



ROSWELL INFRASTRUCTURE COMMITTEE AGENDA

Monday, OCTOBER 20, 2025 AT 2:00 P.M.

City Hall Large Conference Room

425 N. Richardson Ave., Roswell, New Mexico 88201

Committee Chair: Darrell Johnson

Committee Vice Chair: Juan Oropesa

Committee Members: Cristina Arnold, Chris Cortez, Angela Moore

Staff Coordinator: James MacCornack

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. Approval of the Minutes from the Infrastructure Committee Meeting on September 15, 2025.

REGULAR ITEMS

2. Consider approval for the purchase of two (2) new Battle Sideloaders from Bond Equipment utilizing Sourcewell Contract #032824-CRN for the total amount of \$920,158.00.
3. Recommend Approval to proceed with South Sunset Road Diet design and construction.
4. Consider approval of the award for ITB-26-004: Diagnostic, Service, and Replacement of Heating, Air Conditioning, and Dehumidification Systems at the Aquatic Facility to Advanced Airflow Technology.

NON-ACTION ITEMS

5. Department Report - Facilities Maintenance
6. Department Report - Street Department
7. Department Report - Solid Waste
8. Department Report - Cemetery
9. Department Report - Parks
10. Department Report - Recreation
11. Department Report - Zoo
12. Department Report - Water Maintenance & Transmission
13. Department Report - Waste Water Treatment Plant & Sewer
14. Department Report - Central Control
15. Department Report - Engineering
16. Department Report - Special Electronics

PUBLIC PARTICIPATION

ADJOURN

Notice of this meeting has been given to the public in compliance with Sections 10-15-1 through 10-15-4 NMSA 1975 and Resolution 25-28.

If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact Human Resources at 575-624-6700 at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the City Clerk at 575-624-6700 if a summary or other type of accessible format is needed.

Printed and posted: October 17, 2025

TO ATTEND THE INFRASTRUCTURE COMMITTEE BY GO-TO-MEETING Infrastructure Committee

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Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

ACTION REQUESTED:

Approval of the Minutes from the Infrastructure Committee Meeting on September 15, 2025.

Attachments

Draft - September 15, 2025 Infrastructure Committee Mtg. Minutes

Regular Meeting of the Infrastructure Committee
Held in the City Hall's Large Conference Room
September 15, 2025

Notice of this meeting was given to the public in compliance with Sections 10-15-1 through 10-15-4, NMSA 1978 and Resolution 24-23.

ROLL CALL:

The meeting convened at 2:00 p.m. with Chairman Johnson, Councilor Oropesa, Councilor Cortez, Councilor Arnold, and Councilor Moore being present.

Staff Present:

Amalia Martinez, Mike Mathews, James MacCornack, Hess Yntema, Abraham Chaparro, Naomi Steward, Chad Cole, Frank Rincon, Becky Hicks, Nathan Saverance, Angela Garcia, Debbie Reyer, Jim Buress, Louis Romero II, Timothy Vandembout, Clint Caldwell, and Bernadette Lopez

Guest(s) Present:

Rita Kane-Doerhoefer

Vicki (No Last Name provided), and Emily Valencia participated via GoToMeeting.

APPROVAL OF AGENDA:

Councilor Arnold moved to approve the agenda for September 15, 2025 as presented. Councilor Oropesa was the second. A voice vote of 5-0 was unanimous, and the motion passed.

APPROVAL OF MINUTES:

1. August 18, 2025:

Councilor Cortez moved to approve the minutes from the August 18, 2025 meeting as presented. Councilor Arnold was the second. A voice vote of 5-0 was unanimous, and the motion passed.

REGULAR ITEMS (ACTION ITEMS):

2. Consider the recommendation of Resolution 25-XX for participation in the Transportation Project Fund Program administered by the N.M. Dept. of Transportation for pavement maintenance and re-striping of Second Street; from Sunset Rd. to the east City limits:

Mr. MacCornack discussed this item. ***Councilor Arnold moved to recommend Resolution 25-XX for participation in the Transportation Project Fund Program administered by the New Mexico Department of Transportation for pavement maintenance and re-striping of Second Street, from Sunset Rd. to the east city limits, to be sent to the Finance Committee with recommendation to be placed on the consent agenda. Councilor Moore was the second. A voice vote of 5-0 was unanimous and the motion passed.***

3. Consider award recommendation of ITB-25-012 Golf Merchandise to Acushnet Company:

Mr. Vandembout discussed this item. ***Councilor Cortez moved to recommend award of ITB-25-012 Golf Merchandise to both responding bidders, BSN Sports, LLC. and Acushnet Co., to the Legal Committee for review and to be placed on the consent agenda. Councilor Arnold was the second. A voice vote of 5-0 was unanimous and the motion passed.***

4. Discussion on BNSF Railroad Crossings Review Study:

Mr. MacCormack discussed the study, and group discussion took place.

5. Discussion on a possible South Sunset Road Diet:

Mr. MacCormack discussed the Highway Safety Information System's report on Evaluation of Lane Reduction "Road Diet" Measures on Crashes. Councilor Moore stated that this study didn't really fit our city like the previous study. Mr. MacCormack has come up with an estimate for the three-lane configuration, road diet and re-striping cost of approximately \$55,000.00.

6. Discussion update on Fleetio:

Chairman Johnson stated to hold off on this until more information is gathered.

NON-ACTION ITEMS:

Discussion took place for the following department report(s):

7. Solid Waste Report:
8. Cemetery Report:
9. Parks Report:
10. Recreation Report:
11. Zoo Report:
12. Roswell Transit Report:

Mrs. Hicks reported the facility's bathrooms are not working and it is without water, and they are working with Mr. MacCormack and JSH Architectural on their remodel design. Mrs. Hicks discussed the transportation Roswell Transit provided for the RARA.

13. Facility Maintenance Report:
14. Streets Report:
15. Water Maintenance & Transmission Report:
16. Central Control Report:

17. Waste Water Treatment Plant & Sewer Report:

18. Engineering Report:

19. Special Electronics' Report:

Mr. MacCornack stated the Special Electronics' Department is fully staffed now that the third employee started today.

PUBLIC PARTICIPATION:

Mrs. Kane-Doerhoefer discussed the Pinata Fest in regards to the participation with the county, Cross Country from Goddard High School, and service workers from both county and the city for trash pick-up.

ADJOURN:

The meeting adjourned at 3:35 p.m.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

ACTION REQUESTED:

Consider approval for the purchase of two (2) new Battle Sideloaders trucks from Bond Equipment utilizing Sourcwell Contract #032824-CRN for the total amount of \$920,158.00.

BACKGROUND:

Initiated By: Abraham Chaparro

The Solid Waste Department was given budget approval by Finance in their October Meeting and by Council in their October meeting to purchase two (2) new sideloaders:

- One (1) New 2026 Battle Motors Raider/LET2-46 Cab & Chassis with a Heil (Rapid Rial 22yd ASL Body) in the amount of \$453,371
- One (1) New 2026 Battle Motors Raider/LET2-46 Cab & Chassis with a Heil (Rapid Rail 24yd ASL Body) for the amount of \$466,787.

There is a delivery date of June 2026.

All Specifications of the truck meet the requirements of the Route Supervisor and the Fleet Maintenance Supervisor.

We are coming to Infrastructure to fill the two Committee approval for purchases over \$60,000

FINANCIAL CONSIDERATION:

Budget approval passed in the October Finance Committee and City Council meetings approved the \$920,158 for the purchase of 2 side load trucks. Utilizing Sourcwell Contract #032824-CRN

LEGAL REVIEW:

Not Applicable for this Agenda Item

BOARD AND COMMITTEE ACTION:

Consider the Approval for the purchase of One (1) New 2026 Battle Motors Raider/LET2-46 Cab & Chassis with a Heil (Rapid Rial 22yd ASL Body) in the amount of \$453,371 and one (1) New 2026 Battle Motors Raider/LET2-46 Cab & Chassis with a Heil (Rapid Rail 24yd ASL Body) for the amount of \$466,787 for a total amount of \$920,158.00

STAFF RECOMMENDATION:

Proceed as Presented

Attachments

Battle Truck 22yd
Battle Truck 24yd



August 18, 2025

Jason Flores
Purchasing
City of Roswell
3006 West Brasher Rd
Roswell, NM 88203

Dear Jason,

Battle Motors is pleased to quote the following chassis for your consideration: **(1) New/Unused (2026) Battle Motors Raider/LET2-46 Cab & Chassis with a Heil (Rapid Rail 22yd ASL Body)** delivered to your department yard with arrangements made by **Aubrie Basco at Bond Equipment in Dallas, TX** priced as follows:

	One Unit (ea.)
Sub Total	\$453,371.00
Tax (0%)	\$ 00.00
Total	\$453,371.00

Per the attached specifications, pricing includes the cost for the chassis, body, accessories, and shipping to **Heil (4301 Gault Ave NE Fort Payne, AL 35967)** once the chassis is complete.

Ensure you reference our **Battle Motors Sourcwell Contract #032824-CRN** on all orders. Please email me at bboyle@battlemotors.com if you have any questions.

Thank you in advance for your consideration.

Sincerely,

Bill Boyle

Bill Boyle
V.P. Sales – Sourcwell Program Manager

Encl(s)
Ref: CF Quote #49D5





August 18, 2025

Jason Flores
Purchasing
City of Roswell
3006 West Brasher Rd
Roswell, NM 88203

Dear Jason,

Battle Motors is pleased to quote the following chassis for your consideration: **(1) New/Unused (2026) Battle Motors Raider/LET2-46 Cab & Chassis with a Heil (Rapid Rail 24yd ASL Body)** delivered to your department yard with arrangements made by **Aubrie Basco at Bond Equipment in Dallas, TX** priced as follows:

	One Unit (ea.)
Sub Total	\$466,787.00
Tax (0%)	\$ 00.00
Total	\$466,787.00

Per the attached specifications, pricing includes the cost for the chassis, body, accessories, and shipping to **Heil (4301 Gault Ave NE Fort Payne, AL 35967)** once the chassis is complete.

Ensure you reference our **Battle Motors Sourcwell Contract #032824-CRN** on all orders. Please email me at bboyle@battlemotors.com if you have any questions.

Thank you in advance for your consideration.

Sincerely,

Bill Boyle

Bill Boyle
V.P. Sales – Sourcwell Program Manager

Encl(s)
Ref: CF Quote #F8DE



Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCormack

CHAIR: Darrell Johnson

ACTION REQUESTED:

Recommend Approval to proceed with South Sunset Road Diet design and construction.

BACKGROUND:

Initiated by: James MacCormack

Councilor Johnson requested this item be brought to Infrastructure Committee as an action item. A road diet implementation on S. Sunset Ave. between McGaffey and Brasher is a proposed treatment to address existing traffic safety issues including speeding and crash history. Based on FHWA research as well as traffic studies that were completed on this roadway segment, this is an appropriate treatment for this roadway segment. Project would be proposed to be completed in Spring 2026.

FINANCIAL CONSIDERATION:

Estimated cost of obliterating and replacing existing striping on this roadway segment is approximately \$58,000. Street Department has \$150,000 identified for pavement markings and striping in current budget.

LEGAL REVIEW:

Not Applicable for this agenda item.

BOARD AND COMMITTEE ACTION:

This has been a discussion item at previous Infrastructure Committee and Public Safety Committee meetings.

STAFF RECOMMENDATION:

Recommend Approval to proceed with South Sunset Road Diet design and construction to Public Safety Committee.

Attachments

S. Sunset Speed Study Report
S. Sunset Intersection Study Report
S. Sunset & Poe Updated 3 Year Crash History
FHWA HSIS
S. Sunset Road Diet Plan Excerpt

City of Roswell, New Mexico
Traffic Engineering
Speed Study
S. Sunset from McGaffey to Brasher

Date: <u>April 27, 2025 – May 2, 2025</u>	Major Roadway Width: <u>41 Feet</u>
Time of Day: <u>24 hour study</u>	Number of Lanes: <u>4</u>
Speed (posted or 85%): .. <u>35 MPH</u>	Minor Roadway Width: <u>Varies</u>
Traffic Controls Present: . <u>Two Way Stop Control On Side Streets</u>	Number of Lanes: <u>2</u>
Intersection Maneuver : .. <u>Left/Right Turn/Through (Straight)</u>	
Weather: <u>Clear</u>	
Horizontal Curve: <u>None</u>	
Vertical Curve: <u>None</u>	
Study Conducted by:..... <u>Clifford Boehms & James MacCornack</u>	

Conclusion: A study was conducted to examine and document vehicle speed on S. Sunset between McGaffey & Brasher. City Special Electronics department placed radar speed detection units to measure speed.

The results of this study showed that the 85th percentile speed was measured to be approximately 46 MPH, approximately 11 MPH over the posted speed limit of 35 MPH.

Traffic count data from NMDOT was also reviewed, this data showed that the Average Daily Traffic (ADT) ranges from approximately 8,755 vehicles per day on Sunset between McGaffey and Hobbs to approximately 4,579 vehicles per day between Jaffa and Brasher.

Traffic Volume Characteristics

The New Mexico Department of Transportation Traffic Count Data System (NMDOT TCDS) was reviewed to determine the approximate daily traffic volume on S. Sunset between McGaffey and Brasher. There were three data records available for this road segment.

The first data set was from a count conducted on S. Sunset near the intersection with Hobbs St. This count indicated an approximately ADT of 8,755 vehicles per day on S. Sunset in this area. This traffic was split roughly equally between northbound and southbound directions of travel (4,565 northbound and 4,190 southbound).

The second data set was from a count conducted on S. Sunset near the intersection with Poe St. This count indicated an approximately ADT of 6,635 vehicles per day on S. Sunset in this area. This traffic was split roughly equally between northbound and southbound directions of travel (3,409 northbound and 3,226 southbound).

The third data set was from a count conducted on S. Sunset near the intersection with Jaffa St. This count indicated an approximately ADT of 5,365 vehicles per day on S. Sunset in this area. This traffic was split roughly equally between northbound and southbound directions of travel (2,690 northbound and 2,675 southbound).

Speed Study Results

A study was conducted to examine and document vehicle speed on S. Sunset between McGaffey & Brasher. City Special Electronics placed radar speed detection units to measure speed from April 27th, 2025 to May 2nd, 2025. There was a total of 40,043 vehicles whose speed was detected during this study period. Of these, 79.74% were exceeding the speed limit of 35 MPH. The average speed was approximately 40 MPH and the 85th percentile speed was determined to be 46 MPH. This indicates that the normal traffic flow speed is approximately 46 MPH, or 11 MPH over the posted speed limit.

Traffic Speed Data S. Sunset

SPECIAL ELECTRONICS**Survey Summary****Survey Description**

Survey Location	NB SUNSET		
Survey GPS Coordinates	+33.37396,-104.54105		
Survey Dates	Start	Stop	
	Sunday, 4/27/2025 3:59 PM	Friday, 5/2/2025 9:22 AM	
Posted Speed Limit	35 mph		
Traffic Zone	Normal		

Survey Result

Total Vehicle Count		40043		
	Traffic Direction	Closing North	Away South	Combined
	Vehicle Count	21654	18389	40043
Posted Speed Limit		35 mph		
	Vehicles Under the Speed Limit Count	4398	3716	8114
	Vehicles Under the Speed Limit Percentage	20.31%	20.21%	20.26%
	Vehicles Over the Speed Limit Count	17256	14673	31929
	Vehicles Over the Speed Limit Percentage	79.69%	79.79%	79.74%
Excessive Speed Threshold		35 mph		
	Vehicles Over the Excessive Speed Count	18360	15648	34008
	Vehicles Over the Excessive Speed Percentage	84.79%	85.09%	84.93%
	Average Violation Speed	42.03 mph	42.15 mph	42.09 mph
Speed Profile				
	Average Speed	40.01 mph	40.01 mph	40.01 mph
	Minimum Speed	10 mph	6 mph	6 mph
	Maximum Speed	79 mph	83 mph	83 mph
	Standard Deviation	6 mph	6 mph	6 mph
	85 % Percentile Speed - Free Flow	45 mph	46 mph	46 mph
	10 mph Pace - Free Flow	35-44 mph	36-45 mph	36-45 mph
	In Pace Count - Free Flow	5722	5369	11091

SPECIAL ELECTRONICS**Survey Description**

Survey Location NB SUNSET
Survey GPS Coordinates +33.37396,-104.54105
Survey Dates **Start** Sunday, 4/27/2025 3:59 PM **Stop** Friday, 5/2/2025 9:22 AM
Posted Speed Limit 35 mph
Traffic Zone Normal

Speed - Volume Matrix

Date Range: 2025-04-27 - 2025-05-02

Direction: Both

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	220				1	2	41	107	42	11	7	4	2	1		2		
01:00 - 01:59	155	4			3	2	37	58	29	17	3		1			1		
02:00 - 02:59	128				1	6	22	46	34	11	4	1	1		1	1		
03:00 - 03:59	199				1	2	38	60	58	25	5	6	3	1				
04:00 - 04:59	445	2	1	2	2	4	63	164	115	57	21	9	4			1		
05:00 - 05:59	878			2	6	15	124	361	240	92	24	11	2		1			
06:00 - 06:59	1474			1	4	29	168	506	441	235	63	20	6	1				
07:00 - 07:59	3871		8	13	54	127	472	1194	1221	560	161	48	9	2	1	1		
08:00 - 08:59	2886		2	13	45	109	435	973	815	341	94	47	9	3				
09:00 - 09:59	1785	1	6	12	28	63	329	615	464	189	63	13	2					
10:00 - 10:59	1588		5	9	38	67	257	591	377	180	48	13	3					
11:00 - 11:59	1861	3	6	15	28	79	329	605	508	216	58	12	2					
12:00 - 12:59	2060		1	6	20	54	312	722	591	253	80	17	2	2				
13:00 - 13:59	2134		3	6	22	87	377	741	581	221	75	14	4	2	1			
14:00 - 14:59	2378		3	2	21	66	376	852	648	288	85	25	8	2	1	1		
15:00 - 15:59	2747		7	7	37	100	442	1001	762	291	79	15	5		1			
16:00 - 16:59	3003		2	9	30	99	383	1025	949	363	108	24	6	2	1	1	1	
17:00 - 17:59	3332		2	3	27	68	351	1113	1124	456	139	37	7	4	1			
18:00 - 18:59	2627		4	9	24	65	301	860	854	374	92	33	5	2	3		1	
19:00 - 19:59	2180	2	1	3	26	63	370	817	575	246	55	16	4	2				
20:00 - 20:59	1733			3	18	63	441	685	382	105	26	4	3	2	1			
21:00 - 21:59	1245				6	52	280	539	268	78	14	8						
22:00 - 22:59	696		1	1	9	26	165	273	156	39	20	4	1		1			
23:00 - 23:59	418		1	3	1	18	99	158	97	29	8		1	1		1	1	



TECHNICAL MEMORANDUM

DATE: July 15, 2025

TO: James McCornack
Senior Engineer
City of Roswell

FROM: Willie E. Roman, P.E., PTOE

RE: **Sunset Ave Traffic Analysis - Roswell, NM**



INTRODUCTION

This report documents an all-way stop control warrant study, capacity analysis, and crash analysis of Sunset Ave in Roswell, New Mexico. The City requested that Lee Engineering evaluate traffic operations on the following intersections:

- Sunset Ave & Hobbs St
- Sunset Ave & Poe St
- Sunset Ave & Brasher St

Data collection includes existing roadway condition, current traffic counts, vehicle travel speeds, and pedestrian volumes. This study aims to evaluate traffic operations and pedestrian usage along the study area. This report documents project proceedings and findings.

ROADWAY CHARACTERISTICS AND EXISTING CONDITIONS

Sunset Ave is a four-lane undivided minor arterial running north to south, the study area focus is between Brasher Rd and Hobbs St with a posted speed limit of 35 MPH. Figure 1 shows the location of the project area and data collection, Figure 2 shows the existing volumes. This segment of road provides access to residential and institutional land uses.

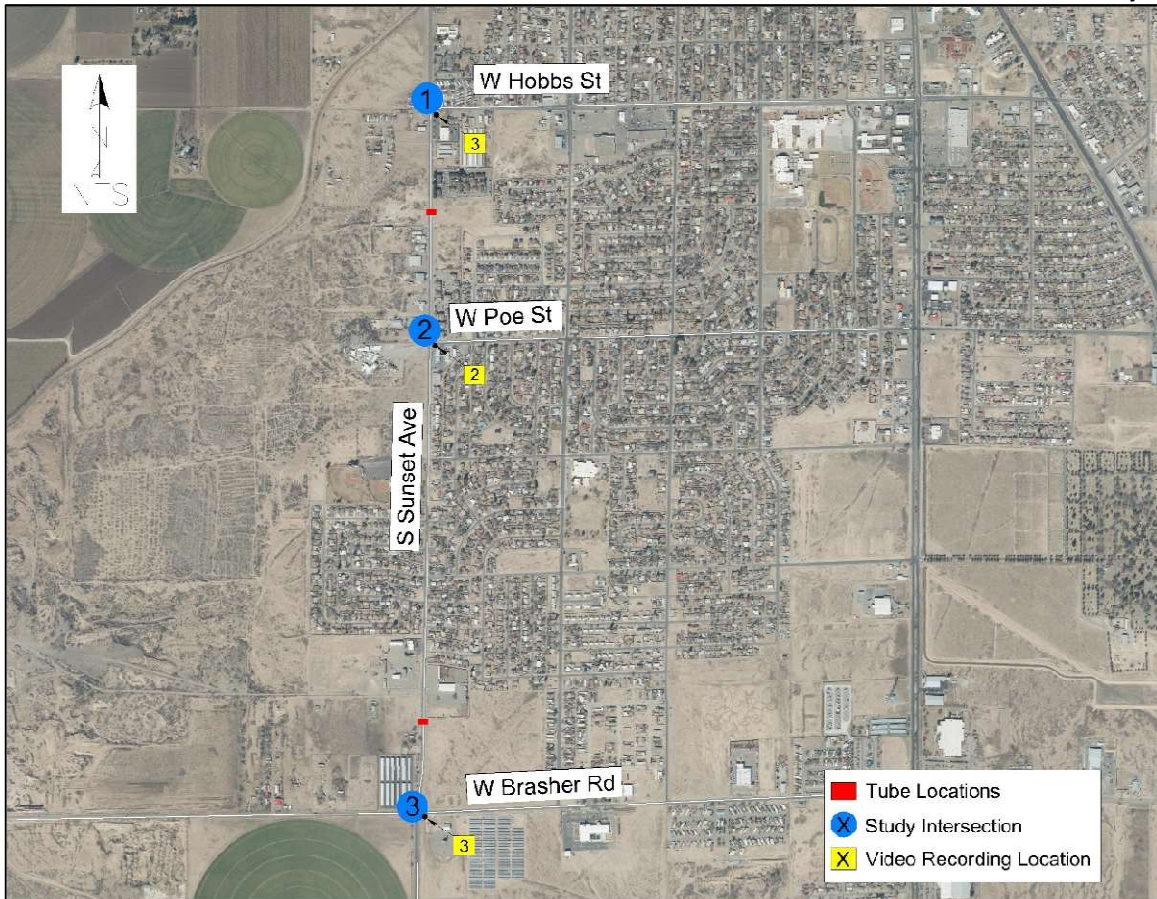


Figure 1: Study Area and Traffic Counter Locations

EXISTING 2025 TRAFFIC VOLUMES

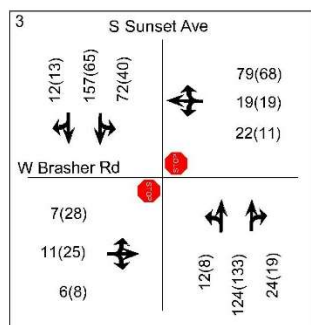
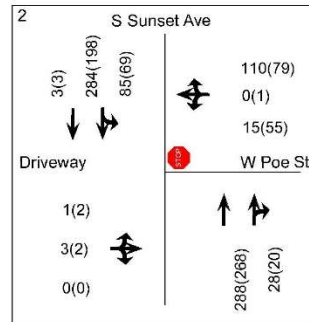
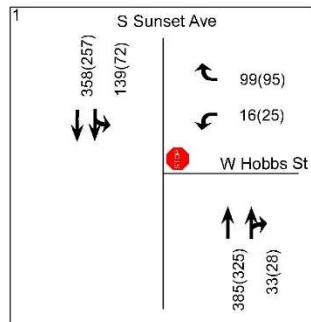
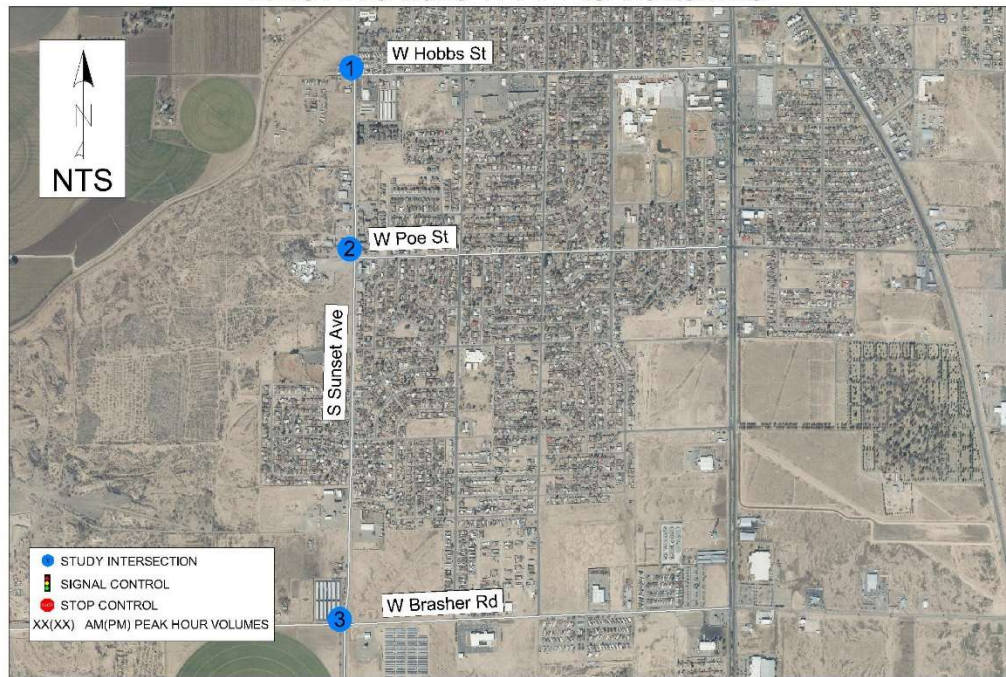


Figure 2: Existing Volumes 2025

CRASH SUMMARY

Crash data was obtained for the study area from the NMDOT database agency for the most recently available years of data. This included the years 2018 to 2022. Crashes were then summarized by year, type, severity, and cause. To compare and summarize trends, crashes were grouped by study intersection. The crash summary is shown below in Table 1.

Table 1: Crash Summary

Crash Summary		Sunset Ave & Hobbs St	Sunset Ave & Poe St	Sunset Ave & Brasher Rd
Total Crashes		13	11	10
By Year	2018	3	2	1
	2019	3	1	2
	2020	0	2	3
	2021	5	2	4
	2022	2	4	0
CONTRIBUTING FACTORS	Avoid No Contact Vehicle		1	
	Driver Inattention	4	1	1
	Excessive Speed	1	1	
	Failed To Yield Right Of Way	2	3	3
	Following Too Closely	1	1	
	Improper Overtaking	2		
	Made Improper Turn	1		1
	None	1	2	5
	Other, No Driver Error		1	
	Speed Too Fast For Conditions	1		
	Under The Influence Of Drugs or Medication		1	
SEVERITY	Visible Injury (B)	5	4	3
	Property Damage Only (O)	8	7	7
LIGHTING CONDITION	Daylight	11	7	8
	Dark-Lighted	0	3	2
	Dark-Not Lighted	2	1	0
CRASH TYPE	Fixed Object	3	2	0
	Left Blank	0	0	1
	Other Vehicle - From Same Direction/One Left Turn	1	0	0
	Other Vehicle - From Same Direction/Sideswipe Collision	1	0	0
	Other Vehicle - From Same Direction/Both Going Straight	3	2	1
	Other Vehicle - One Left Turn/Entering At Angle	1	1	1
	Other Vehicle - One Right Turn/Entering At Angle	0	1	0
	Other Vehicle - One Vehicle/Backing From Driveway Access	1	0	0
	Other Vehicle - Both Going Straight/Entering At Angle	0	3	1
	Other Vehicle - From Opposite Direction/Both Going Straight	1	0	1
	Other Vehicle - From Opposite Direction/One Left Turn	1	0	0
	Other Vehicle - From Opposite Direction/Sideswipe Collision	0	0	1
	Other Vehicle - From Opposite Direction	0	2	4
	Pedestrian	1	0	0

From the above table, the following observations were made for the study intersections:

- **Sunset Ave & Hobbs St**
 - From 2018 to 2022, 13 crashes were reported.
 - The most common contributing factor for vehicle crashes was driver inattention.
 - Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes.
 - The most common lighting condition was daylight.
 - Based on the crash type, most of the vehicle crashes were from same direction/both going straight and fixed object.

- Sunset Ave & Poe St
 - From 2018 to 2022, 11 crashes were reported.
 - The most common contributing factor for vehicle crashes was failed to yield right of way.
 - Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes.
 - The most common lighting condition was daylight.
 - Based on the crash type, most of the vehicle crashes were from both going straight/entering at angle.

- Sunset Ave & Poe St
 - From 2018 to 2022, 10 crashes were reported.
 - The most common contributing factor for vehicle crashes was failed to yield right of way.
 - Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes.
 - The most common lighting condition was daylight.
 - Based on the crash type, most of the vehicle crashes were from opposite direction.

SIGHT DISTANCE

The following presents a narrative detailing the development's recommended intersection sight distance requirements. Intersection sight distance requirements were calculated using the 2018 AASHTO "Green Book" chapter 9.5. Three sight distance cases were used for this analysis:

- Case B1 – A stopped vehicle turning left from a minor street approach onto a major road
- Case B2 – A stopped vehicle turning right from a minor street approach onto a major road
- Case F – Left turns from the major road into a minor road

Intersection sight distances were calculated based on the following assumptions:

- The required intersection sight distance for Case B1 was calculated based on the design vehicle turning left across the intersection
- The required intersection sight distance for Case B2 was calculated based on the design vehicle crossing into the nearest traffic lane
- The required intersection sight distance for Case F at the intersection was calculated based on the design vehicle turning left from the major road into the minor road

A passenger vehicle was used as the design vehicle. The required sight distance values for S Sunset Ave & W Hobbs St, S Sunset Ave & W Poe St and S Sunset Ave & W Brasher Rd are provided in Table 2, Table 3, and Table 4 respectively, which are rounded up to the nearest 5-foot increment. The formulas, values, and calculations used in the sight distance analysis are in Appendix D.

Sunset Ave Traffic Analysis
TECHNICAL MEMORANDUM
July 2025

Table 2: Required and Available Sight Distance Values for S Sunset Ave/W Hobbs St

Vehicles Exiting W Hobbs St onto S Sunset Ave (Passenger Car)					
Making a Left (Case B1)			Making a Right (Case B2)		
Required Sight Distance to the Right (ft)	Approximate Available Sight Distance to the Right (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)
415	550	415	840	335	840
Sight Distance Available > Required					
To the Right		To the Left		To the Left	
Yes		Yes		Yes	

Vehicles Entering W Hobbs St from S Sunset Ave (Passenger Car)	
Making a Left (Case F)	
Required Sight Distance to Opposing Traffic (ft)	Approximate Available Sight Distance to Opposing Traffic (ft)
310	Approximately 2900
Sight Distance Available > Required	
To Opposing Traffic	
Yes	

Table 3: Required and Available Sight Distance Values for S Sunset Ave/W Poe St

Vehicles Exiting W Poe St onto S Sunset Ave (Passenger Car)					
Making a Left (Case B1)			Making a Right (Case B2)		
Required Sight Distance to the Right (ft)	Approximate Available Sight Distance to the Right (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)
415	1940	415	1140	335	1140
Sight Distance Available > Required					
To the Right		To the Left		To the Left	
Yes		Yes		Yes	

Vehicles Entering W Poe St from S Sunset Ave (Passenger Car)	
Making a Left (Case F)	
Required Sight Distance to Opposing Traffic (ft)	Approximate Available Sight Distance to Opposing Traffic (ft)
310	Approximately 2830
Sight Distance Available > Required	
To Opposing Traffic	
Yes	

Table 4: Required and Available Sight Distance Values for S Sunset Ave/W Brasher Rd

Vehicles Exiting W Brasher Rd onto S Sunset Ave (Passenger Car)					
Making a Left (Case B1)			Making a Right (Case B2)		
Required Sight Distance to the Right (ft)	Approximate Available Sight Distance to the Right (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)
415	1820	415	4000	335	4000
Sight Distance Available > Required					
To the Right		To the Left		To the Left	
Yes		Yes		Yes	

Vehicles Entering W Brasher Rd from S Sunset Ave (Passenger Car)	
Making a Left (Case F)	
Required Sight Distance to Opposing Traffic (ft)	Approximate Available Sight Distance to Opposing Traffic (ft)
310	Approximately 2920
Sight Distance Available > Required	
To Opposing Traffic	
Yes	

Based on the conditions that existed in the field at the time of the site visit, the estimated available sight distance appears to exceed the required intersection sight distances at the study intersections.

ALL-WAY STOP CONTROL WARRANT

The intersections were evaluated to determine if a multi-way stop would be appropriate in lieu of a two-way stop control. The MUTCD contains four multi-way stop conditions outlining specific criteria to justify a multi-way stop at an intersection. The criteria considered to warrant a multi-way stop are:

A. *Crash Experience*

- *For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*
- *For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*

B. *Sight Distance*

- *All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.*

C. *Transition to Signal Control or Transition to Yield Control at a Circular Intersection*

- *All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.*

D. *8-Hour Volume*

- *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day.*
- *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.*

E. *Other Factors*

- *The need to control left-turn conflicts.*
- *An intersection of two residential neighborhood collectors (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.*
- *Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*

Each criterion is evaluated at the study intersections under current conditions of a single lane for the northbound and southbound westbound approaches, one through lane, and one left-turn lane for the east- and westbound approach.

Criterion A

Crashes subject to correction from an all-way stop installation include crashes occurring during right and left turns and right-angle crashes. Using the same crash data from Table 1 it was determined that:

Sunset Ave Traffic Analysis
TECHNICAL MEMORANDUM
July 2025

- For Sunset Ave and Hobbs St, **Criteria A is NOT SATISFIED** because the intersection did not experience four or more crashes in 12 months or five or more crashes in 36 months that may be correctable by installing an all-way stop.
- For Sunset Ave and Poe St, **Criteria A is SATISFIED** because the intersection experienced five or more crashes in 36 months that may be correctable by installing an all-way stop.
- For Sunset Ave and Brasher Rd, **Criteria A is NOT SATISFIED** because the intersection did not experience five or more crashes in 12 months or six or more crashes in 36 months that may be correctable by installing an all-way stop.

Criterion B

- For Sunset Ave and Hobbs St, **Criteria B is NOT SATISFIED** because the estimated available sight distance appears to exceed the required intersection sight distance.
- For Sunset Ave and Poe St, **Criteria B is NOT SATISFIED** because the estimated available sight distance appears to exceed the required intersection sight distance.
- For Sunset Ave and Brasher Rd, **Criteria B is NOT SATISFIED** because the estimated available sight distance appears to exceed the required intersection sight distance.

Criterion C

A Traffic Control Signal was not warranted at this intersection; thus, **Criterion C DOES NOT apply**.

Criterion D

Data Collection

13-hour intersection turning movement counts were collected on Wednesday, May 21, 2025, using portable video recording equipment between 6:00 AM and 7:00 PM. Table 5 summarizes the hourly vehicle volume at all study intersections.

Table 5: Total Volumes

Time	Intersection Volume (Veh/hr)		
	Intersections		
	S Sunset Ave & W Hobbs St	S Sunset Ave & W Poe St	S Sunset Ave & W Brasher St
6:00 AM	335	267	277
7:00 AM	867	726	473
8:00 AM	651	496	355
9:00 AM	460	352	277
10:00 AM	499	372	278
11:00 AM	542	433	317
12:00 PM	669	519	375
1:00 PM	706	550	371
2:00 PM	633	507	365
3:00 PM	744	605	435
4:00 PM	772	606	402
5:00 PM	791	698	416
6:00 PM	726	586	345

Existing Conditions

When analyzing the existing intersection configuration, 100% of the vehicular volumes were used as well as the combined vehicular, pedestrian, and bicycle volumes for the warrant analysis criteria. The relevant threshold values are 300 vehicles per hour (vph) on the major street and 200 vph on the minor street. Figure 3 through Figure 5 below summarize 13 hours of intersection approach volume data collected.

Figure 3: Sunset Ave and Hobbs St Criteria D Summary

Sunset Ave & Hobbs St			
M. U. T. C. D. MULTIWAY STOP - Criterion D			
Minimum Volume and Average Delay			
Required Average Volume on Major Street		300	Criteria D Not Met
Required Average Volume on Minor Street		200	
Observed Average 8-hour Volume on Major Street		635	
Observed Average 8-hour Volume on Minor Street		106	
CRITERION D:			NOT SATISFIED
RANKING BY MAJOR STREET HOURLY VOLUMES			
RANK	HOURLY VOLUME		
	BEGIN TIME	MAJOR STREET	MINOR STREET
1	7:00 AM	780	87
2	5:00 PM	687	104
3	4:00 PM	651	121
4	3:00 PM	641	103
5	6:00 PM	611	115
6	NOON	578	91
7	8:00 AM	571	80
8	1:00 PM	562	144
9	2:00 PM	530	103
10	11:00 AM	470	72
11	10:00 AM	406	93
12	9:00 AM	384	76
13	6:00 AM	291	44
14	1:00 AM	0	0
15	2:00 AM	0	0
16	3:00 AM	0	0
17	4:00 AM	0	0
18	5:00 AM	0	0
19	7:00 PM	0	0
20	8:00 PM	0	0
21	9:00 PM	0	0
22	10:00 PM	0	0
23	11:00 PM	0	0
24	MIDNITE	0	0

RANKED HOURS	AVERAGE OF EIGHT HOURLY VOLUMES		CRITERIA MET?
	MAJOR STREET	MINOR STREET	
1 to 8	635	106	No
2 to 9	604	108	No
3 to 10	577	104	No
4 to 11	546	100	No
5 to 12	514	97	No
6 to 13	474	88	No
7 to 14	402	77	No
8 to 15	330	67	No
9 to 16	260	49	No
10 to 17	194	36	No
11 to 18	135	27	No
12 to 19	84	15	No
13 to 20	36	6	No
14 to 21	0	0	No
15 to 22	0	0	No
16 to 23	0	0	No
17 to 24	0	0	No

- The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
- The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
- If the 85th-percentile approach speed of the major-street vehicular traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.

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Figure 4: Sunset Ave and Poe St Criteria D Summary

Sunset Ave & Poe St			
M. U. T. C. D. MULTIWAY STOP - Criterion C			
Minimum Volume and Average Delay			
Required Average Volume on Major Street		300	Criteria D Not Met
Required Average Volume on Minor Street		200	
Observed Average 8-hour Volume on Major Street		492	
Observed Average 8-hour Volume on Minor Street		106	
CRITERION D:			NOT SATISFIED
RANKING BY MAJOR STREET HOURLY VOLUMES			
HOURLY VOLUME			
RANK	BEGIN TIME	MAJOR STREET	MINOR STREET
1	7:00 AM	607	119
2	5:00 PM	558	140
3	3:00 PM	502	103
4	4:00 PM	502	104
5	6:00 PM	485	101
6	1:00 PM	454	96
7	NOON	420	99
8	8:00 AM	411	85
9	2:00 PM	408	99
10	11:00 AM	367	66
11	10:00 AM	308	64
12	9:00 AM	298	54
13	6:00 AM	241	26
14	1:00 AM	0	0
15	2:00 AM	0	0
16	3:00 AM	0	0
17	4:00 AM	0	0
18	5:00 AM	0	0
19	7:00 PM	0	0
20	8:00 PM	0	0
21	9:00 PM	0	0
22	10:00 PM	0	0
23	11:00 PM	0	0
24	MIDNITE	0	0
AVERAGE OF EIGHT HOURLY VOLUMES			
RANKED HOURS	MAJOR STREET	MINOR STREET	CRITERIA MET?
1 to 8	492	106	No
2 to 9	468	103	No
3 to 10	444	94	No
4 to 11	419	89	No
5 to 12	394	83	No
6 to 13	363	74	No
7 to 14	307	62	No
8 to 15	254	49	No
9 to 16	203	39	No
10 to 17	152	26	No
11 to 18	106	18	No
12 to 19	67	10	No
13 to 20	30	3	No
14 to 21	0	0	No
15 to 22	0	0	No
16 to 23	0	0	No
17 to 24	0	0	No
1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but 3. If the 85th-percentile approach speed of the major-street vehicular traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.			
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Figure 5: Sunset Ave and Brasher Rd Criteria D Summary

Sunset Ave & Brasher Rd			
M. U. T. C. D. MULTIWAY STOP - Criterion D			
Minimum Volume and Average Delay			
Required Average Volume on Major Street		300	Criteria D Not Met
Required Average Volume on Minor Street		200	
Observed Average 8-hour Volume on Major Street		284	
Observed Average 8-hour Volume on Minor Street		114	
CRITERION D:			NOT SATISFIED
RANKING BY MAJOR STREET HOURLY VOLUMES			
HOURLY VOLUME			
RANK	BEGIN TIME	MAJOR STREET	MINOR STREET
1	7:00 AM	365	108
2	5:00 PM	318	98
3	3:00 PM	277	158
4	4:00 PM	274	128
5	6:00 PM	269	76
6	NOON	262	113
7	1:00 PM	256	115
8	2:00 PM	248	117
9	8:00 AM	230	125
10	6:00 AM	215	62
11	11:00 AM	214	103
12	9:00 AM	184	93
13	10:00 AM	179	99
14	1:00 AM	0	0
15	2:00 AM	0	0
16	3:00 AM	0	0
17	4:00 AM	0	0
18	5:00 AM	0	0
19	7:00 PM	0	0
20	8:00 PM	0	0
21	9:00 PM	0	0
22	10:00 PM	0	0
23	11:00 PM	0	0
24	MIDNITE	0	0
AVERAGE OF EIGHT HOURLY VOLUMES			
RANKED HOURS	MAJOR STREET	MINOR STREET	CRITERIA MET?
1 to 8	284	114	No
2 to 9	267	116	No
3 to 10	254	112	No
4 to 11	246	105	No
5 to 12	235	101	No
6 to 13	224	103	No
7 to 14	191	89	No
8 to 15	159	75	No
9 to 16	128	60	No
10 to 17	99	45	No
11 to 18	72	37	No
12 to 19	45	24	No
13 to 20	22	12	No
14 to 21	0	0	No
15 to 22	0	0	No
16 to 23	0	0	No
17 to 24	0	0	No
1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but 3. If the 85th-percentile approach speed of the major-street vehicular traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.			
			

- For Sunset Ave and Hobbs St, **Criteria D is NOT SATISFIED** for vehicle volumes entering the intersection.
- For Sunset Ave and Poe St, **Criteria D is NOT SATISFIED** for vehicle volumes entering the intersection.
- For Sunset Ave and Brasher Rd, **Criteria D is NOT SATISFIED** for vehicle volumes entering the intersection.

LOS, CAPACITY, AND QUEUEING ANALYSIS

Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, but it is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect measurements of delay, especially for lower-volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, a narrative is offered in subsequent sections specific to the individual movement in question.

Table 6 below, reproduced from the HCM, show delay thresholds and the associated Level of service assigned to delay ranges for stop-controlled intersections, respectively. Generally, a LOS of D or better is considered an acceptable level of service.

Table 6: LOS Criteria for Unsignalized Intersections

Level of service	Average Control Delay (sec/vehicle)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Queueing is reported in vehicles for all intersections. Queues are reported for queue measurements falling within the 95th percentile. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's sign cycles. It is also noted that unreported average queueing at an intersection would statistically be much shorter than 95th-percentile queueing.

The volume-to-capacity (V/C) ratio is a performance measure that shows the ratio of traffic volume to the lane group capacity. A V/C ratio greater than 1.00 indicates that demand creates a residual queue for the analysis period.

For the purposes of this analysis, acceptable levels of service (LOS) are defined to be a LOS D or better. Based on procedures outlined in the HCM, intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. For all other control types, they are taken for the whole intersection. Detailed output sheets can be found in Appendix A.

Existing Year 2025 Conditions

Table 7 summarizes the intersection delay, level of service, and queueing under Existing Year 2025 conditions. The following conclusions are made from the Existing Conditions analysis shown in Figure 2:

Delay and LOS Results

At all intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours.

Queuing Results

At all intersections where queue length results are present, existing storage lengths are sufficient to accommodate 95th percentile queue lengths.

Table 7: HCS Results for Existing 2025 Year Conditions

Sunset Ave & Hobbs St (Unsignalized)															
AM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	0.4	0.13	30.9	D	---	---		WBL	0.2	0.07	15.1	C	---	---
	WBR	0.6	0.18	11.0	B				WBR	0.4	0.12	9.9	A		
	SBL	0.6	0.18	9.3	A				SBL	0.2	0.06	8.2	A		
Sunset Ave & Poe St (Unsignalized)															
AM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBT	1.1	0.27	12.7	B	---	---		WBT	0.8	0.22	12.4	B	---	---
	SBL	0.3	0.10	8.6	A				SBL	0.2	0.06	8.0	A		
Sunset Ave & Brasher Rd (Unsignalized)															
AM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBT	0.3	0.09	15.6	C	---	---		EBT	0.4	0.12	12.1	B	---	---
	WBT	1.2	0.29	13.7	B				WBT	0.5	0.14	10.4	B		
	NBL	0.0	0.01	7.8	A				NBL	0.0	0.01	7.4	A		
	SBL	0.2	0.08	7.9	A				SBL	0.1	0.03	7.7	A		

FINDINGS AND CONCLUSIONS

Based on the analysis, the following conclusion can be made:

- Sunset Ave & Hobbs St
 - Capacity issues were not observed for this intersection under Existing 2025 Conditions, all the approaches presented were acceptable LOS D or better. Queuing issues were not observed for any movements during the AM and PM peak hours.
- Sunset Ave & Poe St
 - Capacity issues were not observed for this intersection under Existing 2025 Conditions, all the approaches presented were acceptable LOS D or better. Queuing issues were not observed for any movements during the AM and PM peak hours.
- Sunset Ave & Brasher Rd
 - Capacity issues were not observed for this intersection under Existing 2025 Conditions, all the approaches presented were acceptable LOS D or better. Queuing issues were not observed for any movements during the AM and PM peak hours.

Crash Summary

- Sunset Ave & Hobbs St

From 2018 to 2022, 13 crashes were reported. The most common contributing factor for vehicle crashes was driver inattention. Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes. The most common lighting condition was daylight. Based on the crash type, most of the vehicle crashes were from same direction/both going straight and fixed object.

- Sunset Ave & Poe St

From 2018 to 2022, 11 crashes were reported. The most common contributing factor for vehicle crashes was failed to yield right of way. Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes. The most common lighting condition was daylight. Based on the crash type, most of the vehicle crashes were from both going straight/entering at angle.

- Sunset Ave & Poe St

From 2018 to 2022, 10 crashes were reported. The most common contributing factor for vehicle crashes was failed to yield right of way. Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes. The most common lighting condition was daylight. Based on the crash type, most of the vehicle crashes were from opposite direction.

All-Way Stop Control Warrant

- Sunset Ave & Hobbs St

None of the criteria required for an all-way stop control were satisfied for this intersection. Therefore, an all-way stop is **NOT WARRANTED.**

- Sunset Ave & Poe St

Criteria A (Crash Summary) was satisfied for this intersection. Therefore, an all-way stop is **WARRANTED.**

- Sunset Ave & Poe St

None of the criteria required for an all-way stop control were satisfied for this intersection. Therefore, an all-way stop is **NOT WARRANTED.**

3 Year Crash History Summary Sunset & Poe
June 2022 - June 2025

Note: Warrant Per MUTCD: 5 correctable crashes in any 12 month period

Crash Record #	Date	Cause	Injury Crash?	Time of Day	Correctable w/ All Stop?	Notes
4638	6/19/2022	Driver Inattention	No	16:57	No	Lane Change
6301	8/20/2022	Nighttime/Pedestrian in Roadway	Yes	21:44	No	Pedestrian
3374	5/17/2023	Driver Inattention	Yes	15:16	No	Rear End Crash
6643	9/11/2023	Rear End-Speeding	Yes	17:54	No	Rear End Crash
7940	10/27/2023	Failure to Yield	No	6:33	Yes	Right Angle Crash
5944	8/19/2024	Rear End-Speeding	No	20:05	No	Rear End Crash
7572	10/21/2024	Failure to Yield	No	14:15	Yes	Right Angle Crash

The Highway Safety Information System (HSIS) is a multi-State safety database that contains crash, roadway inventory, and traffic volume data for a select group of States. The participating States—California, Illinois, Maine, Michigan, Minnesota, North Carolina, Ohio, Utah, and Washington—were selected based on the quality of their data, the range of data available, and their ability to merge the data from the various files. The HSIS is used by FHWA staff, contractors, university researchers, and others to study current highway safety issues, direct research efforts, and evaluate the effectiveness of accident countermeasures.



U.S. Department of Transportation
Federal Highway Administration

Research, Development, and Technology
Turner-Fairbank Highway Research Center
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SUMMARY REPORT

Evaluation of Lane Reduction “Road Diet” Measures on Crashes

This Highway Safety Information System (HSIS) summary replaces an earlier one, Evaluation of Lane Reduction “Road Diet” Measures and Their Effects on Crashes and Injuries (FHWA-HRT-04-082), describing an evaluation of “road diet” treatments in Washington and California cities. This summary reexamines those data using more advanced study techniques and adds an analysis of road diet sites in smaller urban communities in Iowa.

A road diet involves narrowing or eliminating travel lanes on a roadway to make more room for pedestrians and bicyclists.⁽¹⁾ While there can be more than four travel lanes before treatment, road diets are often conversions of four-lane, undivided roads into three lanes—two through lanes plus a center turn lane (see figure 1 and figure 2). The fourth lane may be converted to a bicycle lane, sidewalk, and/or on-street parking. In other words, the existing cross section is reallocated. This was the case with the two sets of treatments in the current study. Both involved conversions of four lanes to three at almost all sites.

Road diets can offer benefits to both drivers and pedestrians. On a four-lane street, speeds can vary between lanes, and drivers must slow or change lanes due to slower vehicles (e.g., vehicles stopped in the left lane waiting to make a left turn). In contrast, on streets with two through lanes plus a center turn lane, drivers’ speeds are limited by the speed of the lead vehicle in the through lanes, and through vehicles are separated from left-turning vehicles. Thus, road diets may reduce vehicle speeds and vehicle interactions, which could potentially reduce the number and severity of vehicle-to-vehicle crashes. Road diets can also help pedestrians by creating fewer lanes of traffic to cross and by reducing vehicle speeds. A 2001 study found a reduction in pedestrian crash risk when crossing two- and three-lane roads compared to roads with four or more lanes.⁽²⁾

Under most annual average daily traffic (AADT) conditions tested, road diets appeared to have minimal effects on vehicle capacity because left-turning vehicles were moved into a common two-way left-turn lane (TWLTL).^(3,4) However, for road diets with AADTs above approximately 20,000 vehicles, there is an increased likelihood that traffic congestion will increase to the point of diverting traffic to alternative routes.

While potential crash-related benefits are cited by road diet advocates, there has been limited research concerning such benefits. Two prior studies were conducted using data from different urbanized areas. The first, conducted by HSIS researchers, used data from treatment sites in eight cities in California and Washington.⁽⁵⁾ The second study analyzed data from treatment sites in relatively small towns in Iowa.⁽⁶⁾ While the nature of the treatment was the same in both studies (four lanes reduced to three), the settings, analysis methodologies, and results of the studies differed. Using a comparison of treated and matched comparison sites before and after treatment and the development of negative binomial regression models, the earlier HSIS study found a 6 percent reduction in crash frequency per mile and no significant change in crash rates at the California and Washington sites. Using a long-term (23-year) crash history for treated and reference sites and the development of a hierarchical Poisson model in a Bayesian approach, the later Iowa study

Figure 1. Photo. Four-lane configuration before road diet.



Source: Pedestrian Bike Information Center, "Road Diets" training module, 2009.

Figure 2. Photo. Three-lane configuration after road diet.



Source: Pedestrian Bike Information Center, "Road Diets" training module, 2009.

found a 25.2 percent reduction in crash frequency per mile and an 18.8 percent reduction in crash rate. Because of these differences, researchers from the National Cooperative Highway Research Program (NCHRP) 17-25 project team obtained and reanalyzed both data sets using a common methodology.⁽⁷⁾ This summary documents the results of that reanalysis.

Methodology

Research Design

The basic objective of this reanalysis effort was to estimate the change in total crashes resulting from the conversions in each of the two databases and to combine these estimates into a crash modification factor (CMF). To do this, the empirical Bayes (EB) methodology described by Hauer was used.⁽⁸⁾ A prediction of what would have happened at the treatment sites in the after period without treatment is based on a weighted combination of the following two factors: (1) the frequency of crashes on the treated sites in the before period and (2) the crash-frequency predictions from regression models developed with data from similar untreated reference sites. The prediction of what would have happened without treatment is then compared to what actually happened with treatment to estimate the safety effect of the treatment. The methodology corrects for the regression bias, changes in traffic volume at the treatment sites, and other possible confounding factors as well as provides a method for combining results from different jurisdictions by accounting for differences in crash experience and reporting practice. Details of the methodology are in appendix C of *NCHRP Report 617*.⁽⁷⁾

Databases Used

The two databases used were obtained from the original study authors. Both databases provided data on site characteristics for treatment and comparison or reference sites and on crashes and AADT for both the before and after periods.

The HSIS study database contained data on treatment and comparison sites obtained from local traffic engineers in six

cities in California—Mountain View, Oakland, Sacramento, San Francisco, San Leandro, and Sunnyvale—and two cities in Washington—Bellevue and Seattle.⁽⁵⁾ The data included 30 treatment sites and 51 reference sites. The reference sites were matched by the local traffic engineer to be similar to the treatment sites in terms of functional class, type of development, speed limit, intersection spacing, and access control.

The Iowa database included data from the original study for 15 treatment and 15 reference sites from U.S. and State routes in small urban towns with an average population of 17,000.⁽⁶⁾ These data were supplemented with additional information provided by the Iowa Department of Transportation for 281 similar reference sites.

As noted earlier, the road diet treatment was very similar at the sites in both databases. All 15 of the Iowa treatment sites involved conversion from four lanes to three lanes, with the third lane being a TWLTL. Bike lanes were installed in only one case, and parallel parking was retained for a section within one other site. In the HSIS database, most treatment sites involved the same conversion from four lanes to three lanes as at the Iowa sites. At one site, the after condition included a raised median and left-turn pockets at intersections rather than a TWLTL.

Table 1 provides descriptive characteristics for the treatment and control sites from each database. Crash statistics are also provided. In both data sets, the treatment and reference segments were divided into "homogeneous sites" for analysis purposes, and the average length was approximately 1 mi in all cases. In the Iowa data, the mean AADT for the reference sites was approximately the same as for the treatment sites, and the resulting crashes per mile-year for the reference sites and the before-period treatment sites were very similar. In the HSIS data, the mean AADT and the crashes per mile-year for the reference sites were somewhat higher than for the treatment sites. However, the AADT range in the reference site data included the AADT range in the treatment data, making it suitable for the predictive models produced.

Table 1. Descriptive statistics of evaluation sites

DATABASE/SITE TYPE	CHARACTERISTIC	MEAN	MINIMUM	MAXIMUM
Iowa Treatment (15 sites)	Years before	17.53	11.00	21.00
	Years after	4.47	1.00	11.00
	Crashes/mile-year before	23.74	4.91	56.15
	Crashes/mile-year after	12.19	2.27	30.48
	AADT before	7,987	4,854	11,846
	AADT after	9,212	3,718	13,908
	Average length (mi)	1.02	0.24	1.72
Iowa Reference (296 sites)	Years	21.8	5	23
	Crashes/mile-year	26.8	0.2	173.7
	AADT	8,621	296	27,530
	Average length (mi)	0.99	0.27	3.38
HSIS Treatment (30 sites)	Years before	4.7	1.8	8.5
	Years after	3.5	0.6	8.8
	Crashes/mile-year before	28.57	0.00	111.10
	Crashes/mile-year after	24.07	0.00	107.62
	AADT before	11,928	5,500	24,000
	AADT after	12,790	6,194	26,376
	Average length (mi)	0.84	0.08	2.54
HSIS Reference (51 sites)	Years	7.82	4.50	12.17
	Crashes/mile-year	42.19	5.96	169.73
	AADT	15,208	1,933	26,100
	Average length (mi)	0.95	0.10	3.31

Analysis

As previously noted, one component of the prediction of after-period accident frequencies at the treatment sites without treatment is a regression model developed using data from the untreated reference sites. This model is referred to as a safety performance function (SPF). In this study, generalized linear modeling was used to estimate the SPF coefficients using the software package SAS® and assuming a negative binomial error distribution, all consistent with the state of research in developing these models. Examination of several model forms indicated that the most appropriate and useful models for both databases included AADT and segment length. The final model form and coefficients differed for the two databases. The final model for the Iowa data is shown in equation 1, where a_y is a series of yearly calibration factors developed to account for the safety effect of changes other than AADT (e.g., accident reporting practices, demography, weather).

The final model for the HSIS data is shown in equation 2. The HSIS data did not allow the development of yearly calibration factors.

$$\text{Expected number of accidents per year} = a_y(\text{length})\exp(-8.4439)(\text{AADT})^{1.2917} \quad (1)$$

$$\text{Expected number of accidents per year} = \exp(-3.6323)(\text{length})^{0.7182}(\text{AADT})^{0.5722} \quad (2)$$

Results

The EB evaluation of total crash frequency indicated a statistically significant effect of the road diet treatment in both data sets and when the results are combined. Table 2 shows the results from each of the two studies and the combined results—the CMFs and their standard deviations.

Table 2. Results of the EB analysis for the Iowa and HSIS data concerning 4-lane to 3-lane road diets.^(5,6,7)

CRASH TYPE STUDIED AND ESTIMATED EFFECTS			
STATE/ SITE CHARACTERISTICS	ACCIDENT TYPE	NUMBER OF TREATED SITES	CMF (STANDARD DEVIATION)
Iowa: Predominately U.S. and State routes within small urban areas (average population of 17,000)	Total crashes	15 (15 mi)	0.53 (0.02)
California/Washington: Predominately corridors within suburban areas surrounding larger cities (average population of 269,000)	Total crashes	30 (25 mi)	0.81 (0.03)
All sites	Total crashes	45 (40 mi)	0.71 (0.02)

The Iowa data indicate a 47 percent reduction in total crashes while the HSIS (California and Washington) data indicate a 19 percent decrease—a substantial difference. These reanalysis results also differ from the original Iowa study results (a 25 percent reduction) and from the original HSIS results (a 6 percent reduction). Combining both data sets results in a 29 percent reduction in total crashes.

Discussion and Recommendations

The authors identified two likely reasons the reanalysis differed from the original Iowa results. First, the reanalysis involved a much larger reference group than was available in the original study. Second, while the results of the original study weighted all treatment sites equally regardless of length, the reanalysis results provided more weight to longer sites. While not stated in the reanalysis report, the difference in the two analyses of the HSIS data could have resulted from the use of improved methodology (the EB method) in the reanalysis effort. This methodology made it possible to use all 30 treatment sites and 51 reference sites. In the original study, data from only 11 treatment sites and 24 reference sites were used, with the remaining sites being omitted due to small sample sizes of crashes because of short segment lengths, short data periods, or low average daily traffic.

Of more importance than the differences between the original and current study efforts are the differences between the Iowa and HSIS treatment effects estimated in the reanalysis effort. These differences may be a function of traffic volumes and characteristics of the urban environments where the road diets were implemented. The sites in Iowa ranged in AADT from 3,718 to 13,908 and were predominately on U.S. or State routes passing through small urban towns with an average population of 17,000. The sites in Washington and California ranged in AADT from 6,194 to 26,376 and were predominately on corridors in suburban environments that surrounded larger cities with an average population of 269,000. In addition, based on a separate study of one site in Iowa, there appeared to be a traffic calming effect that resulted in a 4–5 mi/h reduction in 85th percentile free-flow speed and a 30 percent reduction in the percentage of vehicles traveling more than 5 mi/h over the speed limit (i.e., vehicles traveling 35 mi/h or higher).⁽⁹⁾ The reanalysis authors speculated that while there could have been significant differences in speeds between the rural U.S. or State highway approaching a small town and the road diet section, this calming effect would be less likely in the larger cities in the HSIS study, where the approaching speed limits (and traffic speeds) might have been lower before treatment.

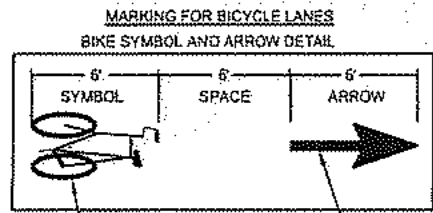
Given these differences, it is recommended that the choice of which CMF to use should be based on the characteristics of the site being considered. If the proposed treatment site is more like the Iowa sites (i.e., U.S. or State routes with moderate AADTs in small urban areas), then the 47 percent reduction found in Iowa should be used. If the treatment site is part of a corridor in a suburban area of a larger city, then the 19 percent reduction should be used. If the proposed site matches neither of these site types, then the combined 29 percent reduction is most appropriate.

1. Federal Highway Administration Office of Safety. (2008). *A Resident's Guide for Creating Safe and Walkable Communities*, FHWA-SA-07-016, Washington, DC. Obtained from: http://safety.fhwa.dot.gov/ped_bike/ped_cmnty/ped_walkguide/resource7.cfm. Site last accessed January 5, 2010.
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3. Burden, D. and Lagerwey, P. (1999). *Road Diets: Fixing the Big Roads*. Obtained from: <http://www.walkable.org/download/rdiets.pdf>. Site last accessed July 25, 2001.
4. Welch, T. (1999). *The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities*. Presented at the Transportation Research Board/Institute of Transportation Engineers Urban Street Symposium, Dallas, TX.
5. Huang, H., Stewart, J., and Zegeer, C. (2002). "Evaluation of Lane Reduction 'Road Diet' Measures on Crashes and Injuries," *Transportation Research Record* 1784, 80–90.
6. Pawlovich, M., Wen, L., Carriquiry, A., and Welch, T. (2006). "Iowa's Experience with Road Diet Measures: Use of Bayesian Approach to Assess Impacts on Crash Frequencies and Crash Rates," *Transportation Research Record* 1953, 163–171.
7. Harkey, D., Council, F., Srinivasan, R., Lyon, C., Persaud, B., Eccles, K., Lefler, N., Gross, F., Baek, J., Hauer, E. and Bonneson, J. (2008). *NCHRP Report 617: Accident Modification Factors for Traffic Engineering and ITS Improvements*, Transportation Research Board, Washington, DC. Obtained from: http://www.trb.org/news/blurb_detail.asp?id=8965.
8. Hauer, E. (1997). *Observational Before-After Studies in Road Safety*. Pergamon Press, Oxford, England.
9. Knapp, K. and Giese, K. (1999). *Speeds, Travel Times, Delays on US 75 4/3 Lane Conversion through Sioux Center, Iowa during the AM and PM Peak Periods*. Iowa State University/Center for Transportation Research and Education for the Iowa Department of Transportation, Ames, IA.

FOR MORE INFORMATION

The research combining both databases was conducted by Bhagwant Persaud and Craig Lyon of Ryerson University, Toronto, Canada, as part of *NCHRP Report 617*.⁽⁷⁾ The full study and appendix C can be downloaded from the Web address shown in the reference list. References to the initial studies that generated the two databases are also included in that list.^(5,6) For more information about HSIS, contact Carol Tan, HSIS Program Manager, HRDS, (202) 493-3315, carol.tan@dot.gov.

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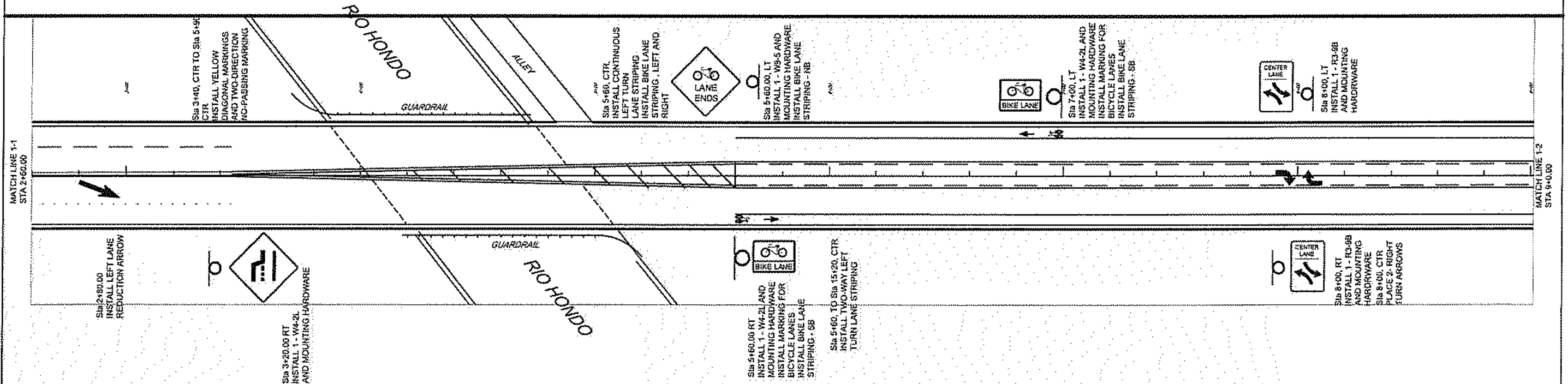
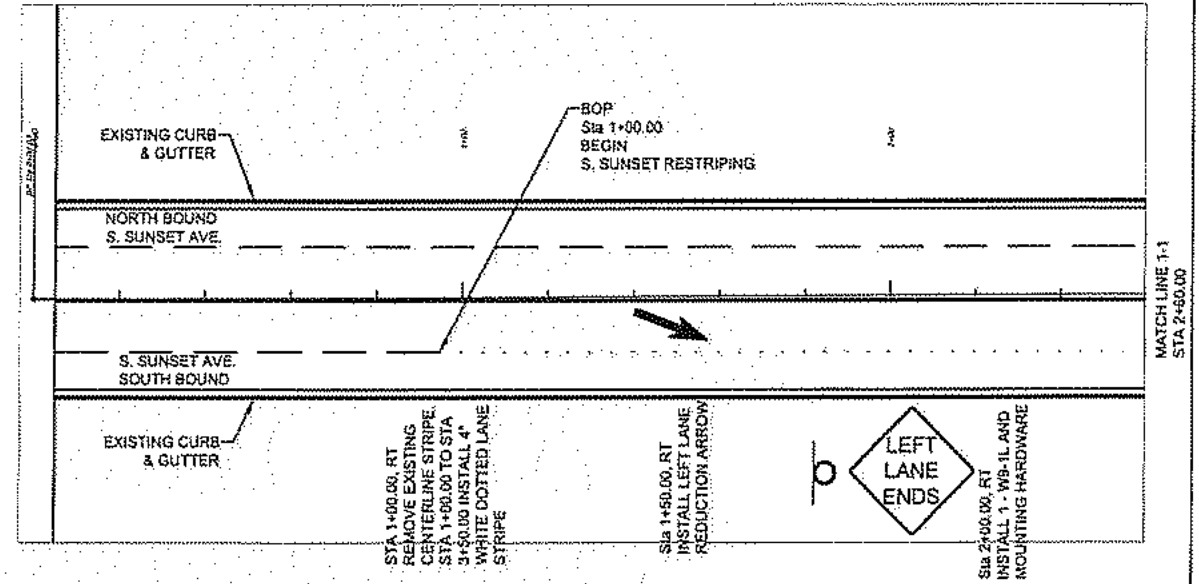
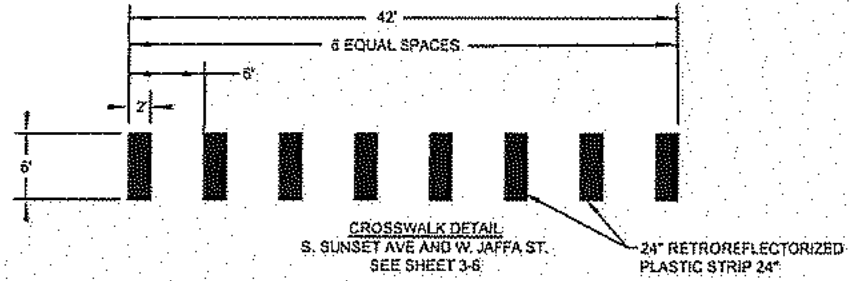
HOT THERMOPLASTIC PAVEMENT MARKING BIKE SYMBOLS (BIKEWAY)

HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW

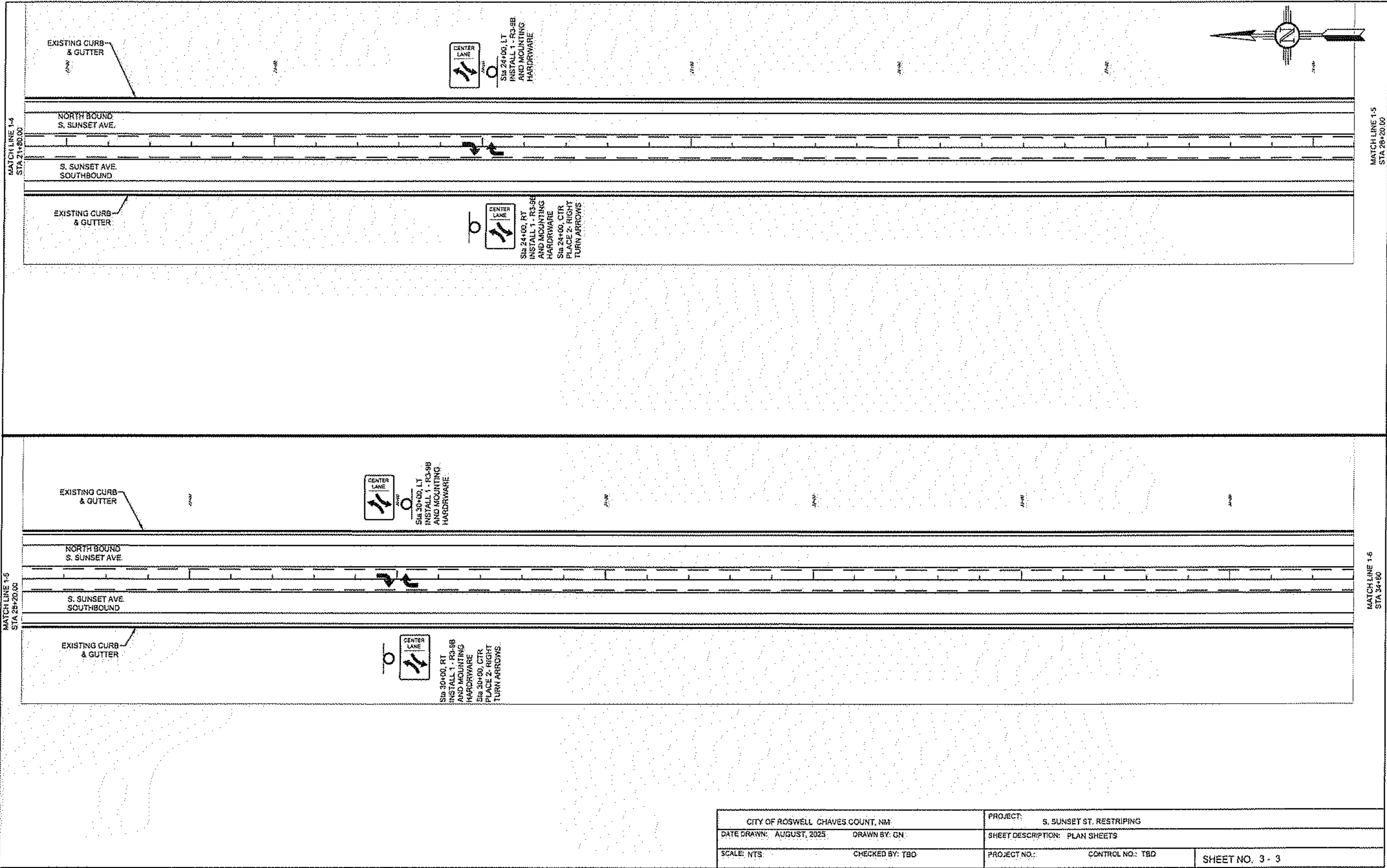
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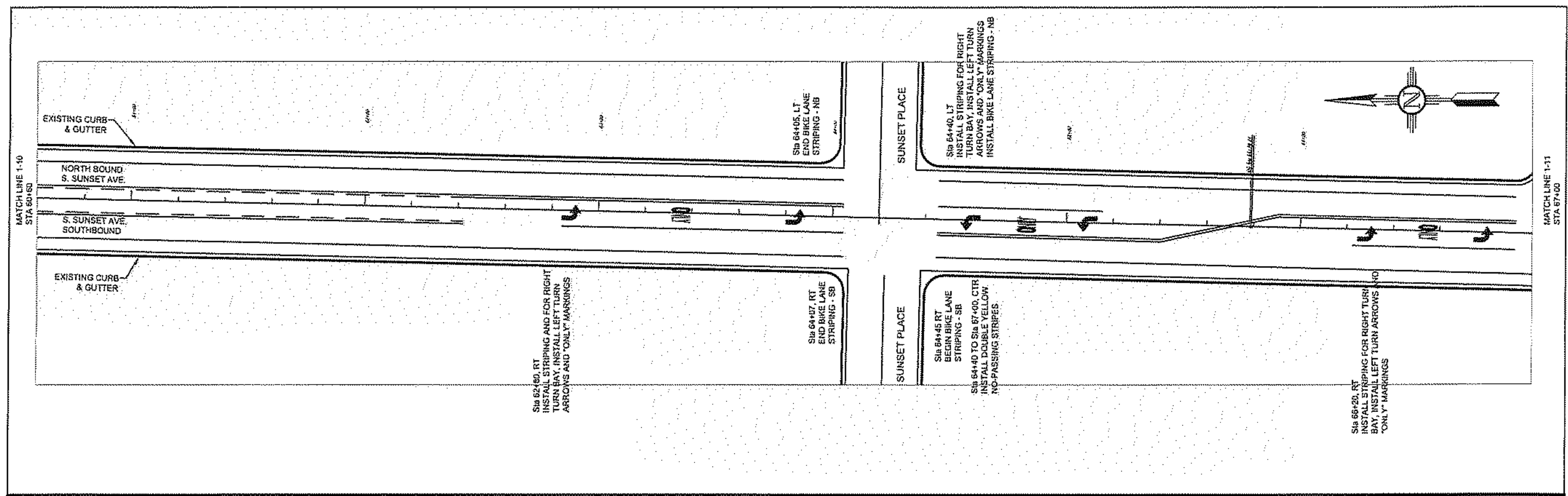
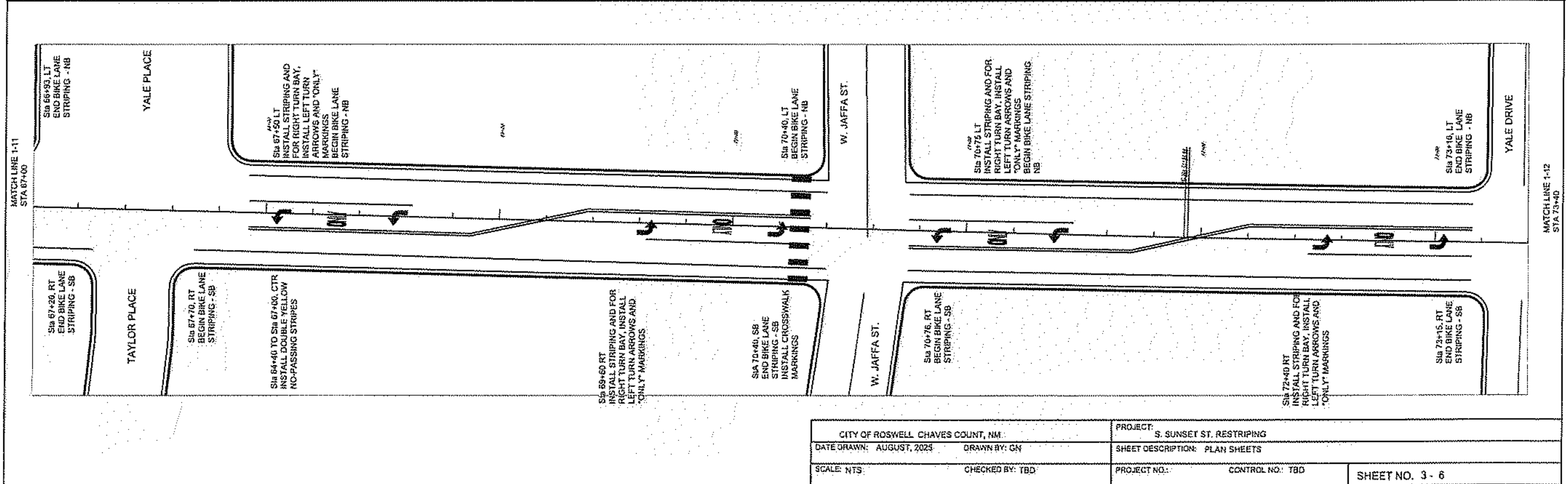
SYMBOL FOR SIGN.

SEE SHEET 2-8 FOR SIGN AND MARKING SIZES.

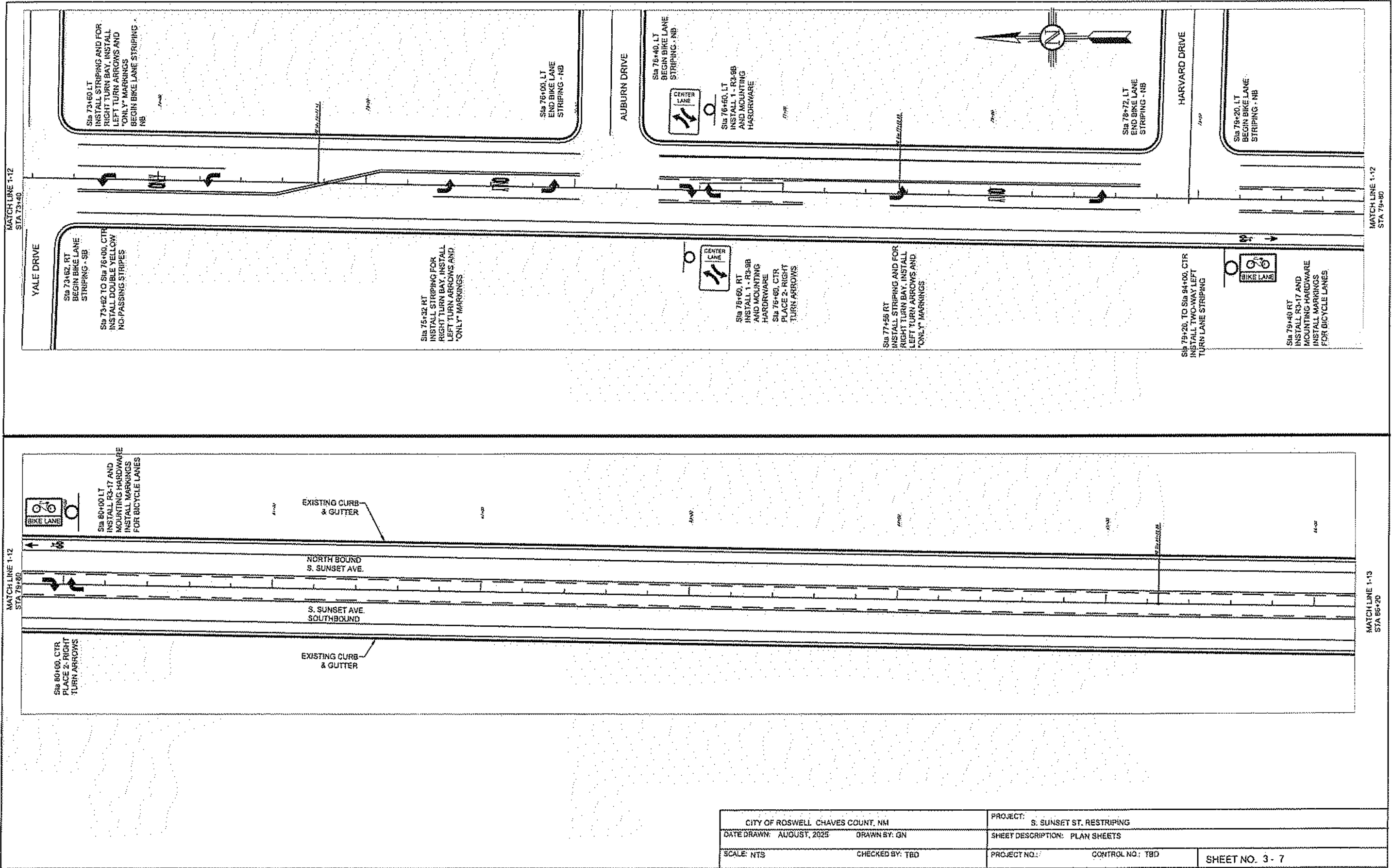


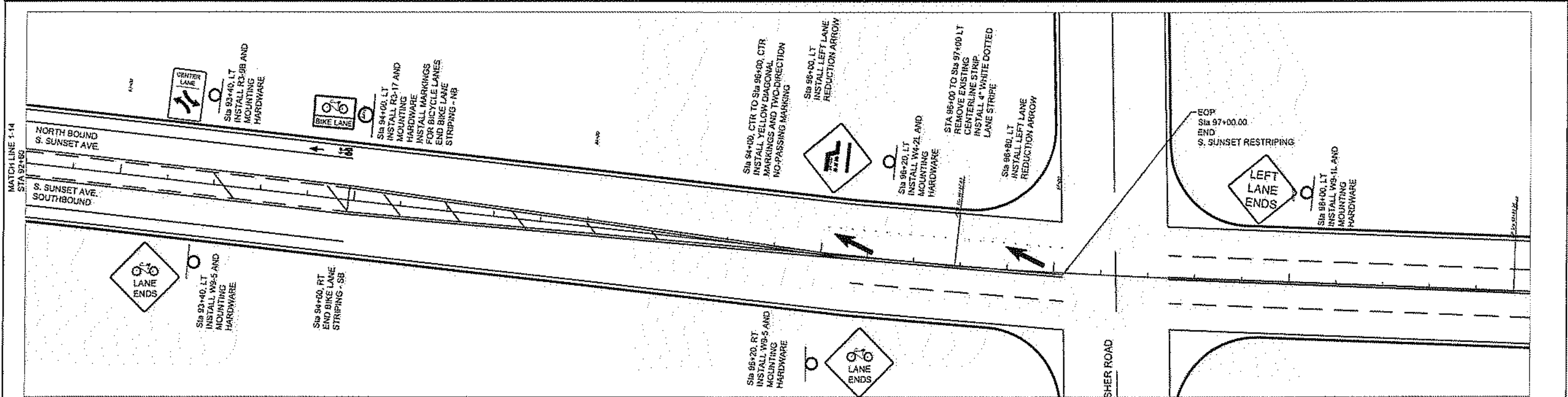
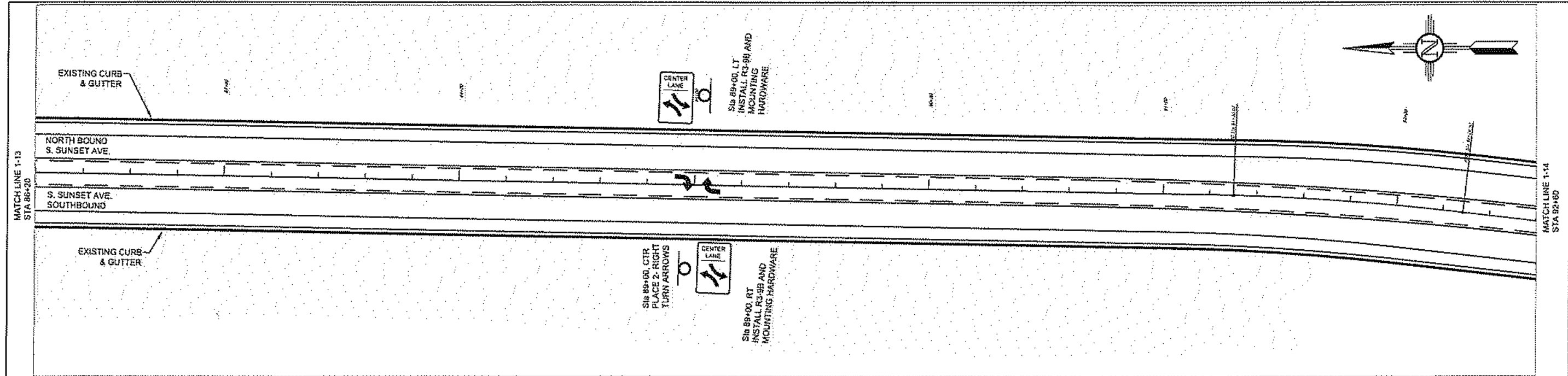
CITY OF ROSWELL CHAVES COUNT, NM		PROJECT: S. SUNSET ST. RESTIPING	
DATE DRAWN: AUGUST, 2025	DRAWN BY: GN	SHEET DESCRIPTION: PLAN SHEETS	
SCALE: NTS	CHECKED BY: TBO	PROJECT NO.: CONTROL NO.: TBO	SHEET NO. 3 - 1





CITY OF ROSWELL, CHAVES COUNTY, NM		PROJECT: S. SUNSET ST. RESTRIPIING	
DATE DRAWN: AUGUST, 2025	DRAWN BY: GN	SHEET DESCRIPTION: PLAN SHEETS	
SCALE: NTS	CHECKED BY: TBD	PROJECT NO.:	CONTROL NO.: TBD
		SHEET NO. 3 - 6	





CITY OF ROSWELL, CHAVES COUNTY, NM		PROJECT: S. SUNSET ST. RESTRIPIING	
DATE DRAWN: AUGUST, 2025	DRAWN BY: GN	SHEET DESCRIPTION: PLAN SHEETS	
SCALE: NTS	CHECKED BY: TBD	PROJECT NO.:	CONTROL NO.: TBD
		SHEET NO. 3 - 8	

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCormack

CHAIR: Darrell Johnson

ACTION REQUESTED:

Consider approval of the award for ITB-26-004: Diagnostic, Service, and Replacement of Heating, Air Conditioning, and Dehumidification Systems at the Aquatic Facility to Advanced Airflow Technology.

BACKGROUND:

Initiated by: James Burress

The City of Roswell issued ITB-26-004 to secure a qualified contractor for the diagnostic, maintenance, repair, and replacement of specialized HVAC and dehumidification systems at the Roswell Recreation and Aquatic Center. The facility is equipped with Seresco dehumidification units and Daikin VRV heating and air conditioning systems, which require manufacturer-certified technicians for proper servicing.

The solicitation was publicly advertised. One bid was received from Advanced Airflow Technology, a Roswell-based contractor. The firm met all qualification requirements and is recommended for award.

FINANCIAL CONSIDERATION:

This contract will be issued as an on-call service agreement. Actual expenditures will vary based on service requests and will be funded through the department's operating budget.

LEGAL REVIEW:

Contracts to be reviewed by the Legal Department upon award.

BOARD AND COMMITTEE ACTION:

The Monday, October 20, 2025, meeting of the Infrastructure Committee will be the first consideration of this award recommendation.

STAFF RECOMMENDATION:

Proceed as presented.

Attachments

ITB-26-004; Bid Tabulation



BID TABULATION
ITB No. ITB-26-004

Diagnostic, Service, and Replacement of Aquatic Facility Heating, Air Conditioning, and Dehumidification Systems

SUBMISSION DEADLINE: October 7, 2025, at 2:00 pm

PRICING TABLE - SERVICES & LABOR

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	Diagnostic service visit	1	Per Visit	\$170.00	\$170.00
2	Technician labor	1	Per Hour	\$170.00	\$170.00
3	Preventive maintenance service (cleaning, inspection, calibration)	1	Per Visit	\$170.00	\$170.00
4	Refrigerant recharge (R-410A or equivalent)	1	Per Pound	\$65.00	\$65.00
5	Leak detection / nitrogen pressure test	1	Per Test	\$5,000.00	\$5,000.00
6	Crane or special equipment (if required)	1	Per Use/Day	\$1,000.00	\$1,000.00

PRICING TABLE - REPLACEMENT PARTS

Line Item	Description	Unit of Measure	Percentage
1	Replacement parts	% Over Cost	45%

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 5.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR:

DEPARTMENT NAME:

Department Report - Facilities Maintenance

Attachments

Monthly Report

COR Project Savings



City of Roswell Projects Status
update 10-20-2025

Facilities Maintenance Department Projects

Year

landfill pressure washer shed

SCOPE: Waiting on Manufacturer

ESTIMATED COST: \$ 500

FUNDING SOURCE:

BUDGET:

		\$	-
Total Budget:		\$	-
Total Payments:			
Encumbered		\$	-
Total Change Orders:		\$	-
Current Balance:		\$	-

CITY SHARE:

DFA/GRANT #:

OTHER:

PROJECT CODE NO.:

PURCHASE ORDER NO.

GL #:

PROJECT SCHEDULE:

EST. COMPLETION:

PROJECT STATUS:

March	
Phase	% Complete
Conceptual, Design	100%
Schematic Phase	N/A
Design Development Phase	N/A
Construction Documents Phase	0%
RFP, ITB, CES, Proposal	100%
Construction	0%
Substantial Completion	0%
Project Closeout	95%
Vendor	
Estimated Completion	1-Sep

Notes:

faulty wiring united rental has been called to come diagnose the problem..8-11-2025

Year

City Hall Flooring Project

SCOPE:

ESTIMATED COST: \$5,000

FUNDING SOURCE:

BUDGET:

		\$	-
Total Budget:		\$	-
Total Payments:			
Encumbered		\$	-
Total Change Orders:		\$	-
Current Balance:		\$	-

CITY SHARE:

DFA/GRANT #:

OTHER:

PROJECT CODE NO.:

PURCHASE ORDER NO.

GL #: 0

PROJECT SCHEDULE:**EST. COMPLETION:****PROJECT STATUS:**

Phase	% Complete
Conceptual, Design	0%
Schematic Phase	0%
Design Development Phase	0%
RFP, ITB, CES, Proposal	0%
Construction	0%
Substantial Completion	0%
Project Closeout	0%
Vendor	Facilities and Contractor
Estimated Completion	May-25

Notes:

Flooring is pruchased. Due to location this project will be done afterhours and on weekends.

Year

#

SCOPE: lighting projct at fire prevention with rebate**ESTIMATED COST:****FUNDING SOURCE:**

Unknown

\$ -

CITY SHARE:**DFA/GRANT #:****OTHER:****BUDGET:**

Insurance Claim	
Total Budget:	\$ -
Total Payments:	\$ -
Encumbered	
Total Change Orders:	\$ -
Current Balance:	

PROJECT CODE NO.:**PURCHASE ORDER NO.****GL #:****PROJECT SCHEDULE:****EST. COMPLETION:****PROJECT STATUS:**

Phase	% Complete
Conceptual, Design	100%
Schematic Phase	100%
Design Development Phase	100%
RFP, ITB, CES, Proposal	100%
Construction	95%
Substantial Completion	0%
Project Closeout	0%
Vendor	Vendor
Estimated Completeion	Aug-25

Notes:

project total is \$9,770.05 with a \$2,100 rebate from excell

Year

#

SCOPE: Stiles ball field revamp the consessions stand and equipment room**ESTIMATED COST:****FUNDING SOURCE:**\$ -
\$ -
\$ -**CITY SHARE:** \$0**DFA/GRANT #:****OTHER:****BUDGET:**

Total Budget:	\$ -
Total Payments:	\$ -
Encumbered	\$ -
Total Change Orders:	\$ -
Current Balance:	\$ -

PROJECT CODE NO.:
PURCHASE ORDER NO.
PROJECT SCHEDULE:
EST. COMPLETION:
PROJECT STATUS:

0

GL #:

0

Phase	% Complete
Conceptual, Design	0%
Schematic Phase	0%
Design Development Phase	0%
RFP, ITB, CES, Proposal	0%
Construction	0%
Substantial Completion	0%
Project Closeout	0%
Vendor	facilities
Estimated Completion	

Notes:

85% complete until season is over

city hall lighting project proposal

SCOPE:

ESTIMATED COST:

\$ 32,636

FUNDING SOURCE:

CITY SHARE:

DFA/GRANT #:

OTHER:

BUDGET:

Total Budget:	\$ -
Total Payments:	\$ -
Encumbered	
Total Change Orders:	\$ -
Current Balance:	\$ -

PROJECT CODE NO.:

PURCHASE ORDER NO.

GL #:

PROJECT SCHEDULE:

EST. COMPLETION:

PROJECT STATUS:

Phase	% Complete
Conceptual, Design	100%
Schematic Phase	100%
Design Development Phase	100%
RFP, ITB, CES, Proposal	100%
Construction	0%
Substantial Completion	0%
Project Closeout	0%
Vendor	FSG
Estimated Completion	

moving to new LED lights with a rebate with estimated rebate of \$3k

Year

#

SCOPE: HVAC recovery from adult center and museum

ESTIMATED COST:

\$ 27,653 \$ -

FUNDING SOURCE:

CITY SHARE:

DFA/GRANT #:

OTHER:

BUDGET:

Total Budget:	
Total Payments:	\$ -
Encumbered	\$ -
Total Change Orders:	\$ -
Current Balance:	\$ -

PROJECT CODE NO.:
PURCHASE ORDER NO.
PROJECT SCHEDULE:
EST. COMPLETION:
PROJECT STATUS:

0

GL #: 0

Phase	% Complete
Conceptual, Design	0%
Schematic Phase	0%
Design Development Phase	0%
RFP, ITB, CES, Proposal	0%
Construction	0%
Substantial Completion	0%
Project Closeout	0%
Vendor	FSG
Estimated Completion	

Notes:

Rhodes estimate for job is \$27,653.78

Year

#

Facilities maintenance shop lights

SCOPE:**ESTIMATED COST:**

\$ 9,382

FUNDING SOURCE:

\$ -
\$ -

CITY SHARE:**DFA/GRANT #:****OTHER:****BUDGET:**

Total Budget:	
Total Payments:	\$ -
Encumbered	
Total Change Orders:	\$ -
Current Balance:	\$ -

PROJECT CODE NO.:
PURCHASE ORDER NO.
PROJECT SCHEDULE:
EST. COMPLETION:
PROJECT STATUS:

22300704

GL #:

Phase	% Complete
Conceptual, Design	0%
Schematic Phase	0%
Design Development Phase	0%
RFP, ITB, CES, Proposal	0%
Construction	0%
Substantial Completion	0%
Project Closeout	0%
Vendor	FSG
Estimated Completion	1-Oct

Notes**new LED shop lights with a rebate of \$2,900**

FY25-26 Facilities Maintenance Self-Performed Project Savings

Department	Project	Contractor Estimate		Actual Cost	
FIRE DEPT.	Fire Prevention roof	\$	130,000.00	\$	33,000.00
FIRE DEPT.	Fire#2 remodel	\$	50,000.00	\$	10,000.00
GOLF COURSE	Golf course roof	\$	100,000.00	\$	15,000.00
LANDFILL	Chipper belt	\$	8,000.00	\$	400.00
LANDFILL	Lighting/Electrical	\$	14,000.00	\$	2,400.00
LANDFILL	Roof Coating	\$	46,000.00	\$	3,200.00
Recreation	Stiles Field	\$	70,000.00	\$	10,000.00
UTILITIES	Well Roof 15	\$	8,200.00	\$	1,500.00
UTILITIES	Well Roof 3	\$	8,200.00	\$	800.00
VISITOR CENTER	Visitor Center flooring	\$	50,000.00	\$	13,000.00
		\$	484,400.00	\$	89,300.00

Savings

\$	97,000.00
\$	40,000.00
\$	85,000.00
\$	7,600.00
\$	11,600.00
\$	42,800.00
\$	60,000.00
\$	6,700.00
\$	7,400.00
\$	37,000.00
\$	395,100.00

**ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT**

Non-Action Items 6.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Street Department

Attachments

Street Department September Monthly Report

Projects Focus

The potholes continue to get repaired with two crews working to fix the problem areas in the streets. Mower crews are also active in keeping the weeds under control. The weed spraying crew is working the right of ways, and when the wind curtails spraying, they are picking up trash, preventing unsightly roadsides and driving hazards. The Alley crew continues to maintain the graveled alleys by leveling out the ruts and adding fresh gravel when needed. The sign crew has been keeping up with faded signs that need to be replaced and helping set up material for special events as needed.

Projects Continued

Heat recycling on Cedar and Alameda



Heat recycling on Cedar and Alameda



Heat recycling on Cedar and Alameda



Crews edge milling N Kentucky from 8th St to 11th St



Quantities of Materials for the Month

The patch and street maintenance crews used 80.8 tons of cold mix, with 8.81 tons used to repair water cuts, and 36 bags of Poly patch material.

The alley crews have used 21 loads of gravel, 1.5 loads of road base, 12 loads of millings, 45 loads of sweeping waste taken to the landfill, and 93 loads of water.

The crusher crew loaded 40 loads of millings & 10 loads of gravel. They crushed 100 tons of road base & 1050 tons of gravel. They also had 25 loads of trees, debris, and trash.

The sweeper crew had 217 loads of daily sweeping waste this month.

The herbicide crew has sprayed 1230 gallons of weed killer to control weeds on City property.

The sign shop personnel have replaced or added 14 signs, 2 signposts, and 2 studs.

Projects Upcoming

FY2026 Hot Recycle started 9/29/2025 and will be worked through October.
Pending FY2026 Micro Surfacing after Hot Recycle & Yearly Striping

Equipment Brief

Dump Truck - Approval for PO #22501094, Carry Forward PO #22600775: \$179,857 - Pending arrival in December 2025.

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 7.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Solid Waste

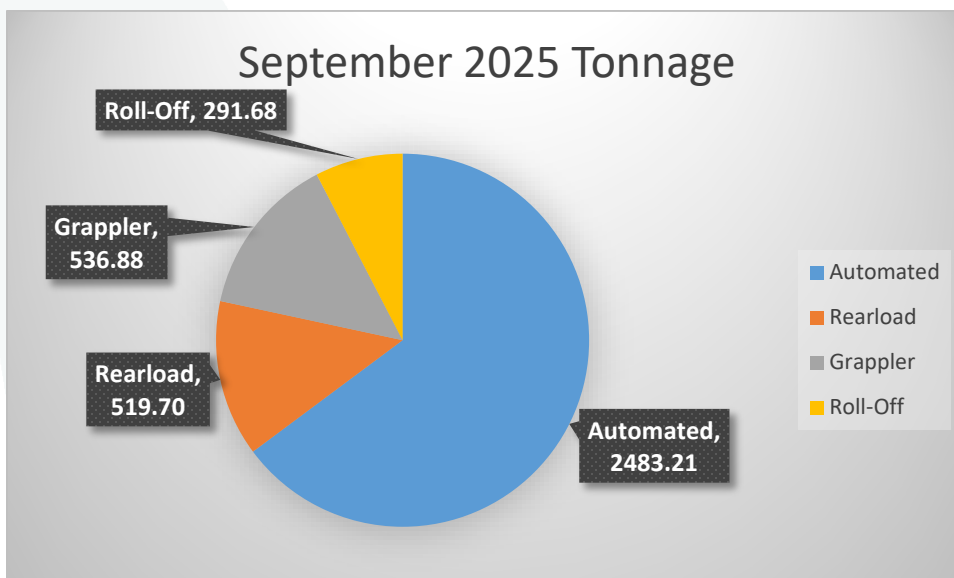
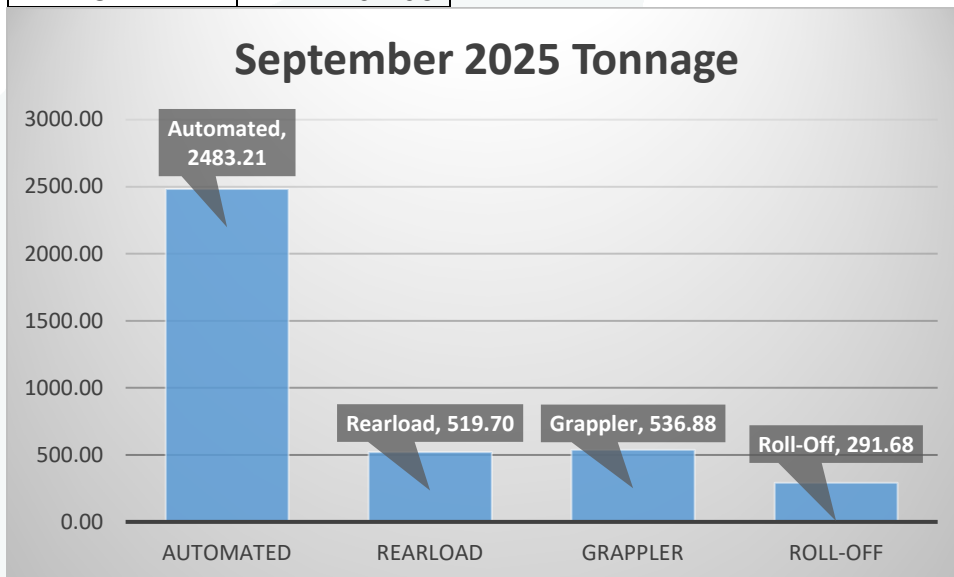
Attachments

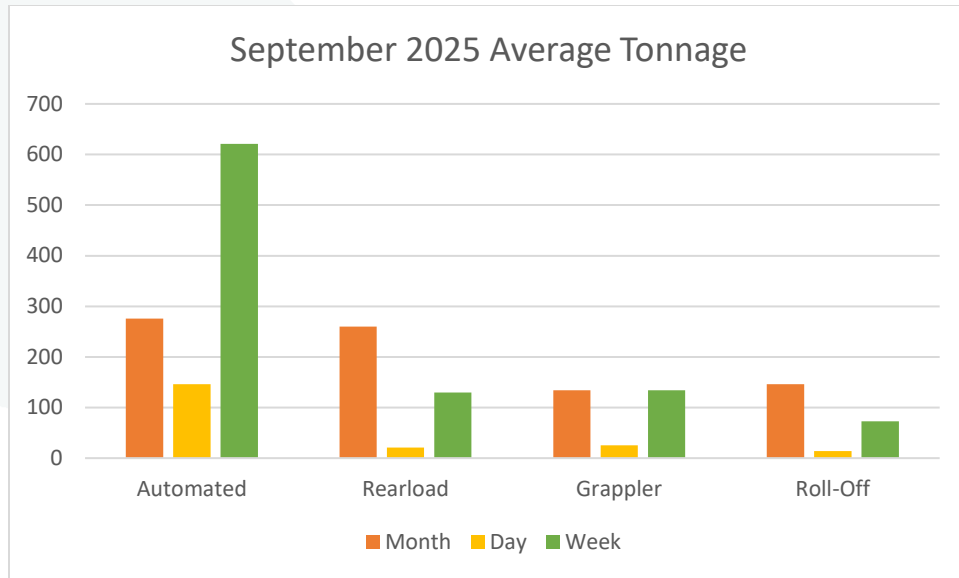
Monthly Report - September

Monthly Solid Waste Department September 2025 Tonnage Report

Roswell Municipal Landfill (RML). Report includes tonnage from September 1st to September 30th. Landfill tonnage received is a good gauge of the overall health of the Landfill Operations. Attached are the tonnages for the following Operations: Automated Collections, Bulk Trash, Commercial, and Roll Off.

Service	Tons
Automated	2483.21
Rearload	519.70
Grappler	536.88
Roll-Off	291.68





September 2025 Average Tonnage for our different divisions. They are:

Automated Average Tons:

- Daily: 146
- Weekly: 621
- Per Truck this Month: 276

Rearload Average Tons:

- Daily: 21
- Weekly: 130
- Per Truck This Month: 260

Grappler Average Tons:

- Daily: 26
- Weekly: 134
- Per Truck this Month: 134

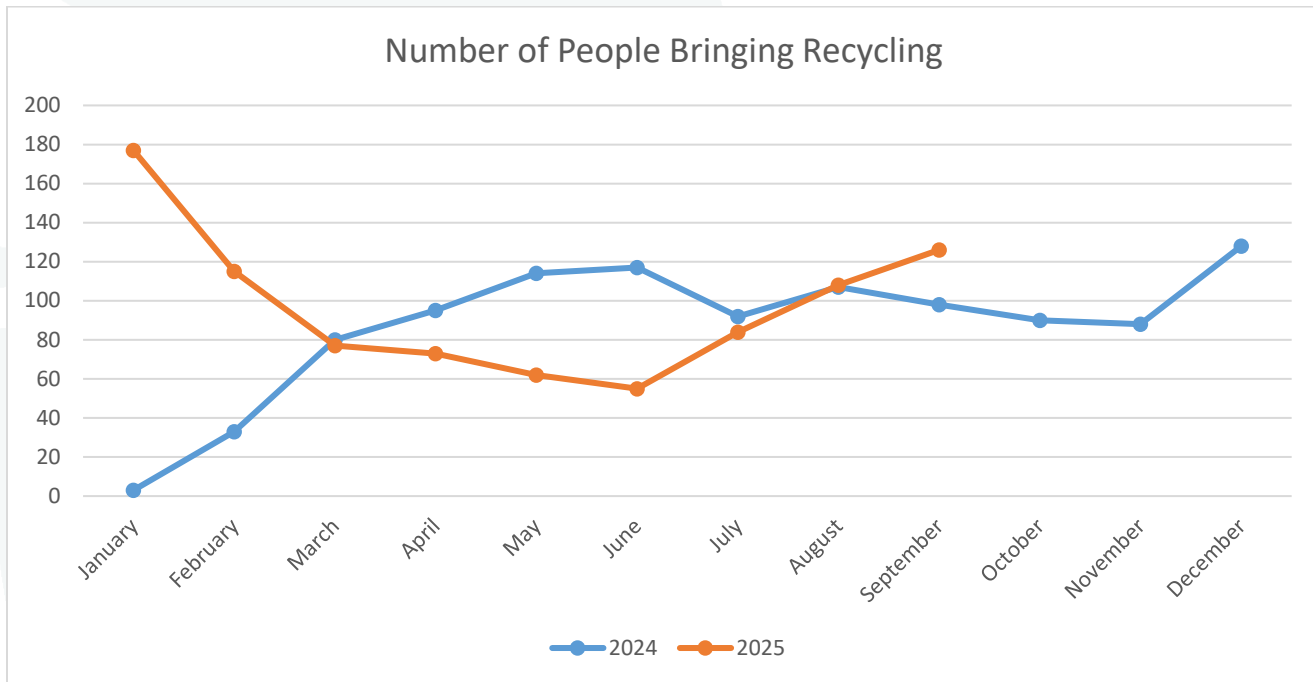
Roll-Off Average Tons:

- Daily: 14
- Weekly: 73
- Per Truck this Month: 146

Recycling

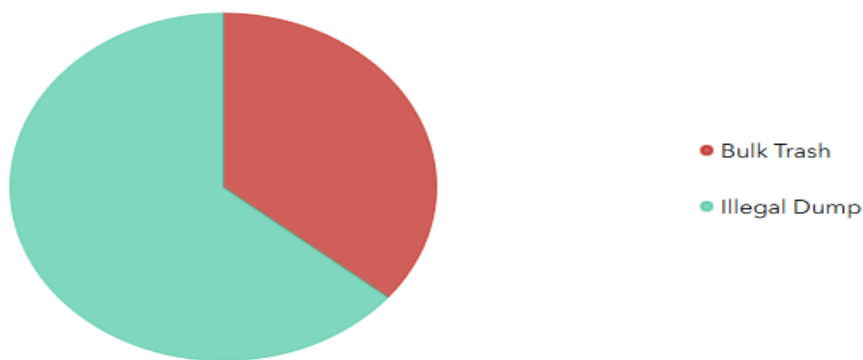
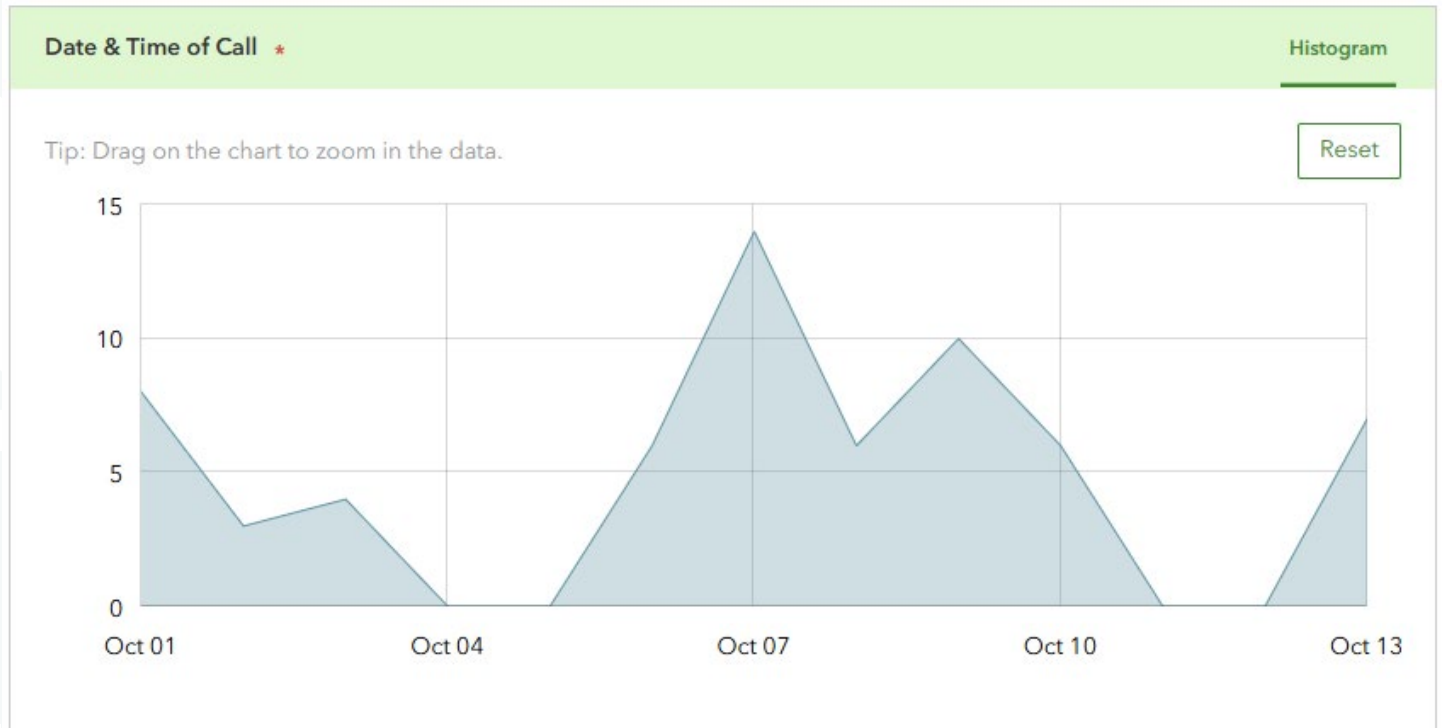
The Solid Waste Department Launched our Pilot program for Recycling. We currently take corrugated cardboard, 1&2 plastics, tin and aluminum cans. Currently we are only tracking people who come in to recycle.

	January	February	March	April	May	June	July	August	September	October	November	December	YTD
2024	3	33	80	95	114	117	92	107	98	90	88	128	1045
2025	177	115	77	73	62	55	84	108	126				877



Bulk Trash Calls

The Solid Waste Department is implementing a new way to track Bulk Trash/Illegal Dumping calls that come into the department. We launched this on October 1st but wanted to show you how some of the data is coming in.



[Hide table](#)

☒ Empty categories ↑↓ Sort

Answers	Count	Percentage
Bulk Trash	23	35.94%
Illegal Dump	41	64.06%

Answered: 64 Skipped: 0

Disposal Summary

This data is track by Drivers inputting their Net weight in as they pass over the scales to track how much tonnage they are bringing in.

Disposal by Facility		
Facility	Loads	Tons
Roswell Municipal Landfill	887	8581.13
Trash - MSW	845	8581.13
Unknown	42	0.00
Totals	887	8581.13

Disposal by Material		
Material	Loads	Tons
Trash - MSW	845	8581.13
Unknown	42	0.00
Totals	887	8581.13

Disposal by Vehicle Type		
Vehicle Type	Loads	Tons
Front load	79	1028.34
Trash - MSW	79	1028.34
Residential	577	7265.66
Trash - MSW	535	7265.66
Unknown	42	0.00
Roll off	231	287.13
Trash - MSW	231	287.13
Totals	887	8581.13

Driver Productivity

This chart allows us to see a combined monthly total of all the hours a driver has been 'on route' how fast they are moving and how many miles and tons they are bringing in for the month. Please note that Sub are drivers being substituted in from other sections i.e.: grappler drivers or supervisors to help when we have a shortage of drivers.

Driver Productivity							
Driver Name	Route Count	Route Hours	Helping Hours	Homes/ Hour	Total Stops	Miles	Tons
SL-Route-Sub	17	146.81	72.21	39.57316	4481	984	248.23
RO-Route-1	6	158	0	0.6772866	116	2281	175.39
RL-Route-South	6	139.94	0	13.45481	2086	957	472.18
SL-Route-6	14	193.31	8.07	56.35799	11866	1250	347.16
SL-Route-3	9	177.39	11.67	71.98647	13711	1228	2129
RL-Route-North	5	50.28	0	18.03779	949	331	196.04
RO-Route-Sub	2	91.79	0	3.812636	352	139	54.02
RO-Route-2	8	150.38	1.17	51.19583	8917	947	818.07
SL-Route-4	5	173.59	0	0.5357143	120	1999	89.11
CR-Route	12	159.77	21.61	24.26038	5978	1105	902.45
RL-Route-Sub	2	68.25	0	3.985348	272	114	
SL-Route-Sub	6	36.72	17.1	46.10985	1981	297	42
RL-Route-North	5	60.19	0	17.19745	1089	425	221.27
SL-Route-5	6	159.94	1.5	52.59143	10611	997	860.01
SL-Route-7	14	180.45	8.92	53.57717	11511	1168	32.05
SL-Route-2	13	169.31	8.86	56.32605	10746	990	893.42
RO-Route-Sub	2	16.2	0	0.617284	12	236.29	22.63
SL-Route-1	13	180.99	9.21	45.4738	9704	1223.68	1071.65

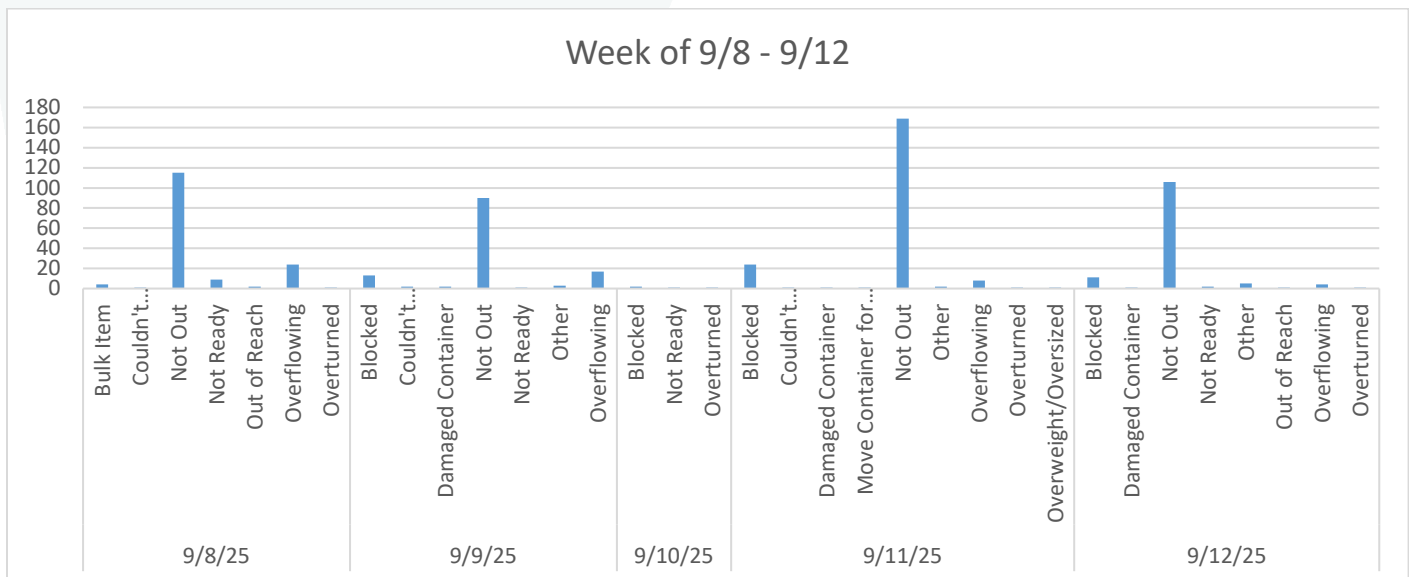
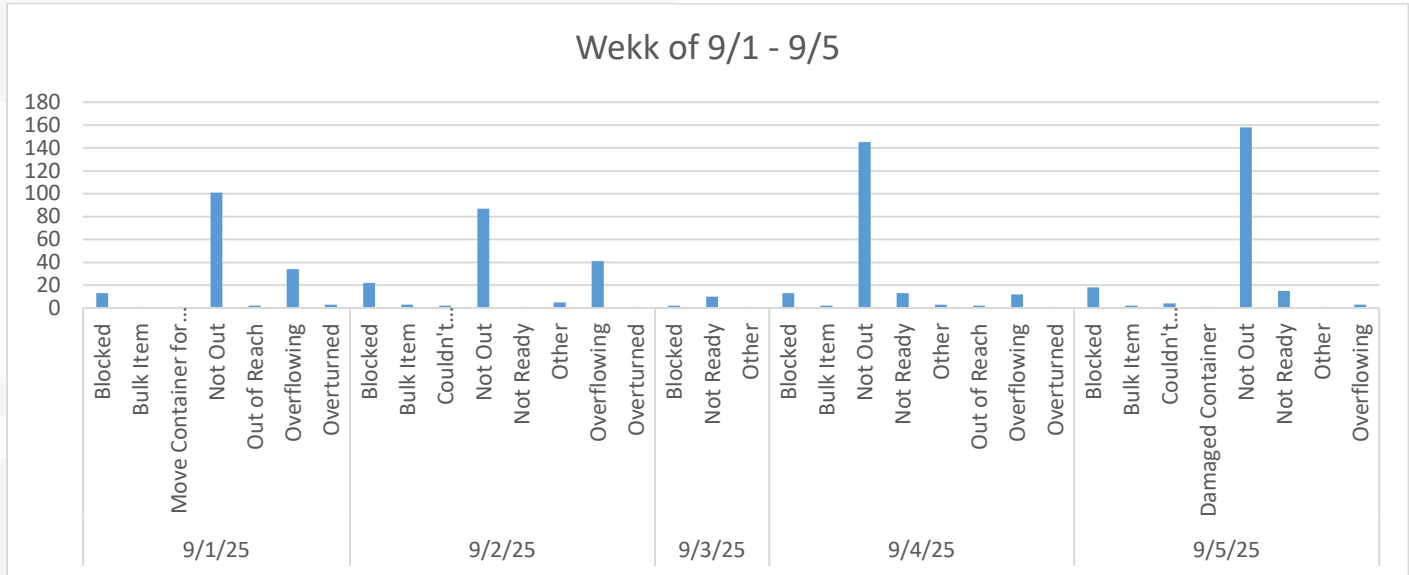
Fuel Log

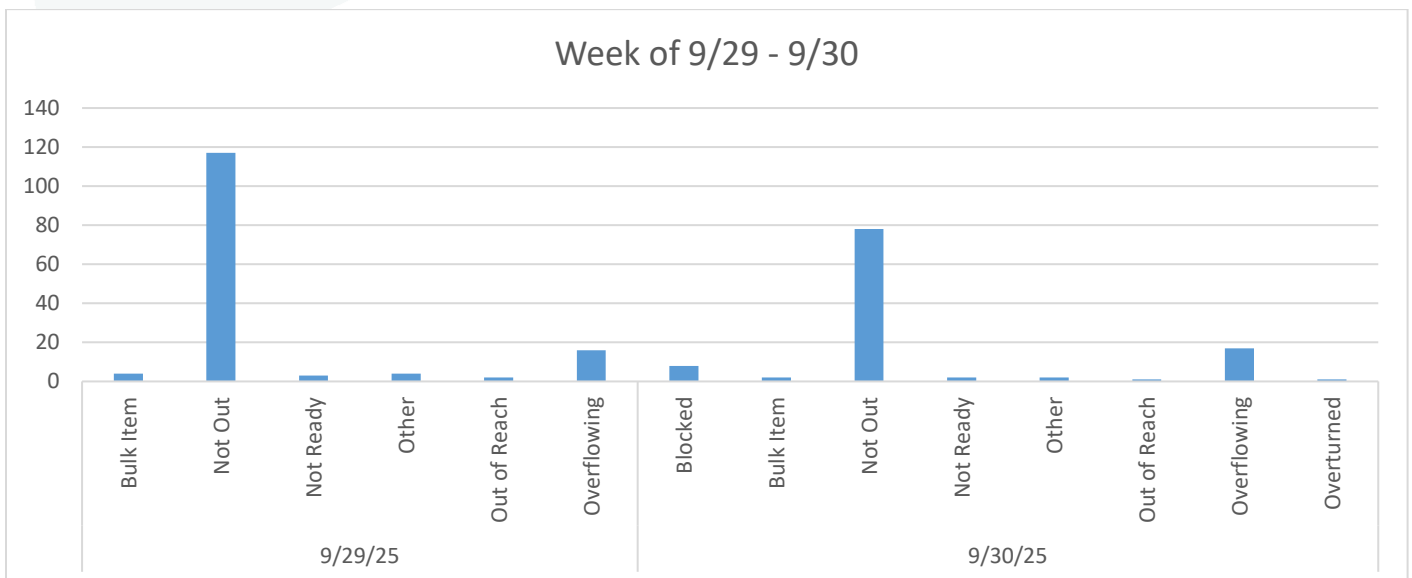
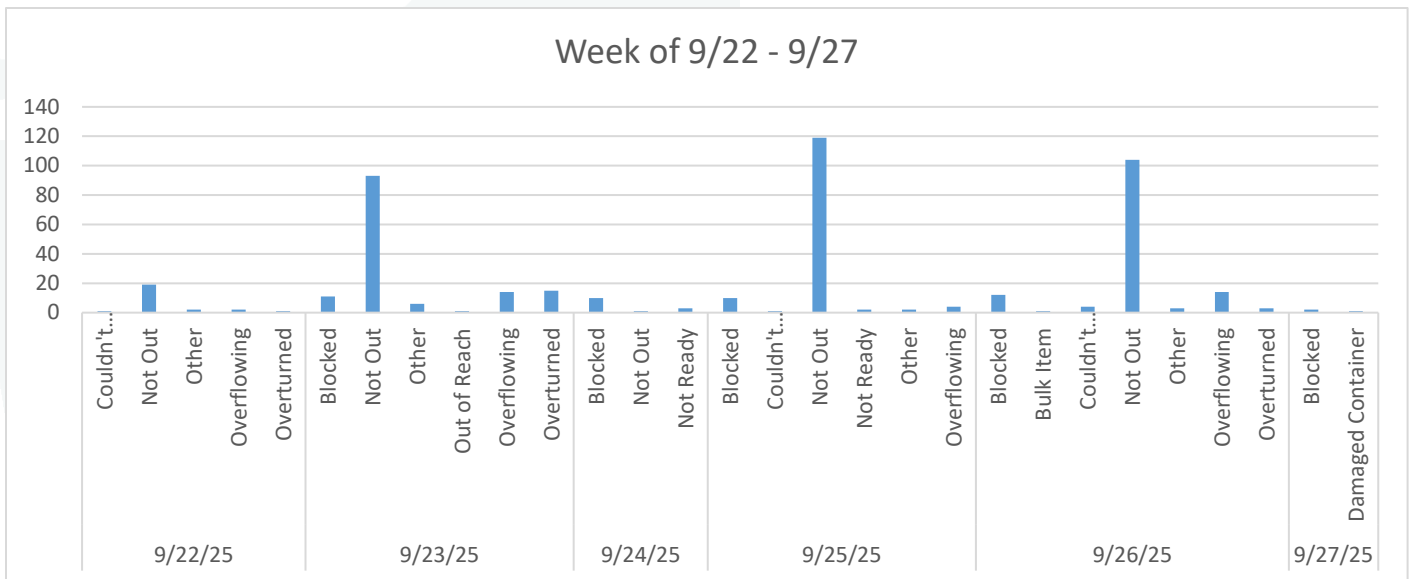
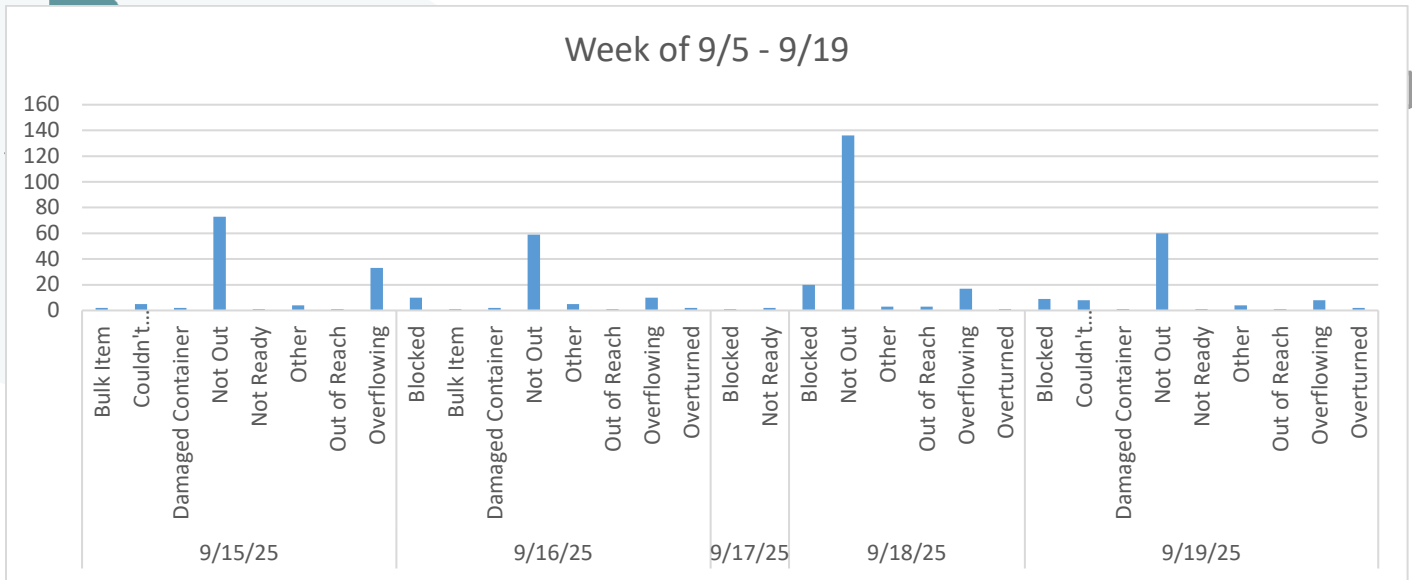
This shows how many miles are driven on our trucks along with their Fuel Efficiency.

Fuel Log					
Vehicle Name	# Fill ups	Fuel Efficiency (MPG)	Total Gallons Filled	Total Gallons Used	Total Miles Driven
SL 19-324	7	2.6	236.1	227.3	606
SL 20-305	7	2.6	285.7	305.3	779
316	7	2.7	337.9	350.4	936
262	20	3.1	675.4	635.9	1949
263	18	5	54	444.6	2216
309	5	1.8	39.3	69.4	113
303	2	2.3	88	81.7	193
261	11	2.7	154.3	314.3	835
SL 19-315	3	2.7	37.1	210.8	555
SL 321	2	2.2	69.1	69.3	151
307	5	3	91	151.1	473

Pickup Reports

Pickup Reports are broken down by week to week. They show the number of Issues the drivers run into every day. To better view the data we split it into weeks.





1. In House Projects / Infrastructure

- a. Bring Fire Suppression System up to Code
 - i. Jockey Pump replaced more work needed
 - ii. Inspection has been completed waiting on quote to repair
- b. Ongoing Flood Repair
 - i. New cover for Cell 1,2,4 & partial on 5 slopes
 - ii. Road Maintenance within Landfill
 - iii. Repair Leachate Pond (Geomembrane & Liner)
 - iv. Re-Establish Entire Landfill stormwater drainage system
 - v. Pump out all leachate from Cell 1,2,3,4 & 5 (Over 200,000 gallons)

Currently assessing multiple Landfill infrastructure systems that need to be updating and modernizing to meet current code requirements and operational needs. As these arise we will prepare quotes and bring to Infrastructure and Finance. Department will strive to perform the majority of the work in-house.

Project Name	Project Info	Quote	PO Amount	Status
HVAC For Admin Building	Replace both HVACs for the Admin Building	Yes		Currently waiting on Budget Transfer to Issue PO
Shop Swap Coolers	Replace Swamp Coolers on top of the Shop	No		Waiting for Quote
Exhaust Fans	Repair or Replace exhaust fans over the shop	No		Waiting for Quote
Domestic Water Tanks w/VFD	Pressure Tanks in the well house and VFD Install	Yes		Currently waiting on Budget Transfer to Issue PO
Shop Flooring	Coat shop floor in epoxy	Yes		Waiting for a third quote
Door Closers	Replace 9 door closures for large roll up doors	Yes		Currently waiting on Budget Transfer to Issue PO
Barn Concrete	Pour concrete in the barn	Yes		Currently waiting on Budget Transfer to Issue PO
Employee Entrance Concrete	Employee entrance concrete extension	Yes		Currently waiting on Budget Transfer to Issue PO
Camera Install	Install the camera's that were bought last year	No		Waiting to get with IT and Vendor to get a quote
Employee Entrance Gate	Replace the Employee Entrance Gate	Yes		Currently waiting on Budget Transfer to Issue PO
Main Gate	Replace Main Entrance Gate	Yes		Currently waiting on Budget Transfer to Issue PO
Cut Scales for Access	Cut concrete on scales to create access panels to be able to clean them out better	No		Waiting for Quote

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 8.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Cemetery

Attachments

Cemetery September Report

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ROSWELL

CEMETERY – September, 2025

Acres Maintained: 210

Staffing: 10 FTE

Number of Services for the Month: 29

- 12 Casket Burials
- 14 Cremation Burials
- 0 Veterans Cemetery Casket Burials
- 3 Veterans Cemetery Cremation Burials

Total Revenue for the Month: \$29,190.00

Routine Maintenance:

- Dug, set-up, covered, and tamped for all 29 services.
- Mowing & trimming around stones all month.
- 3" valve replaced in section 39.
- Sprinklers re-routed around new veteran's structure.
- Installed 3 upright stones at General Douglas McBride Veterans Cemetery.
- Removed full grown Elm Tree.
- Used tree truck for a week to trim Siberian Elm Trees.
- Helped with on going projects in the cemetery (veterans shelter addition, water line, and columbarium at South Park)

Specific Maintenance:

- Conducted a total of 29 services for the month of September.
- Disinterment of casket burial (block 53).
- Hosted 5th grade from Valley View for class project.

Vehicle Information:

UNIT#	MILEAGE
580	128,871
581	79,840
586	82,104
587	61,744
606	86,948

Submitted by: Ruben Esquivel, Cemetery Superintendent
Approved by: Jim Burress, Special Services Director



ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 9.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Parks

Attachments

Parks September Report



PARKS – September, 2025

Acres Maintained: 685+

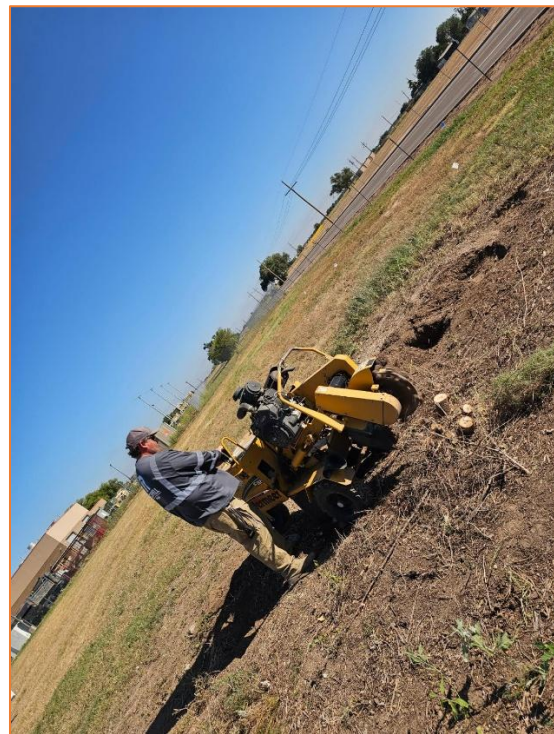
Staffing: 27 FTE

Routine Maintenance:

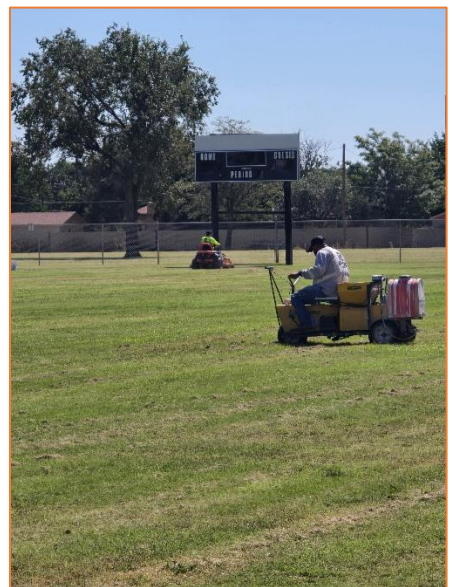
- Mowing weekly as needed
- Checking all irrigation in parks and sports complexes
- Spraying weeds weekly
- Repairing baseball backstops in all parks for baseball season
- Trash pick-up
- Installing new tables, trash cans and BBQ grills throughout parks

Specific Maintenance:

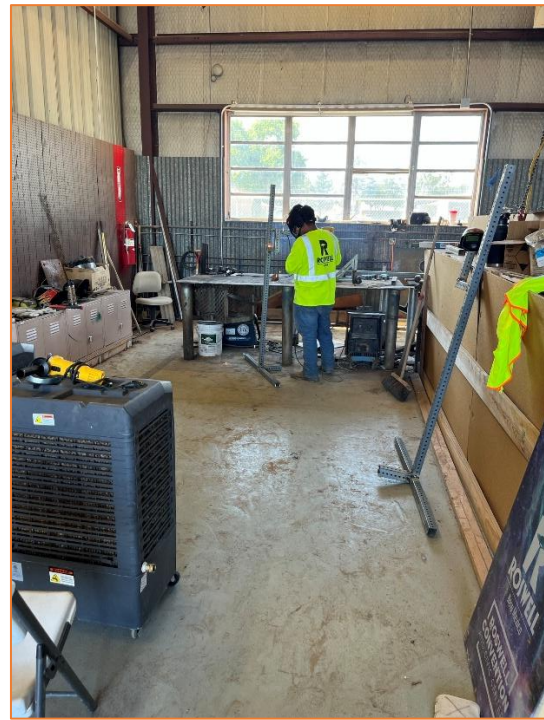
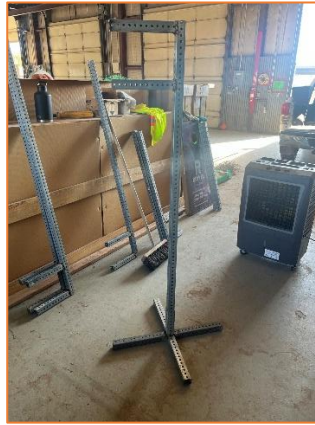
- Started maintenance at Stiles field for the season.
- Repaired broken bridge on the playground at Square Park.
- Grinded down a stump that was a tripping hazard at the Base.
- Fabricated and welded obstacles for equipment rodeo.
- Put out 90 trash cans on Main St. for the parade.
- Parks crews also emptied the trash-cans, and cleaned up Main St. after parade.



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Vehicle Information:

UNIT#	LAST 5 OF VIN	MILEAGE
1115	59361	10,014
1043	30177	34,596
1110	11787	86,048
1335	31335	102,269
1171	05837	107,880
1106	32089	112,727
1134	02128	76,631
1136	51161	91,649
1112	31411	139,557
1109	55800	170,296
1118	03155	97,347
1107	05501	193,059
1120	16661	97,289
1122	06799	42,502
1007	49647	52,349
1194	27335	140,946
1177	63424	35,968
1113	13373	Flooded (Totaled)
1100	48327	74,269
(N/A)	31159	177,450
550	38512	131,870
503	87408	78,184

Submitted by: Rudy Chavez, Parks Superintendent
 Approved by: Jim Burress, Special Services Director

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 10.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Recreation

Attachments

Recreation September Report



Revenue: \$25,449



Attendance: 6,630

FISCAL YEAR FIGURES

	2025 September	YTD
Revenue	25,449	117,069
Attendance	6,630	24,839

ATTENDANCE CONTRIBUTORS

Adult Center Classes & Scans	435
Rec & Aquatic Center Classes/Programs	1478
Rec & Aquatic Center Drop-In/Admissions	1209
Rec & Aquatic Center Member Scans	3508

TOP REVENUE CONTRIBUTORS

Recreation Memberships	\$7,974
Pool Admissions	\$5,417

Highlights

Roswell Recreation Center

- Memberships and spectator passes sold: 106
- Union and Fire Department memberships given: 7
- Youth Volleyball practices and games are going well
- Repairs to Cielo Grande concession are nearly complete.

Roswell Aquatic Center

- September's in-service training for lifeguards focused on recognizing adult and child choking symptoms and providing first aid. The session was led by the Lifeguard Instructor/Aquatic Specialist and included the 300-yard swim requirement.
- Group swim lessons did great this month.
- There were no incidents to report.
- Five party rentals were held, which included swim passes.

Roswell Adult Center

- The evening aerobics session has had impressive growth due to our energetic and creative instructor.
- Yoga bolsters were added to the yoga class.

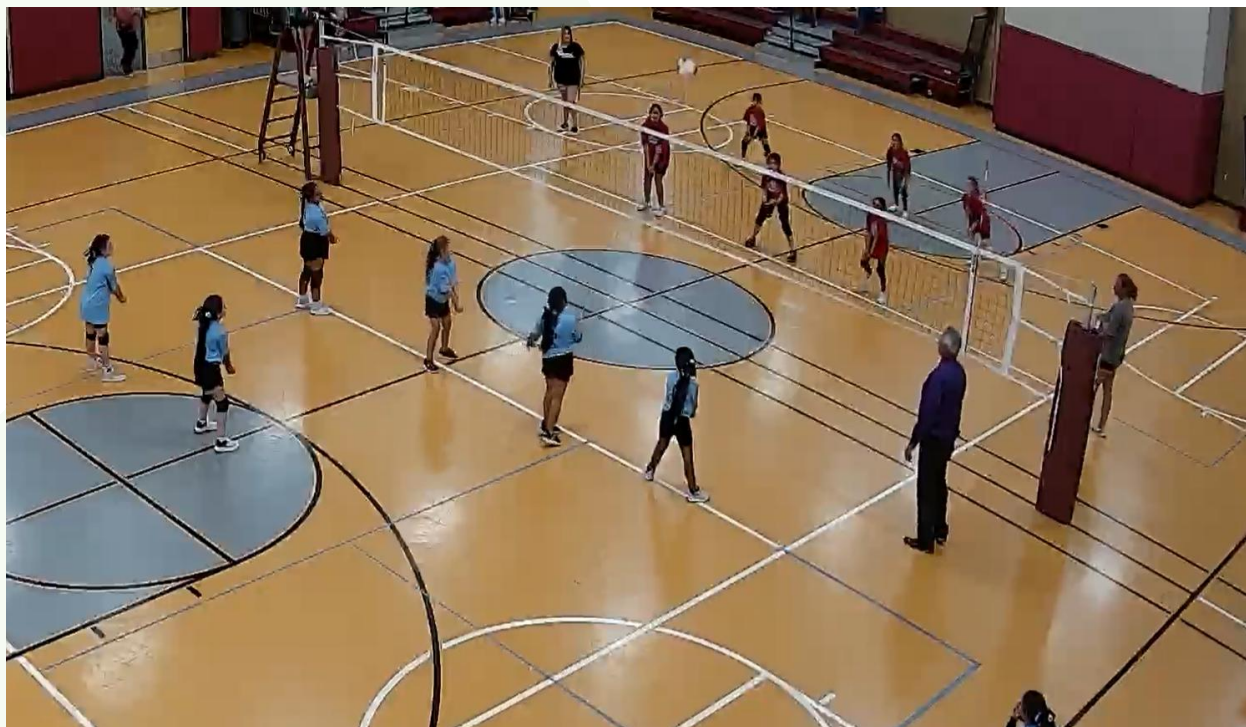
Vehicle Mileage

- Unit 1004/09116 – VIN# 09116 - Mileage 13,543
- Unit 1101/00494 – VIN#00494 - Mileage 55,908
- Unit 15875 – VIN#15875 – Mileage 56,223

Upcoming:

- Basketball registration for 9-12 year olds begins 10/1
- Basketball games for ages 5-8 year olds begins 10/27

Youth Volleyball Games



ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 11.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Zoo

Attachments

Zoo September Report

Highlights/Animal Care/Maintenance:

-
- A wooden doghouse with a grey roof and white-trimmed windows is situated in a fenced outdoor area. A black dog is standing in front of the doghouse, and a brown dog is visible in the background near a small opening in the fence.



**Submitted by: Amy Munoz,
Zoo Curator**

**Approved by: James Burrell,
Special Services Director**

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 12.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

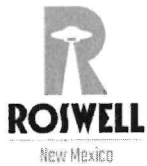
CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Water Maintenance & Transmission

Attachments

Water maintenance report



Water Maintenance and Transmission

Monthly Report for September 2025

By Andrew Valadez, Danny De La Cerda & Greg Etter

WORK ORDERS:

Work Orders by Category	This Month	Year to Date
<i>Main Break</i>	8	46
<i>Main Break - Unfounded</i>	0	6
<i>Replace Mainline Valve</i>	9	36
<i>Service Line City Side Leak</i>	141	878
<i>Service Line Customer Side Leak</i>	0	104
<i>Service Line Break Unfounded</i>	0	19
<i>Meter Box Repair</i>	6	49
<i>Customer No Water - Unfounded</i>	0	71
<i>Hydrant Repair</i>	3	28
<i>Meter Call Returned to Central Control</i>	0	27
<i>New Service</i>	8	39
<i>New Fire Line</i>	2	2
<i>Abandon Service</i>	0	3
<i>811 Utility Locate</i>	623	5117
<i>Other- Misc.</i>	18	158
<i>Move Outs</i>	0	3

PROJECTS:

<u>Current</u>		<u>Future</u>
1	<i>Air Races Installation - Finished</i>	<i>Replace 36" Main 8th to 19th</i>
2	<i>New Water Line for Cemetery</i>	<i>Replace Valves at Country Club Reservoir</i>
3		<i>Begin Replacing Water Mains</i>
4		
5		
6		
7		
8		

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

ACTION REQUESTED:

Department Report - Waste Water Treatment Plant & Sewer

Attachments

Wastewater department report



WWTP MONTHLY REPORT FOR SEPTEMBER 2025

Sewer Crew (Collections)

PSU- STOP UPS-19

POINT REPAIR – 1

SHOT LINE DUE TO DEAD END - 1

SEWER ODOR - 0

MANHOLE LID MISSING- 2

TELEWISE LINE – 0

ASSIST WATER DEPT-2

SEWAGE SPILLAGE – 0 SSO

Raw Sewage 0

WKLY MAINTENANCE SOUTHSIDE UNIT 355

WKLY MAINTENANCE NORTHSIDE UNIT 356

Sewer Crew was stripping RIAC sewer manholes in preparation for Air Races. Sewer Crew is maintaining RIAC lift station in preparation for Air Races. Sewer Crew did excellent job responding to any calls during Air Races A separate dedicated on call Sewer crew was dispatched for NCAR.

Total of 3 in Department to include (1)Sr. Equipment Operators (2) Equipment Operators. Positions requires CDL class B with tank and air brake endorsements

(3) Vacant positions

(1) Sr. Equipment Operators

(2) Equipment Operators.

The sewer crews work tirelessly around the clock to maintain sewers. Lift station repairs to pumps and maintenance of lift station is vital to city sewer system.

RIAC lift station is currently being serviced for electrical components. New electrical boxes installed for more efficiency. Pumps and check valves were repaired and replaced as needed in SEPTEMBER.

Kids Care lift station was serviced and maintained on weekly basis to insure proper functionality.

PLANT OPERATORS

Monthly Plant flow – 96.85 Million Gallons

Plant operator makes daily rounds and verifies and collects data of pumps and motors making adjustments to our aeration basins for blowers to maintain ammonia/nitrates and keep a healthy basin and keep plant operational. WWTP operators conduct daily operations to be vital part of treatment of wastewater for the City of Roswell.

Dewatering building screw presses are not operational as technicians bring in replacement parts and trouble shoot screw presses are ongoing. Contractors are sorting thru the issues and are repairing main components to be fully operational to dewater sludge at WWTP.

Huber and all subcontractors are continuing to work together to trouble shoot all issues that are current at this time.

Aeration Basins cement work being done to catwalk area and will return in October to complete braces installation on cat walks for Basin 2 and Basin 3 .

Groundskeeping and watering of lawns for facility and sprinkler head replacement for all sprinkler systems for 23 acres.

Daily/Regular maintenance as needed on equipment

Weekly cleaning of irrigation screens

Drying Beds at max capacity. Solids handling is more difficult with rain to dry sludge. Solids handling is a priority for Class A sludge.

Currently utilizing John Deere equipment from water plant to help move our drying solids and turn sludge piles

Plant Operators are currently seeking certifications through UOCP (New Mexico Utility Operator Certification Program)

Total Employees 8 – fully staffed to include

(1) Sr Operator

(4) WWTP Operators plant operations

(2) Maintenance Worker I maintain grounds and buildings

(1) New Hire Delos Pittman -Mc Callister JR. as Plant Operato

LAB

Monthly Bact- T Sampling – 60 samples required for NMED compliance City of Roswell potable water. (15) Wkly sampling for total of 4 routes for month. Quality Control daily analysis for wastewater operations.

9 Drinking Water Systems we oversee analysis for DWB compliance to include Alto Lakes Water, Berrendo Water, Capitan Water System, Cumberland, Fambrough, Greenfield, Town of Dexter, Leprino Foods, Roswell Landfill

Monthly intake of microbiological samples

14-Private Pay (private wells)

Artesia Soft Water System-5

NICE ICE-4

CULLIGAN-2

EARL LUSK-1

KEYS DRILLING-1

JAIME FIERRO-1

Permit Requirements - DP-281

Discharging our Effluent water to farmland NMED permit DP-281 requires 3x wkly running BOD5 (biochemical oxygen demand – measure of amount of dissolved oxygen needed by microorganisms to break down organic matter in water sample over a 5day period at 20 C), E-coli, TSS (total suspended solids -dry weight of non-dissolved particles in water sample). Daily analysis of ammonia/nitrate, MLSS (mixed liquor suspended solids-total concentration of suspended solids)

(20) Monitoring Wells – 3rd Quarter sampling completed for 2025

Total employees – 3 fully staffed (1) Lead Lab Technician (2) Asst. Lab Tech.

Lab employees are actively seeking required certifications through NMED.

Repairs began on 9/22/25 with deconstruction of tile and concrete removal .Dirt and old pipe removal are ongoing. Repairs are being done to lab building. Repairs include sewer lines in ground being excavating and repaired. Installation of 8-inch pipe from toilets to cleanouts.

Pretreatment

Restaurants -72 Industrial Users -2

2x Wkly sampling for Covid

1x wk collection sample for Measles

Odd months test for **503.13 Sludge Samples**

Industrial surcharge sampling and inspections for month of SEPTEMBER; sampled 5 pumpers and 3 restaurants.

Bill surcharge to restaurants and Septic pumpers monthly and deposit of checks received

Monthly billing septic haulers total of **8 to include**

Flores Rentals, B&D Car Wash, G&A Trucking, Johnson Septic, Demaree, Shiny Boys, Fulkerson Plumbing, RV Village.

Air Races septic totals for the week of 9/8/25-9/14/25 was 21,250

Industrial User Inspection

Vestis 9/17/25

Dean Baldwin scheduled in October

Restaurant sampling for surcharge billing - 3

Total employees - (1) Pretreatment coordinator

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

ACTION REQUESTED:

Department Report - Central Control

Attachments

Central Control department report

Central Control Monthly Report for

September 2025

Central Control Operators and Maintenance

- Operators making weekly rounds and collecting data of well pumps and motors. Making adjustments as needed to keep operation in spec.
- Operators doing monthly checks on booster pump screens and testing the chlorine leak detectors.
- Operators at end of month getting final monthly reads from all wells for total water produced.
- Operators doing daily cleaning and maintenance as needed at well sights, Reservoirs and at Central.
- On-call operator responding to alarms as needed after hours and having to come out to central on weekends to maintain levels in reservoirs.
- SCADA system is running maintaining reservoir levels in-town and RIAC. Still need programming for 3rd st. reservoir valve and Trigg Valve.
- RIAC well 4 is ready to run waiting for the chlorine injection to be hooked up and the ok to run it.
- Kerr well 3 is tripping the main line link when trying to start up J and G electric found possible problems that could be causing the issue (motor is good).
- Kerr well 2 inspected by J and G electric found possible bad motor on this well.
- Kerr well 6 J and G electric inspected this well to get it back running has bad VFD and need upgrade of power disconnect.

- We have building exhaust fans out at some of the wells will need motors replaced and/or rebuild.
-
-

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 15.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Engineering

Attachments

Engineering Projects Dashboard
September 2025 Eng. Highlights Report
Annual Maintenance Monthly Report



City of Roswell Engineering Department Projects Status
10/14/2025

Street Projects & Other

FY 25 - Hot Recycling & Micro-surfacing Pavement Maintenance

In progress

SCOPE: Hot Recycle & Micro-surfacing of various streets
BUDGET: \$ 1,912,747
FUNDING SOURCE: 100% City funds
EST. COMPLETION: Fall 2025
PROJECT STATUS: 30%

Streets to be selected by using Pavement Condition Survey and field review by Streets & City Engineer. Quote and streets list approved at September City Council. In progress.

FY 25 - Nova Chip Pavement Maintenance

Project start date 10/16/2025

SCOPE: Overlay of various streets
BUDGET: \$ 266,222
FUNDING SOURCE: 100% City funds
EST. COMPLETION: Fall 2025
PROJECT STATUS: 0%

Streets selected by using Pavement Condition Survey and field review by Streets & City Engineer. Quote received utilizing NMDOT statewide price agreement. Quote and streets list approved at September City Council. Planned start date 10/16/2025

Hobson Road Flood Prevention Project

Construction awarded to Constructors, Inc.

SCOPE: Design & construct flood prevention measures on Hobson Rd. from W. RAC Perimeter Rd. to SE Main
BUDGET: WTB Grant (87%) \$8,353,977
WTB Loan (13%) \$1,248,295
Other \$0
Total \$9,602,273
FUNDING SOURCE: Water Trust Board Loan/Grant
EST. COMPLETION: 5/31/2026
PROJECT STATUS: 0%

A Water Trust Board application was submitted and a letter of award received. City to submit "Readiness" package to be reviewed by DFA and then an agreement can be issued. Loan documents in progress of being executed. Loan finalized 3/22/24. RFP issued for design portion of project, recommended award to FNI. Design kickoff meeting held 7/26/2024. Design complete, bids received 5/13/2025, awarded to Constructors, Inc. Pre-Con held 8/12/2025. Start date 10/13/2025.

Brasher Drainage Project

SMA award recommendation approved by Council 11.09.23

SCOPE: Design & construct flood prevention measures and 4-lane roadway on Brasher from S. Main east to SE Main (US 285)
BUDGET: Legislative Grant \$800,000
City \$0
Other \$0
Total \$800,000
FUNDING SOURCE: Legis. Grant
EST. COMPLETION: 12.31.24 Design Only
PROJECT STATUS: Design 74%

Kick off Meeting Held 12/6/2023

RFQ issued to engineering vendors, Souder Miller selected. Design in progress. Stakeholder meeting held 2/14/2024. SUE and storm drain inspection complete.

2025 CDBG 6th, 7th, 8th sidewalks Railroad to Garden

SCOPE: Design & construct sidewalk & ADA improvements 6th, 7th, & 8th Railroad to Garden
BUDGET: CDBG Grant \$1,300,000
City \$130,000
Other \$0
Total \$0
FUNDING SOURCE: CDBG Grant
EST. COMPLETION: 1.31.26 Design Only
PROJECT STATUS: Design 0%

CDBG Grant application paperwork in progress. Local COG staff supporting application preparation. Design to be completed in house pending funding award. Grant application submitted 8/19/2025.

2nd Street Overlay Pavement Maintenance

SCOPE: Overlay and restriping 2nd Street from Sunset to East City Limits
BUDGET: NMDOT Grant \$1,444,000
City \$76,000
Total \$1,520,000
FUNDING SOURCE: NMDOT TPF
EST. COMPLETION: Spring 2026 Estimated
PROJECT STATUS: 0%

This project will be awarded through NMDOT TPF funding. Funding agreement received. Working on NMDOT clearances.

Elm St. Bridge (Rio Hondo south of 2nd St.)

**NMDOT Agreement approved by September Council.
Recommended Award to Abraham's Construction
In Progress - Project started 1/21/25**

SCOPE: Remove & replace existing bridge with CBC bridge
BUDGET: Survey/Hydrology City Engr. Dept.
Plans/Permits City Engr. Dept.
Right of Way \$0
Construction \$2,440,000
FUNDING SOURCE: NMDOT \$2,440,000
EST. COMPLETION: 6/30/2025
PROJECT STATUS: 90%

This existing bridge number 9199 is identified by NMDOT to be the next bridge in need of replacement. NMDOT is willing to fund construction costs if City Engineering willing to do project development, plans and construction management. NMDOT approval obtained to bid project. Recommended award to Abraham's Construction. Project started 1/21/25, in progress

Projects coordinated with Utility Departments

WWTP Screw Press & Dissolved Oxygen Improvements

SCOPE: Install screw presses at WWTP

BUDGET: Estimated \$ 8,003,106

FUNDING SOURCE: WWTP and Clean Water State Revolving Fund load CWSRF 097

EST. COMPLETION: Construction July 2024

Dissolved oxygen unit was put into operation on January 4, 2023.

Bids received Feb. 8, 2022, low bid \$8,626,664.00

\$5.5 million Loan is for design and construction

PROJECT STATUS: Construction 98% \$8,626,664 Insp. \$488,225
Dewater \$412,400 DO \$102,481.25

RFP process complete and project awarded to HDR for design and future construction professional services. Design kick off meeting between NMENV, HDR and City was held on 12.16.2020. Council awarded project 3.10.22 and ok to seek additional principal \$3,915,000, subsidy of \$285,000 for total loan package of \$9,700,000 at 0.05% interest. Preconstruction conference held 4.12.22. Dissolved oxygen upgrades operational on January 4, 2023. Primary pumps replacements were started up 10.21.23. Pre-fab building was erected the week of 9/19. Contractor working on screw press start up troubleshooting. Equipment manufacturer returning 9/9 for additional troubleshooting

Rehab Country Club Reservoirs

Water Trust Board Grant/Loan

SCOPE: Repair and rehabilitate two 7.5 million gallon reservoirs located on West Country Club Rd

BUDGET: WTB Grant (45%) \$3,600,000

WTB Loan (55%) \$4,400,000

Other \$0

Total \$8,000,000

FUNDING SOURCE: Federal Grant & City Match

EST. COMPLETION: 1/31/2026

PROJECT STATUS: 46%

Awarded to TMI Coatings

Project started

A Water Trust Board application was submitted and a letter of award received. City to submit "Readiness" package to be reviewed by DFA and then an agreement can be issued. Design complete, project awarded to TMI Coatings Inc. Pre-Construction meeting scheduled for 12/4/2024. Project started, South Reservoir drained, rehab work has begun.

Replace RAC Lift Station

SCOPE: Design replacement lift station for RAC lift station located on Hobson Rd.

Project awarded

BUDGET: \$3,003,307 Construction

FUNDING SOURCE: LEDA Grant

EST. COMPLETION: 9/1/2026

PROJECT STATUS: 0% Construction

Design project for replacement of the Roswell Air Center lift station located on Hobson Rd. RFQ will be prepared and quotes solicited from engineering on-call vendors. Estimated construction cost \$2,500,000. Recommended award to FNI. Kick off meeting held 1/14/2025. Design complete. Due to deteriorating condition of lift station, emergency procurement utilized, materials ordered.

RAC Water Line Phase 2

SCOPE: Water service extension to SE area of RAC.

Awarded to White Cloud Pipeline

Project started 10/14

BUDGET: \$1,471,041

FUNDING SOURCE: State appropriation

EST. COMPLETION: 12/30/2025

PROJECT STATUS: 76%

Project resumed, work in progress

Project awarded to White Cloud Pipeline, construction pending material delivery. Pre-construction meeting held 9/18/2024. Contractor pulled off for emergency water line flood repairs. Contractor has resumed work, in progress

RAC Sewer Extension

Project awarded

SCOPE: Sewer service extension to SE area of RAC.

BUDGET: \$3,274,145 Construction

FUNDING SOURCE: LEDA Grant

EST. COMPLETION: 9/1/2026

PROJECT STATUS: 0% Construction

Project design awarded to HDR, project out to bid. Construction awarded to Enviroworks, LLC. Pre-construction meeting held 9/10/2025. Project start date 10/13/2025.

36" Waterline Project - N. Montana

Replace existing 36" concrete pipe

Design to support funding application

SCOPE: Replace existing 36" water line from 19th to 8th on N. Montana

BUDGET: Potential Funding Application

FUNDING SOURCE:

EST. COMPLETION: Design 12/31/2025

PROJECT STATUS: Design 90%

City Engineering to survey and prepare construction plans to support WTB funding application.

Projects coordinated with Other Departments

Phase III All Inclusive Park - Grant 22-G2779 & 23-H2391

SCOPE: Design and construct All Inclusive Park and amenities
BUDGET: Grant Amount Grant = \$342,172.76
FUNDING SOURCE: DFA Grant
EST. COMPLETION: Construction in Summer/Fall 2025
PROJECT STATUS: 0%

Project awarded to Abraham's Construction

This is the 2022 Legislative Grant to help fund Inclusive Park Construction. Bid received 4/8/25, awarded to Abrahams Construction. Pre-Con meeting held 8/7/2025.

Portland Loo Design

SCOPE: Design Portland Loo Mainstreet Roswell
BUDGET:
FUNDING SOURCE: N/A
EST. COMPLETION:
PROJECT STATUS: Design 50%
Updated quote requested from Portland Loo manufacturer for double installation

Stiles Park Improvements - Grant 24-J2884

SCOPE: Design and construct restroom and scoreboard improvements Stiles Field
BUDGET: Grant Amount Grant = \$500,000
FUNDING SOURCE: DFA Grant
EST. COMPLETION: Construction in Spring/Summer 2025
PROJECT STATUS: 5%

In progress

Quotes requested from possible scoreboard vendors utilizing price agreements. PO in progress for scoreboard replacement. Facilities department compiled list of materials for bathroom rehab. Scoreboards replaced, materials delivered for bathroom rehab. Roof repair completed, A/C replacement in progress.

September 2025 Engineering Highlights Report

Community Development Support



Development Reviews

- 202 S. Deming
- 1401 Mulberry
- Washington & Charleston
- 1004 S. Main

Sewer/Utility Cuts

- 200 E. Mescalero
- 301 S. Hinkle
- 1503 N. Washington

Property Reviews

- 404 N. Atkinson

Driveway, Sidewalk, Fence or Curb Reviews Inspections

- None for September

Zoning Site Reviews:

- Oaks Unit 1

ADA Reviews

- None for September

Traffic/Speed Reviews & Complaints

- East Eyman

Infrastructure Acceptance

- None for September

Drainage Reviews

- None for September

Street Light Complaints/Concerns

- None for September



September 2025
ANNUAL MAINTENANCE MONTHLY REPORT

ITB-24-005

Location	Work Performed	Sidewalk		Curb & Gutter (Linear feet)	ADA Detector Plate (per job)	ADA Ramps (per job)	Drive Pad/Fillet (per job)	Water Valve Adj. (each)	Manhole Adj. (each)	Structural Concrete (yd³)	Plant Mix Bituminious Pavement (tons)	Work order cost
		(yd²)	(L.F.)									
2ND & 3RD ST ON VIRGINIA	SWK & PMBP		25.0								7.2	\$ 22,434.00
NW COR. OF POE & PENNSYLVANIA	FILLET, SWK & WV-ADJ		32				1	1				
NE COR. OF POE & GRAND	FILLET, C&G			18.3			1					
NE COR. OF LEWIS ST & GRAND	C&G, SWK & FILLET		6	14.4			1					
1607 S. COTTON WOOD	SWK		6									
634 E. 6TH ST	C&G			48								
8 KENSINGTON CT	C&G, SWK		18	4.5								\$ 1,735.15
808 TRAILING HEART	C&G, DP			30			1					\$ 9,000.34
2203 CARVER	C&G,SWK AND DP		15	20.1			1					\$ 9,286.06
1405 POES ST	SWK, WV-ADJ			16				1				
6TH & KENTUCKY	C&G, PMBP		18.6								25.5	\$ 21,099.27
2211 W 2ND ST	MV-ADJ & SWK		27					1				\$ 3,138.66
3106 ALHAMBRE	SWK		6									\$ 435.79
SE COR. OF W 2ND & SYCAMORE	C&G, SWK, PMBP & WV-ADJ		20.4	47.9	1	2		1			4	\$ 15,577.46
2600 W 2ND ST	SWK		27									
28 BENT TREE A&B	DP						1	2				\$ 3,796.84
25 LAFAYETTE LOOP	SWK		13									
		0	214	199.2	1	2	6	6	0	0	36.7	\$ 86,503.57

Sidewalk	SW
Curb & Gutter	C&G
Valley Gutter	VG
ADA Ramps	ADA-R
Drive Pad	DR
Parking Lot	PL
Plant Mix Bituminious Pavement	PMBP
Structural Concrete	SC
Water Valve Adjustment	WV-ADJ

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Non-Action Items 16.

Infrastructure Committee

Meeting Date: 10/20/2025

COMMITTEE: Infrastructure

CONTACT: James MacCornack

CHAIR: Darrell Johnson

DEPARTMENT NAME:

Department Report - Special Electronics

Attachments

Special Electronics' Monthly Report

SPECIAL ELECTRONICS

MONTHLY REPORT FOR SEPTEMBER 2025

LOCATES

LOCATES CLEARED: 332

LOCATES MARKED: 6

EMERGENCY LOCATES: 31

CONFERENCE ATTENDED: 1

CALL OUTS

BERRENDO & MAIN FLASH

HOBBS 7 SE. MAIN FLASH

COLLEGE & MAIN NOT CHANGING

POWER OUTAGE ON MAIN ST. & 2ND ST.

RPD VIDEO

HOBBS & LEA

2ND & VIRGINIA

ALAMEDA & UNION

SUMMIT & MAIN X2

MAINTAINANCE

REPAIRED STREET LIGHT BASES ON N. MAIN

INSTALLED BREAK AWAY BASES ON KNOCKED DOWN STREET LIGHTS S. MAIN & N. MAIN

CHECKED BACKUP BATTERY POWER SUPPLY ON ALL INTERSECTIONS

WIRED IN WELL FOR CENTRAL CONTROL

TRACED CIRCUITS/ REPAIRED OUTLETS AT RPD STATION

PULLED WIRE AND INSTALLED NEW CAMERAS AT BERRENDO & MAIN, COUNTRY CLUB & MAIN, 19TH & MAIN, COLLEGE & MAIN, AND 2ND & SYCAMORE