

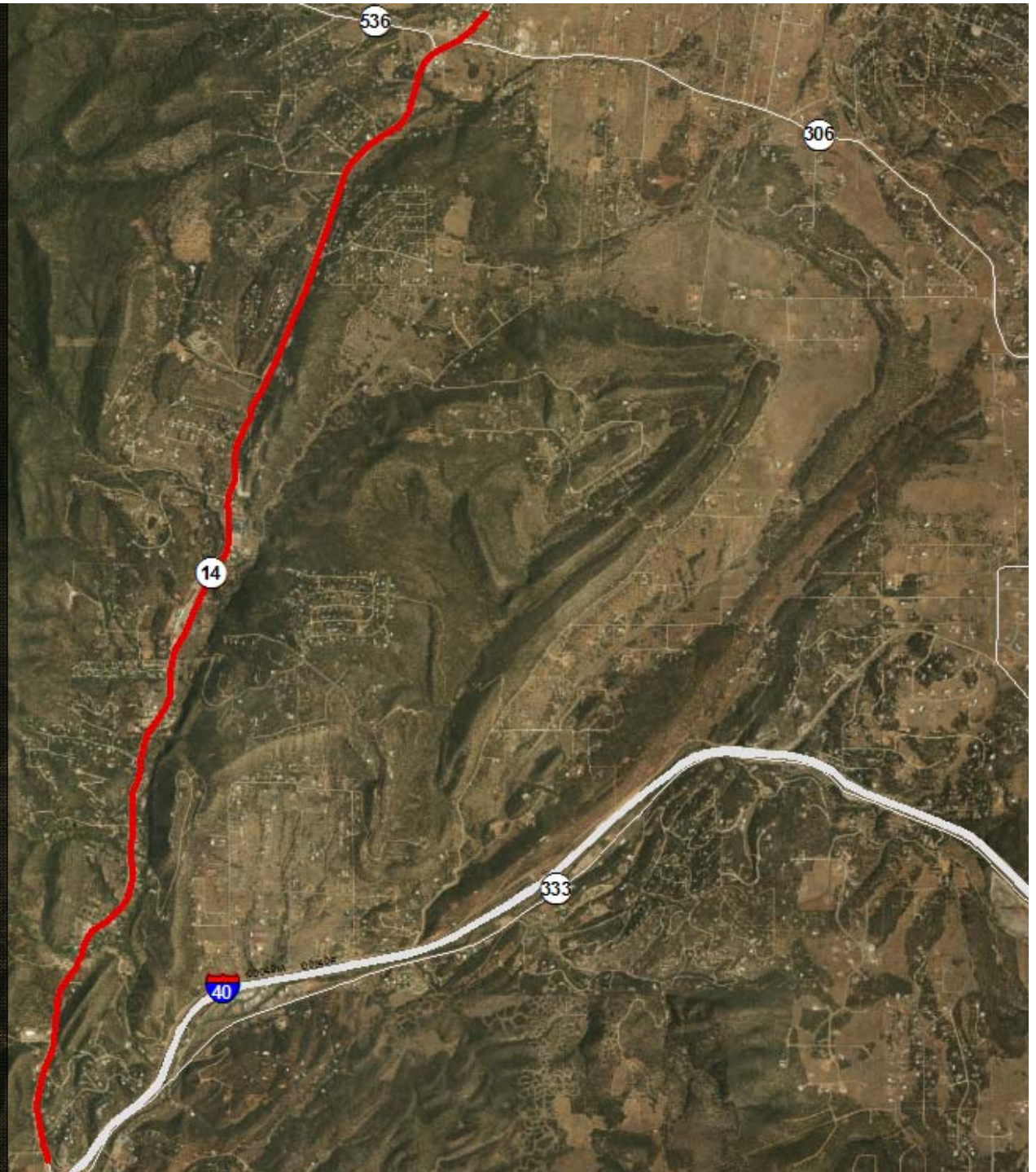
NM 14

Study & Rehabilitation

Pavement Rehabilitation,
Slope Stabilization, and
Intersection Improvements

Public Meeting

July 18th, 2017



Introduction

- Project Team
- Project Phases
 - NM 14 Pavement Rehabilitation
 - NM 14 Slope Evaluation
 - NM 14 / Frost Rd Intersection Evaluation
- Presentation Followed by Open House



Pavement Rehabilitation



Pavement Rehabilitation

- Pavement throughout corridor in poor condition
- Mill and Overlay of Pavement, I-40 to Frost Road
- Reconstruct Curb & Gutter
- Reconstruct Drainage Structures
- ADA Ramp Improvements at Intersections



Pavement Rehabilitation Schedule

- Phase 1, I-40 to Casa Loma Road (MP 0 to 2)
 - Construction Scheduled: Spring/Summer 2018
- Phase 2, Casa Loma Road to Melcor De Canoncito Road (MP 2 to 4)
 - Funding Programmed: 2018/2019
- Phase 3, Melcor De Canoncito Road to Frost Road (MP 4 to 6)
 - Funding Programmed: 2020/2021

Driveway Documentation

- Goal: Complete a Driveway Permit for each access point
- Comply with NMDOT policy
- Identify areas for consolidation

Form No. A-64
New 11/12

APPLICATION FOR PERMIT TO CONSTRUCT AN ACCESS OR MEDIAN OPENING ON
PUBLIC RIGHT-OF-WAY

Department Use Only

District No. _____ Permit No. _____ State Highway No. _____
Project No. _____ Station No.(s) _____ Mile Post(s) _____
Posted Speed _____ Highway ADT _____ Sight Distance _____
Type of Vehicle _____ Estimated Driveway ADT _____

TO: NEW MEXICO DEPARTMENT OF TRANSPORTATION

ATTN: DISTRICT ENGINEER

☐ Deming ☐ Roswell ☐ Albuquerque ☐ Las Vegas ☐ Santa Fe ☐ Milan

Application is hereby made by _____, _____
(Owner of Property) (Mailing Address)
_____, to develop or redevelop a _____ with the
(Type of Development)

estimated driveway ADT as listed above, for permission to construct () access(es), or () median opening(s) or to () modify or transfer an existing lawful access permit, and/or () to upgrade an existing illegal access to a lawful access at the following described location:

in _____ County, on State Highway _____ in accordance with the attached plan or sketch. Work will commence on or about _____ and will require approximately _____ days.
(month, day, year)

The proposed driveway or median opening must be located, designed and constructed in accordance with **18.31.3 NMAC, State Highway Access Management Requirements**. A Gate (), Cattle Guard (), Additional Fence (), Drainage Structure (), will be required which owner agrees to furnish and hereafter maintain in good repair and closed to livestock. The applicant shall submit a construction traffic control plan for approval. The owner will protect, indemnify, and hold the New Mexico Department of Transportation harmless from any injury or damage caused the owner, or third parties, by owner's failure to comply with the above. If this permit is granted, owner further agrees to comply with all condition, restrictions, and regulations of the New Mexico Department of Transportation. If not constructed, this permit will expire six (6) months from the date of issue unless otherwise noted and approved. The permittee shall notify the District Engineer of the pending construction at least three (3) working days prior to any construction, and upon completion, which shall be within 45 days of initiation of construction. The permittee, his or her heirs, successors-in-interest, assigns, and occupants of the property serviced by the access shall be responsible for the repair and maintenance of the access beyond the edge of the roadway including any cattle guard and gate, and the removal of snow or ice upon the access even though deposited on the access in the course of the Department snow removal operations. Any work in state highway right-of-way must be approved in writing by the Department prior to initiating the work.

Place (Of Notary) _____
(Owner's Signature)

Sworn to and subscribed before me this _____ By _____

Day of _____, 20 _____ Title _____

My commission expires _____ Owner's Phone No. _____
(Notary Public)

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Slope Evaluation



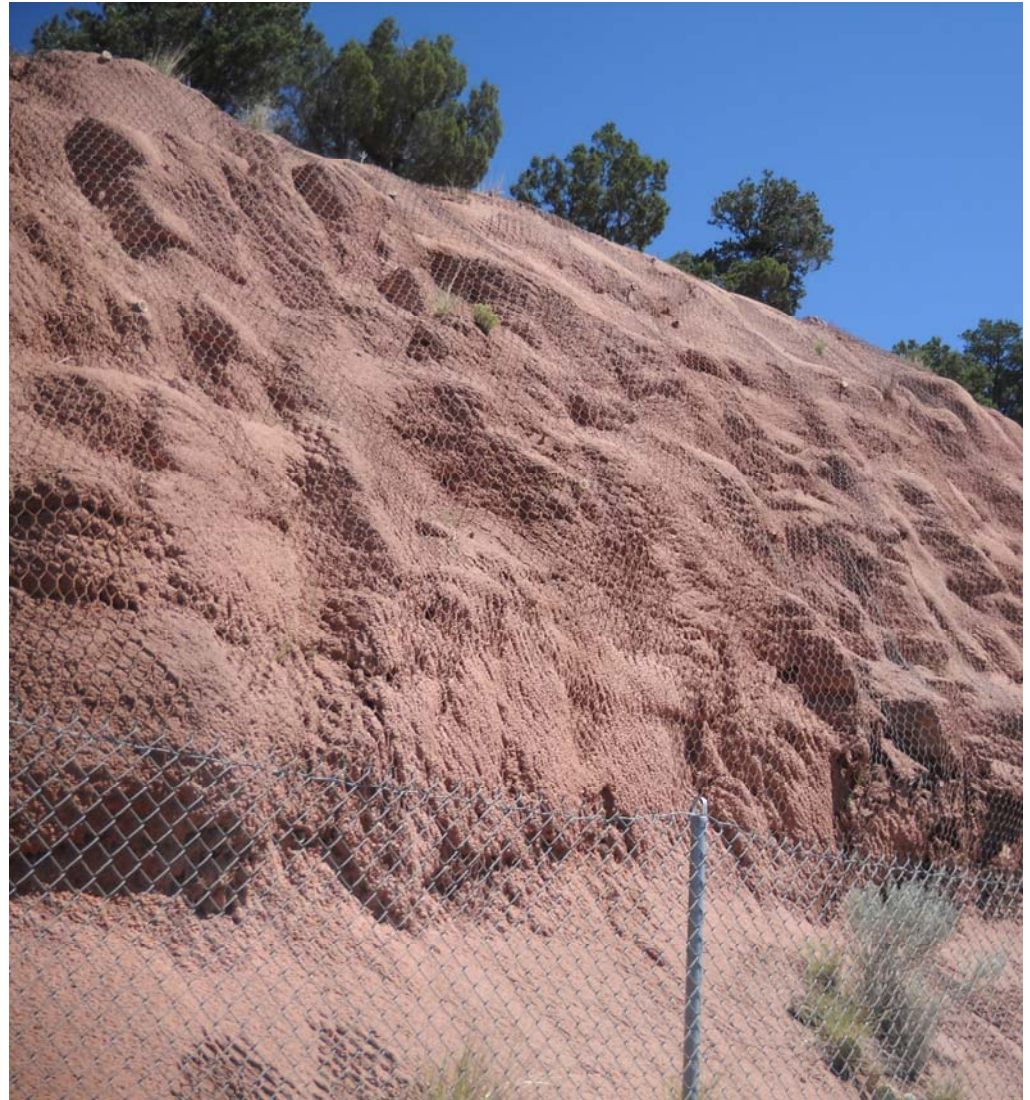
Existing Issue

- NM 14
 - Mountain Christian Church to Melcor De Canoncito Road
 - East side of the road
- Erosion from rainstorms
 - Washes sediment on to the road and multi-use trail
 - Clogs culverts and arroyos
 - Slope stability concerns



Shotcrete

- Sprayed-on concrete with reinforcing wire
- Would stabilize the slopes and minimize erosion



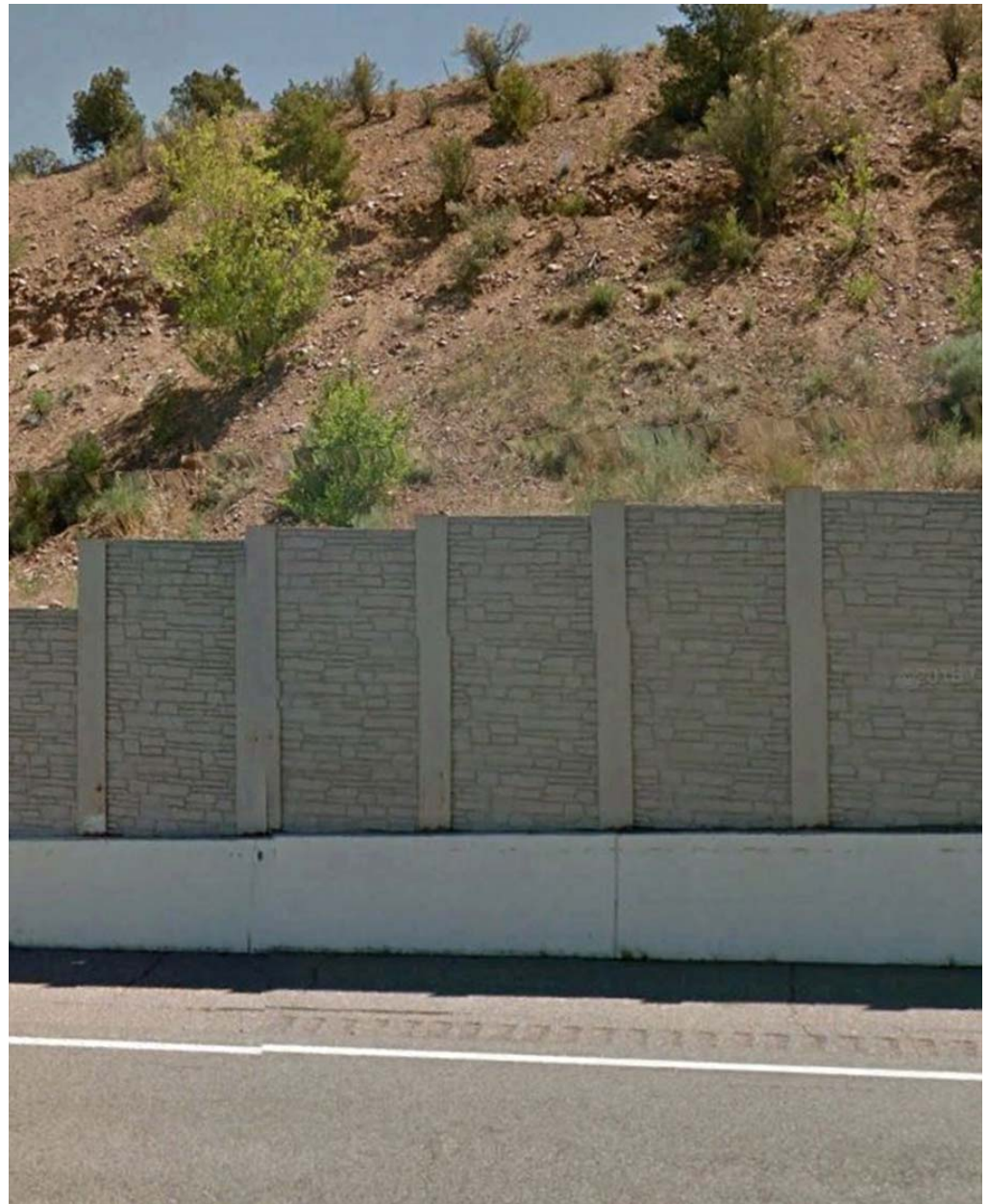
Geomesh

- A system of wire mesh and anchors
- Would stabilize slopes and mitigate erosion



Retaining Wall

- Piles with concrete wall panels would retain earth slopes
- Earth slopes above the wall would be protected with seeding, shotcrete or other treatment
- Retaining walls would only be used in limited areas



Slope Stabilization Schedule

- Conceptual Design Plans
 - Completed by end of 2017
- Programmed Funding for Construction
 - Tentatively planned for 2022

Intersection Evaluation



Intersection Evaluation

- Project Purpose and Need
- Develop Conceptual Alternatives
- Solicit Public Opinion
- Develop Recommendations



Purpose and Need

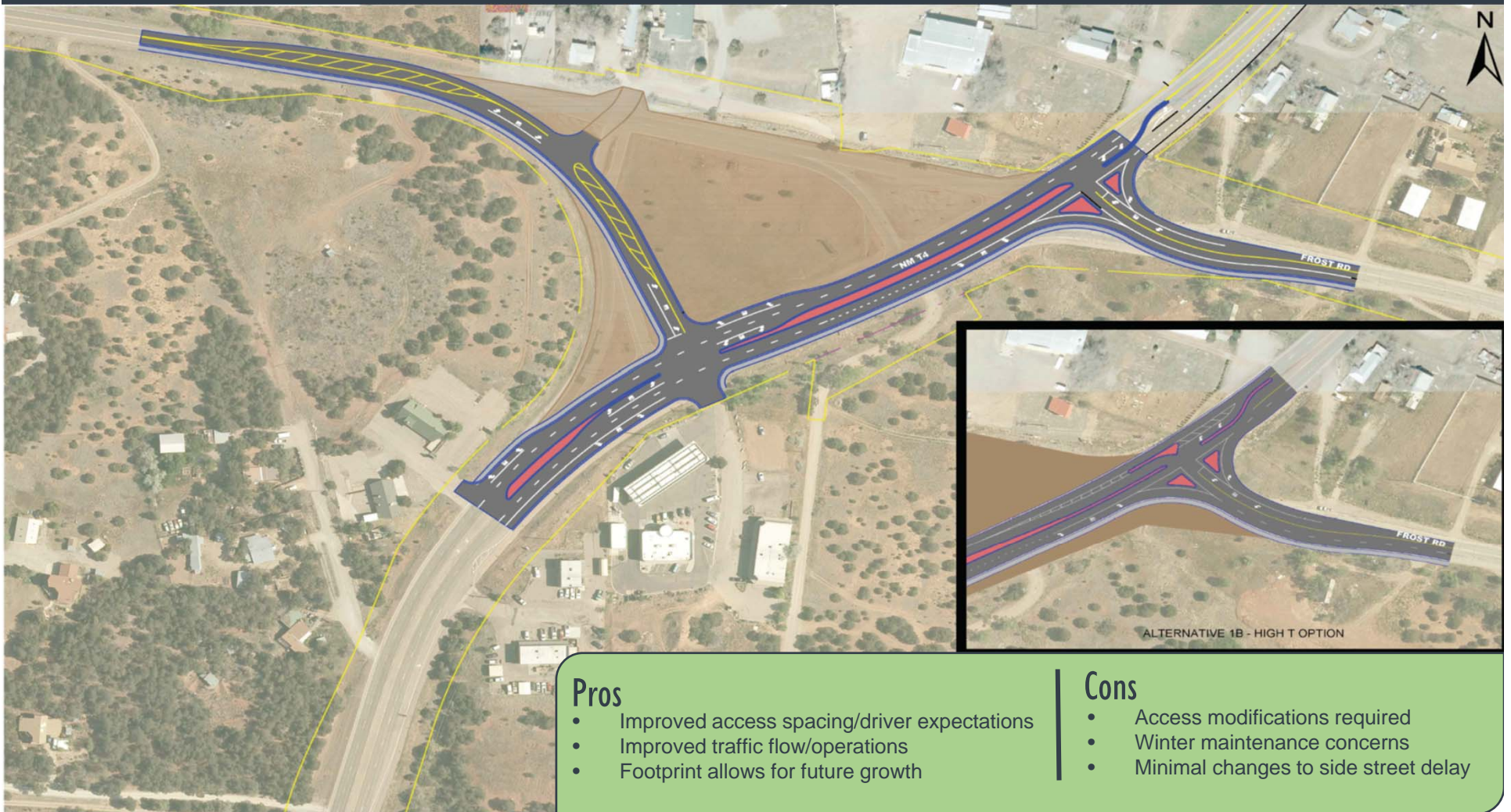
- There is a need to improve NM 14/Frost/NM 536 intersection because:
 - The intersection is not a conventional design and does not meet driver expectations
 - Intersection/Driveway spacing doesn't meet NMDOT standards
 - There are peak hour delays on Frost Road and NM 536
 - Anticipated growth will increase future congestion
- The purpose of the proposed intersection improvements is to address these concerns
- Public input will help our design team determine the best option for addressing these concerns

Evaluation Criteria

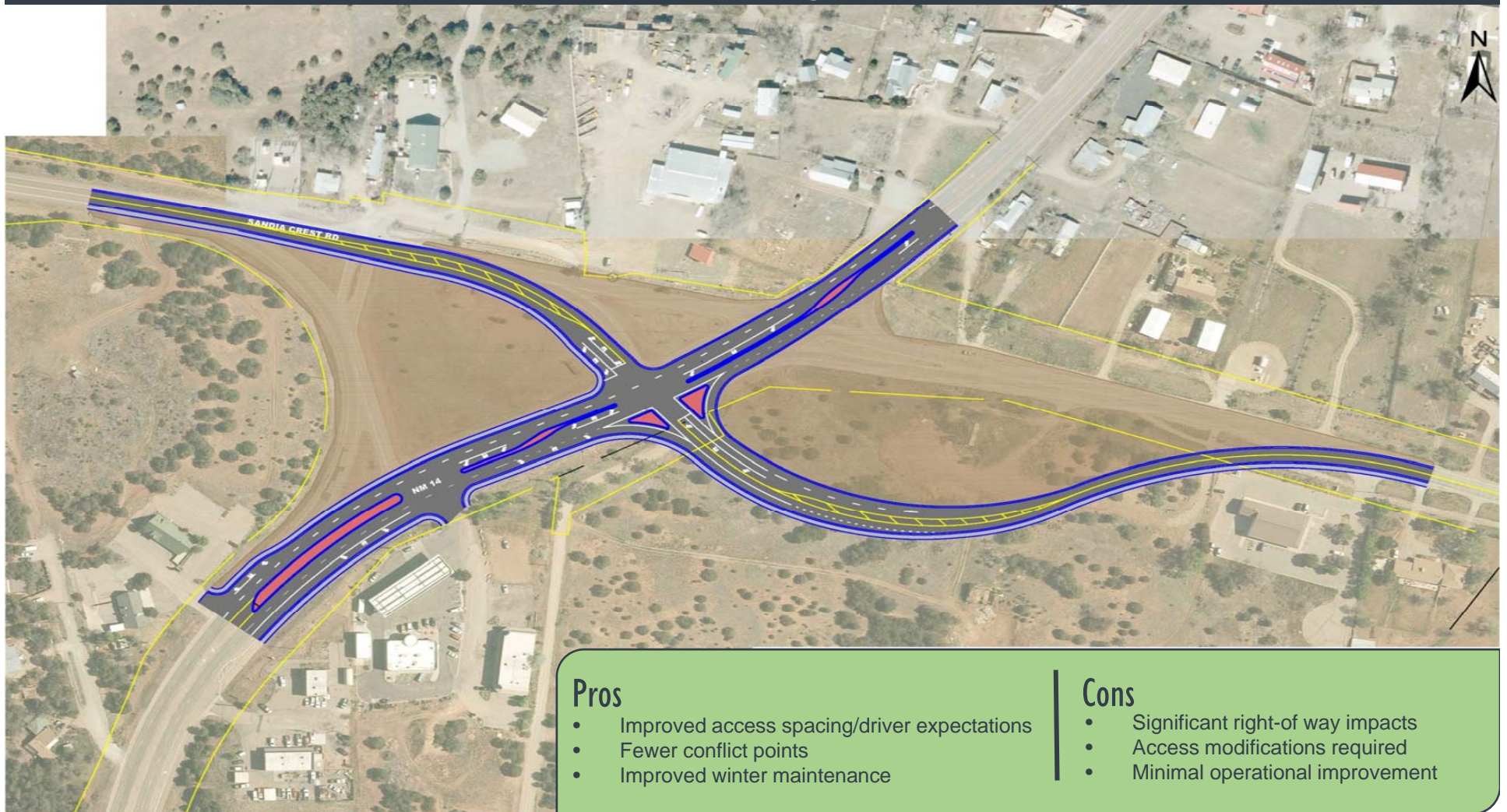
Criteria

- Access
- Safety
- Constructability
- Right-of-Way Needs
- Traffic Operations
- Multi-Modal (bikes and pedestrians)
- Environmental and Community Impacts
- Seasonal Maintenance
- Cost
- Public Involvement

Alternative 1: Split Intersections



Alternative 2: South Realignment



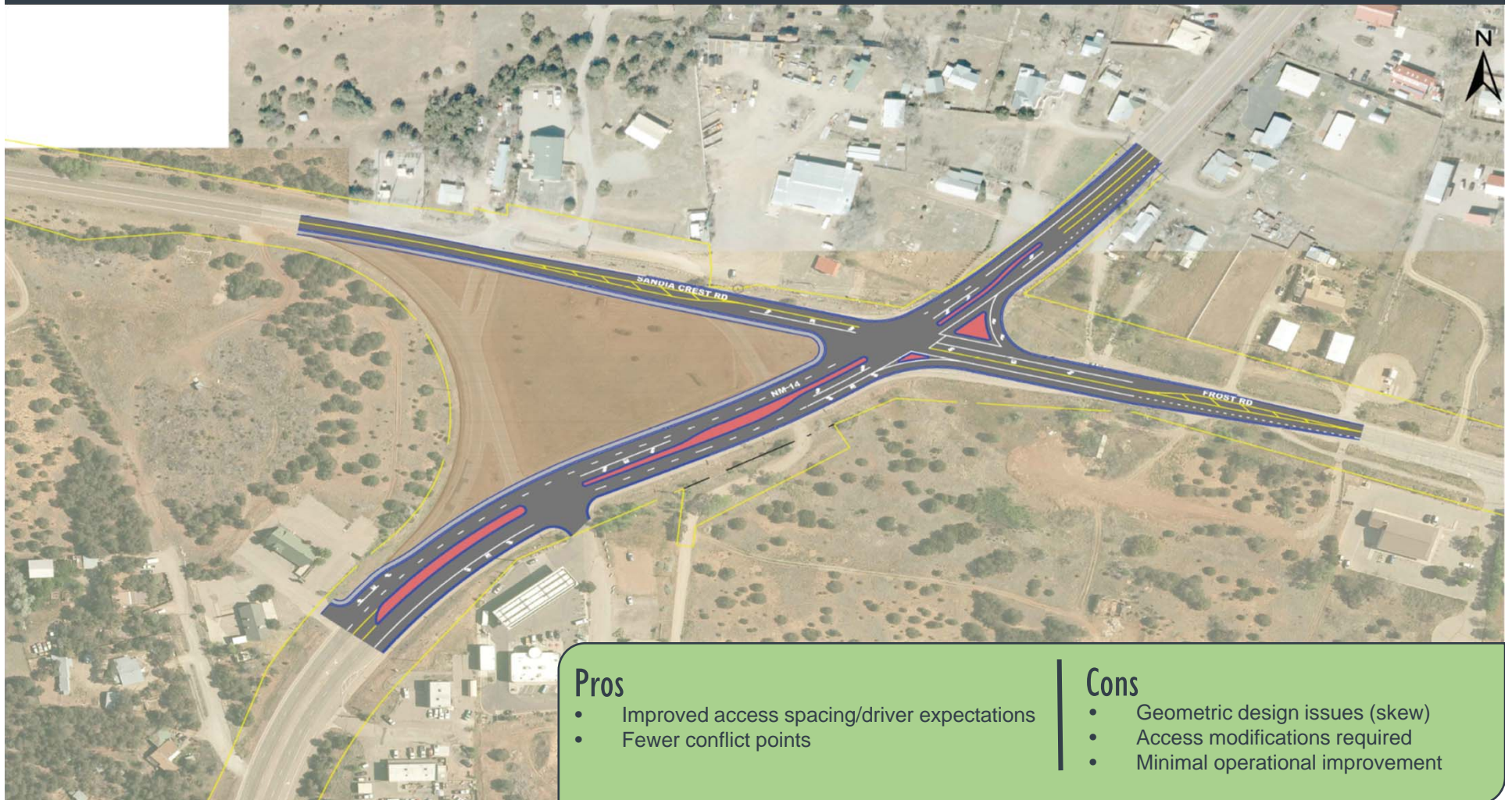
Pros

- Improved access spacing/driver expectations
- Fewer conflict points
- Improved winter maintenance

Cons

- Significant right-of way impacts
- Access modifications required
- Minimal operational improvement

Alternative 3: North Realignment



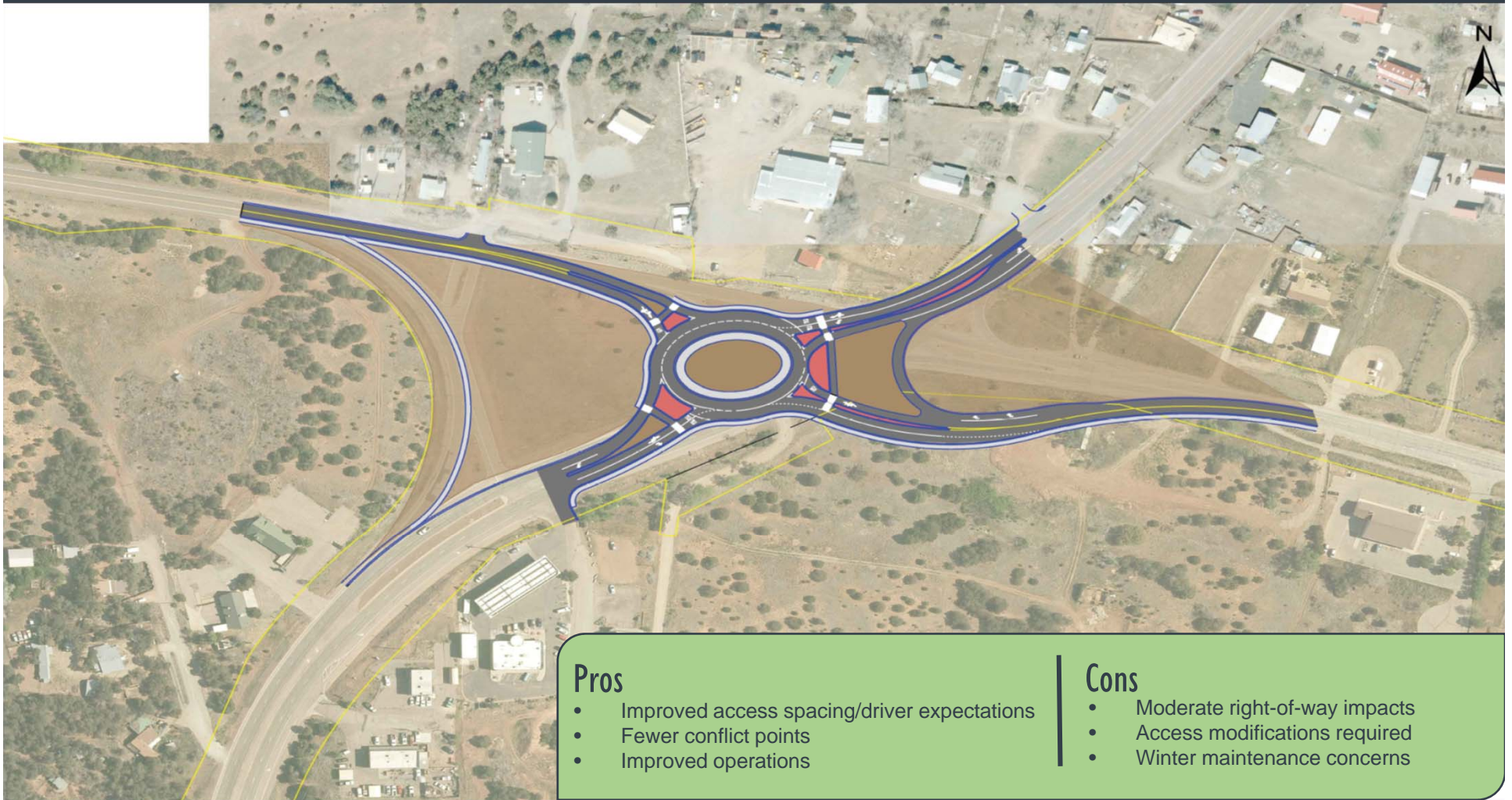
Pros

- Improved access spacing/driver expectations
- Fewer conflict points

Cons

- Geometric design issues (skew)
- Access modifications required
- Minimal operational improvement

Alternative 4: Roundabout



Pros

- Improved access spacing/driver expectations
- Fewer conflict points
- Improved operations

Cons

- Moderate right-of-way impacts
- Access modifications required
- Winter maintenance concerns

Status

- Evaluation of Alternatives
 - Report Complete by end of 2017
- Programmed Funding: 2023

Questions?

Thank you

Submit comments to:

WSP

Attn: NM 14

6100 Uptown Blvd. NE, Suite 700

Albuquerque, NM 87110

(505) 878-6594

Email: Allison.Shinn@wsp.com

