585153

SANTA FE COUNTY

Ordinance No. 1987-3

AN ORDINANCE RELATING TO ESTABLISHING POLICIES FOR THE LAYOUT OF ROADS AND LOTS; RESERVATION AND DEDICATION OF RIGHTS-OF-WAY; MAINTENANCE RESPONSIBILITIES; CLASSIFICATION AND DESIGN STANDARDS FOR ROADS; PROVISIONS FOR UTILITY EASEMENTS; AND ESTABLISHING A REQUIRED IMPROVEMENTS SCHEDULE RELATING TO THE USE OF AVERAGE DAILY TRAFFIC TO DETERMINE CONSTRUCTION STANDARDS. AMENDING THE SANTA FE COUNTY LAND DEVELOPMENT CODE, ORDINANCE NO 1980-6, ARTICLE V, SUBDIVISION REGULATIONS, SECTION 8, DESIGN STANDARDS AND SECTION 9, REQUIRED IMPROVEMENTS.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF SANTA FE COUNTY:

Effective Date: Upon adoption, this ordinance shall be effective on the 30th day after it is filed with the County Clerk and the New Mexico State Records Administrator.

[NOTE: Except as otherwise noted, underscored material is new; and ~~interlineated material~~ is deleted.] Article V, Sections 8 and 9 of the Santa Fe County Land Development Code is amended as follows:

Section 8. Subdivision Design Standards

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These ~~design~~ standards ~~are intended to be a guide for~~ shall be binding upon the subdivider, unless modifications are justified by sound engineering principles. ~~Deviation~~ Such modifications from these standards may be ~~made by the County Development Review Committee and/or~~ approved by the Board after a review by the CDRC, upon presentation of documented justification by a licensed professional engineer.

8.1 General Policy

8.1.1 The arrangement, character, extent, width, grade and location of all ~~streets~~ roads shall ~~conform to topographical conditions, to public~~ be considered in relation to convenience and safety, and ~~in their appropriate relation~~ to the proposed uses of ~~the~~ land to be served by such ~~streets~~ roads.

8.1.2 (New Material) The Santa Fe County Master Plan for Roads.

a. Pursuant to 3-19-9 N.M.S.A., 1978, the Santa Fe County Master Plan for Roads establishes the general location of existing and proposed highway and arterial roads for the purpose of assuring a co-ordinated system of roads in Santa Fe County.

b. The Santa Fe County Master Plan for Roads may be amended by resolution from time to time to accommodate changing or changed conditions.

8.1.3 ~~The proposed layout shall be made according to sound land planning practice for the type of development~~

~~proposed, and shall be coordinated with the street system of the surrounding areas. All streets must~~

a. The arrangement of roads in a development shall provide for the continuation or appropriate projection of existing or proposed ~~principal~~ highway or arterial ~~streets~~ roads in surrounding areas according to the Santa Fe County Master Plan for Roads, and shall provide reasonable means of ingress and egress to surrounding ~~acreage tracts~~ property.

b. Where land is subdivided into ~~extra~~ large tracts where there is a ~~the~~ potential for ~~future~~ further subdivision or development of subsequent phases exists, the proposed development shall be designed to provide for a coordinated road system for the entire tract. ~~such tract shall be arranged so as to allow for the provision of future streets and logical further resubdivision pattern.~~

c. (New material) Where it is in the public interest to establish a right of way or access to property which adjoins a proposed development, the right of way shall be extended to the boundary of the property which is the subject of a development application. The right of way shall either be dedicated to the County or granted to the Owners Association subject to a conditional dedication governed by Section 8.1.7, infra. Such right of way shall be designated on the master or phase development plan and on the plat.

8.1.4 Access to highways and arterials; buffering

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requirements.

a. Where a proposed subdivision contains lots abutting or adjacent to a an arterial or ~~major~~ highway, it shall be planned so as to avoid having lots fronting on said thoroughfare ~~the highway~~.

b. The subdivision shall be laid out to have a minimum number of intersections with arterials or highways, and where appropriate, shall provide at least two separate points of ingress and egress to assure adequate access, and shall be designed for all weather conditions. Driveways from lots shall access local roads and may access collector roads on a limited basis as approved by the County Development Review Committee. ~~The "sight distance" at any intersection must provide for adequate "stopping distance".~~ (Art. V, Sec. 8.1.5 of existing Code)

c. Where the subdivision ~~contains~~ is traversed by or is adjacent to a state or federal highway, and in addition to these regulations, the subdivision must satisfy the New Mexico State Highway Department ~~Guidelines~~ Regulations Covering Design and Construction of Driveways on Non-Controlled Access Highways in New Mexico for ~~land subdivision and~~ a copy of which is on file in the office of the County Clerk for public inspections. (Art. V, Sec. 8.1.5 of existing Code)

d. Where a subdivision borders on or contains a railroad right-of-way or a limited access highway right-of-way, a parallel road or frontage road may be required at a

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distance suitable for the appropriate use of the intervening land. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations. (Art. V, Sec. 8.6 of existing Code).

e. (New Material) An open space set back shall be provided between residential lots and the right-of-way boundary of any limited access highway, railroad, or established major center district, for the purpose of protecting adjacent or proposed residential uses from noise, fumes or other nuisances associated with such facilities. The open space setback shall consist of one of the following alternatives:

1) an open space setback of one hundred (100) feet in width.

2) an open space setback of seventy five (75) feet in width of which twenty five (25) feet shall be a landscaped buffer planted with trees with a minimum height at maturity of twenty four (24) feet. The trees shall be planted to achieve a ratio of one (1) tree for every two hundred and fifty (250) square feet of the landscape buffer. The introduced trees shall be at least six (6) feet in height at the time of planting and have a caliper or diameter of one and one-half (1.5) inches. Existing trees may be utilized in determining the number of trees to be planted.

3) an open space setback of fifty (50) feet in width of which twenty five (25) feet shall be a landscaped buffer planted with a combination of trees with a minimum

height at maturity of thirty-six (36) feet and shrubs with a minimum height at maturity of twelve (12) feet. The trees shall be planted to achieve a ratio of one tree for every three hundred (300) square feet and one shrub for every two hundred and fifty (250) square feet of the landscape buffer. The introduced trees shall be at least six (6) feet in height and have a caliper or diameter of one and one-half (1.5) inches, and the shrubs shall be five gallon size at the time of planting. Existing trees may be utilized in determining the number of trees to be planted.

4) further reductions of the landscape buffer but not the open space setback, may be considered where a combination of trees and the construction of a solid masonry wall is proposed, or a combination of trees and an earth berm of six to ten feet in height is to be constructed. The ratio of trees to square footage will depend on the variables of the site and nuisance factors to be mitigated.

5) a landscape plan for the open space setback area shall be submitted. Landscape materials to be used shall be listed and drawn to scale as they will appear at maturity. At least one third of the trees in landscape buffers shall be evergreen. A list of suitable plant materials for the southwest region is on file at the County Land Use Office to assist the subdivider in preparing the landscape plan.

8.1.5 Along County, State or Federal designated scenic corridors, or a Highway Corridor District, a

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"greenbelt" or "scenic easement", of a width deemed appropriate by the County Development Review Committee or the Board of County Commissioners shall be reserved from development. For highway locations that have been designated as "highway corridor districts" new development will be subject to the design standards set forth in Article VI, Section 1, infra. (Special Review)

8.1.6 (New Material) Road names or numbers shall not duplicate or be similar to the names or numbers of existing roads; if the proposed road is an extension of an existing road then the proposed road shall have the name of the existing road.

8.1.7 (New Material) Coordination of dedication and maintenance responsibilities and notice thereof:

a. In order to coordinate roads and facilitate transportation between subdivisions or other developments and so as to assure that proposed roads are well planned and conform to adjoining or planned roads which may carry traffic from more than one development or subdivision, the Board may require dedication of such roads, which dedication shall be accepted for maintenance at such time as the Board determines that such roads shall be needed as public thoroughfares. This requirement shall be enforced so as to give effect to a comprehensive road plan adopted by the County.

b. A road not accepted for maintenance by the County shall be maintained by the developer or Owners Association.

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c. A disclosure statement shall setforth whether the roads will be accepted by the County for maintenance or whether the developer or the Owners Association will be responsible therefor. If an Owners Association is responsible for maintenance, such a requirement shall be incorporated in its by-laws. The by-laws shall establish a method acceptable to the County for charging each lot owner for an equitable portion of the maintenance and repair expenses; require the establishment of an account for holding such monies; a maintenance and repair plan which shall require periodic maintenance designed to assure the quality of travel and integrity of the roadway. The developer shall be responsible for charges attributable to unsold lots.

The by-laws shall also provide that a lot owner who sues to enforce such terms shall be compensated for attorneys fees and court costs by the Owners Association should he prevail. Any covenants relating to road maintenance responsibilities may not be amended without County Development Review Committee approval.

d. No road will be accepted for the County road maintenance program that has not been brought to the minimum construction standard required by this Code as determined by the average daily traffic carried on or to be carried by the road.

e. Construction and design standards for new roads or improvements to existing roads whether publicly or

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privately maintained, shall be dictated by the level of service and projected use of the road, as indicated by traffic impact studies required by master plan or preliminary development plan or other submittals. Guidelines for required improvements are set forth accordingly by the Road Classification and Design Standards Matrix (Appendix B-1) and the Required Improvements Matrix (Schedule A).

f. Cut and fill or slope easements are permitted in lieu of additional right-of-way to accommodate terrain constraints.

g. 1) ~~The~~ Reservation or dedication of right-of-way for ~~half or~~ partial roads ~~streets~~ at the perimeter of a new subdivision is ~~prohibited~~, discouraged. If circumstances render the reservation or dedication of full road ~~street~~ right-of-way impracticable, then adequate provision for the concurrent dedication or reservation of the remaining ~~half~~ portion of the ~~street~~ road must be assured by the subdivider. Where there exists a ~~half~~ partial ~~street~~ road ~~in an~~ at the perimeter of an adjoining subdivision, the remaining half shall be provided by the adjacent developer ~~proposed development~~. (Art. V Sec. 8.1.3 of existing Code).

2) When a tract to be developed borders an existing road having a right-of-way insufficient to conform to the minimum standards required by these regulations, which right-of-way will be used by the proposed development,

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sufficient right-of-way shall be platted, and dedicated or reserved in such a way as would make the resulting right-of-way or road conform with Code requirements.

8.1.8 (New Material) Where appropriate, a plan prepared by a licensed engineer for signs, striping, signals and other traffic safety devices shall be submitted by the developer.

8.1.9 (New Material) Bonds, letters of credit or other acceptable forms of security shall be required to assure road improvements are installed as approved. Release of said security instruments shall be subject to County inspections to assure compliance with the approved standards. Certification by a licensed professional engineer shall be required to assure the road or related improvements have been built according to specified project standards. The Board of County Commissioners shall adopt by resolution a schedule for road inspection fees, which schedule is on file at the Office of the Public Works Director and the Land Use Office.

8.1.10 (New Material) Construction of roads or other required improvements may be phased according to a schedule that is part of an approved master or development plan.

8.1.11 (New Material) Local roads shall be so laid out so that their use by through traffic will be discouraged.

8.2 ~~Street~~ Road Design

~~8.2.1 Street grades shall not exceed the following (allowing for vertical curves):~~

~~Type A and D Roadways (60 m.p.h.) 4 Lane 6%~~

~~Type B and D Roadways (30 to 50 m.p.h.) 2 Lane 10%~~

~~Type C and D Roadways (25 m.p.h.) - 2 Lane 15%~~

~~No street grade shall be less than 0.5%~~

~~All streets shall be located so as to minimize areas of cut and fill and in general all streets shall be located to conform to good terrain management principles as contained in the Terrain Management Guidelines prepared by the Local Natural Resource Conservation Districts.~~

~~Grade approaching street intersections shall not exceed 6% for a distance of not less than 200 feet each way from the intersection.~~

Construction and design standards shall be according to sound engineering practice as follows:

8.2.1 (New Material) Classification of highways, streets and roads:

1) Arterial Roads and Highways

A major arterial road or highway has from two to six driving lanes, may be divided with a median, and has sufficient additional right of way to provide for turning lanes and additional width at major intersections. Major arterials have an average daily traffic of more than 5000 vehicles and a minimum right-of-way of

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100'. A minor arterial road has an average daily traffic of 1200 to 5000 vehicles, serves 200 to 1000 dwelling units or lots, and has a minimum right-of-way of 66 feet. Asphalt paving is required for major arterials to a minimum depth of five inches and for minor arterials to a minimum depth of four inches. Separated driving lanes or parkways are encouraged. See Appendices B-1 and B-2 for further detail.

2) Collector Roads

A collector road has two twelve (12) foot driving lanes. It serves 100 to 199 dwelling units or lots and has an average daily traffic volume of 600 to 1200 vehicles and a minimum right-of-way of 50 feet; paving shall achieve a minimum depth of three inches. See Appendices B-1 and B-2.

3) Local Roads

A local subcollector road has two twelve (12) foot driving lanes, serves 31-99 dwelling units or lots, and carries an average daily traffic volume of 181-594 vehicles with a minimum right-of-

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way of 50 feet. A local subcollector road has a six (6) inch minimum surface thickness of crushed gravel base course material, provided it can be shown that such minimum thickness is adequate based on subgrade soil conditions; a plasticity index of 8 to 12% shall be provided. A local lane, place or cul-de-sac road serves 0 to 30 dwelling units or lots and carries an average daily traffic volume of 180 vehicles or two ten (10) foot driving lanes with a minimum right-of-way of 50 feet. Local lanes, places and cul-de-sac roads shall be constructed with the same sub-grade and base course specifications as the subcollector road. See also Appendices B-1 and B-2 and Article V, Sec 8.3 infra.

4) Cul-de-Sacs

Cul-de-Sacs (dead end roads) shall not be longer than 500 feet and at the closed end there shall be a turn around having a radius of at least 42 feet of driving surface and a minimum right-of-way diameter of 100 feet. In low density

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residential areas the length of cul-de-sacs may be adjusted by the CDRC with the changes consistent with public safety factors. For local roads designated as a lane or place and designed to the 20' foot width, the turn-around area remains the same as specified above. Design standards are further exhibited on Appendix B-1. Road Classification and Design Standards. (Cul-de-sacs standards are stated in Article V, Sec 8.2.4 of the existing Code)

8.2.2 Curve radii and Superelevation - Vertical and horizontal curves and the superelevation of the horizontal curves shall conform to the requirements as set forth in the American Association of State Highway Transportation Officials publication "A Policy on Geometric Design of Rural Highways", hereinafter described as AASHTO Standards, a copy of which is available for review at the Office of the County Clerk. ~~A tangent of at least 100 feet long shall be provided between horizontal curves.~~ (Section 8.2.2 in existing Code)

8.2.3 Intersections - Streets shall be laid out to intersect each other as nearly as possible at (90 degree) right angles, under no condition shall intersection angle be less than 70 degrees. ~~No two opposing street~~ Off-set

intersections ~~shall be~~ of less than one hundred and twenty five (125) feet ~~between centerlines~~, shall not be permitted. Property lines at street intersections shall be rounded with a minimum radius ~~of 25 feet~~ of ten feet or a greater radius when necessary to permit the construction of a curb and sidewalk and shall provide for arc radius, as required for arterial roads.

8.2.4 ~~Cul-de-Sacs -- Cul-de-Sacs (dead end streets) shall not be longer than 500 feet and there shall be provided at the closed end a turn around having a radius of at least 50 feet to the outside edge of the outside driving lane.~~ (See Article V, Sec 8.2.1, 4 infra) A tangent of sufficient distance shall be introduced between reverse curves on all roads and streets according to AASHTO Standards. (Article V, Sec 8.2.2 in existing Code).

8.2.5 ~~Minimum street right-of-way widths shall not be less than the following:~~

~~60 m.p.h. Design~~	~~100 feet~~
~~35 m.p.h. Design~~	~~70 feet~~
~~25 m.p.h. Design~~	~~50 feet~~
~~Cul-de-Sacs at turn around~~	~~125 feet~~

When connecting road centerlines deflect from each other at any point by more than ten degrees, they shall be connected by a curve with a radius adequate to ensure a sight distance as required by AASHTO Standards.

8.2.6 Curvature in intersection design alignments

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shall not be less than stopping distances required for the design speed of the road or street as per AASHTO Standards.

8.2.7 Grade percentages: (8.2.1 in existing Code) Except as otherwise provided by the terrain management regulations, vertical road ~~or street~~ grades shall not exceed the following:

a. Major and minor arterial roads or highways of 4 lanes or more with a speed limit of 55 miles per hour or greater as permitted by law: six to eight percent grade;

b. Collector roads of 2 lanes with a speed limit of 25-35 miles per hour: ten percent grade, and

c. Local roads of 2 lanes with a speed limit of 10 miles per hour: eleven percent grade,

d. Grades at the approach to intersections shall not exceed 3% for 100 linear feet, excluding vertical curve distance. (Art. V Sec. 8.2.1 existing code).

e. No horizontal road grade shall be less than one percent.

8.2.8 Cut and Fill. All roads ~~and streets~~ shall

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be located so as to minimize areas of cut and fill and ~~in general all streets~~ shall be located to conform to sound terrain management principles. (See Art. V. Sec. 8.2.1 in existing Code) In general, fill slopes shall not exceed a 3:1 ratio and cut slopes shall not exceed a 2:1 ratio unless it can be demonstrated with additional submittals prepared by a licensed engineer that subject soils are stable enough to sustain higher cut and fill ratios.

8.3 Local Gravel Roads (new material)

8.3.1 Soil classification and subgrade conditions shall determine the base course thickness required. A minimum of six (6) inches of base course shall be required in all cases and more than six (6) inches may be required if soil conditions so indicate. In wet or swampy ground, rock or an acceptable alternative to rock as recommended by a licensed soils engineer shall be placed so as to establish a sub-base for placement of base course. Base course shall be watered and rolled to a compaction of not less than ninety-five (95) percent of maximum density, according to methods specified by the AASHTO, T-180 moisture density test.

8.3.2 Base course and sub-base aggregate shall meet the gradation requirements specified in Table 304, Class I, II or III, NMSHD 'Standard Specifications for Road and Bridge Construction' and shall have a plasticity index of 8 to 12%, a copy of which is on file for public

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inspection in the office of the County Clerk. Plasticity index does not apply to roads to be constructed for a paved surface.

8.3.3 There shall be a minimum of 3% crown in the driving surface for water runoff.

8.3.4 Adequate provisions for drainage shall be installed at all waterway crossings. Culverts shall be sized to accommodate a 25 year storm, with provisions to safely pass a 100 year storm. Culverts shall also be of sufficient gauge or thickness and length, and placed appropriately deep to withstand projected traffic loading and storm runoff. Where necessary to accommodate roadside drainage, driveways entering roads shall have culverts installed of 18" minimum diameter, so as not to impede flowing water. Driveways shall also be designed and constructed so as to prevent flowing water from entering onto or crossing the roadway. A paved dip section may be constructed under appropriate conditions to accommodate minor drainage for local roads.

8.3.5 The New Mexico State Highway Department (NMSHD) "Standard Specifications for Road and Bridge Construction", NMSHD "Standards and Criteria for Safer Off System (SOS) projects and System Bridge Replacement (BRO) projects", and the NMSHD Geometric Design Guide ~~for local roads and streets~~ shall apply to all ~~gravel~~ road projects in the County. ~~whether public or private.~~ A copy of each is

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available for public inspection in the office of the County Public Works Director.

8.4 Sidewalks and Paths -- Requirements (new material)

When appropriate for purposes of public safety, sidewalks or walking paths may be required with paved roads of arterial classification. Surfacing of public sidewalks along roads may include concrete or brick. Other hard surface materials may be used if evidence is shown that they are coordinated with streetscape and project design.

~~8.5 Easements and Right-of-Way~~

~~8.5.1 Utility easements centered on rear or side of lot lines shall have a minimum width of 12 feet. These easements must be approved by the local utility companies.~~ (See Sec. 8.6 infra).

~~8.5.2 When a subdivision is traversed by a watercourse, drainage way, channel or storm drainage, the plat must provide a right-of-way conforming with the lines and flood plan of such watercourse.~~ [See Sec. 8.6 infra.]

8.5 Curb and Gutter Requirements - Waivers (new material)

Where development conditions indicate, curb and gutter may be required for collector or arterial roads in order to control storm water run off or facilitate the movement of traffic. Curb and gutter may be waived if the following conditions are met to the satisfaction of the Board.

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8.5.1 An alternative design is provided showing that the waiver will not contribute to the deterioration of the pavement edge. Alternative design means a design according to AASHTO Standards.

8.5.2 A drainage report, a site-by-site drainage and storm water control plan, or other analysis is provided showing curbing is not necessary to channel storm water; and

8.5.3 Substantial evidence is provided showing the curbing is not necessary to confine driveway access to specific locations to maintain the function of the road or street.

~~8.6 Buffer Strips~~

~~It is required that in residential districts a buffer strip at least one hundred (100) feet in depth in addition to the normal lot depth required be provided adjacent to all railroad right-of-ways, limited access highway right-of-ways and commercial developments. This strip may be a part of the platted lots, but shall have the following restriction lettered on the face of the plat: "This strip reserved for the planting of trees or shrubs by the developer or owner--the building of structures hereon is prohibited". This shall not apply to marginal access (service) roads.~~ [See Sec. 8.1.4e of this draft]

8.6 Utility, or drainage easements (new material)

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8.6.1 Utility easements shall be centered on the lot lines. Such easements shall be located according to a plan approved by the appropriate utility companies and the Board. Easements placed diagonally across tracts shall be avoided. Utility easements shall be at least ten feet wide.

8.6.2 a. Utility easements are encouraged to be placed parallel to access easements so that maintenance of electric, gas or water lines will not create the need to disturb the road or street.

b. In the event utility installation or maintenance requires disturbance of a road or street, such road or street will be restored to a condition equal to or better than its original status.

8.6.3 Where a subdivision is traversed by a water course, drainageway, channel or stream, there shall be a storm water or drainage right-of-way provided conforming substantially with the lines of such water course. (Art. V, Sec. 8.5.2 in existing Code).

8.6.4 Access and utility easements are normally combined unless topographical, existing utility easements, or other conditions prevail and may be located outside of or adjacent to right-of-way reserved for roads.

8.7 Blocks (Art. V, Sec. 8.3 in existing Code)

The length of blocks shall be between 400 and 1,500 feet. The width of the block shall be sufficient to provide two (2) rows of lots. A block may be one lot in

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depth where a single tier of lots is required to separate residential development from a ~~major street~~ highway or arterial road or a non-residential use.

8.8 Lots (Art. V. Sec. 8.4 in existing Code)

8.8.1 Shapes and location of lots shall be governed by topographic conditions, use and surrounding or adjacent areas.

8.8.2 Every lot shall have egress and ingress to a public ~~thoroughfare~~ or private road network or system.

8.8.3 Double frontage lots should be avoided. Backing a lot up to an existing ~~high traffic road~~ highway or arterial is not considered as double frontage, provided a buffer strip or extra depth has been added to the lot. (See Art. V, Sec. 8.1.4, e infra.) The front of the lot shall be designated on the plat.

8.8.4 Side lot lines shall be substantially at right angles or on a radial line to street lines.

~~8.8.5 Whenever there is a conflict between these standards and those contained in a zoning ordinance, building code or other official regulations, the highest standard shall apply.~~

~~8.8.6 Caution should be exercised in the layout of lots adjacent to a highway with a large traffic count and adjacent to a railroad, because of the noise level and night lights. Normally, these lots should be deep.~~

~~8.8.7 When a commercial or industrial area is a~~

~~part of or all of a subdivision, consideration must be given to provide off road parking when sizing the lots.~~

8.9 Parking (Art. V, Sec. 8.7 of existing Code)

Depth and width of properties reserved or laid out for commercial use and industrial purposes shall be adequate to provide for the off-road services and parking facilities required by the type of use and development contemplated as specified in the provisions of the Code.

~~8.10 Group Development~~ (Art V. Sec. 8.8 of existing Code)

~~The standards and requirements of these regulations may be modified by the Board of County Commissioners in the case of a plan and program for a complete group development, which in the judgment of the County Development Review Committee provides adequate public spaces and improvements for the circulation, recreation, light, air and service needs of the tract when fully developed and populated and which also provides such covenants or other legal provisions as will assure conformity to and achievement of the plan.~~

8.10 Whenever there is a conflict between these standards and those contained in a zoning ordinance, building code or other official regulation, the ~~highest~~ most stringent standard shall apply. (Art. V, Sec 8.8.5 of existing Code)

Section 9. Required Improvements.

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9.1 Monuments

All primary subdivision boundary corners and the intersections of road centerlines shall be marked with permanent monuments at that point or if necessary with an offset marking. A permanent monument shall be ~~deemed to be~~ concrete with a ~~minimum dimension of four inches extended three feet below the finished grade~~ a brass or aluminum cap. The concrete monument shall be a minimum of six (6) inches in diameter and shall be extended thirty (30) inches below finished grade; in addition, a) any described mark shall be permanently affixed to rock or concrete through the use of an expansion bolt, set in a drilled hole with a ferrous metal rod (rebar or pipe) of a minimum length of forty eight (48) inches, or b) a survey post approved by the Bureau of Land Management, or c) any monument of higher standards may be substituted.

Secondary monuments may be rebar, pipe or other metal rod, not less than 1/2" diameter and 16" in length with surveyor's registration number on cap which may be aluminum, plastic, brass or comparable material. Secondary monuments shall be set at all lot corners, points of curve and boundary angle points.

9.2 Roads

Required road improvements depend upon the number of lots within the proposed subdivision and ~~minimum lot size~~

the average daily traffic (ADT) as specified in Schedule A.

~~SCHEDULE A~~

~~REQUIRED STREET IMPROVEMENTS BY TYPE *~~

~~Lot Size in Acres~~

~~Number of Lots~~	~~Less Than 1.0 Acre~~	~~1.0-2.5 Ac~~	~~2.5-5.0 Ac~~	~~5.0 or more~~
~~5-100~~	~~A-1~~	~~A-2~~	~~A-3~~	~~A-4~~
~~101 or more~~	~~A-1~~	~~A-2~~	~~A-2~~	~~A-3~~

[Schedule A, Required Street Improvements by Type * is repealed and replaced by Schedule A, Required Road Improvements by Scale of Development: Residential Uses.] Appendices B-1, Road Classification and Design Standards, and B-2.1 Minor Arterial Roads, B-2.2 Collector roads and B-2.3 Local Roads are hereby adopted and incorporated by reference herein.

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SCHEDULE A

REQUIRED ROAD IMPROVEMENTS BY SCALE OF DEVELOPMENT
RESIDENTIAL USES

	Number of lots or units			
	0 - 99	100 - 199	200+	
Average Daily Traffic (ADT)*	0 - 600	601 - 1200	1201 - 5000	5000+
Required Improvement[1]	Local[2]	Collector[3] Local	Minor Arterial[4] Collector Local	Arterial[5] Minor Arterial Collector or Local

* Assumes 6 trips per day per unit.

1 Certain developments are large enough to require several types of roads to be constructed. For example, in those developments where both a local road and a collector road are shown to apply, local road specifications would apply to roads carrying the least amount of traffic and collector road specifications would apply to principle entry and exit roads carrying the greatest amount of traffic.

2 A local road is a gravel road with a 24'or 20' driving surface. (Appendix B-2.3)
3 A collector road is a paved road with a 24' driving surface. (Appendix B-2.2)
4 A minor arterial is a paved road with a 24' driving surface and a constructed shoulder with a 6 : 1 ratio. (Appendix B-2.1)
5 An arterial road has multiple 12' driving, acceleration, or deacceleration lanes as required to accomodate the average daily traffic, turning functions, and safety

See the Road Classification and Design Standard Matrix for right-of-way standards and other design requirements. (Appendix B-1)

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APPENDIX B-1

ROAD CLASSIFICATION AND DESIGN STANDARDS

	AVERAGE DAILY TRAFFIC **	NUMBER OF LOTS OR UNITS	NUMBER OF DRIVING LANES	MINIMUM RIGHT OF WAY REQUIREMENTS	DESIGN SPEED MPH	MAXIMUM PERCENT GRADE	MINIMUM AGGREGATE BASE COURSE	MINIMUM PLANT MIX BITUMINOUS PAVEMENT (Hot Mix)	FOOTNOTE REFERENCE FOR OTHER REQUIREMENTS
Footnote Reference*	3	4	3,7,10	1			5,6,7,8,9,12	11	1, 2,3,4,6,7
Major Arterial or Highway	5000 +	N/A	2-6	100'	45-55	6%	6"	5"	1,2,3,4
Minor Arterial	1200 to 5000	200 +	2-4	66'	45-55	8%	6"	4"	1, 2,3,4,5,6,7,10,
Collector	60 to 1200	100 to 199	2	50'	35	10%	6"	3"	1,2,3,4,5,6,7,10
Local Subcollector	181 to 594	31 to 99	2	50'	25	11%	6"	N/A	1, 3,4,6,7,8,9,10, 11,12,13
Place, lane or Cul-de-sac	0 to 180	0 to 30	2	50'	10	11%	6"	N/A	

1 Improvements such as turning lanes, accelleration/deacceleration lanes, additional right-of-way, signs or other markings, additional base course, additional driving surface, shoulder construction, widened sections, or paving may be required.

2 Sidewalk and curb and gutter may be required (depending on density or density transfer).
3 To be determined by traffic impact study, NMSHD counts, and/or County counts; as well as number of lots or units adding traffic to a road.
4 Determined by submittals.
5 Structural pavement design report shall be required.
6 Construction in accordance with AASHTO standards.
7 Bridge, sidewalk, curb and gutter, culvert or other construction in accordance with AASHTO standards and the NMSHD Road and Bridge requirements.
8 A plasticity index of 8-12% required.
9 Up to 12" of base course material may be required if soil conditions indicate.
10 Lanes may be separated by a parkway; construction and paving may be phased.
11 Local roads do not have a paving requirement.
12 A six inch minimum sub-grade preparation is required , or greater depending on location or soil conditions.
13 Cut and fill easements may be platted in lieu of additional right-of-way where terrain constraints require wide curves.

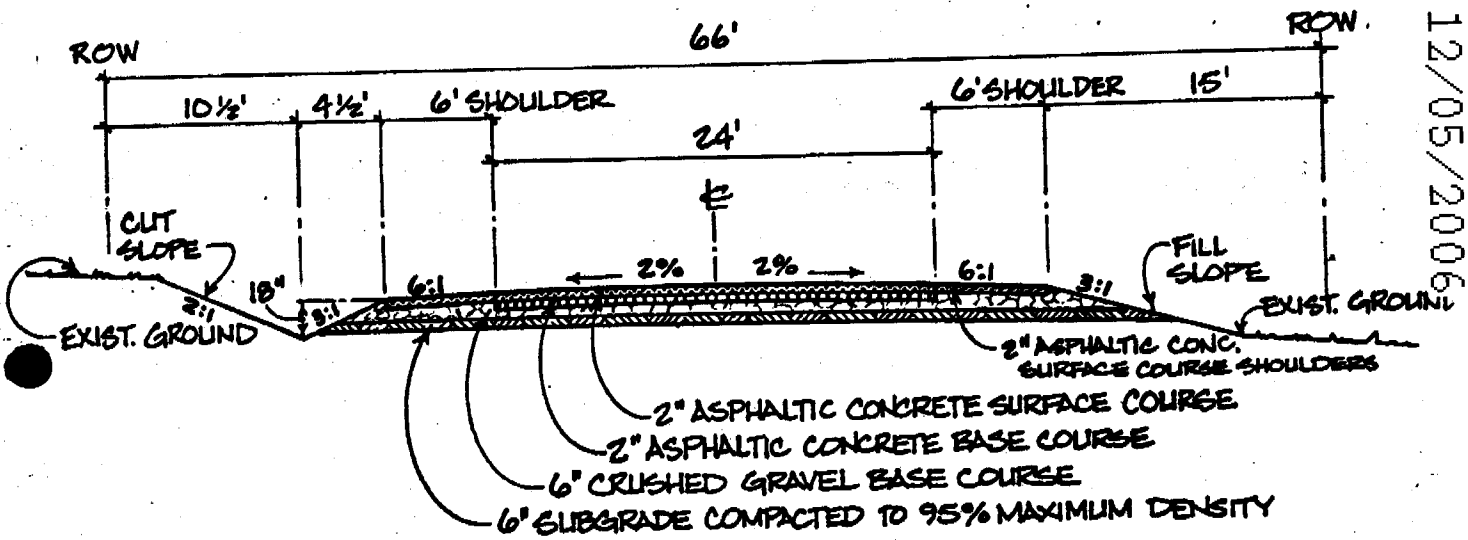
* Footnotes refer to both the horizontal and vertical categories.

** Average daily traffic assumes six trips per day per dwelling unit or building lot.

585180 SFC CLERK RECORDED 12/05/2006

APPENDIX B-2.I

MINOR ARTERIAL



NUMBER OF LOTS: 200+
ESTIMATED A.D.T.: 1200-5000

SHOULDER AREA TO BE CONSTRUCTED WITH A 6 : 1 RATIC. THIS REQUIREMENT APPLIES TO ARTERIAL ROADWAYS ONLY.

THE PLASTICITY INDEX DOES NOT APPLY TO ROADS THAT ARE TO BE PAVED.

FOR OTHER REQUIREMENTS SEE APPENDIX B-1 AND THE TEXT OF ARTICLE V, Sections 8 and 9.

APPENDIX B

585181

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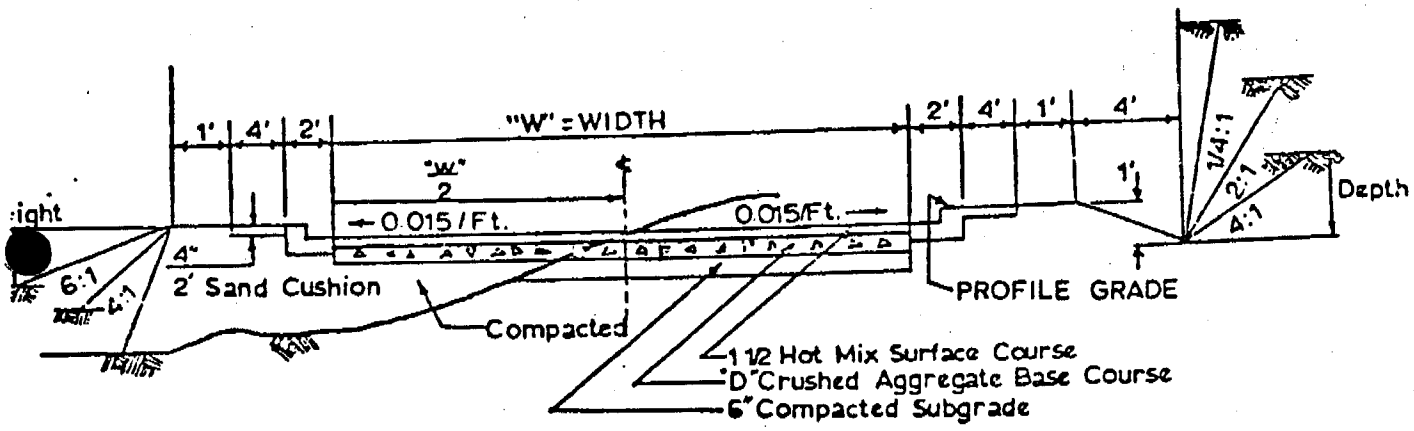
SFC CLERK RECORDED 12/05/2006

TYPE A-1 ROADWAY

INCLUDING 1½" HOT MIX SURFACE COURSE

NUMBER OF LOTS SERVED	"D"	"W"	DESIGN SPEED M.P.H.
5 to 29	6"	32'	25
30 to 49	6"	32'	25
50 to 99	6"	32'	30
100 to 499	6"	32'	35
500 to 1099	8"	44'	60



FILL SLOPES

6:1 0' to 2' Height
4:1 2' to 5' Height
2:1 over 5' Height

CUT SLOPES

4:1 0' to 5' Depth
2:1 over 5' Depth
¼:1 Rock

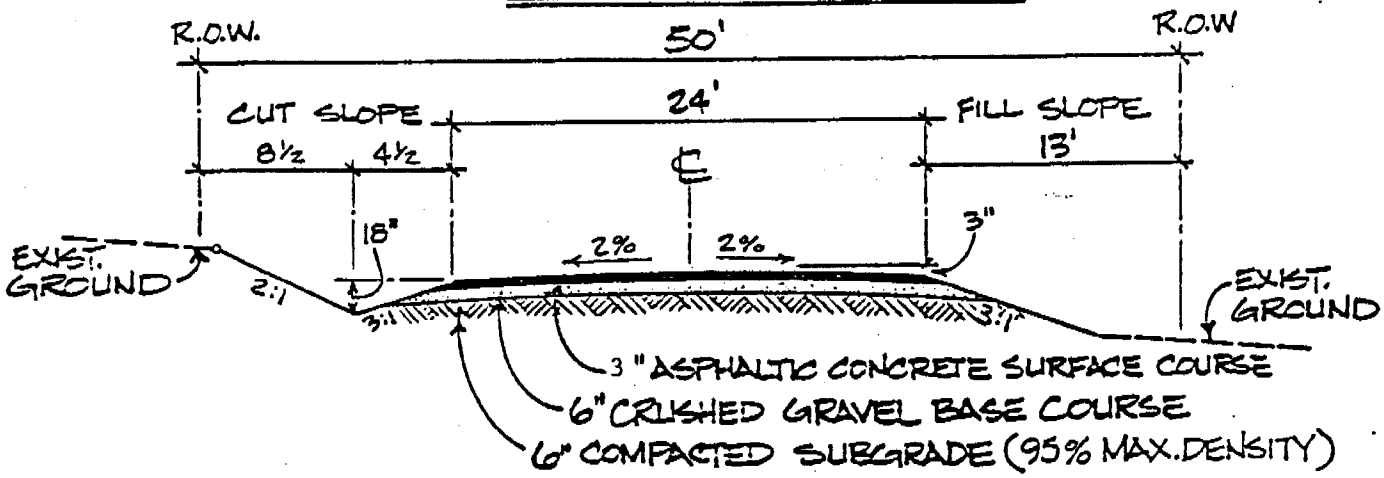
THIS APPENDIX WILL BE DELETED FROM THE ORDINANCE AND REPLACED BY APPENDIX B-2.1 DESCRIBING CONSTRUCTION STANDARDS FOR THE MINOR ARTERIAL ROADWAY.

58518

SFC CLERK RECORDED 12/05/2006

APPENDIX B-2.2

COLLECTOR ROAD



NUMBER OF LOTS: 100 - 199

ESTIMATED A.D.T.: 601 - 1200

THE PLASTICITY INDEX DOES NOT APPLY TO ROADS THAT ARE TO BE PAVED.

FOR OTHER REQUIREMENTS SEE APPENDICES B-1 and B-2.1

585183

411114

APPENDIX B

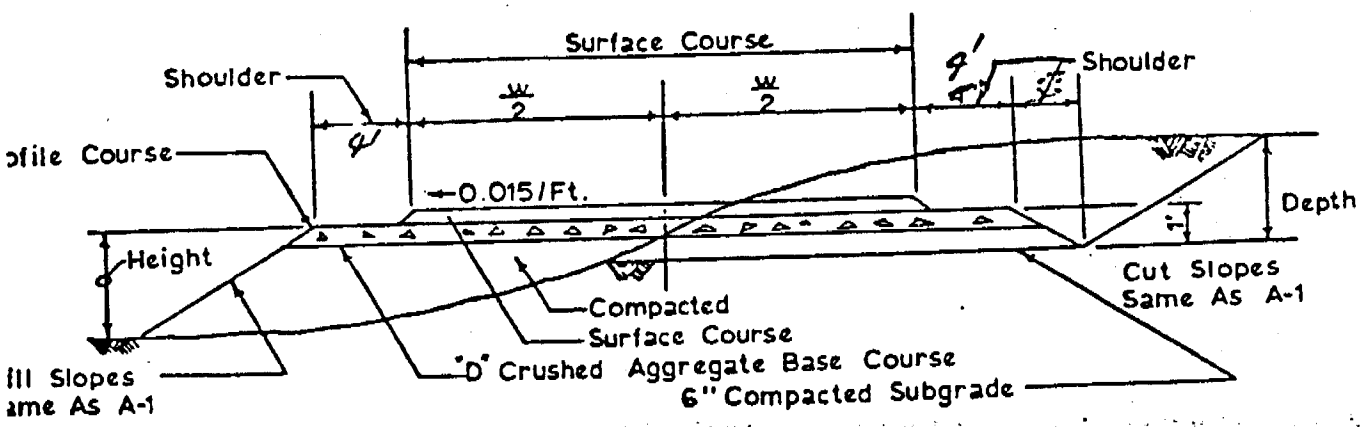
TYPE A-2 ROADWAY

1½" HOT MIX SURFACE COURSE

TYPE A-3 ROADWAY

DELETE HOT MIX SURFACE COURSE

NUMBER OF LOTS SERVED	"D"	"W"	DESIGN SPEED M.P.H.
5 to 29	6"	32'	25
30 to 49	6"	32'	25
50 to 99	6"	32'	30
100 to 499	6"	32'	35
500 to 1099	8"	44'	60



THIS APPENDIX WILL BE DELETED FROM THE ORDINANCE AND REPLACED BY APPENDIX B-2.2 DESCRIBING THE COLLECTOR ROADWAY.

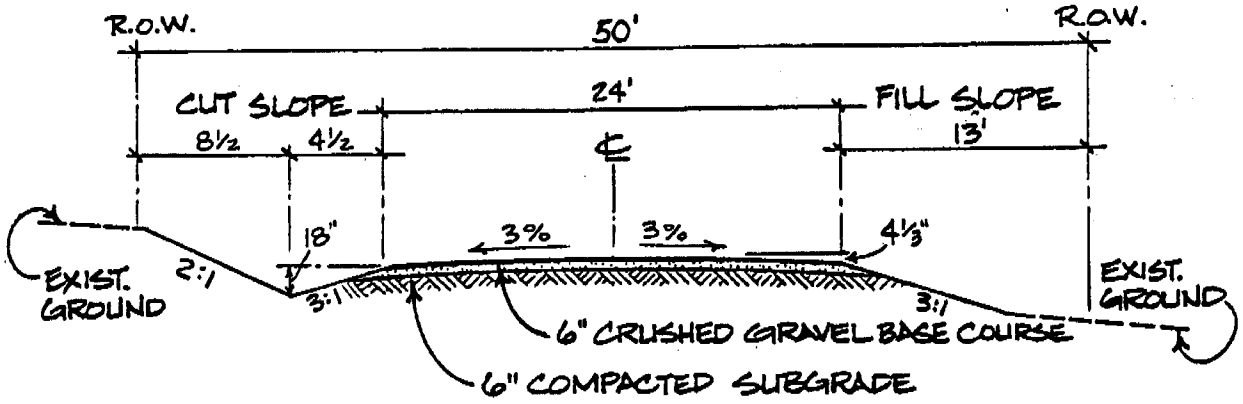
SFC CLERK RECORDED 12/05/2006

585184

APPENDIX B-2.3

SFC CLERK RECORDED 12/05/2006

LOCAL ROAD



NUMBER OF LOTS: 0 - 99

ESTIMATED A.D.T.: 0 - 600

A PLASTICITY INDEX (P I)) OF 8% to 12% IS REQUIRED.

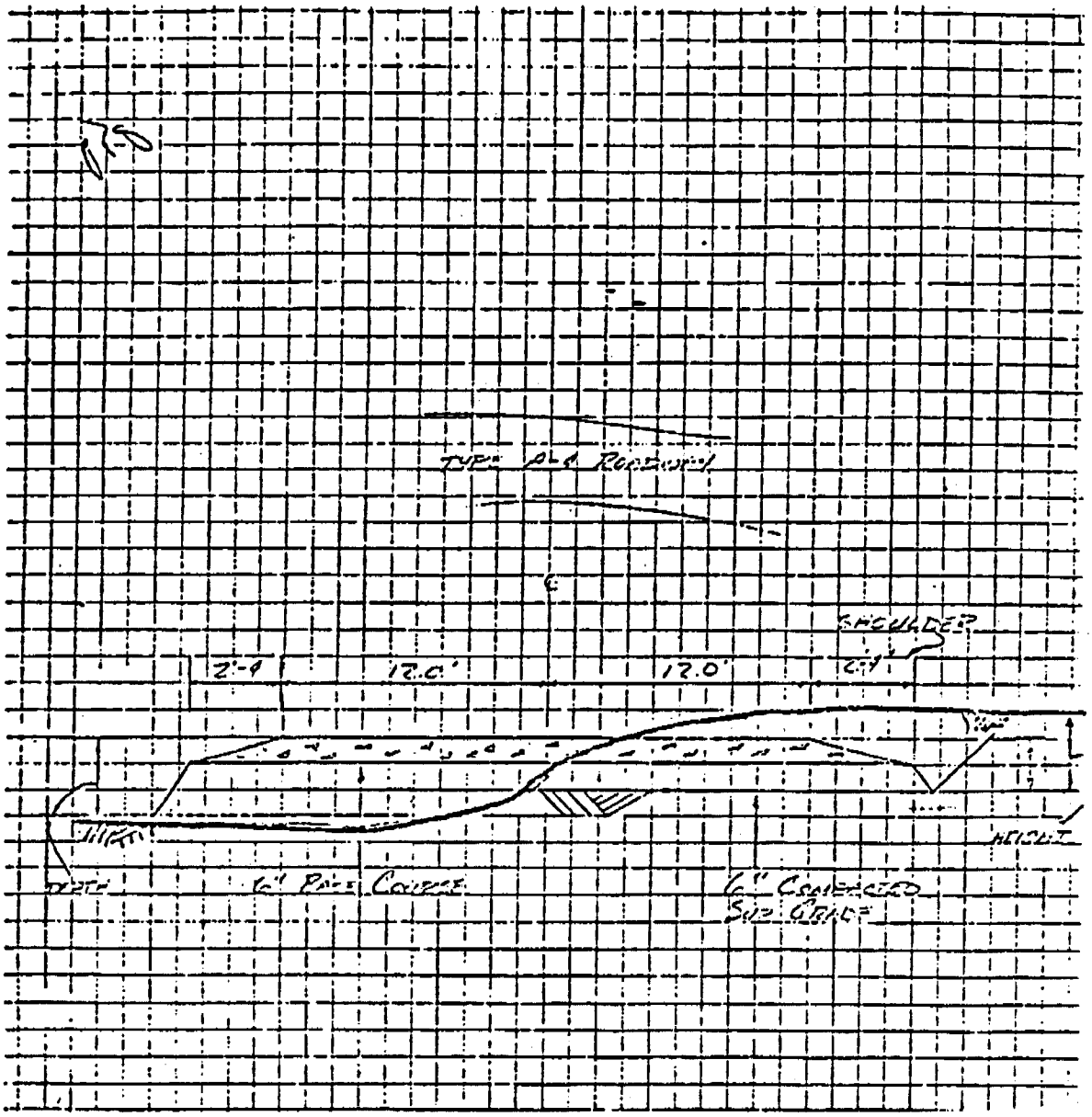
95% MAXIMUM DENSITY COMPACTION IS REQUIRED.

FOR OTHER REQUIREMENTS SEE APPENDICES B-1 and B-2.1

APPENDIX B

585185 411115

TYPE A-4 ROADWAY



THIS APPENDIX WILL BE DELETED FROM THE ORDINANCE AND REPLACED BY APPENDIX B-2.3 DESCRIBING CONSTRUCTION STANDARDS FOR THE LOCAL ROADWAY.

SFC CLERK RECORDED 12/05/2006

SFC CLERK RECORDED 12/05/2006

585186

PASSED, APPROVED, AND ADOPTED THIS 15th DAY OF June, 1987 AS AN AMENDMENT TO ORDINANCE NUMBER 1980-6.

SANTA FE BOARD OF COUNTY COMMISSIONERS

BENNIE J. CHAVEZ, CHAIRMAN

APPROVED AS TO LEGAL FORM AND SUFFICIENCY:

CAMPOS AND SANCHEZ, P.A.

COUNTY ATTORNEY

ATTEST:

JONA G. ARMIJO, COUNTY CLERK

This ordinance was received in the Santa Fe County Ordinance Book on June 26, 1987 in Book Number 585, Page 153-156

625-865

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 26 day of June A.D. 19 87 at 2:25 o'clock p m. and was duly recorded in book 585, page 153 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Jona G. Armijo
County Clerk, Santa Fe County, N.M.
Deputy