

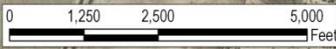
# Los Lunas Corridor Study

Citizens Advisory Committee  
January 17, 2011



# Meeting Agenda

- CAC Member Reports
- Project Status
  - Coordination with FHWA
  - Coordination with Corps of Engineers
- Status of Preliminary Design
  - Update on alignment changes/refinements
  - Review of alignments
  - Drainage design options
- Next Steps



3.3 mi.

2.8 mi.

1.6 mi.

State Penitentiary

Miller A

Miller B

Miller C

Honor Farm

NM 6 Improvements

Morris A

Morris B

Morris C

Morris D



# Review of Team Recommendations

- **Previous** recommendations of Project Team were to **eliminate** from further consideration...
  - **NM 6 Widening Alternative due to**
    - Poor performance with respect to access, emergency response, and traffic operations
    - Impacts to existing businesses and economy
  - **Miller Alternatives**
    - Greater impacts to NMSU Agricultural Research Labs and to NM Honor Farm security and operations
    - Most impacts to farmlands
    - Shifts “urbanization” and NM 47 widening further south
    - Higher costs with no additional traffic benefits
    - Low public support
  - **Morris Option A**
    - Does not provide benefits over other Morris Alternatives
    - Low public support

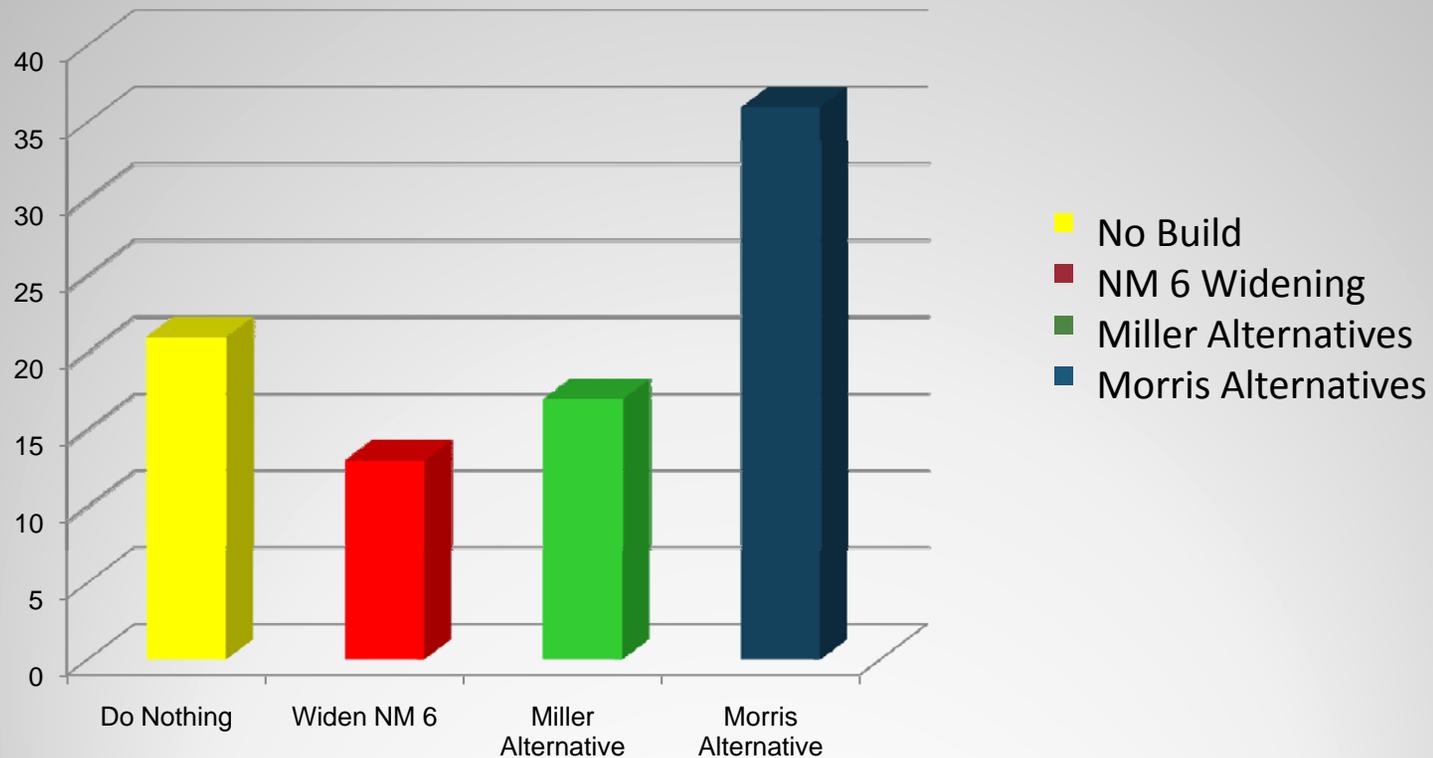


## Team Recommendations (late 2010)

- **Previous** recommendations of Project Team were to **advance...**
  - No Build
    - Serves as a baseline
  - Morris Alternative Option D
    - Supported by the public
    - Good performance
  - Morris Alternative Option B or C
    - Good performance
    - Lowest impact

# Alternative Preference -- Public

Public comments from meeting in Fall 2010



# Stakeholder Agency Feedback



- **New Mexico General Services Department**
  - Strongly opposed to Miller Alignments
    - Loss of state properties and conflicts with tenants
    - Splits several parcels
  
  - Agreeable with Morris Alignments
    - Does not split properties
    - Minimal loss of state lands

# Stakeholder Agency Feedback



- New Mexico Corrections Department
  - Strongly opposed to Miller Alignments
    - Security concerns due to proximity to Honor Farm
    - Access conflicts between Honor Farm facilities and agricultural fields
  
  - Morris Alignments are acceptable with conditions
    - Barrier separation between roadway and perimeter fence
    - Provide access to Canine Units and Main Penitentiary

# Stakeholder Agency Feedback



- New Mexico State University Agricultural Research Facility
  - Opposed to Miller Alignments
    - Loss of five buildings and primary well
    - Interference with long-term research projects
    - Loss of significant portion of overall research site and Plant Materials Labs

# Stakeholder Agency Feedback

## ■ US Army Corps of Engineers

- Request that Team continue to consider both Miller and Morris Alignments
- US ACE process for issuing needed permits for crossing the river requires that the “Least Environmentally Damaging Practicable Alternative” (LEDPA) be selected
- Recommends that LEDPA be selected after the environmental assessment process is completed and documented in an environmental assessment or an environmental impact statement

## ■ Federal Highway Administration

- Is meeting with Army Corps to discuss their concerns and the approach they will recommend
- Direction is expected by early February

# What does this mean?

- FHWA and Army Corps are lead agencies, therefore...
  - Village of LL, MRCOG, and NMDOT must heed their requests
  - Miller Alternative will be advanced for continued consideration until a final decision is made
- Local lead agencies can still identify and recommend a “Locally-Preferred Alternative”

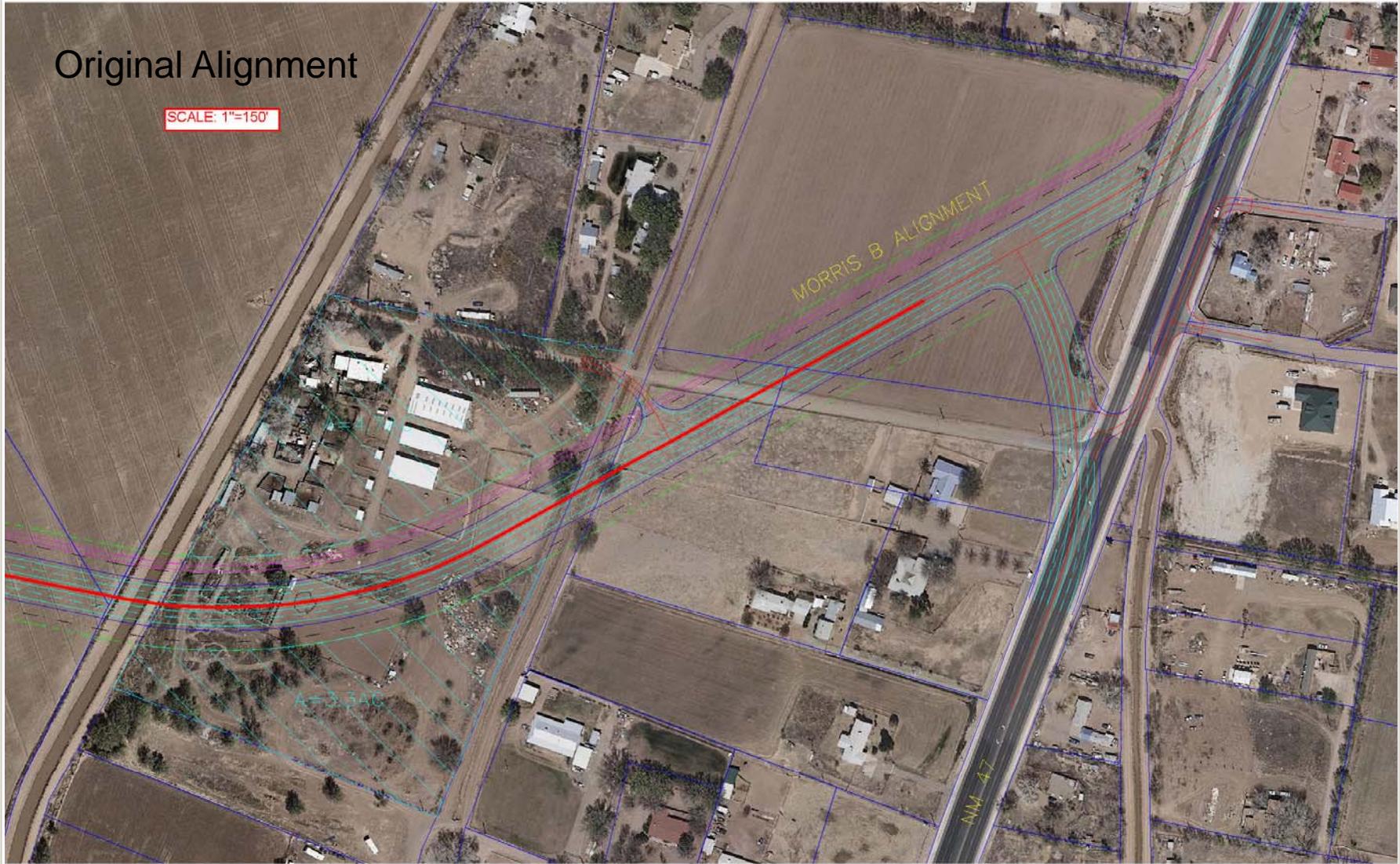
## Refinements made since November 2010

- **Significant shift** made in alignment of Morris Alternative B where it intersects with NM 47
- **Minor refinements** made to Morris Alternative D where it intersects with NM 47
- **Roadway footprints** made significantly **narrower**
- **Bridge concepts** developed and evaluated
- **Drainage concept** developed and evaluated

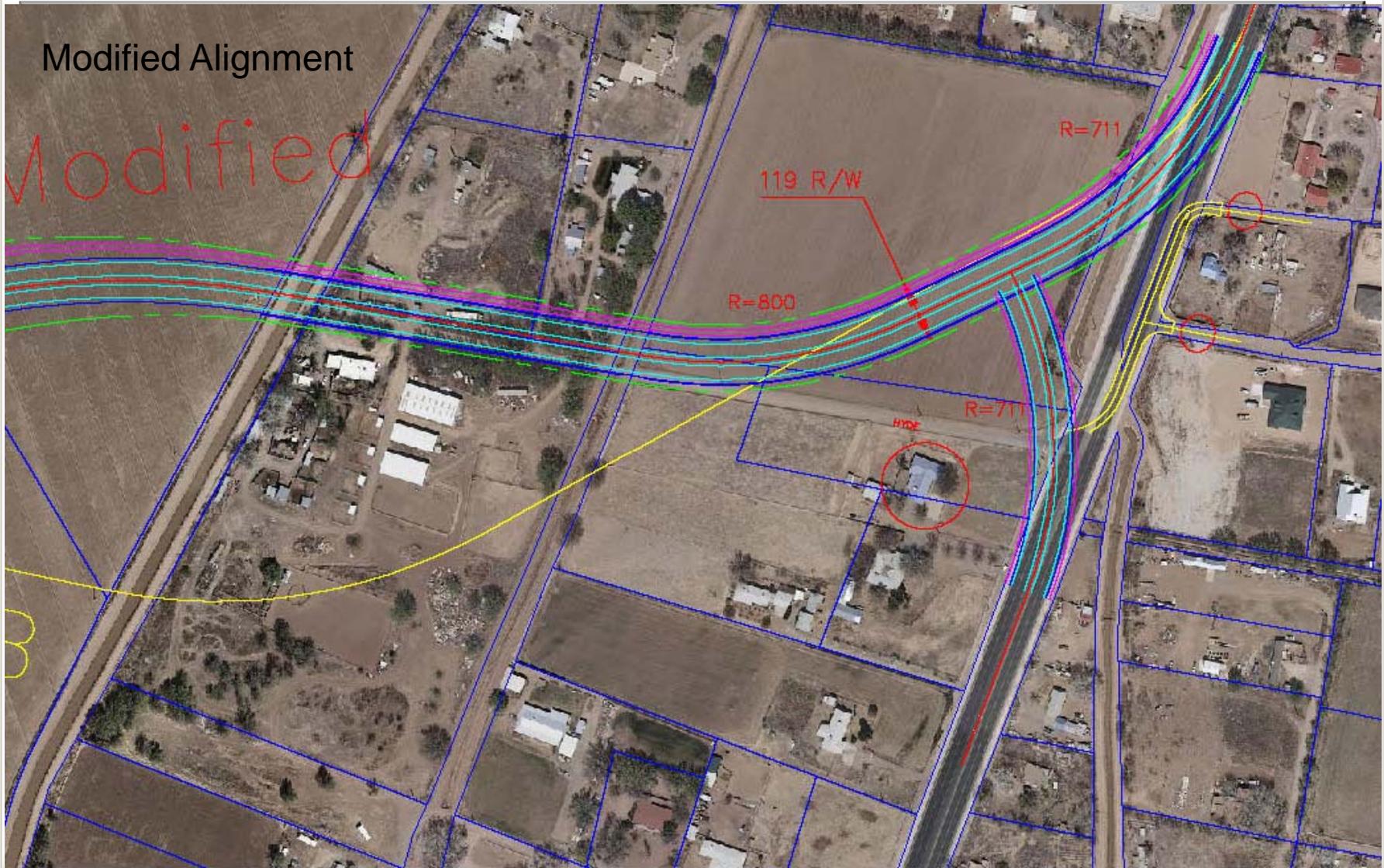
# Changes to Morris Alternative B

Original Alignment

SCALE: 1"=150'



# Changes to Morris Alternative B



# Changes to Roadway Typical Sections



- Roadway cross sections have been narrowed
  - Previous r/w width of 165 ft. has been narrowed to 130 ft. or less (as little as 100 ft. in some areas)
  - Number of lanes proposed has not changed
  - Accomplished by reducing buffer widths and using curbs
    - Wide buffers proposed to separate roadway from adjacent development
    - Wide buffers increase the amount of property acquired

See pdf files for roadway typical sections and alignments

file -- *Typical Sections 1-17-11*

file – *Morris B-D\_ 1-17-11*

file – *Miller A\_ 1-17-11*

file – *Bridge Design Concepts 1-17-11*



# Drainage Design

- Drainage design objective
  - Avoid large drainage ponds
  - Allow infiltration and harvest roadway runoff
  - Minimize nuisance problems (mosquitoes, visual)
- Two concepts developed and evaluated
  - Shallow ponds with minimal depth to surface area ratios
  - Storm water system with outfall to river

See pdf files for roadway drainage options  
file – *Morris Drainage Options 1-14-11*



## Team Recommendations

- **Eliminate** Morris C Alternative from further consideration
- **Advance** Morris B and Morris D Alternatives for continued evaluation
- Status of **Miller A** Alternative will be determined after direction from US Army Corps and FHWA is received
- No-Action Alternative will be advanced