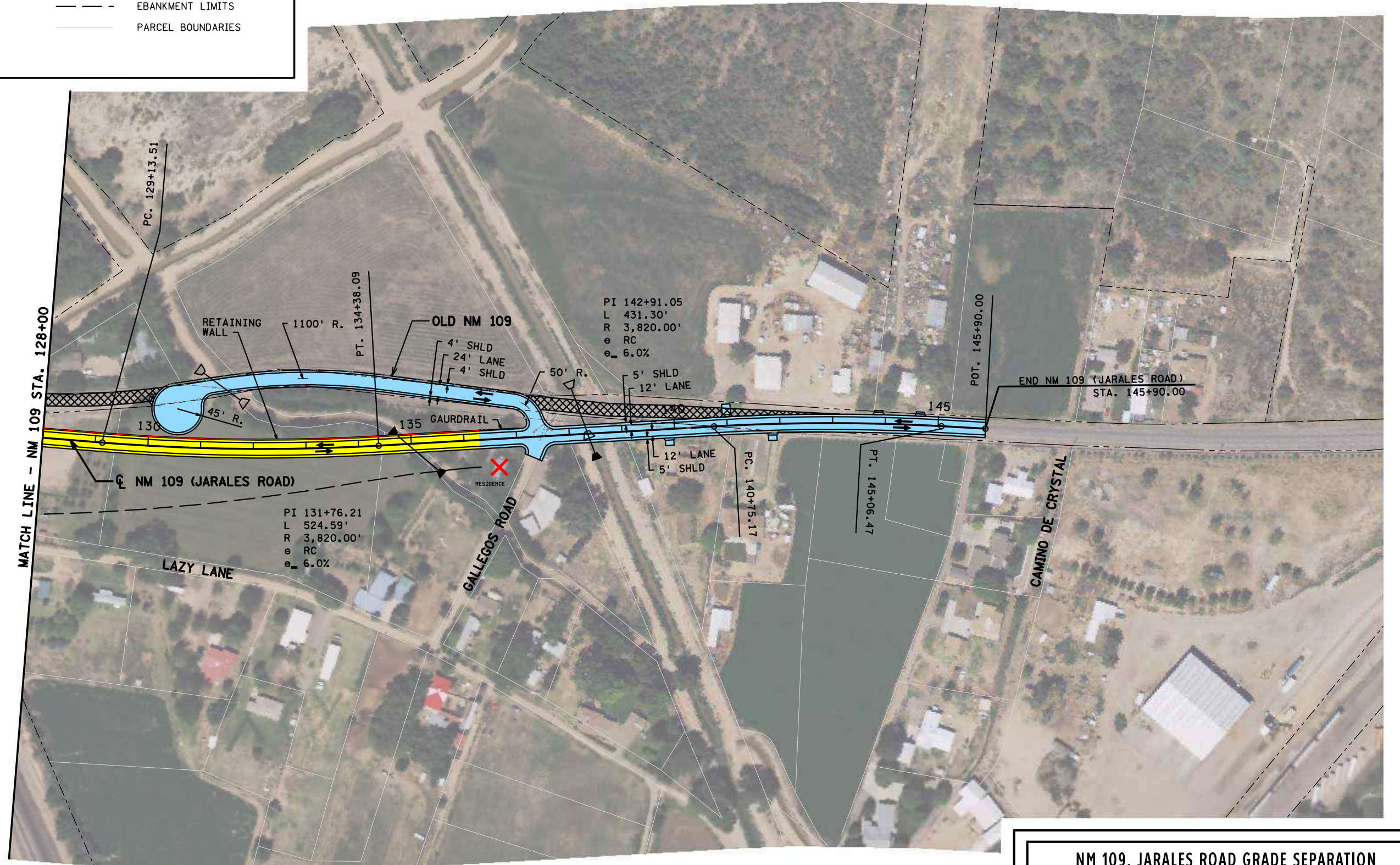
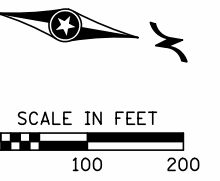
|   |                            |   |                                     |
|---|----------------------------|---|-------------------------------------|
|  | BRIDGE                     |  | IN-PLACE CULVERT                    |
|  | PAVED ROADWAY (CONCRETE)   |  | PROPOSED CULVERT                  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



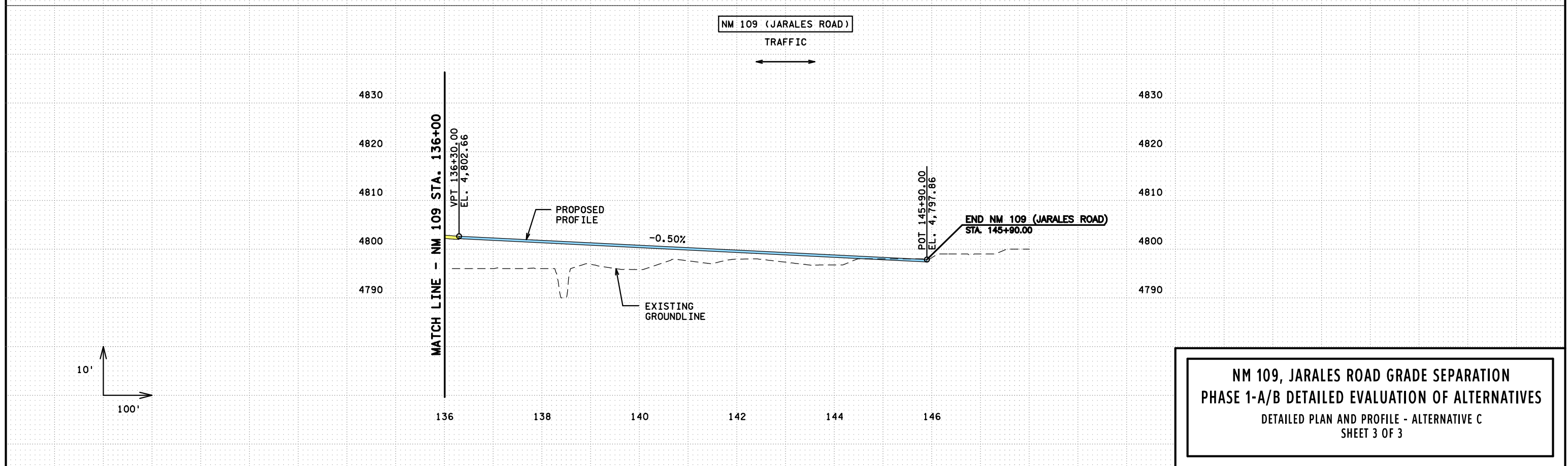
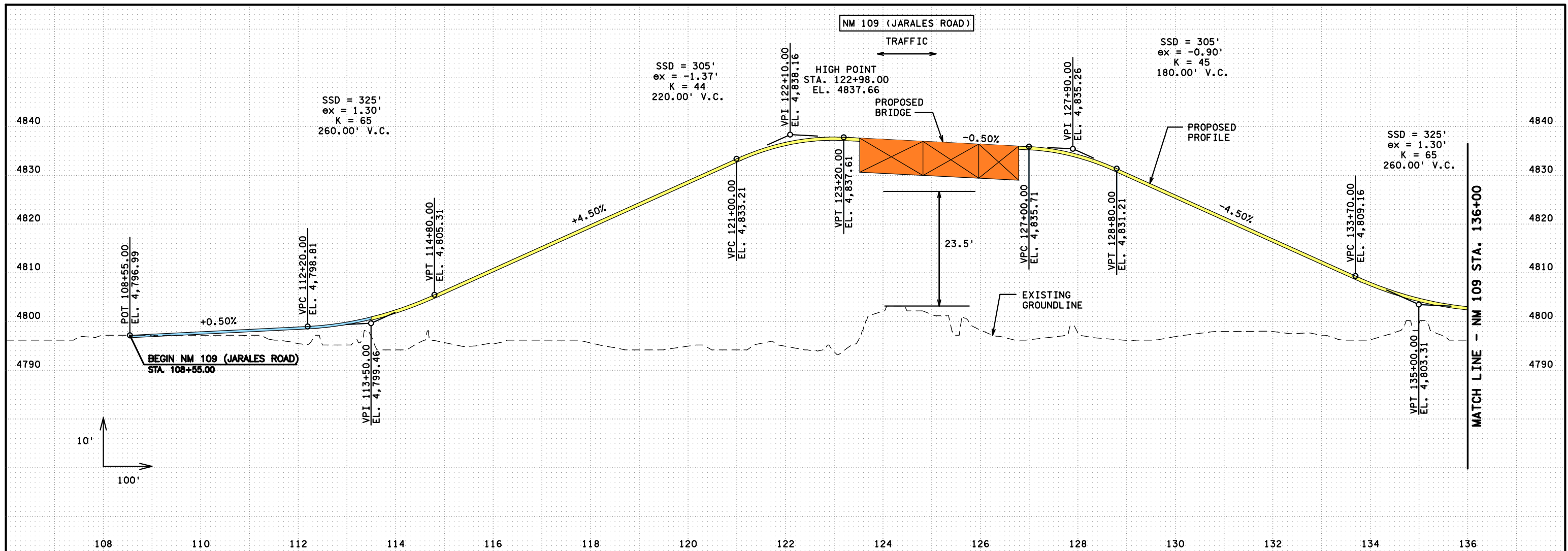
NM 109, JARALES ROAD GRADE SEPARATION  
 PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES  
 DETAILED PLAN AND PROFILE - ALTERNATIVE C  
 SHEET 1 OF 3

# LEGEND




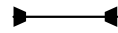

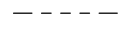

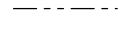

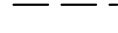



|   |                            |   |                                     |
|---|----------------------------|---|-------------------------------------|
|  | BRIDGE                     |  | IN-PLACE CULVERT                    |
|  | PAVED ROADWAY (CONCRETE)   |  | PROPOSED CULVERT                  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

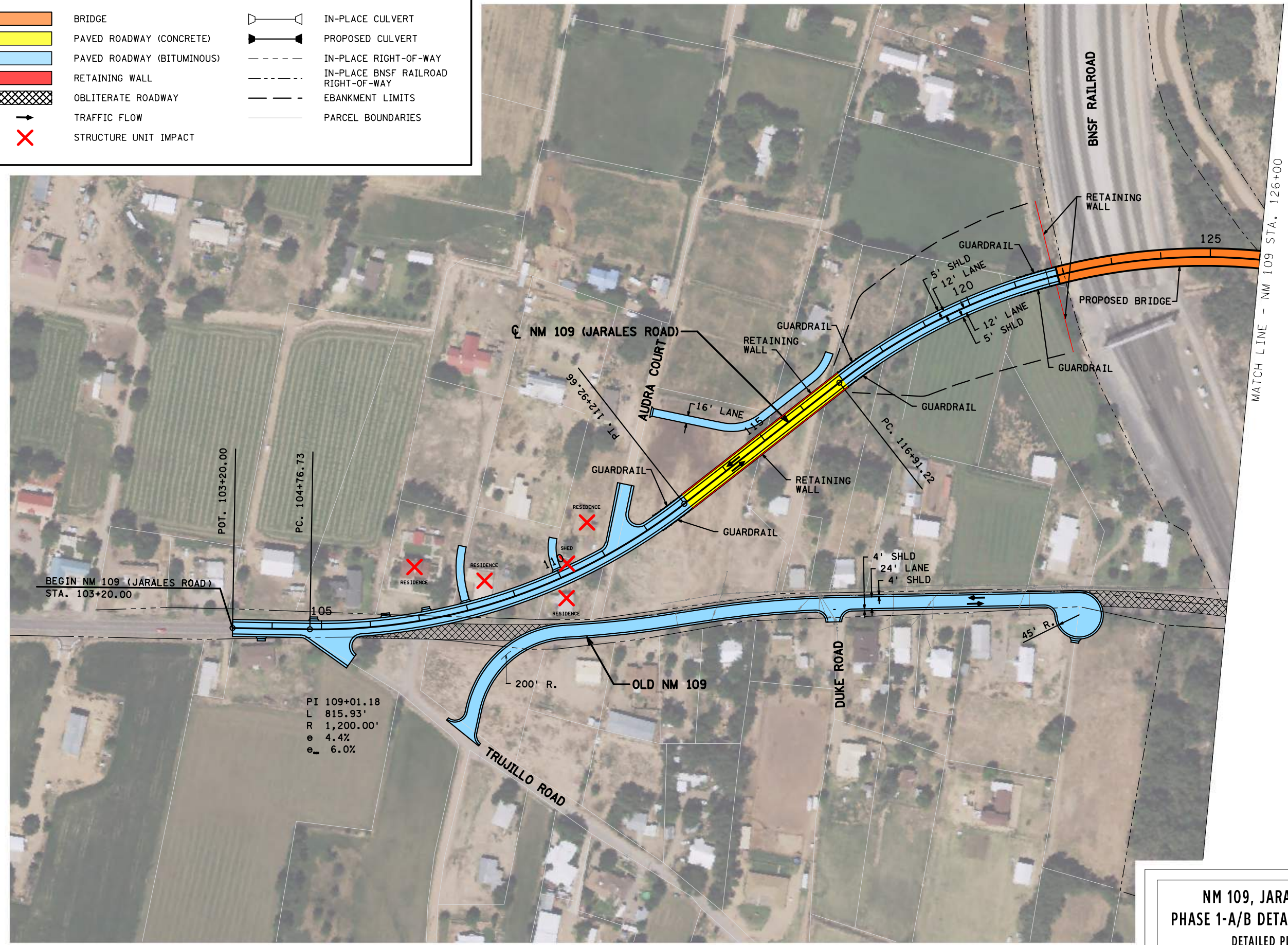
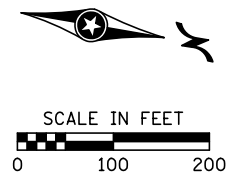


**NM 109, JARALES ROAD GRADE SEPARATION**  
**PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES**  
 DETAILED PLAN AND PROFILE - ALTERNATIVE C  
 SHEET 2 OF 3




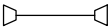

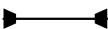



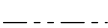
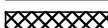




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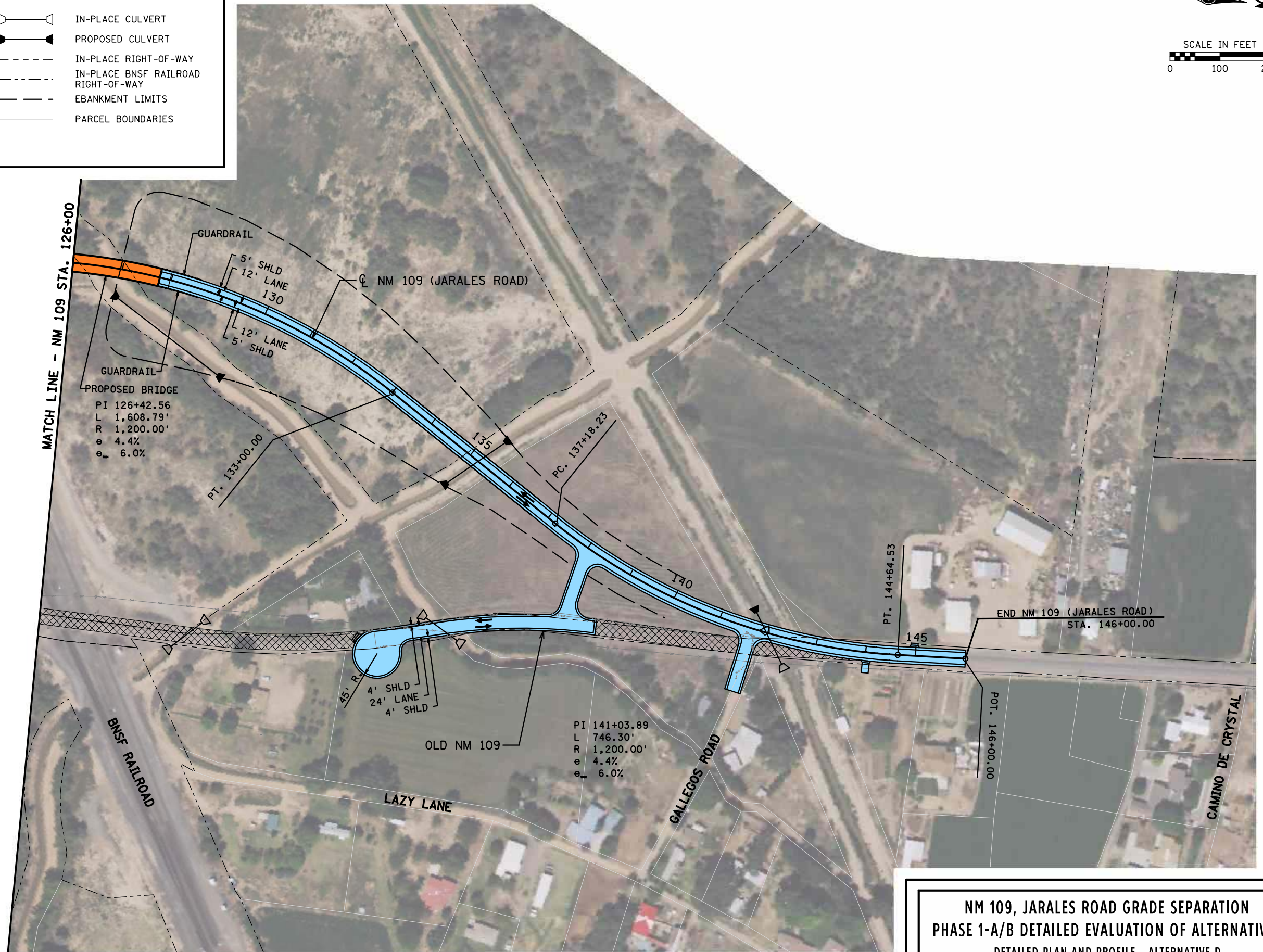
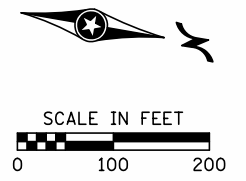
|   |                            |   |                                     |
|---|----------------------------|---|-------------------------------------|
|  | BRIDGE                     |  | IN-PLACE CULVERT                    |
|  | PAVED ROADWAY (CONCRETE)   |  | PROPOSED CULVERT                  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



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



**NM 109, JARALES ROAD GRADE SEPARATION  
 PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES  
 DETAILED PLAN AND PROFILE - ALTERNATIVE D  
 SHEET 2 OF 3**

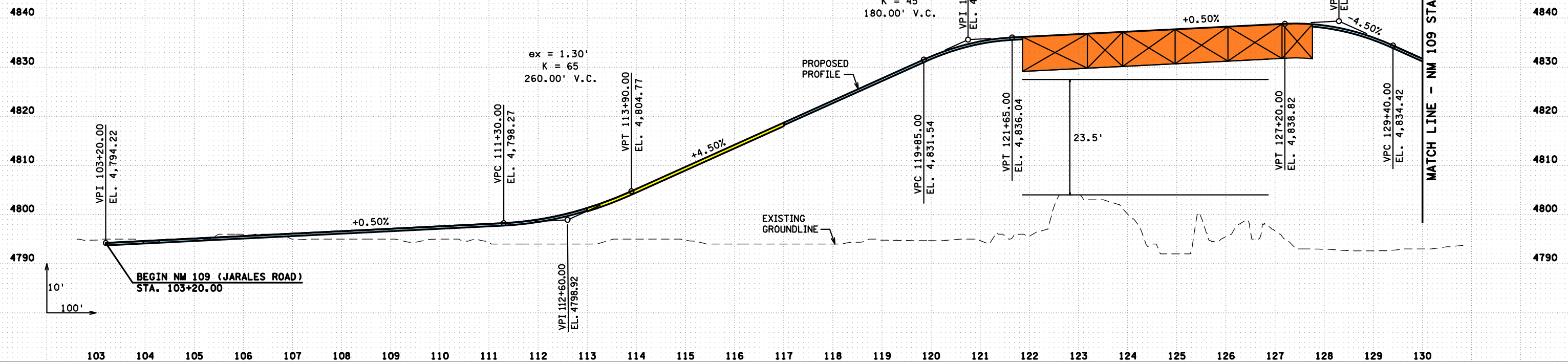
**NM 109 (JARALES ROAD)**  
TRAFFIC

SSD = 243'  
ex = -1.38'  
K = 44  
220.00' V.C.

HIGH POINT  
STA. 127+42.00  
EL. 4838.87

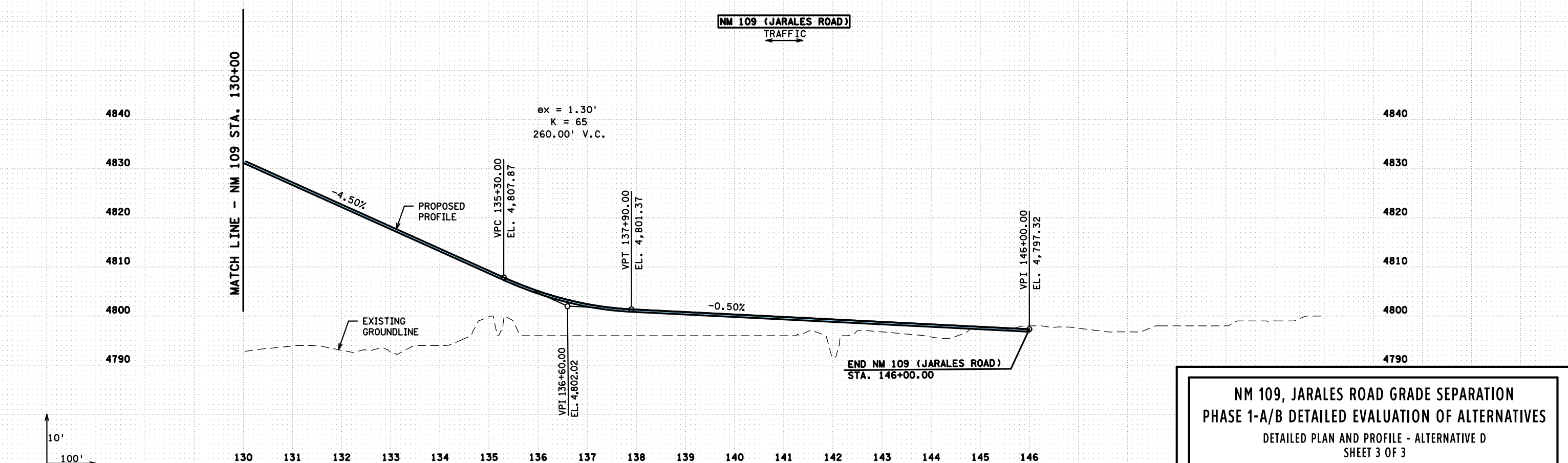
SSD = 256'  
ex = -0.90'  
K = 45  
180.00' V.C.

ex = 1.30'  
K = 65  
260.00' V.C.






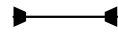

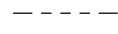

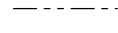

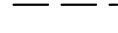



**NM 109 (JARALES ROAD)**  
TRAFFIC

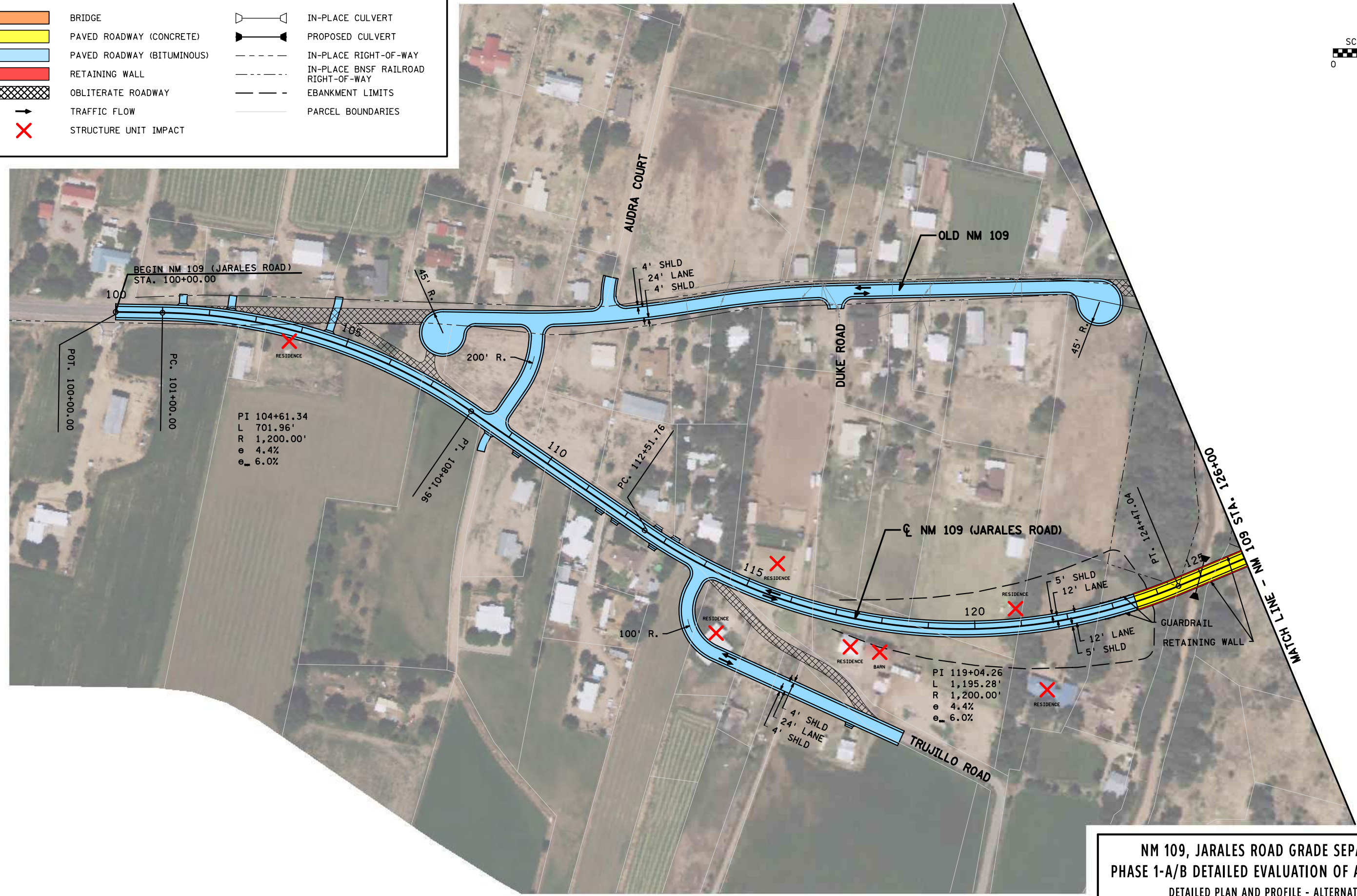
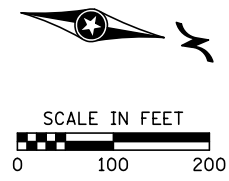
ex = 1.30'  
K = 65  
260.00' V.C.



**NM 109, JARALES ROAD GRADE SEPARATION**  
**PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES**  
DETAILED PLAN AND PROFILE - ALTERNATIVE D  
SHEET 3 OF 3




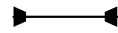

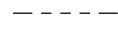

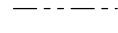

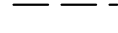



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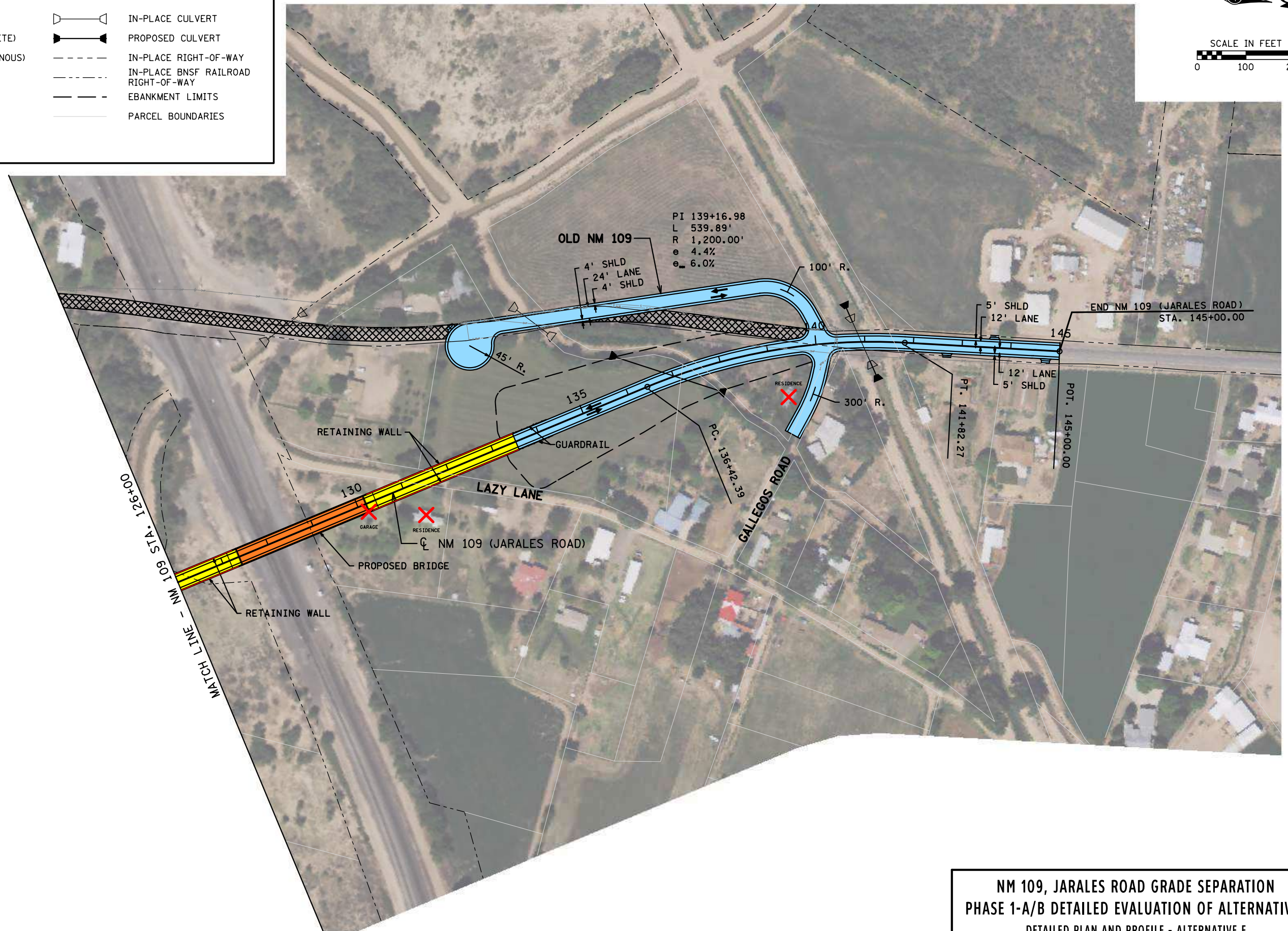
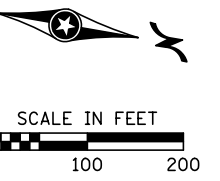
|   |                            |   |                                     |
|---|----------------------------|---|-------------------------------------|
|  | BRIDGE                     |  | IN-PLACE CULVERT                    |
|  | PAVED ROADWAY (CONCRETE)   |  | PROPOSED CULVERT                  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



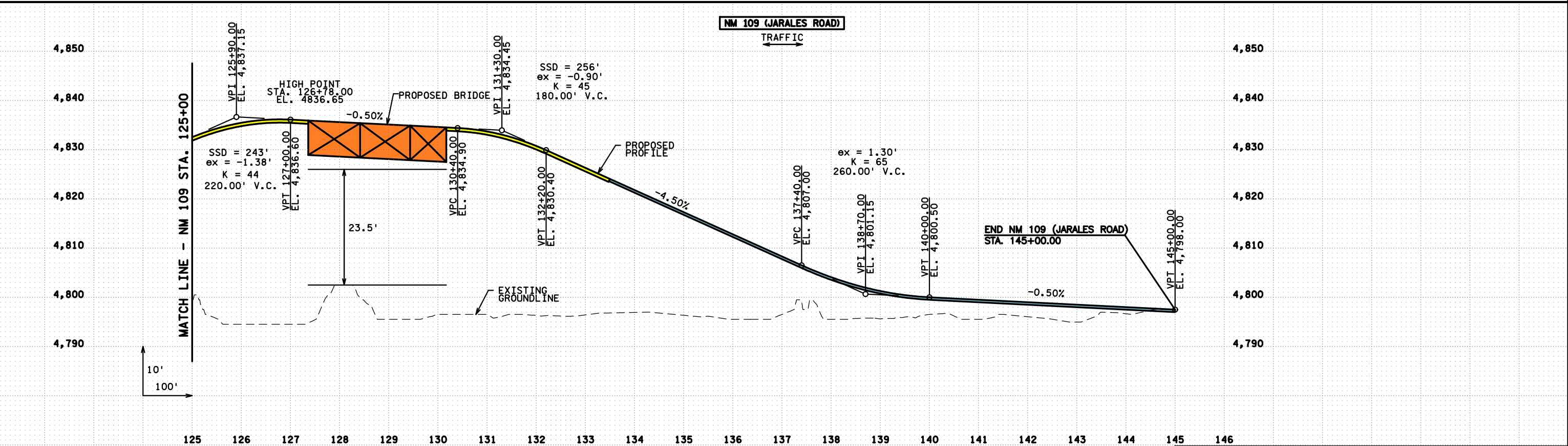
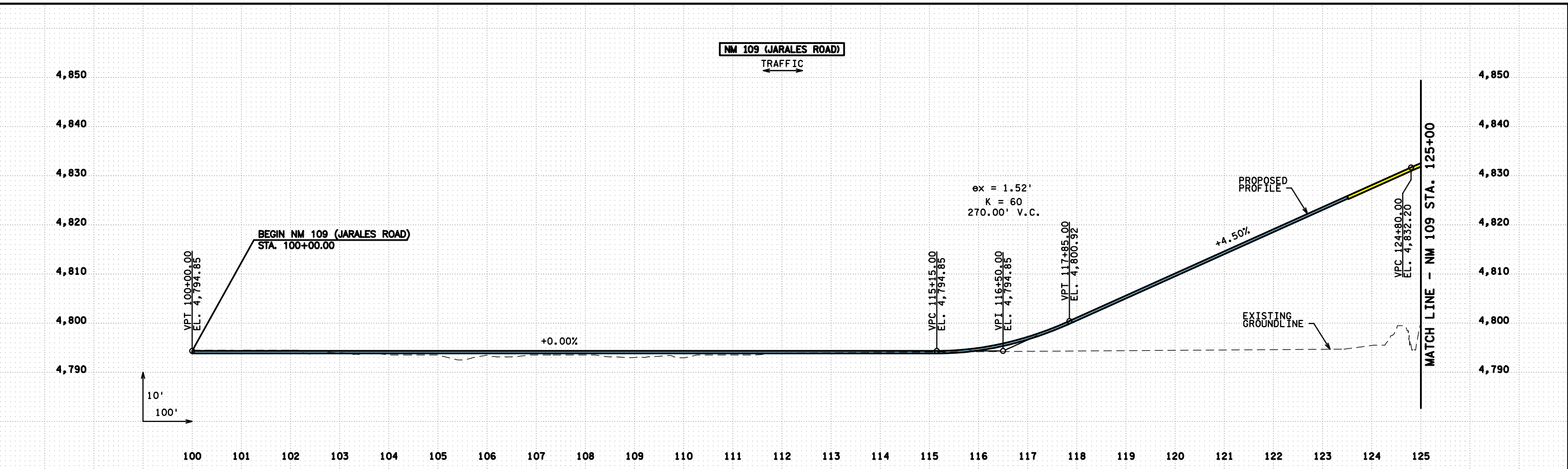
**NM 109, JARALES ROAD GRADE SEPARATION  
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES**  
DETAILED PLAN AND PROFILE - ALTERNATIVE E  
SHEET 1 OF 3

# LEGEND

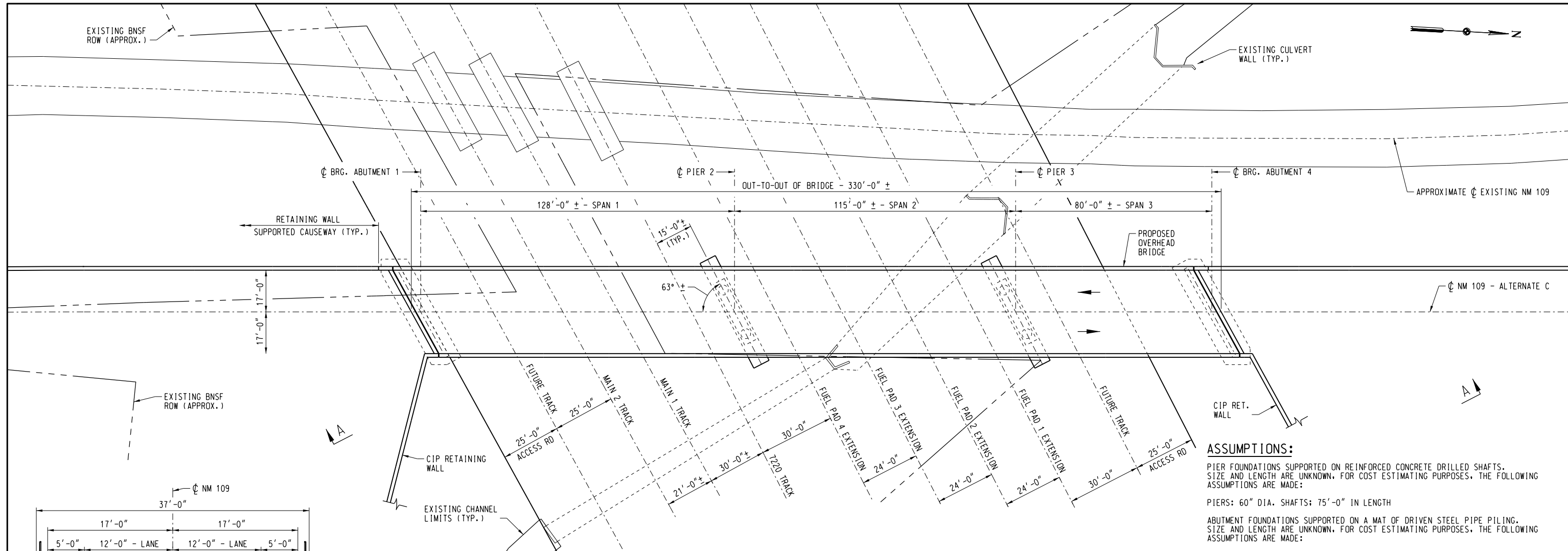
|   |                            |   |                                     |
|---|----------------------------|---|-------------------------------------|
|  | BRIDGE                     |  | IN-PLACE CULVERT                    |
|  | PAVED ROADWAY (CONCRETE)   |  | PROPOSED CULVERT                  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



NM 109, JARALES ROAD GRADE SEPARATION  
PHASE 1-A/B DETAILED EVALUATION OF ALTERNATIVES  
DETAILED PLAN AND PROFILE - ALTERNATIVE E  
SHEET 2 OF 3



# APPENDIX C



NM 109 OVERHEAD ALTERNATE C - PLAN VIEW

**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.

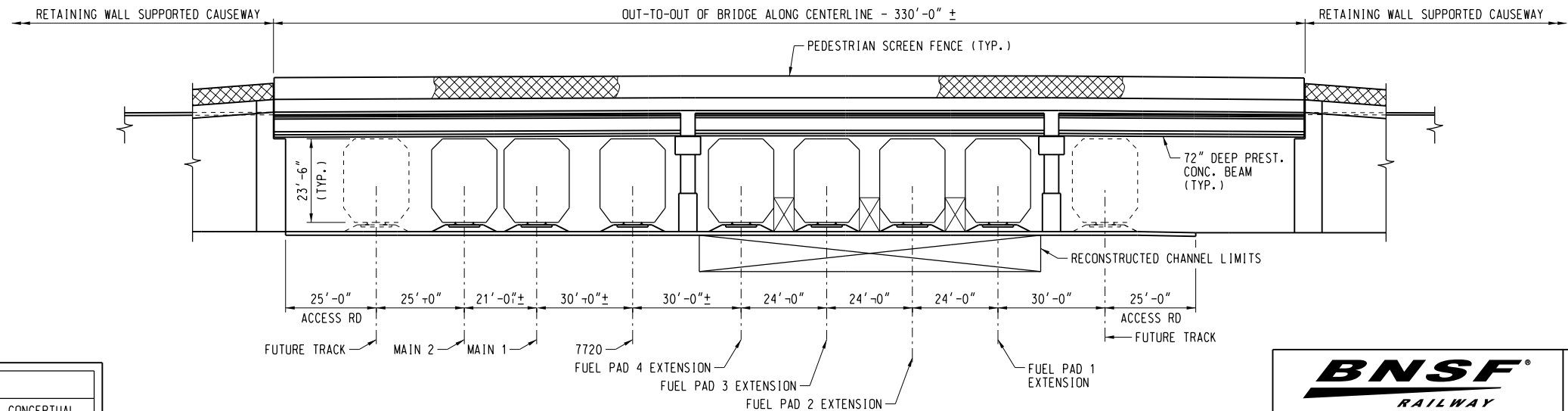
DRILLED SHAFTS MAY BE INSTALLED ADJACENT TO INPLACE IRRIGATION CHANNEL STRUCTURES WITHOUT MODIFICATION.

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.

TYPICAL SECTION



VIEW A-A

**NOTES:**

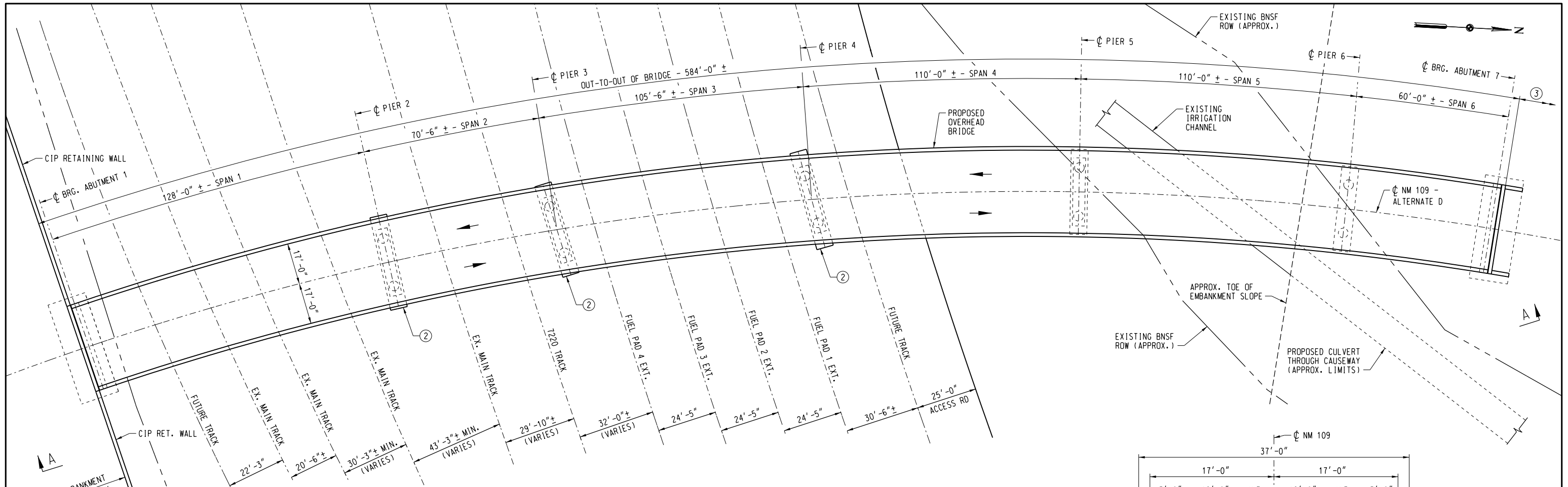
① 8 1/2" REINFORCED CONCRETE BRIDGE DECK.

**NOTE**

INFORMATION SHOWN IS CONCEPTUAL.

NOT FOR CONSTRUCTION.

|                  |                |                                    |               |
|------------------|----------------|------------------------------------|---------------|
|                  |                | EAST CLOVIS TO BELEN JCT.          |               |
|                  |                | BRIDGE NUMBER 894.81               |               |
|                  |                | NM 109 OVERHEAD NEAR BELEN, NM     |               |
|                  |                | NM 109 OVERHEAD BRIDGE ALTERNATE C |               |
| DES: MPB         | CHECK: HLE     | PLAN NO: 7100-0894.810-001         | SHEET: 1 OF 1 |
| DRAWN: MPB       | CHECK: HLE     |                                    |               |
| DATE: APRIL 2020 | LINE SEG: 7100 |                                    |               |



NM 109 OVERHEAD ALTERNATE D - PLAN VIEW

#### 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.

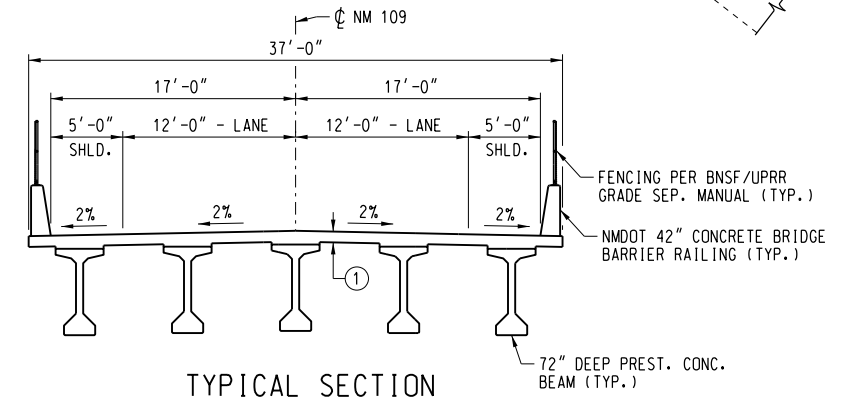
BRIDGE DECK SECTION WILL PROVIDE TWO TWELVE FOOT LANES AND TWO FIVE FOOT SHOULDERS.

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

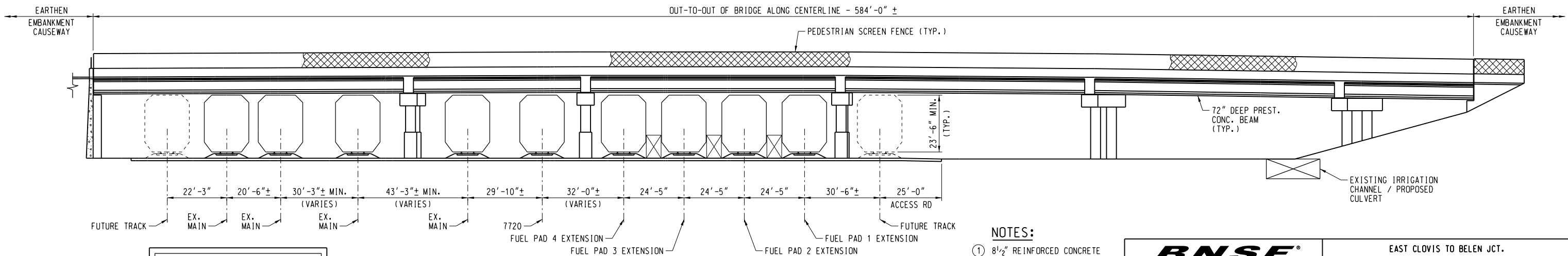
THE NORTH CAUSEWAY APPROACH WILL BE CONSTRUCTED USING A TYPICAL EARTHEN EMBANKMENT.

ASPHALT CONCRETE WILL BE USED FOR THE APPROACH ROADWAY SECTION.

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



TYPICAL SECTION



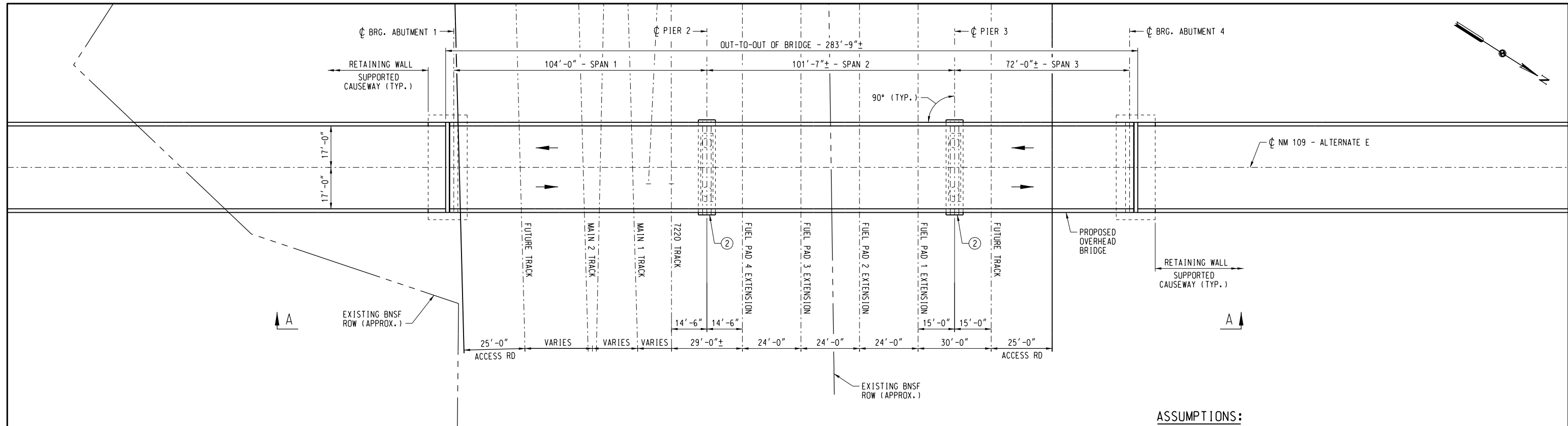
VIEW A-A

**NOTE**  
INFORMATION SHOWN IS CONCEPTUAL.  
NOT FOR CONSTRUCTION.

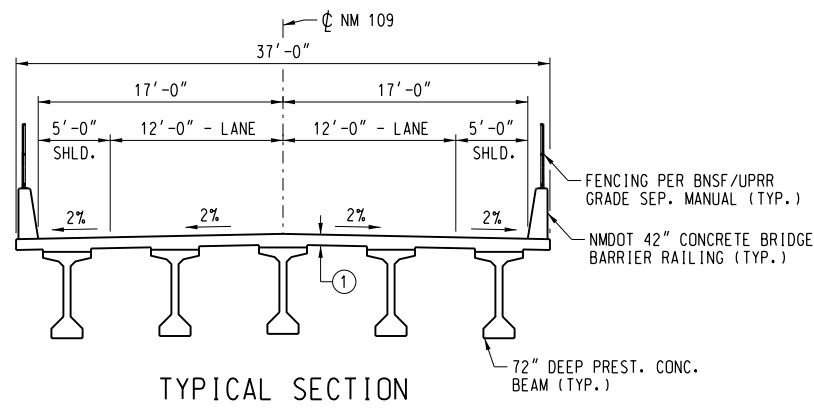
#### NOTES:

- ① 8 1/2" REINFORCED CONCRETE BRIDGE DECK.
- ② PIERS WITHIN RAIL CORRIDOR TO BE POSITIONED AND SKEWED TO MEET BNSF CLEARANCE REQUIREMENTS.
- ③ EARTHEN EMBANKMENT CAUSEWAY.

|                  |                |   |               |
|------------------|----------------|---|---------------|
|                  |                | EAST CLOVIS TO BELEN JCT.<br>BRIDGE NUMBER 894.81<br>NM 109 OVERHEAD NEAR BELEN, NM |               |
|                  |                | NM 109 OVERHEAD BRIDGE ALTERNATE D  |               |
| DES: MPB         | CHECK: HLE     | PLAN NO: 7100-0894.810-001  | SHEET: 1 OF 1 |
| DRAWN: MPB       | CHECK: HLE     |   |               |
| DATE: APRIL 2020 | LINE SEG: 7100 |   |               |



NM 109 OVERHEAD BRIDGE ALTERNATE E - PLAN VIEW



**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

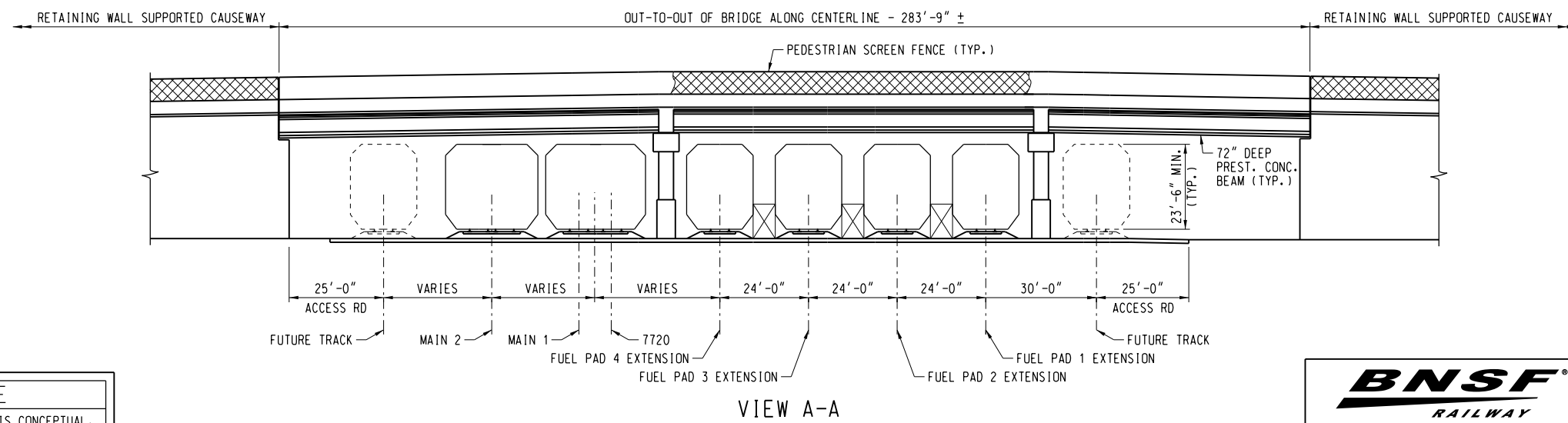
PIERS WITHIN THE RAIL CORRIDOR TO INCORPORATE A CRASH STRUT.

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.



**NOTES:**

- ① 8 1/2" REINFORCED CONCRETE BRIDGE DECK.
- ② PIERS WITHIN RAIL CORRIDOR POSITIONED TO MEET BNSF CLEARANCE REQUIREMENTS.

**NOTE**  
INFORMATION SHOWN IS CONCEPTUAL.  
NOT FOR CONSTRUCTION.

|                  |  |                            |               |
|------------------|--|----------------------------|---------------|
|                  |  | EAST CLOVIS TO BELEN JCT.  |               |
|                  |  | BRIDGE NUMBER 894.81       |               |
| DES: MPB         |  | CHECK: HLE                 |               |
| DRAWN: MPB       |  | CHECK: HLE                 |               |
| DATE: APRIL 2020 |  | LINE SEG: 7100             |               |
|                  |  | PLAN NO: 7100-0894.810-001 | SHEET: 1 OF 1 |

# 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)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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    |

Station: Jarales Rd (NM 109)

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

| (DEFAULTC)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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

| (DEFAULTC)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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    |

| (DEFAULTC)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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)    |      | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Description   | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   |       |  |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | 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     |  |

Station: Trujillo Rd

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

| (DEFAULTC)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   |       |   |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | 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     | 0     | 1 |
|               | 05:00 | 0     | 2    | 1     | 0     | 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     | 0     | 5 |
|               | 07:00 | 0     | 1    | 0     | 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     | 0     | 7 |
|               | 09:00 | 0     | 1    | 3     | 0     | 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     | 0     | 3 |
|               | 11:00 | 0     | 0    | 1     | 0     | 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     | 0     | 3 |
|               | 13:00 | 0     | 0    | 1     | 0     | 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     | 0     | 2 |
|               | 15:00 | 0     | 1    | 0     | 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     | 0     | 7 |
|               | 17:00 | 0     | 6    | 1     | 0     | 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     | 0     | 3 |
|               | 19:00 | 0     | 3    | 0     | 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     | 0     | 3 |
|               | 21:00 | 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 |
|               | 23:00 | 0     | 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

| (DEFAULTC)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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     |

| (DEFAULTC)    |       | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   | Total |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date          | Time  | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other |       |
| 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)    |      | #1    | #2   | #3    | #4    | #5    | #6    | #7    | #8    | #9    | #10   | #11   | #12   | #13   |       |
|---------------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Description   | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | 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 Summary: Jarales Rd (NM 109)

|                 | #1  | #2   | #3   | #4   | #5   | #6   | #7   | #8   | #9   | #10  | #11  | #12  | #13  | #14  | #15  | #16   |       |
|-----------------|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|
|                 | 0 -   | 20 - | 25 - | 30 - | 35 - | 40 - | 45 - | 50 - | 55 - | 60 - | 65 - | 70 - | 75 - | 80 - | 85 - |       |       |
| Description     | 19.9  | 24.9 | 29.9 | 34.9 | 39.9 | 44.9 | 49.9 | 54.9 | 59.9 | 64.9 | 69.9 | 74.9 | 79.9 | 84.9 | 89.9 | 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 mph50% Speed : 40.1 mph67% Speed : 43.6 mph85% Speed : 48.6 mph10mph 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 mph50% Speed : 41.6 mph67% Speed : 44.7 mph85% Speed : 49.3 mph10mph 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 mph50% Speed : 41.0 mph67% Speed : 44.3 mph85% Speed : 49.1 mph10mph Pace: 35.0 - 44.9 (48.9%) |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |





Special Speed Study Summary: Trujillo Rd

|                 | #1  | #2   | #3   | #4   | #5   | #6   | #7   | #8   | #9   | #10  | #11  | #12  | #13  | #14  | #15  | #16   |       |
|-----------------|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|
|                 | 0 -   | 20 - | 25 - | 30 - | 35 - | 40 - | 45 - | 50 - | 55 - | 60 - | 65 - | 70 - | 75 - | 80 - | 85 - |       |       |
| Description     | 19.9  | 24.9 | 29.9 | 34.9 | 39.9 | 44.9 | 49.9 | 54.9 | 59.9 | 64.9 | 69.9 | 74.9 | 79.9 | 84.9 | 89.9 | 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 |

Station: Jarales Rd (NM 109)

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

| 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 |

Station: Trujillo Rd

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

| 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 - 01/14/2020To: 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 : 2

| Groups Printed- Car - Truck |           |      |       |            |                       |      |       |            |                                |      |       |            |                                |      |       |            |            |
|-----------------------------|-----------|------|-------|------------|-----------------------|------|-------|------------|--------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
| Start Time                  | Eastbound |      |       |            | Trujillo Rd Westbound |      |       |            | Jarales Rd (NM 109) Northbound |      |       |            | Jarales Rd (NM 109) Southbound |      |       |            | Int. Total |
|                             | Left      | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                           | Thru | Right | App. 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        |

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

| Start Time   | Eastbound |      |       |            | Trujillo Rd Westbound |      |       |            | Jarales Rd (NM 109) Northbound |      |       |            | Jarales Rd (NM 109) Southbound |      |       |            | Int. Total |
|--------------|-----------|------|-------|------------|-----------------------|------|-------|------------|--------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
|              | Left      | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                           | Thru | Right | App. Total |            |
| 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<br>NM 109 Overhead Bridge<br>Over BNSF Corridor<br>Belen, New Mexico<br>ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS<br>PHASE I A/B REPORT - ALTERNATE C |          |                         |                     |                      |
|---|----------|-------------------------|---------------------|----------------------|
| Item Description  | Unit     | Quantities              |                     | Estimated Total Cost |
|   |          | Quantity                | Estimated Unit 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<br>NM 109 Overhead Bridge<br>Over BNSF Corridor<br>Belen, New Mexico<br>ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS<br>PHASE I A/B REPORT - ALTERNATE D |          |                         |                     |                      |
|---|----------|-------------------------|---------------------|----------------------|
| Item Description  | Unit     | Quantities              |                     | Estimated Total Cost |
|   |          | Quantity                | Estimated Unit 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<br>NM 109 Overhead Bridge<br>Over BNSF Corridor<br>Belen, New Mexico<br>ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS<br>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



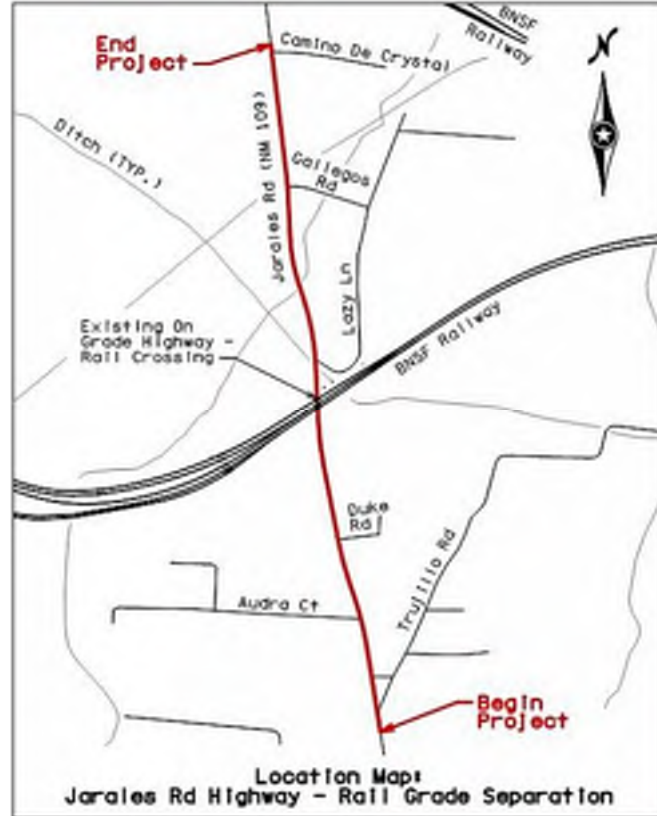
## **Public Meeting for the Proposed Highway – Rail Grade Separation of Jarales Road (NM 109)**



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 11<sup>th</sup> - 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](mailto: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](mailto:hans.erickson@tkda.com)

John Taschek,  
Environmental Specialist  
(505) 980-0993, [jtaschek@ecosphere-services.com](mailto: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 11<sup>TH</sup>, 2019

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# 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

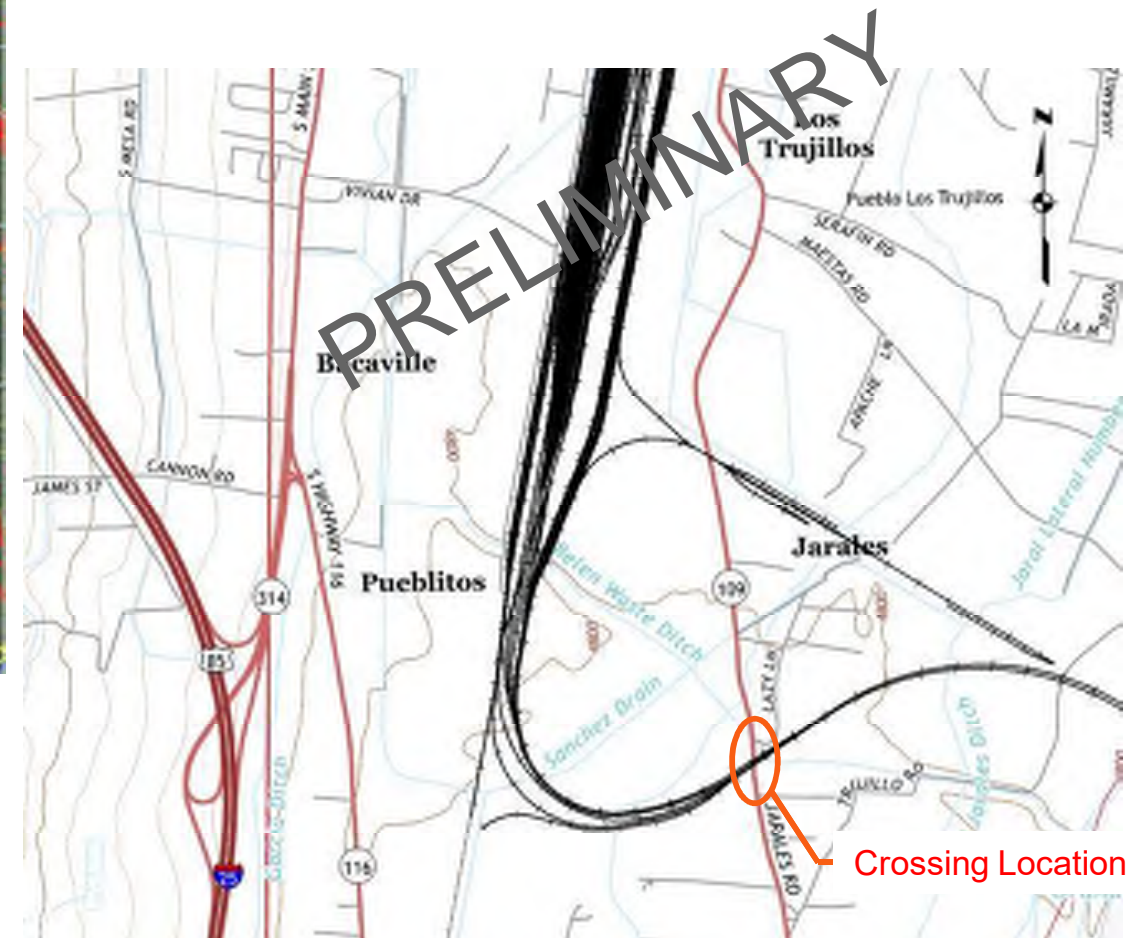


Figure 1. Jarales Road (NM 109) Location Map

# 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

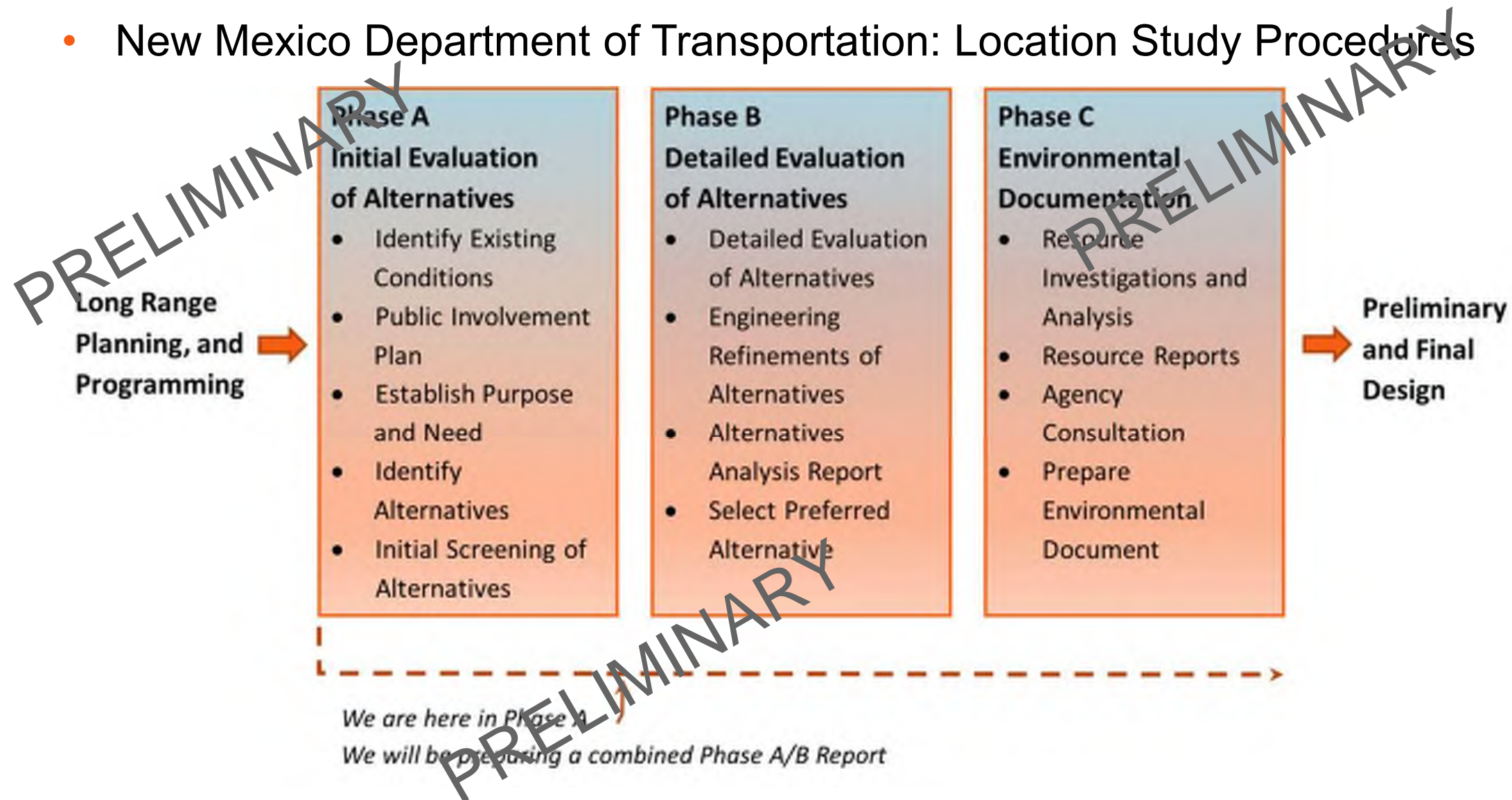


- Cultural resources:
  - Camino Real de Tierra Adentro
  - Acequias
- Other issues:
  - Impacts to residences or structures
  - Utilities
  - Multimodal transportation
  - Visual landscape

# Development Process



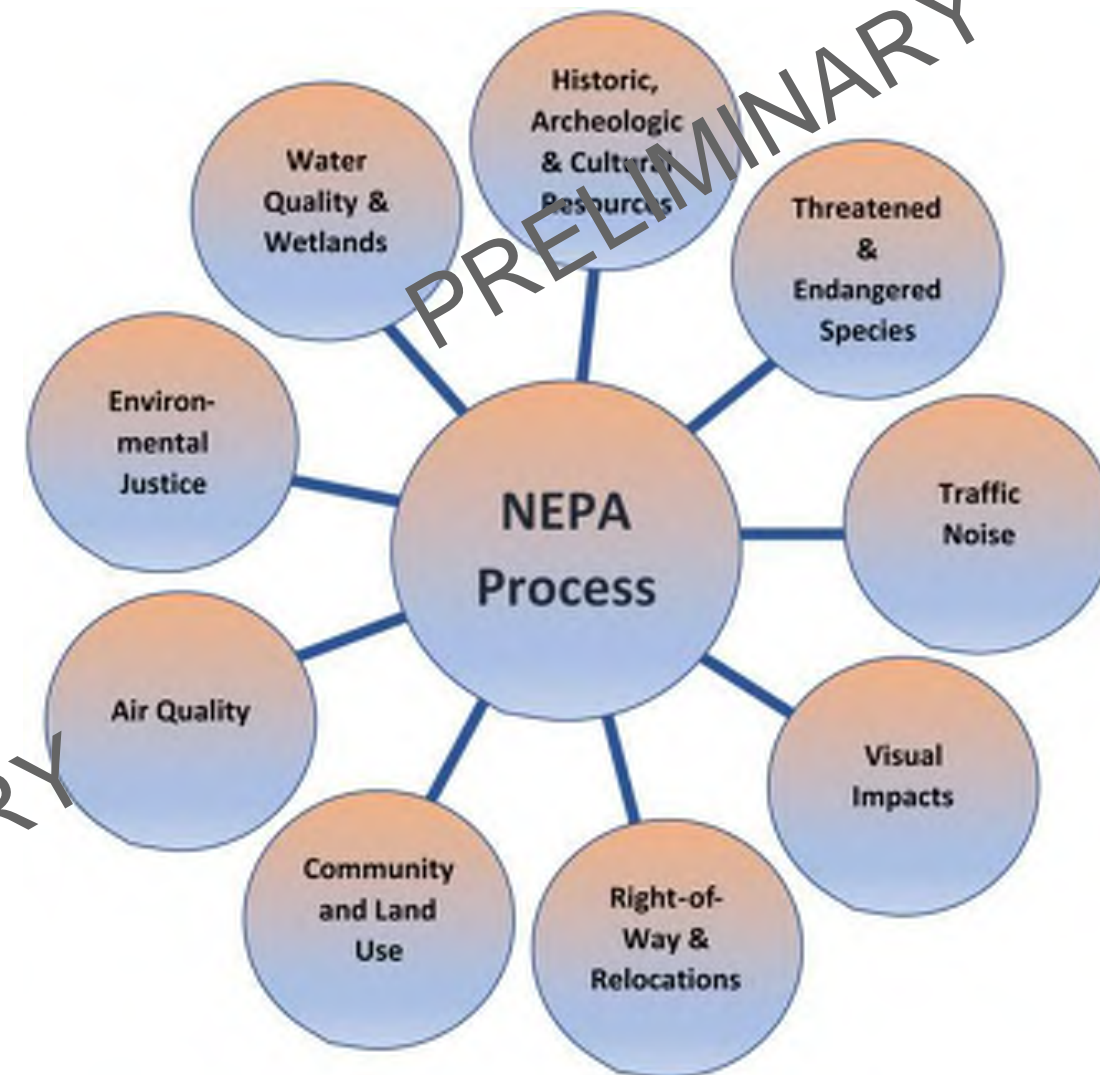
- New Mexico Department of Transportation: Location Study Procedures



# 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



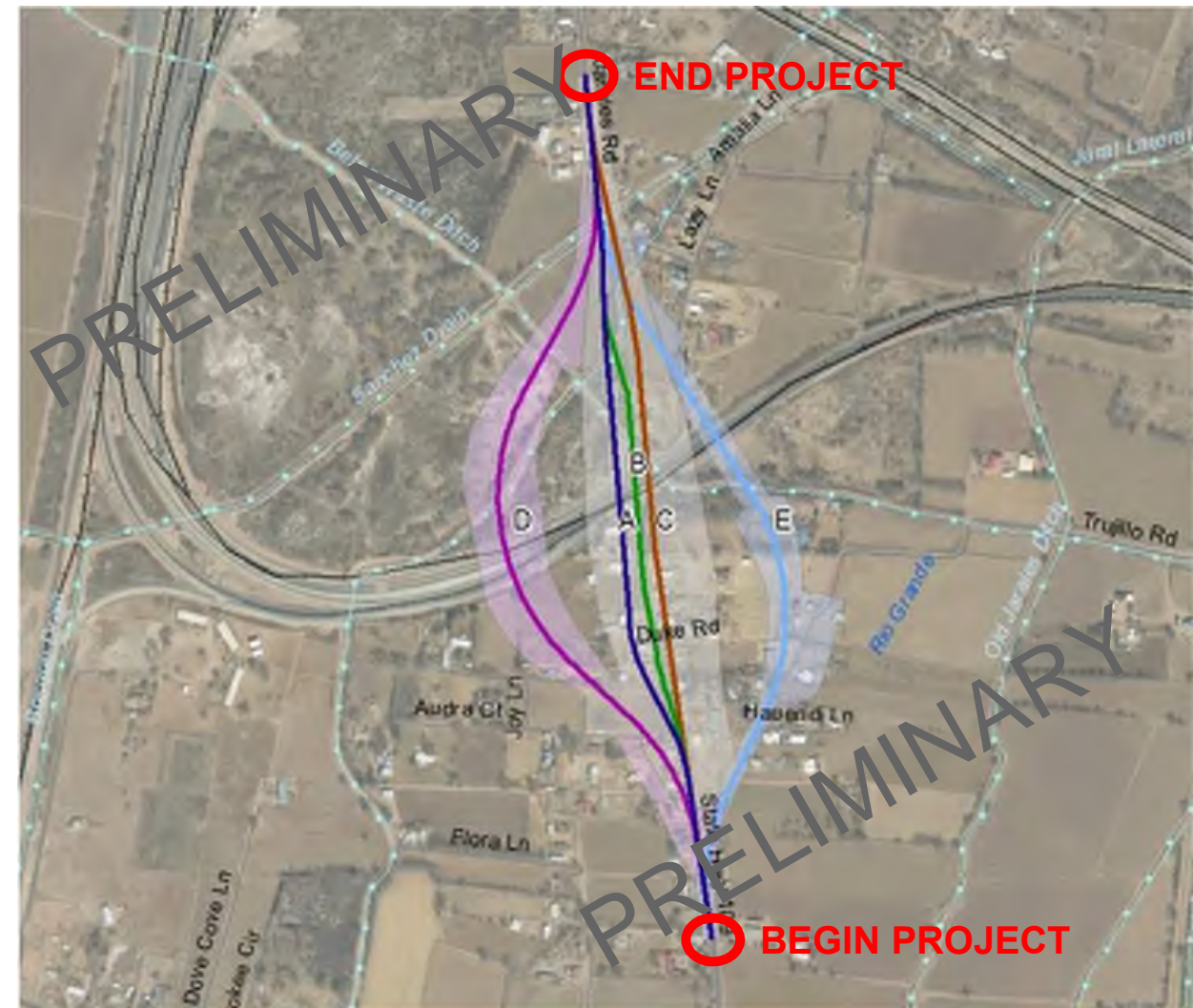
- Identify optimal configuration by evaluation of several alternate solutions.
- Optimal configuration satisfies most evaluation criteria.
  - Structure Impacts, Cost, schedule, ROW, Utilities, etc.
  - Optimal is not necessarily the best solution for any one criteria.
  - Public Input is an important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

# Preliminary Alternatives

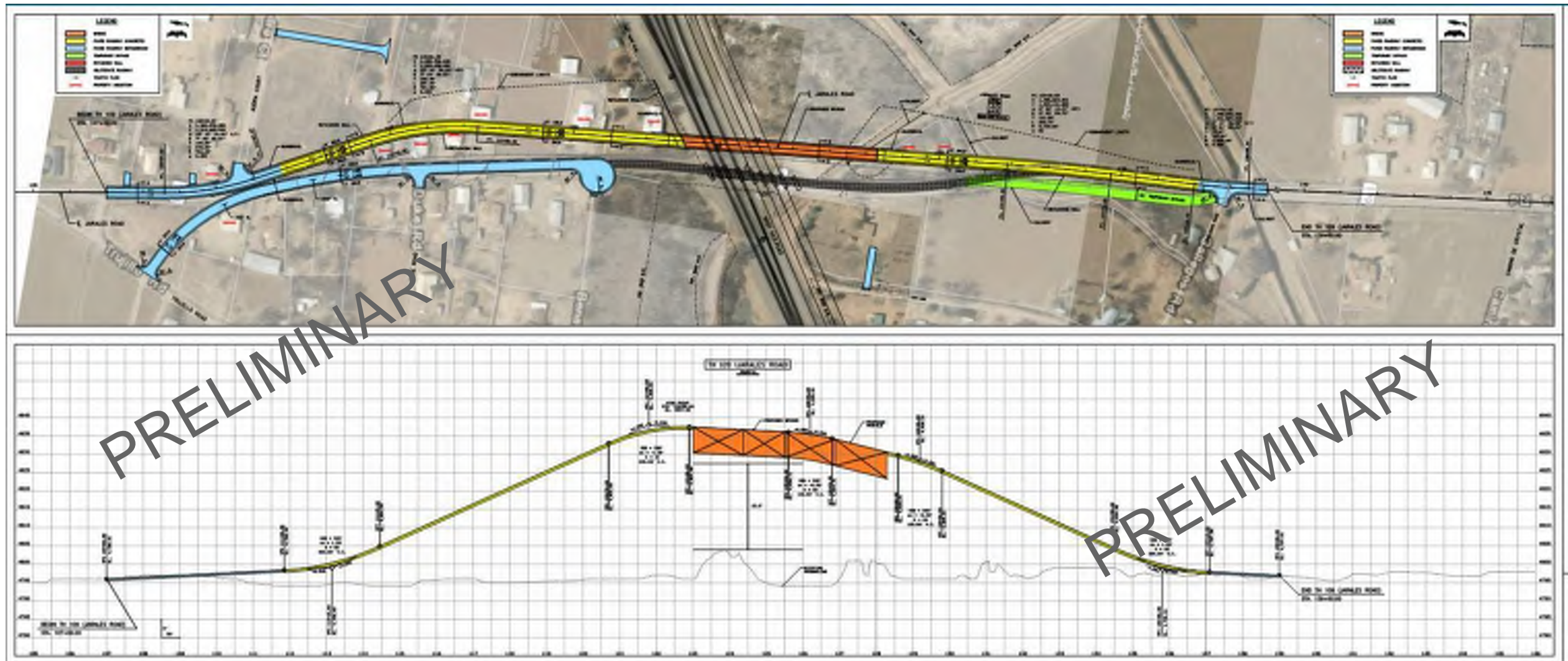


- A – New Alignment ~70' west of existing.
- B – Maintain existing alignment.
- C – New Alignment ~70' east of existing.
- D – New Alignment ~700' west of existing.
- E – New Alignment ~500' east of existing.
- F – No Build.

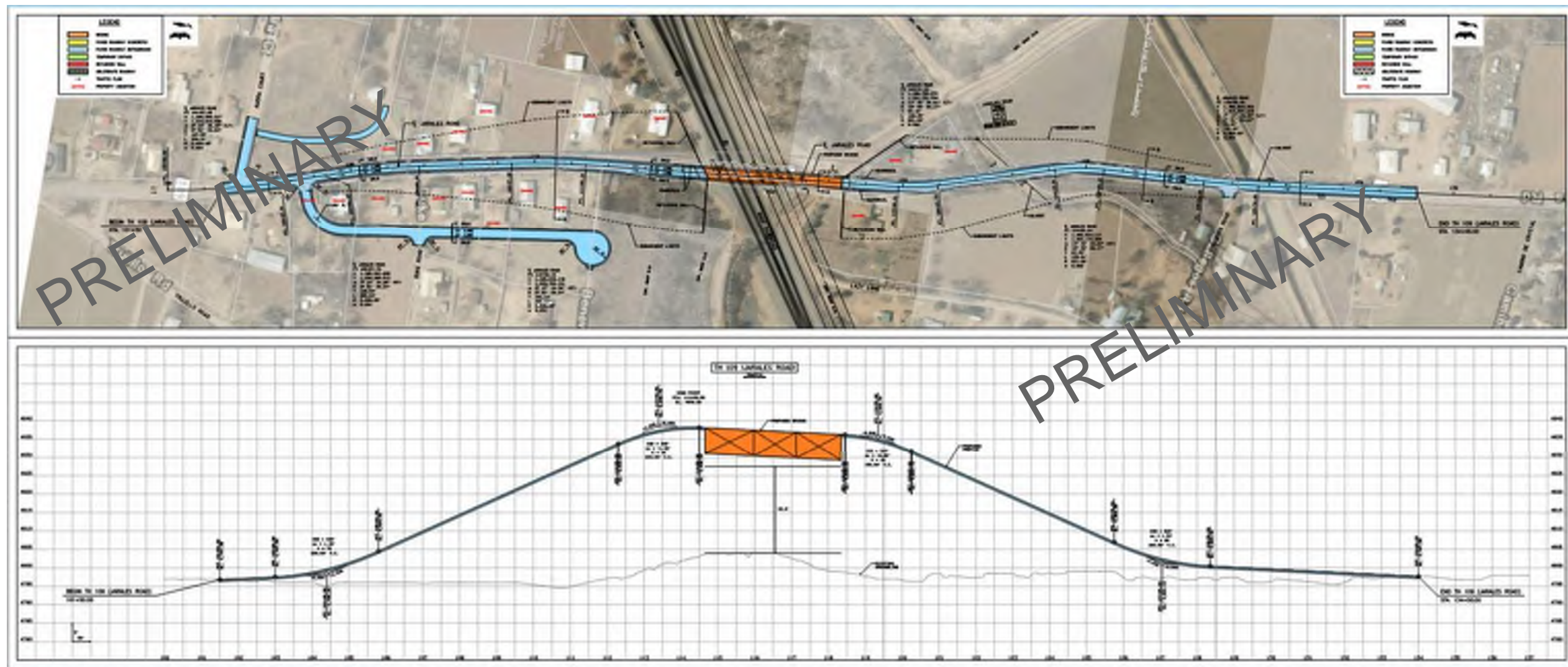
- Preliminary Evaluation Criteria:
  - Safety
  - Construction Cost
  - Structure Impacts
  - Right-Of-Way Requirements
  - Jarales Road Closure Requirements
  - Impacts to Local Roads
  - Environmental Impacts
  - Railroad Impacts
  - Structure Maintenance and Inspection
  - Utility Impacts
  - Construction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



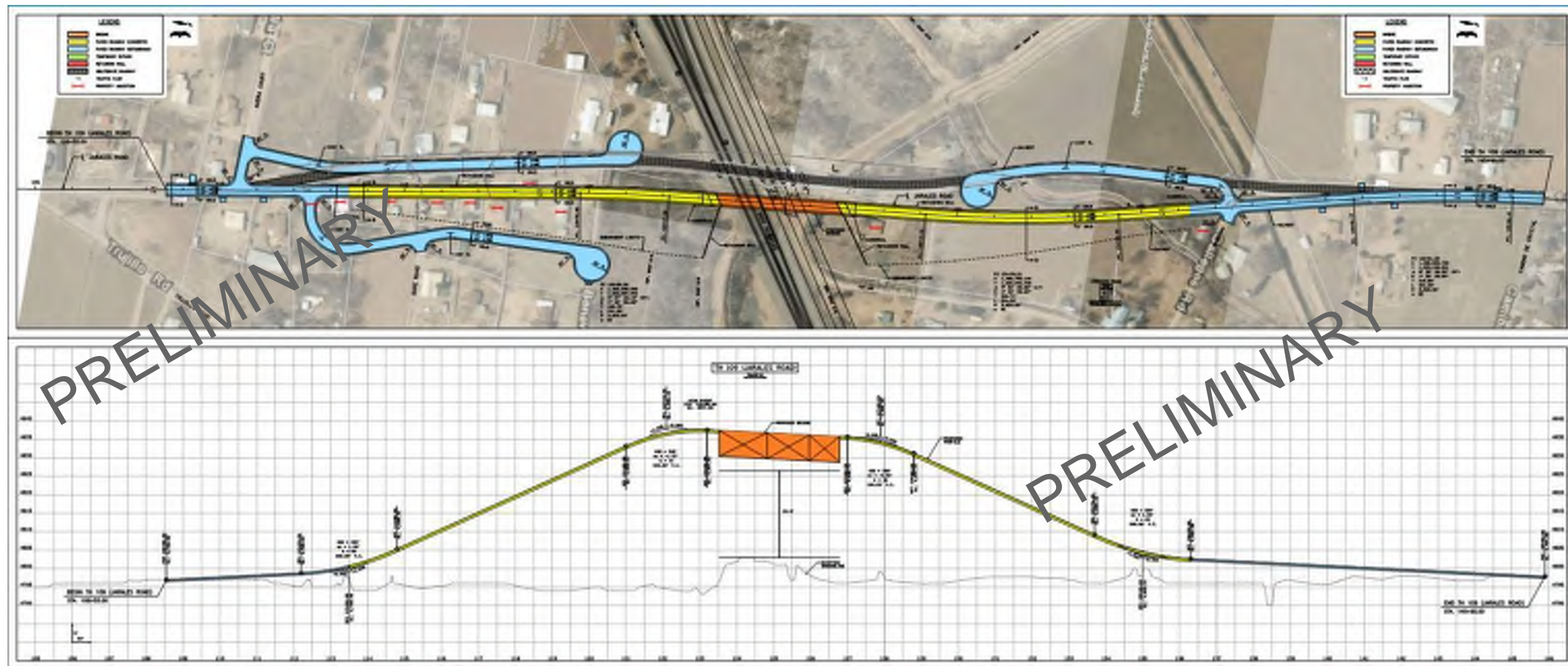
# Alternative A



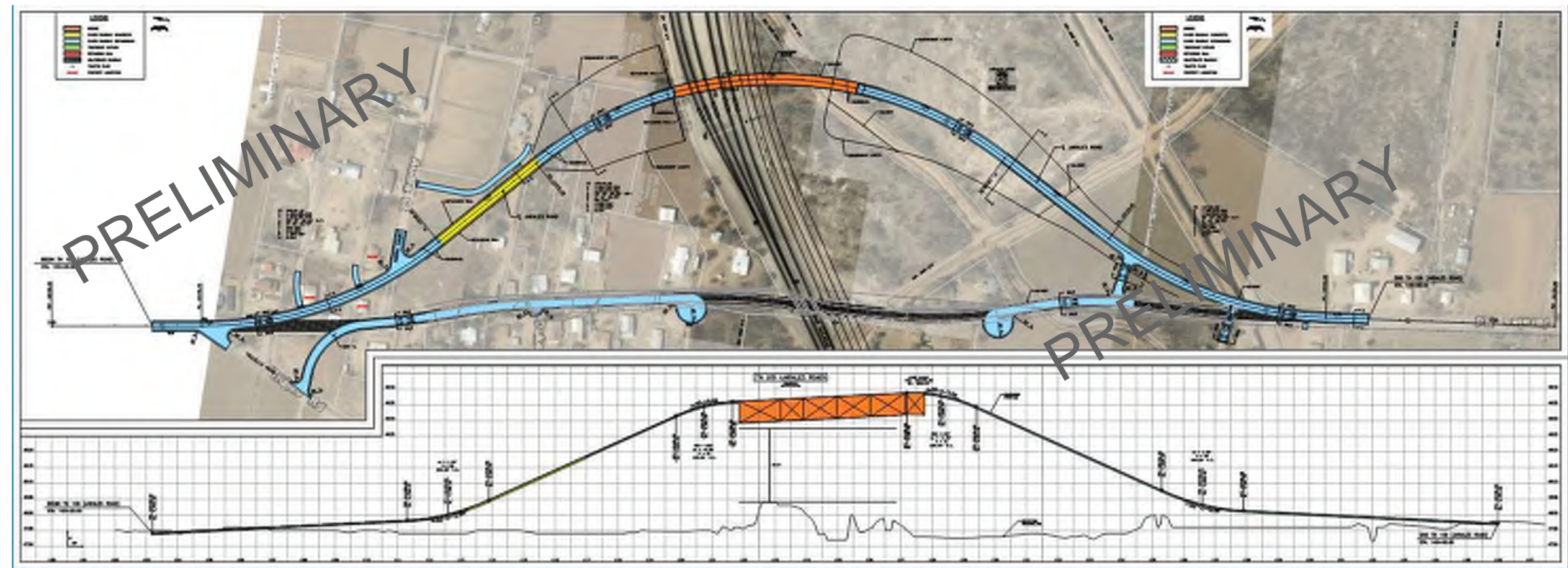
# Alternative B



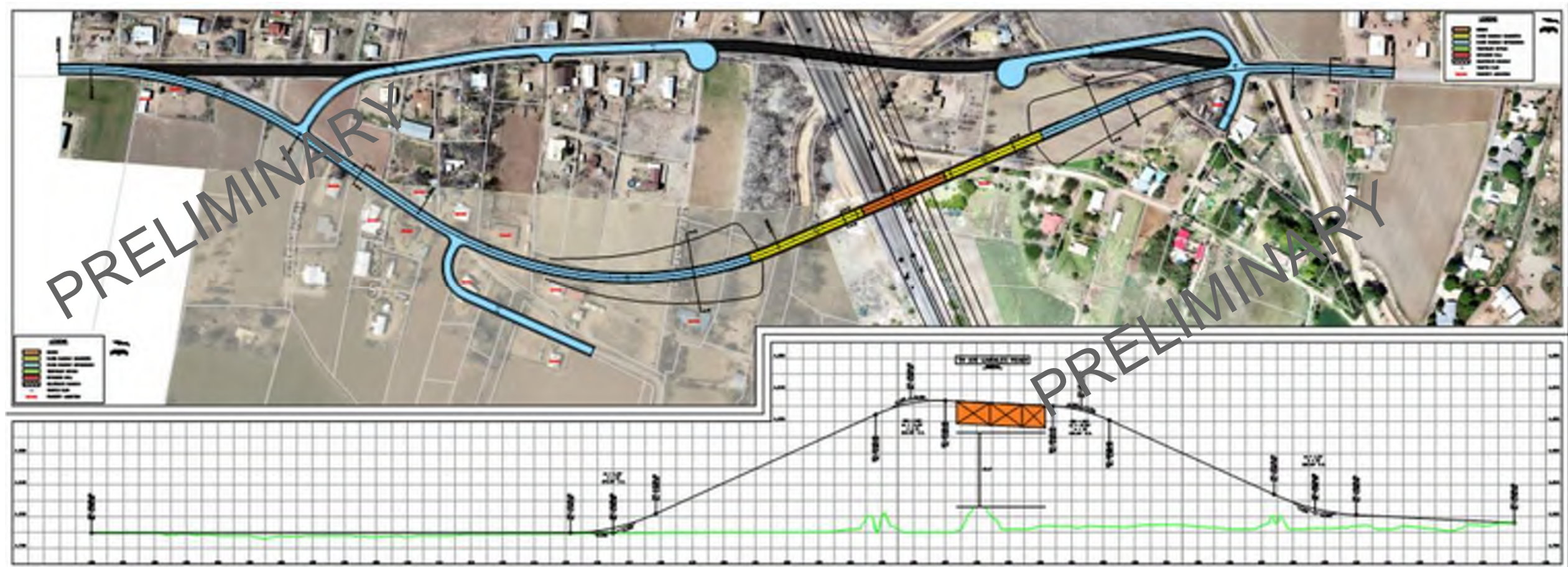
# Alternative C



# 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

|               |      |      |         |     |       |
|---------------|------|------|---------|-----|-------|
| <u>RANK</u>   | ↑↑   | ↑    | ↔       | ↓   | ↓↓    |
|               | BEST | GOOD | NEUTRAL | BAD | WORST |
| <u>POINTS</u> | 2    | 1    | 0       | -1  | -2    |

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

## Next Steps



- Public Input:
  - Provide comments by June 25, 2019
    - Comment cards
    - Email: [hans.erickson@tkda.com](mailto:hans.erickson@tkda.com); [jtaschek@ecosphere-services.com](mailto: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



# 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.

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

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

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:

|                            |                  |
|----------------------------|------------------|
| <hr/>                      | <u>4/16/2020</u> |
| 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 JAALES 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](mailto: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: BRANSON R. SPRINGSTEAD  
Address: 156 1/2 JAALES Rd NO BOX 340 JAALES, NM 87023  
Phone: 505 1864-5976  
Email: BRANSON.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](mailto: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.

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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: Pacertech24@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.

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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  
 Wtth 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.



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Public Meeting for the Proposed

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

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Tuesday, June 11th - 6:00PM – 8:00PM

janders2562@gmail.com  
would like copies of  
projected maps

Comments:

Please send Project maps

~~to~~ ~~the~~

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

Please submit your comments by at the meeting or send them by June 25, 2019  
by Email to [jtaschek@ecosphere-services.com](mailto: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:

Please send PDF of Presentation

Name: Lee OroSCO

Address: 6120 Flor de Mayo Pl NW ABQ NM 87120

Phone: (505) 440-3998

Email: lee.k.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](mailto: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 on Jarales Road   | PO Box 210, Jarales NM 87028 | KCordova510@MSN.COM            | 505-864-0305 |
| STEVE FERGUSON           | BRIDGE                     | PO Box 133 JARALES           | STEVENFERGUSON522@GMAIL        | 530 217-9413 |
| Isidro Molina            | Bridge                     | PO Box 119 Jarales           | Speedro914@gmail.com           | 505-280-0538 |
| JOSE A LOUATO            | BRIDGE                     | 420 LGUIN Rd Jarales         | BLUBSKY477@AOL.COM             |              |
| John Goodson             | 528 Jarales                | 528 Jarales                  |                                | 505 859 0828 |
| Ken & Margaret Wright    | Over Pass                  | PO Box 224 Bosque            |                                |              |
| TERRY CARTER             | OVER PASS                  | PO Box 236 Jarales           |                                | 505-859-1147 |
| Juan Jimenez             | Bridge                     | 567 Jarales rd               |                                | 505-379-6351 |
| PHILIP TABET             | BRIDGE                     | 16 BOSQUE CIRCLE             |                                | 505-861-1265 |
| Rosa Ladeunesse          | Bridge                     | 69 Mill Rd Jarales           | slajeun367@aol.com             | 775-910-9440 |
| Gwyneth Duncan           | NM DOT                     | SANTA FE GO                  | gwyneth.duncan@state.nm.us     | 505-699-1633 |
| Joseph Mascareña         | 528 Jarales live by trucks | 529 Jarales Rd Belen         | SomoscaG@yahoo.com             | 505-814-8869 |
| Loretta Hansen           | Bridge                     | 1501 W Remken Belen          |                                |              |
| Mary & Walt              | Bridge                     | 547 Tule Rd                  |                                |              |
| Will Walk                | 11                         | 11                           |                                | 505-261-5148 |
| Monica & Aaron Jorgensen | BRIDGE                     | 156 S JARALES Rd             | BRUNSON.SPAIN:WGSTRAI@CHAR.COM | 505-252-3057 |
| Mark Chavez              | BRIDGE                     | 35 W. New Way                | Gotpointers@Lion.COM           | 505-356382   |
| CHARLES LARK             | BRIDGE                     | 2 LOS LOBOS BELLEN           | 1PSCHAVE284@gmail.com          | 505-362-2107 |
| Diana Jorgensen          | BRIDGE                     | 18 AMGOS Loop                | PO Box 298 Jarales             | 505-864-2412 |
| Mark                     | BRIDGE                     | PO Box 172 Belen             |                                | 505-507-6644 |
| Brady Molina             | Brige.                     | 17 Marquez Rd Belen.         |                                | 505-864-8073 |

# 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                | anne.byrns@aol.com                     | 933-4824     |
| Jerah P. Cordova         | Belen              | 100 S. Main St. Belen         | jerah-cordova@yahoo.com                | 948-4133     |
| Brandi & Michael Shirley |                    | 496 Jarales Rd                | brandi.shirley@ymail.com               | 480-8281     |
| Manny & Lisa Orosco      |                    | 6120 Flores Muro NW Azusa     |  | 561-8480     |
| Karen Hicks              | Bridge             | 431 Jarales Rd                | Karenh@Carlsbergs.com                  | 505-850-9628 |
| MARY Hodnett             |                    | 72 Olguin Rd. Jarales         | Farm 72a@yahoo.com                     | 505-864-4649 |
| Robert S. Hodnett        | Bridge             | " " "                         | " " "                                  | " " "        |
| Shell Wimberly           | Bridge             | 17 Marquez Rd                 | shellwimberly@msn.com                  | 463-5203     |
| GARY Wimberly            | Bridge             | Marquez Rd                    |  | 550-1635     |
| Michelle Kavanaugh       | Bridge             |                               | michelle-kavanaugh@tomudall.senate.gov | 346-6791     |
| CANDI GEBLER             | BRIDGE             | 8 Tierno P.O. Box 143         | candi.gebler8259@outlook.com           | 934-3138     |
| Susan Cordova            | Bridge             | P.O. Box 395 Jarales, NM      |  | 864-7019     |
| Gail Armstrong           | People             | P.O. Box 326 Magdalena NM     | gail@gailforhondamexico.com            | 505-269-2304 |
| Brian Culp               | Emergency Services | P.O. Box 1119 Las Lunas 87031 | brian.culp@co.valenciamn.us            | 505-866-2041 |
| Santos Abeyta            | Bridge             | P.O. Box 42, Jarales 11802    | abeyta48@gmail.com                     | 505-217-5471 |
| Linda Sanchez            | Bridge             |                               | salbertsnchz@gmail.com                 |              |
|                          |                    |                               |  |              |
|                          |                    |                               |  |              |
|                          |                    |                               |  |              |
|                          |                    |                               |  |              |
|                          |                    |                               |  |              |

**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**

[illegible]

# 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.                   |
|---------------------------|----------------------------|-------------------------|----------------------------------|-----------------------------|
| JEFF Malloy               | BNSF                       |                         | JEFF.MALLOY@BNSF.COM             | 806 290 0180                |
| Lina Benavidez            | Valencia City Public Works |                         | lina.benavidez@co.valencia.nm.us | 505-866-2475                |
| Albert Carrillo           | SELF                       | 586 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 Medina              | RR Over Pass               | 533 Jarales Rd          | dmedina1948@hotmail.com          | 505-480-3791                |
| Kenneth GOODSON           | RR OVER PASS               | 538 Jarales Rd          | midnite1961@yahoo.com            | 505-307-1451 - 505-410-7075 |
| Casey Cordova             | RR OVER PASS               | 501 Jarales Rd Belen    |                                  | 864-7058                    |
| Kerthy Padilla            | over Pass                  | 508 Jarales Rd Belen    |                                  | 505-785-9672                |
| TERRE CRTEGA              | OVER PASS                  | 5351 JARALES            |                                  | 719-849-0792                |
| EVERLYN CRTEGA            | OVER PASS                  |                         |                                  |                             |
| Hermisio Molina           | over pass                  | 56 Olguin Rd Jarales    |                                  |                             |
| MARGARIT PADILLA          | over PASS                  | 516 Hwy 109 Belen 82002 |                                  |                             |
| Lancel J McCloud          | Over pass                  | 508 B Jarales           | janders25622                     |                             |
| John Anderson             | Over Pass                  | 1 Benavidez Entrada     | Janders@gmail.com                |                             |
| Mary Anderson             | Over Pass                  | "                       | ma9254@gmail.com                 |                             |
| Regene & Relato           | BRIDGE                     |                         | hidalgobn1955@gmail.com          |                             |
| Therese Hidalgo           | Resident                   | 10 Sandy Lane           |                                  |                             |
| Cory Jarvis               | Resident                   | 22 Olguin Rd Jarales    | cory@jaraleswines.com            | 505 259-8565                |
| Michael Leavitt           | Resident                   | 494 Jarales Rd          | leavittmichael@hotmail.com       | 505-506-9652                |

Danny Goodson  
Ted Padilla  
Eduin Padilla

Resident  
overpass  
Resident

05 Goodson Lane Belen  
508 Jarales Rd Belen

T Padilla 51@yahoo.com  
Padilla 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                             | 10 Box 268 Jarales NM 87022       |                               | 505-453-8084              |
| Honacio Torres                       | Bridge                             | P.O. Box 39 Jarales NM            |                               | 864-7513                  |
| Camela Hooey                         | Bridge                             | 18 Entradas de Arroyo Belen       | Annspriede2004@aol.com        | 261-2206                  |
| PADILLA Farms General Egenio Padilla | Bridge + NM DOT                    | 570-A Jarales Rd. Belen NM, 87002 | padilla.farms@gmail.com       | 505-328-7099/505-908-1924 |
| Michael Vogler                       | Bridge                             | 536 Jarales Rd Belen              | michael.vogler@nmj.edu        | 575-835-5060              |
| Steven LaJoussesse                   | Bridge                             | 69 Mill Rd Jarales                | slajoussesse@gmail.com        | 775-910-1814              |
| TOM & CARLA STEINER                  | ACCESS TO PROPERTY                 | 17 LAZY LANE BELEN                | CSBETTY BOOPK@CENTLEYLINK.NET | 505-239-6437              |
| Buio & Fidel Vallejo                 | Bridge                             | P.O. Box 190 Jarales              |                               | 859-6949                  |
| Ignacio V. Gallegos                  | Bridge / water / additional tracks | 6 Gallegos Rd.                    | ivgallegos@gmail.com          | 459-4470                  |
| David Carrillo                       | Bridge / Access                    | 26 Andra Ct.                      | dcarrillo1946@gmail.com       | 859-0636 0635             |
| Justy Romero                         | DO THE BRIDGE                      |                                   |                               |                           |
| Renee Romero                         | Bridge                             | 14 Trujillo Rd B                  | vromero81@yahoo.com           | 505-882-5689              |
| Gloria Cordova                       | Bridge                             | 82 Norma St Belen NM              |                               | 505-864-0185              |
| Jennifer Armijo                      | Bridge                             | P.O. Box 73 Jarales NM            |                               | 505-235-3433              |
| Phillip F. Romero                    | Bridge                             | 14 Trujillo Rd                    |                               | 859-4449                  |
| Helen & Edna Wilson                  | Access                             | 2766 Trujillo Rd Belen            |                               | 505-705-3501              |
| STEPHEN GALLEGOS                     | Bridge                             | 27 LAZY LANE                      | Sgallegos111@gmail.com        | 505-220-4923              |
| Eugene Pickett                       | Jarales Bridge + Interchange       | P.O. Box 183 Jarales NM 87023     | eugene.pickett2015@gmail.com  | 505-209-4420<br>864-3685  |
| Chris Bonarice                       | Jarales Bridge                     | P.O. Box 53 Jarales               | Avador S D msn.com            | 505-980-3115              |
| TOM BRUNTON                          | JARALES BRIDGE                     | P.O. Box 253 JARALES NM 87023     | mulemkr@icloud.com            | 505 220-3341              |
| Steve Gorman                         | 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,

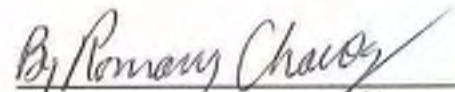
Please consider in your design for the project, the least loss of agricultural property and safety concerns during the project as to emergency vehicles such as ambulances and fire rescue departments.

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,



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;

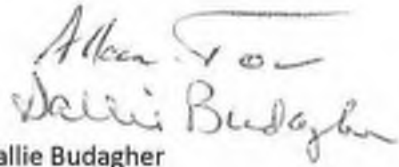
We are writing to request a map, or the source of the map, concerning the upcoming project (Rail Grade Separation of Jarales Rd.) that illustrates the irrigation facilities within the proposed work area.

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

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

Your assistance is appreciated.

Thank you,

Handwritten signatures of Allan Tow and Sallie Budagher. Allan Tow's signature is above Sallie Budagher's signature.

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

John Taschek

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**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

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**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

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**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](mailto: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

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**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

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**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

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**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**

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**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](mailto:stevenferguson522@gmail.com)

10 Duke Rd. Belen, NM. 87002

(530) 217-9413

**Hans L. Erickson**

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**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