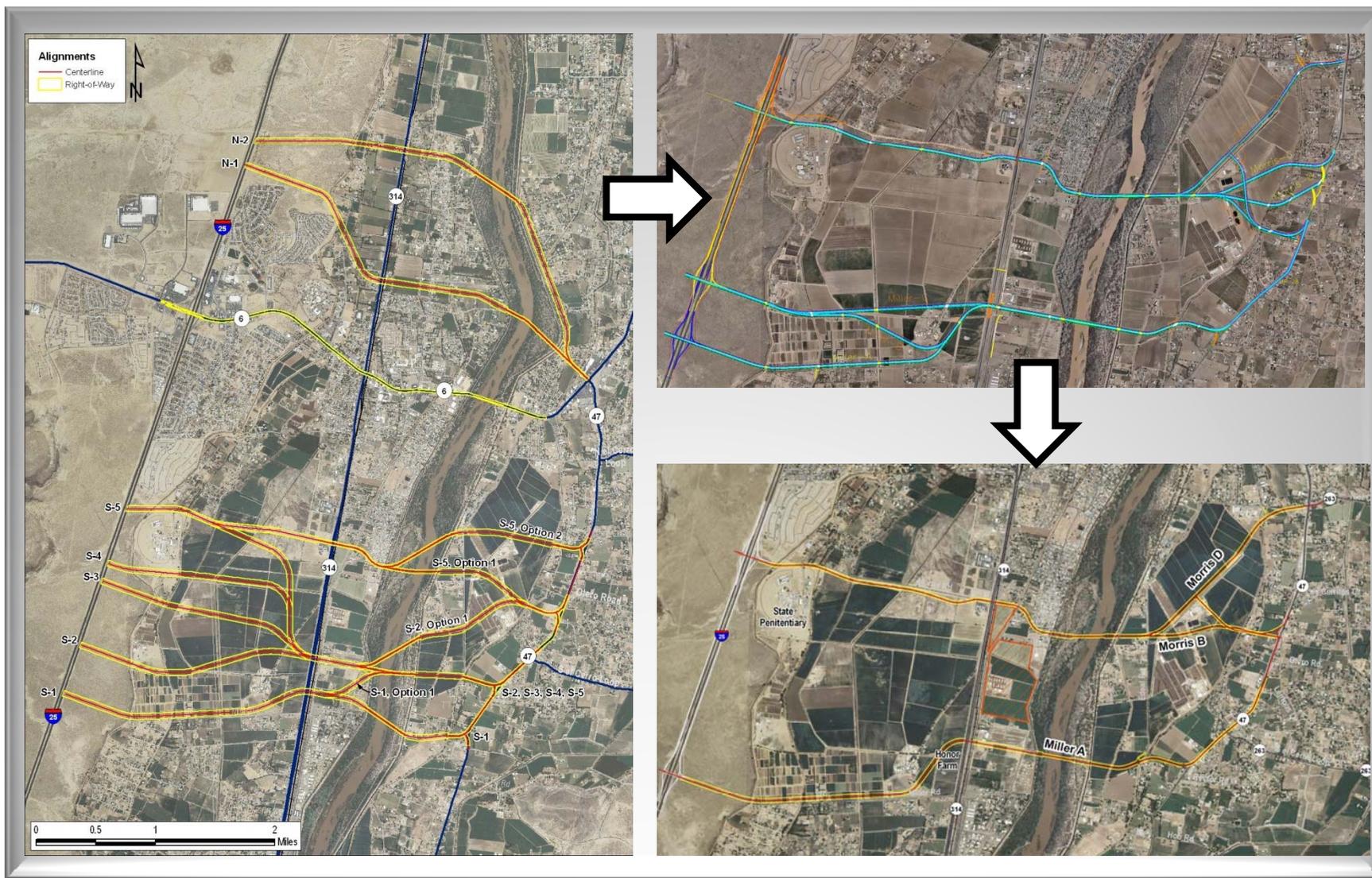


# Los Lunas Corridor Study

Project Status Update  
Citizen Advisory Council  
July 11, 2011

# Study Status



# Study Status

## Remaining Build Alternatives





# Study Status

- LLCS has been slowed to provide **additional coordination** with the US Army Corps of Engineers
  - Army Corps has **jurisdiction over river crossing**
  - Corps and NMDOT have developed a **Memorandum of Understanding (MOA)** to better coordinate highway project development and Section 404 permitting process
  - **Applies to all projects** requiring an individual **404 permit**

# Consultation with US Army Corps

- Army Corps primary interests are with **impacts to the river and bosque**
- New procedures required by the Corps require their **concurrence with**
  - ✓ Project need
  - ✓ Alternatives screening
  - ✓ Recommended alternative
- Obtaining concurrence now **avoids disagreement later** when the permit is requested



# Consultation with US Army Corps

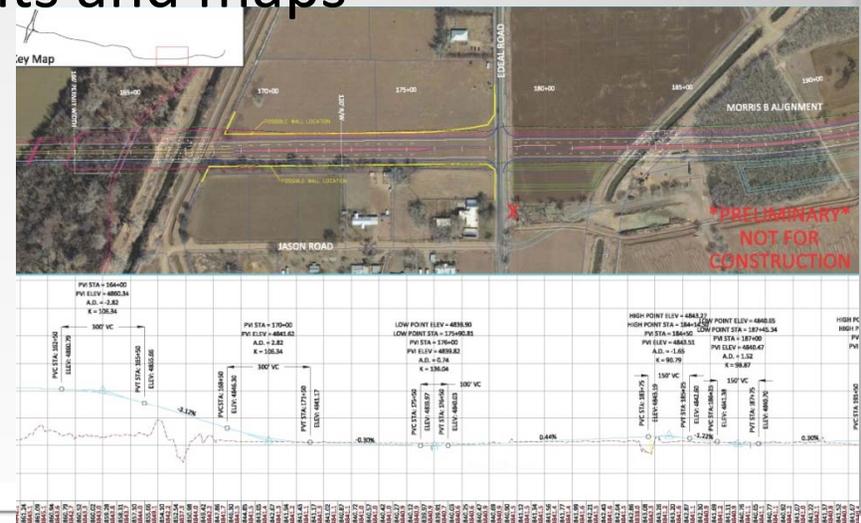
- Corps is required to select the “**Least Environmentally Damaging Practicable Alternative**” (LEDPA)
- Team is sharing information with the Corps to demonstrate that the alternatives under consideration meet LEDPA requirements
- Final **concurrence by** Corps is expected by **late August**.





# Engineering Refinements

- Engineering drawings have been prepared for the two final alignment alternatives and options
- All technical analyses are near complete including
  - Traffic performance
  - Right-of-way requirements and maps
  - Drainage requirements
  - Relocations
  - Cost
  - Impacts



# Traffic Consequences



## NM 6 Daily Traffic Volumes (Year 2035) on NM 6 with Different Build Scenarios

<b>Alternative</b>	<b>West of I-25</b>	<b>I-25 to NM 314</b>	<b>NM 314 to NM 47</b>
Current Condition (2009)	18,600	23,600 to 26,800	24,400 to 27,900
Base Condition	84,200	43,000 to 66,000	40,300 to 43,300
Miller Alternative	49,800	31,900 to 53,000	27,100 to 27,700
Morris B	45,800	29,200 to 45,300	27,300 to 28,000

# Traffic Consequences



Comparison of Daily Traffic Volumes on NM 6 and Alternative Routes with Different Build Scenarios

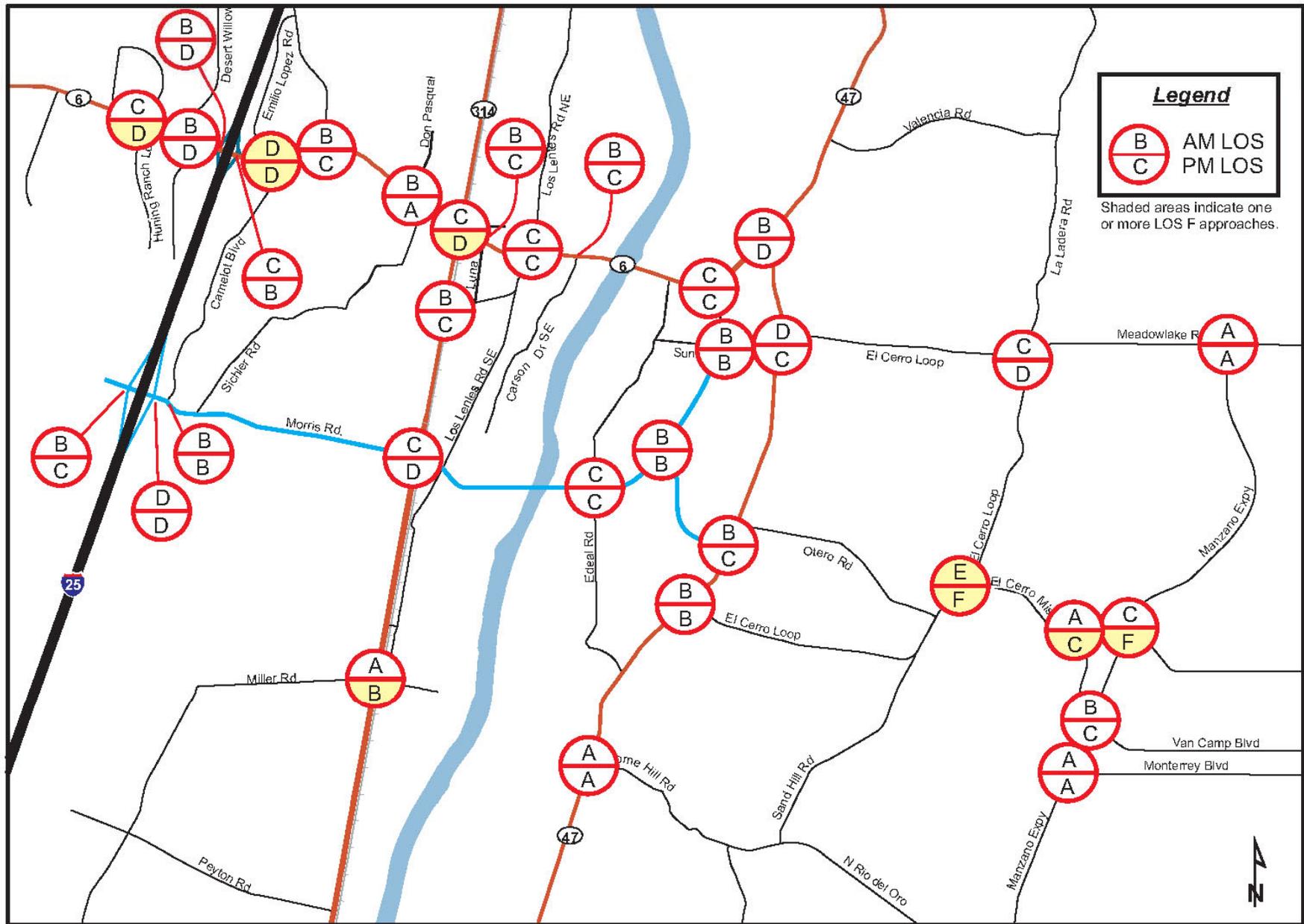
<b>Alternative</b>	<b>West of I-25</b>	<b>I-25 to NM 314</b>	<b>NM 314 to NM 47</b>
NM 6 with Miller Alternative	49,800	31,900 to 53,000	27,100 to 27,700
Miller Alternative	43,300	28,900	28,100 to 28,600
NM 6 with Morris Alternative	45,800	29,200 to 45,300	27,300 to 28,000
Morris Alternative	45,200	30,100	20,700 to 27,700







### Estimated Intersection Levels of Service - Alternative S5-D



# Cost



- Estimated Cost
  - Includes 30% contingency and 8% E&C
  - Does not include r/w and relocations

Alternative	Estimated Cost
Miller A	\$61.3 M
Morris B	\$60.5 M
Morris D	\$66.5 M



# Relocations

- Residences and business acquired
  - Includes 30% contingency and 8% E&C
  - Does not include r/w and relocations

Alternative	Relocations
Miller A	12 residential / 5 institutional / 1 business
Morris B	6 to 7 residential
Morris D	12 residential / 1 business



# Public Involvement

- **Public meeting** tentatively scheduled for **August 17**
  - Los Lunas Transportation Center
  - Open house format
- Meeting will present **findings, conclusions, and recommended alternative**





# Public Involvement

- Final **selection of preferred alternative** will be made following
  - **Public comment** is received and considered
  - **Findings** are received **from the Army Corps**
- **Concurrence of local governing** bodies with the recommended alternative will be requested by resolution



# Final Steps

- Construction funding is not programmed, therefore final action of this phase will be **preservation of right-of-way**
- Right-of-way acquisition will be **limited to select parcels**
  - Parcels potentially **threatened by development**
  - Parcels whose owners are caused a **hardship** by the decision



# Final Steps

- Right-of-way acquisition process...
  - Preparation of right-of-way maps for selected alternative
  - Identification of priority parcels
  - Property appraisals
  - Acquisition
- Acquisition will be led by NMDOT
- Acquired parcels will be owned by the Village



# Final Steps

- Acquisition efforts will be led by NMDOT (MOA executed between NMDOT and MRCOG)
- Acquired parcels will be owned by the Village
- Acquisition will commence this fall