



Los Lunas Corridor Study

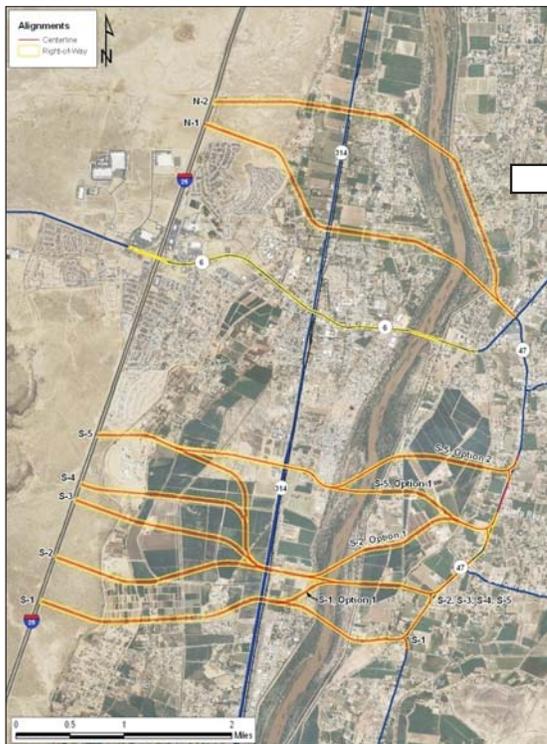
Welcome to the fourth public information meeting for the Los Lunas Corridor Study.

The purpose of today's meeting is to present the findings of the detailed analyses for the three remaining alternatives. Key findings of the analyses are provided in the displays located throughout the meeting room.

Based on the analysis and prior public comment, the MRCOG, Village of Los Lunas, and the Project Team are recommending the Morris B Alternative as the preferred alternative. A final decision on the acceptance of this recommendation will not be made until public comments are received and reviewed and comments are received from the US Army Corps of Engineers and other agency stakeholders.

The Los Lunas Corridor Study has come a long way . . .

The study began with the identification of eight potential build alternatives.



The initial analysis along with public comments and agency coordination resulted in the elimination of several alternatives. The remaining alternatives were refined and analyzed in greater detail.

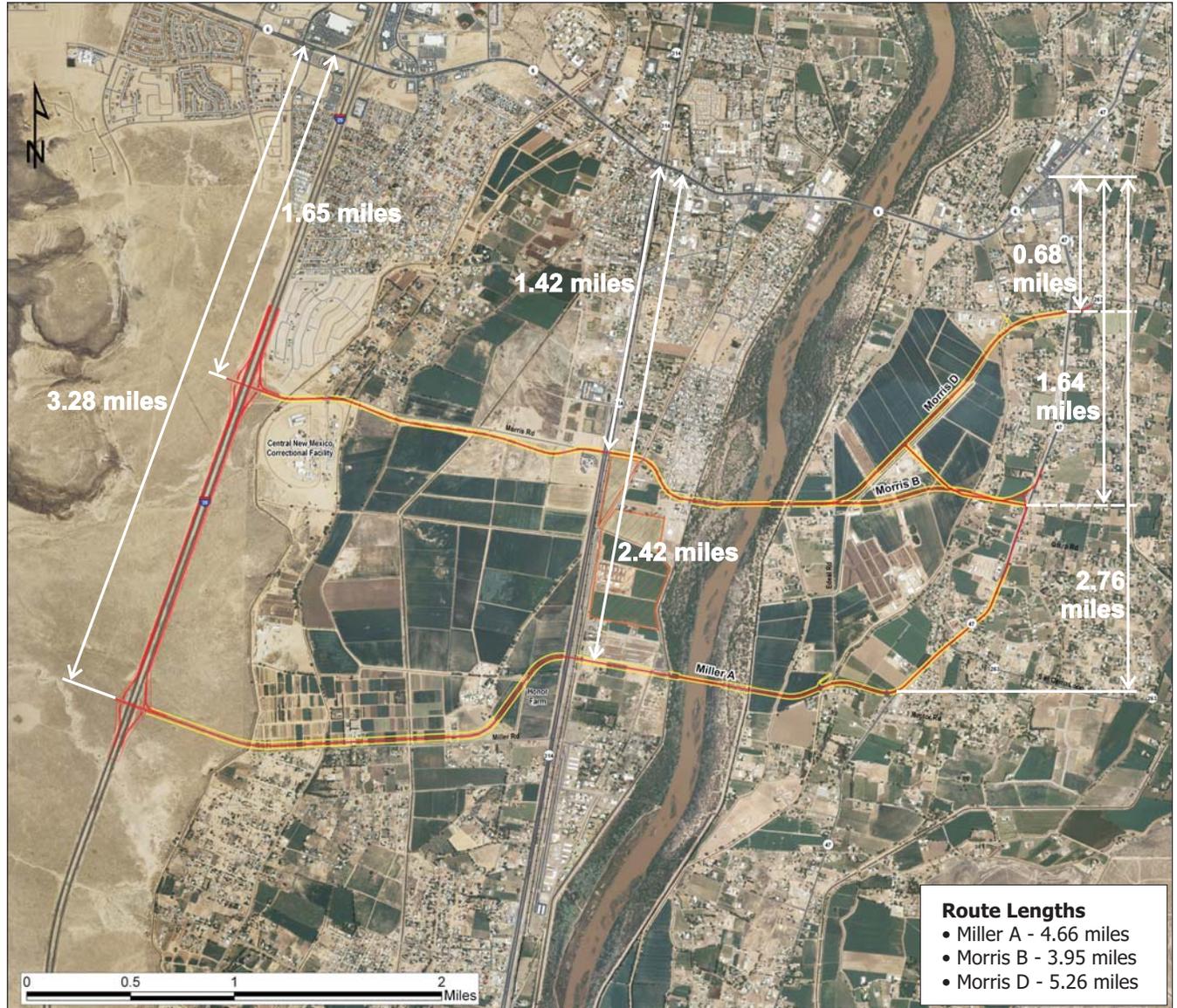


Three alternatives – Morris B, Morris D, and Miller A – have been refined and analyzed further. The results are presented at tonight's meeting.



Los Lunas Corridor Study

What Project Alternatives Were Evaluated in Detail?



Three alternatives were evaluated in detail – the **Miller A Alternative**, **Morris B Alternative**, and the **Morris D Alternative**. All three would include a diamond interchange at I-25 (similar to the NM 6 Interchange) and at-grade intersections at NM 314, the railroad, NM 47, and other local streets.

The **Miller A Alternative** starts at I-25 approximately 3.3 miles south of the I-25/NM 6 Interchange. This alternative would include a new east-west roadway between I-25 and NM 47 and the widening of NM 47 from Otero Road south for approximately 1 mile where the new east-west roadway intersects with NM 47.

Access for this alternative would include:

- An interchange at I-25
- A connection to Miller at its west end
- An access drive to the NMSU Research Facility
- An access drive to the Los Lunas Honor Farm
- An intersection at NM 314
- An at-grade crossing of the railroad
- An intersection at Edeal Road
- An intersection at NM 47

The **Morris B and Morris D Alternatives** start at I-25 approximately 1.65 miles south of the I-25/NM 6 Interchange.

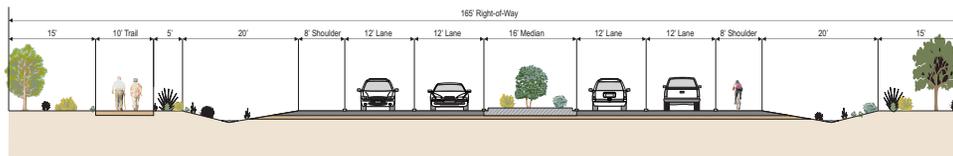
Access for this alternative would include:

- An interchange at I-25
- An intersection at Sichler Road and CNMCF Access Road
- An intersection with Morris Road 0.2 miles west of NM 314
- An intersection at NM 314
- An at-grade crossing of the railroad
- An intersection at Los Lentos Road
- An access driveway to the Los Lunas Water Treatment Plant
- An intersection at Edeal Road
- A future intersection between Edeal Road and NM 47
- An access driveway between La Constancia ditch and Las Cercas ditch
- An intersection at NM 263 (Morris D Alternative only)
- An intersection at NM 47



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Miller A – I-25 to NM 314



**Miller A Roadway Typical Section
West of the Rio Grande**

Right-of-Way Acquisition –
88 acres plus 6.1 acres of other lands

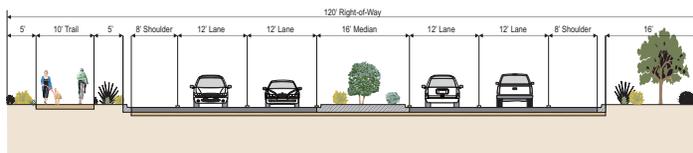
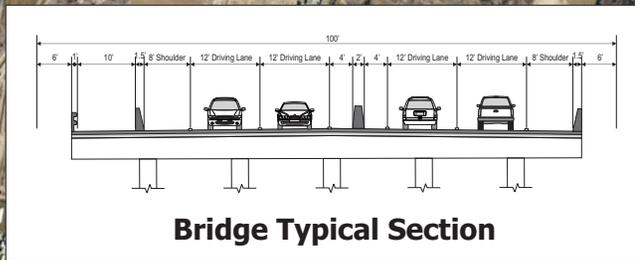
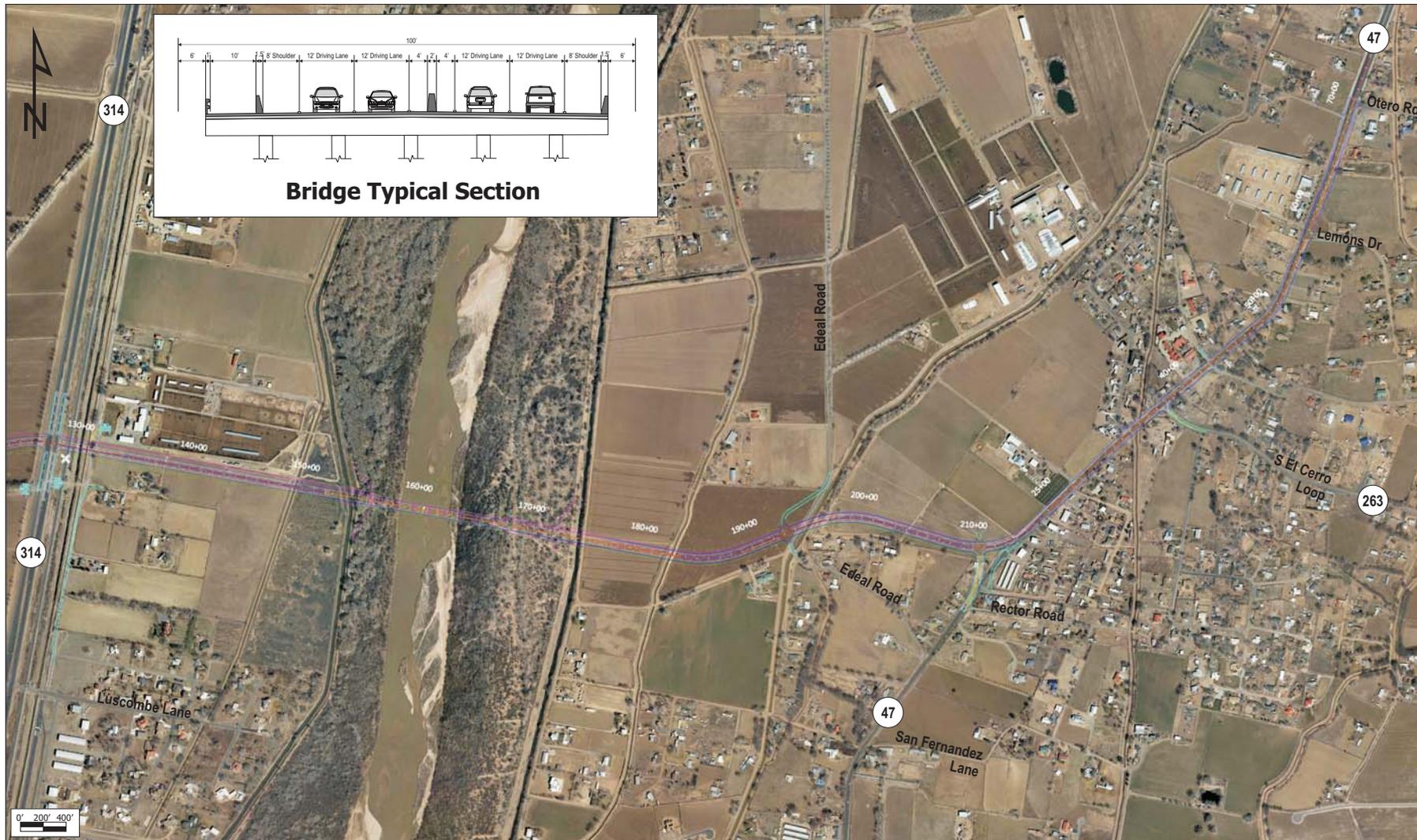
Residential and Other Relocations –
10 residences, 1 business and 5 buildings from NMSU
Agricultural Science Center

Cost –
Approximately \$66,500,000

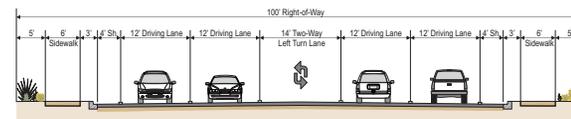


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Miller A – NM 314 to NM 47



**Miller A Roadway Typical Section
East of the Rio Grande**

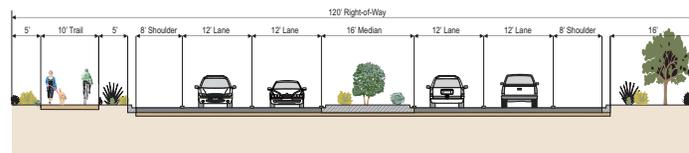


**Miller A Roadway Typical Section
NM 47 Widening**



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Morris B & D
I-25 to Los Lentos Road SE

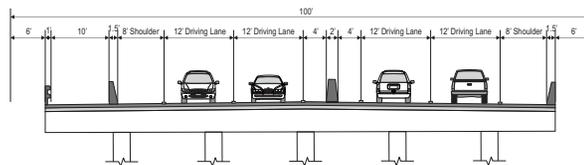


Morris B & D Roadway Typical Section



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Morris B
Los Lentos Road SE to NM 47



Bridge Typical Section

Right-of-Way Acquisition –
91 acres plus 27 acres of remnant parcels

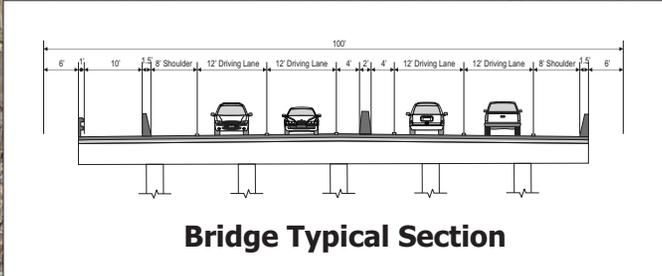
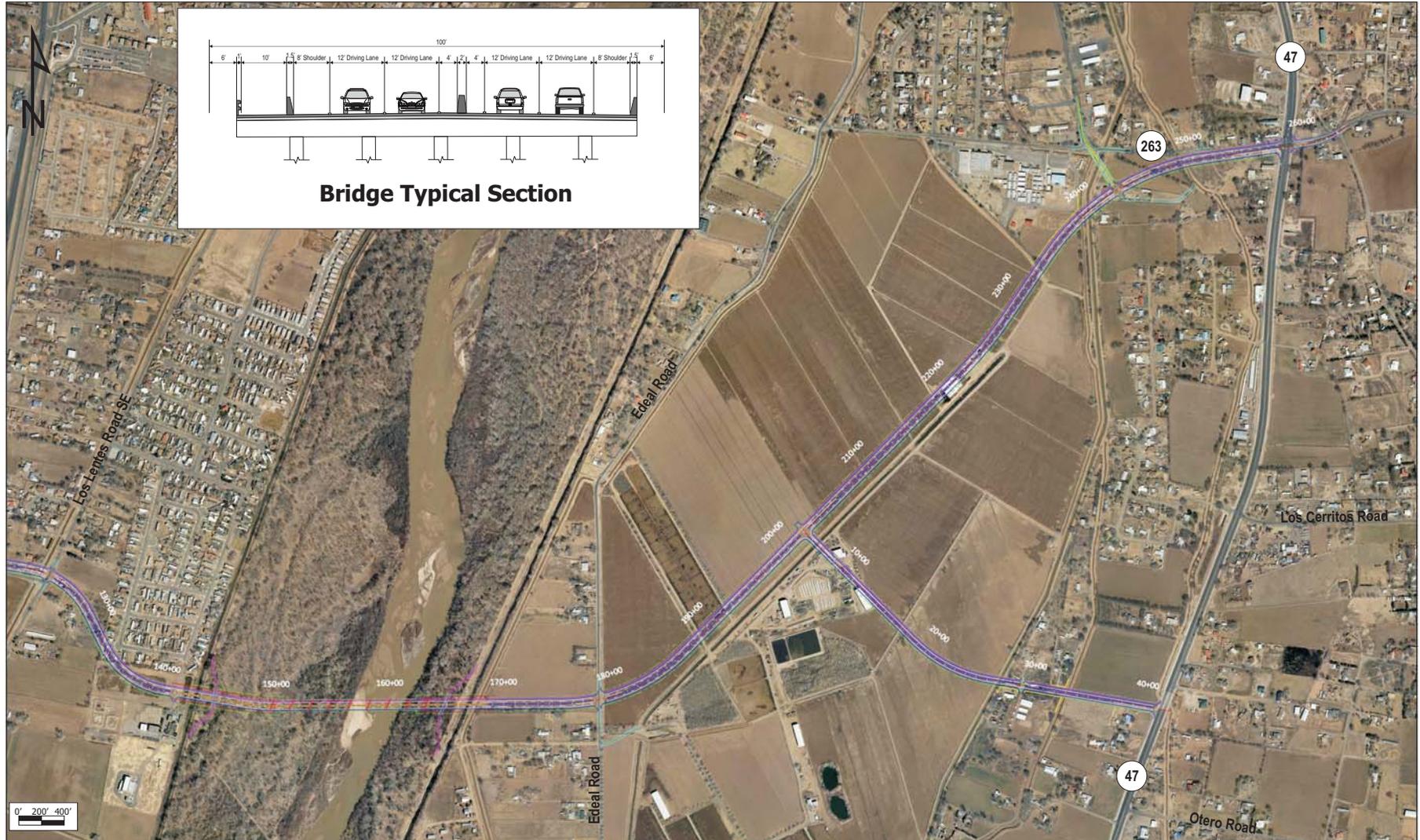
Residential and Other Relocations –
6 residences and 1 business

Cost –
Approximately \$65,000,000



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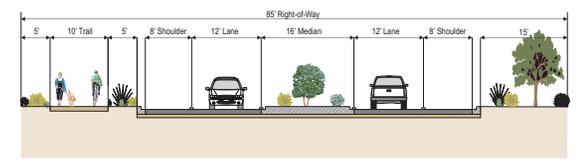
Morris D
Los Lentos Road SE to NM 47



Right-of-Way Acquisition –
115 acres plus 38 acres of remnant parcels

Residential and Other Relocations –
11 residences , 2 businesses, and 2 agricultural buildings

Cost –
Approximately \$72,300,000



Morris D - South Leg Typical Section



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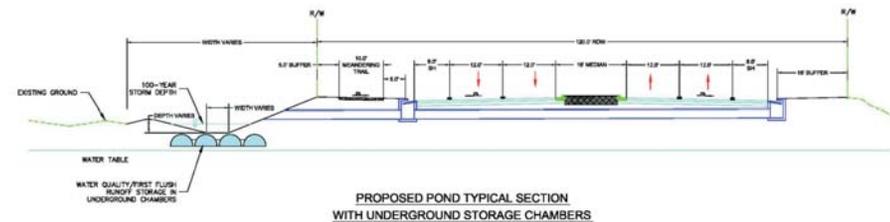
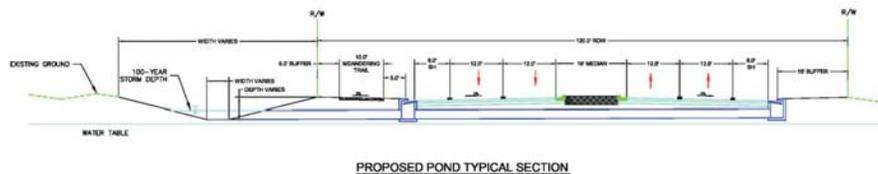
Drainage Design



The drainage design for all alternatives considered several treatments for roadway run-off. The use of a storm sewer system and a system based on drainage ponds were considered. The storm sewer alternative was eliminated due to cost and the complexity of pump stations.

In response to public suggestions, the retention pond design uses linear and shallow retention ponds adjacent to the roadway. This approach will promote water harvesting and infiltration and will reduce standing water to minimize mosquito problems. The pond areas may also help irrigate roadside shrubs and trees. The depth of water in the ponds after storm events will be less than 2 feet for all but the largest of storms.

An option for the pond design is under consideration. This option uses underground infiltration chambers to hold runoff from routine storm events. This approach would eliminate any standing water after typical storms, although water would still pond after major storm events. The feasibility of this option will depend on the depth to the water table in areas where ponds are proposed.





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How will the Project Alternatives Affect Traffic?

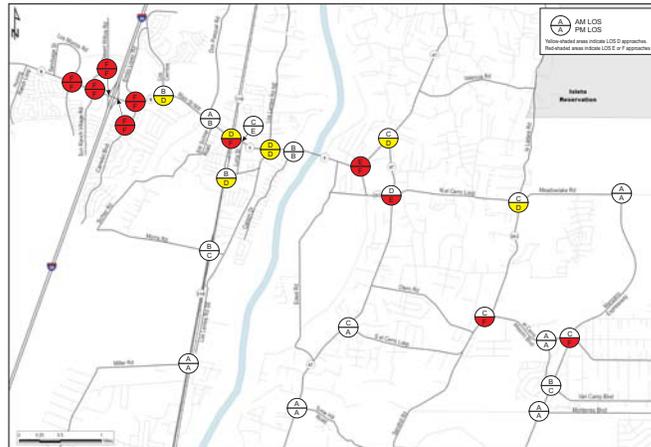
The traffic effects of each alternative were assessed for the overall roadway and at each individual intersection. The analyses were based on traffic flows consistent with the population and job growth projected for the study area within the next 20+ years. The table to the right shows the amount of traffic currently on NM 6 and the amount projected by the year 2035. The traffic volume that would remain on NM 6 with the Miller and Morris Alternatives is also in the table.

Alternative	West of I-25	I-25 to NM 314	NM 314 to NM 47
NM 6 Traffic Volumes Today	18,600	23,600 to 26,800	24,400 to 27,900
NM 6 Traffic Volumes in 2035 with No Build Alternative	84,200	43,000 to 66,000	40,300 to 43,300
NM 6 Volumes if Miller Alternative is Implemented	49,800	31,900 to 53,000	27,100 to 27,700
NM 6 Volumes if Morris Alternative is Implemented	45,800	29,200 to 45,300	27,300 to 28,000

As shown by this table, traffic using NM 6 will increase significantly within the next 20 to 25 years. Congestion on NM 6 will become much worse if no action is taken.

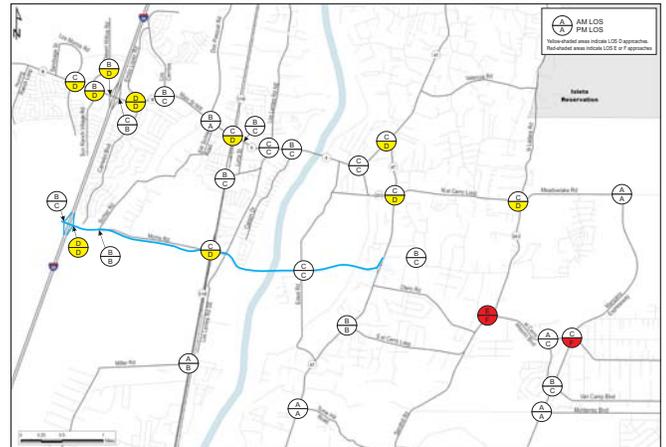
The operations at each intersection were analyzed. The results are summarized in the four figures below. Congestion is represented as "level of service" (LOS). Traffic operations at LOS A, B, and C generally indicate little to no congestion. Congestion becomes noticeable at LOS D. At LOS E and F, congestion is severe and can cause considerable delay to motorists.

2035 Base



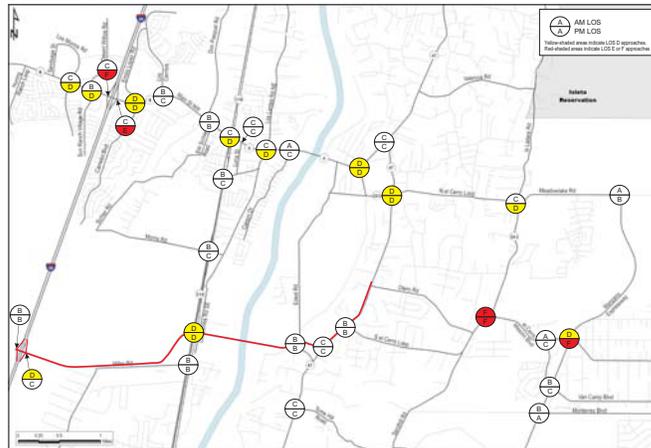
2035 No Build Condition – As shown above, congestion on NM 6 is generally severe at most of the major intersections from Huning Ranch Road east to NM 47. Congestion is also a problem at a few of the unsignalized intersections along El Cerro Mission Boulevard.

Morris B



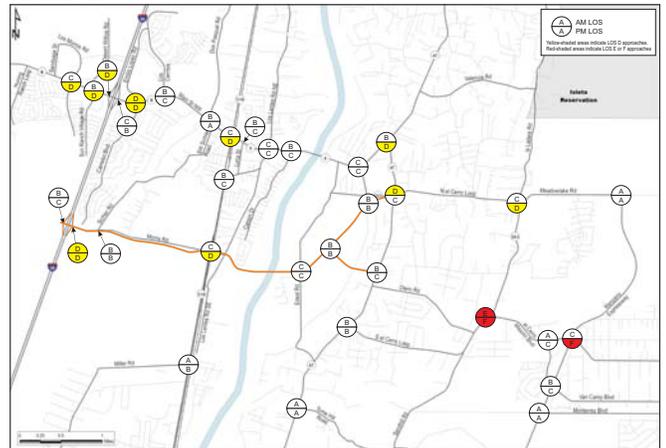
2035 Morris B Alternative – The Morris B Alternative achieves a significant reduction of congestion on NM 6. All of the signalized intersections along NM 6 and the outlying roads operate at LOS D or better. Congestion along El Cerro Mission Boulevard remains congested.

Miller A



2035 Miller A Alternative – This Alternative results in a significant reduction of congestion on NM 6. All of the signalized intersections along NM 6 operate at LOS D or better, except for the intersections of NM 6 at the freeway interchange ramps. These remain congested, due in part to the traffic from the areas between NM 6 and Morris Road still relying on NM 6 to access the freeway and the heavy demand for development in Huning Ranch.

Morris D



2035 Morris D Alternative – Traffic performance with the Morris D Alternative is generally the same as the Morris B Alternative. The congestion along El Cerro Mission Boulevard is slightly worse.





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Environmental Resource Consequences

All of the Build Alternatives will affect environmental resources. Environmental issues include the effects of the alternatives on the river and associated bosque, as well as wetland habitat along the river and ditches. For this phase of the study, the differences between environmental impacts of alternatives were based on the quantity and quality of habitat that would be lost.

Aquatic Habitat – Bridge construction would result in bridge piers being placed within the river channel. The river is habitat for the Rio Grande Silvery Minnow, a federal endangered species, as well as other aquatic species.

The difference in aquatic impacts of the project alternatives is the number of piers that would be placed in the river channel. Piers would be placed at intervals of about 140 to 170 feet, depending on the overall bridge length.

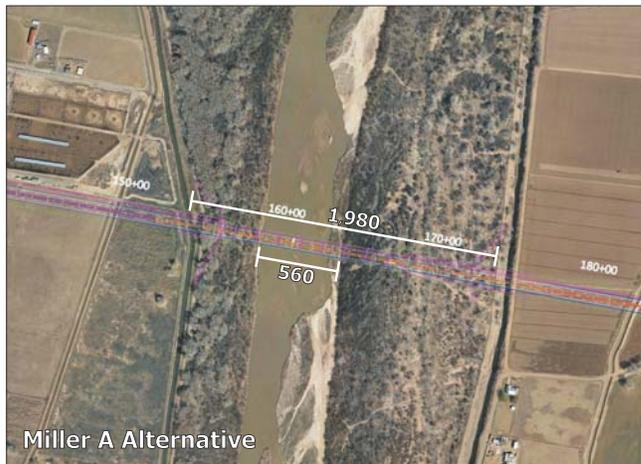
Because the active river channel is wider at the Miller alignment, the Miller A Alternative would place up to five piers in the river. The Morris B and D Alternatives would place three or four piers in the river.



Riparian (Bosque) Habitat – Construction between the river levees would result in the loss of bosque habitat. This habitat is used by wildlife. The Morris B and D Alternatives would remove about 4.2 acres of bosque. The Miller A Alternative would remove about 3.2 acres.

While the Morris Alternative would take more acreage of bosque, the quality of the forest is generally much better along the Miller A Alternative. The area along the west bank of the river consists of an old-growth stratified cottonwood forest with pockets of emergent wetlands. The Morris Alternatives consist of a less dense young cottonwood forest. The habitat on the east side of the river is generally of low quality for both alternatives.

All alternatives have riparian habitat for endangered species, but the habitat along the Miller Alternative is better for Southwestern willow flycatcher, Yellow-billed cuckoo, and Meadow jumping mouse.



Miller A Alternative



Morris B & D Alternatives

Miller Alternative – area west of the river



Morris Alternative – area west of the river





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Farmlands and Cultural Resource Consequences

All of the Build Alternatives will affect farmlands. Impacts to cultural resources (historic properties) vary by alternative. The loss of farmlands would affect the agricultural lifestyle and heritage that is characteristic of the valley. Farmlands also provide habitat for wildlife, especially ducks, geese, cranes, and other migratory birds.

Farmlands

The Miller Alternative affects the greatest amount of farmlands – about 32 acres. The affected lands include research plots at the NMSU Agricultural Science Center, lands farmed by the Central NM Correctional Facility, and two relatively large farms east of the Rio Grande.

The Morris D Alternative would result in the loss of about 27 acres of agricultural land. This amount includes farmlands from the Central NM Correctional Facility, the Edeal Farm, and several smaller fields associated with residential properties.

The Morris B Alternative takes the least amount of farmland – about 20 acres. This alternative affects the same areas as Morris D, but has less impact due to its much shorter length.



Cultural Resources

The alternatives under consideration differ markedly in their potential affect on historic properties.

The Miller A Alternative would directly impact several potentially historic buildings including the NMSU Agricultural Science Center and several homes along NM 47. This alternative would also indirectly impact the Honor Farm due to this route's close proximity to the main compound. The Honor Farm is a potentially historic site.

Morris B does not directly affect any sites with potential historic eligibility.

Morris D would affect several potentially historic buildings near the intersection of NM 47 and NM 263.





Los Lunas Corridor Study

Recommendations and Next Steps

Project Team Recommendations

The Los Lunas Corridor Study Project Team recommends the **Morris B Alternative** be selected as the preferred alternative. This recommendation is based on the following findings:

- It achieves the intended congestion relief for NM 6
- Most efficient access to existing and planned growth areas
- Least impact to farmlands and the agricultural lifestyle of the project area
- Least impact to the security and operations of the Central New Mexico Correctional Facility
- Lowest number of residential and business relocations
- Lowest cost of implementation
- Does not impact historic properties and buildings and avoids intrusion into older communities south of Miller Road and Edeal Road



Next Steps

The recommendation of the Morris B Alternative will require concurrence from the US Army Corps of Engineers. NMDOT is engaged in a multi-step consultation with the Corps of Engineers to determine the least environmentally damaging practicable alternative. Throughout the consultation NMDOT, MRCOG, and Village of Los Lunas have continued the alternatives analysis and, based on the issues listed above, intend to request concurrence from the Corps of Engineers that the Morris B Alternative is the least environmentally damaging practicable alternative.

Concurrence is also needed from the New Mexico General Services Department and the Central New Mexico Correctional Facility to ensure that the recommended alternative does not harm the security of the CNMCF.

Final selection of the preferred alternative will be made by the NMDOT, MRCOG, Village of Los Lunas, and local elected officials after reviewing and considering comments from stakeholder agencies and the public. Comments on the findings and recommendations presented at tonight's meeting will be accepted until September 9, 2011. All comments received will be compiled and summarized for consideration before a final decision is made.

Once an alternative is selected, the MRCOG and Village of Los Lunas will begin actions to preserve the corridor for future implementation. These actions will include the acquisition of some properties to protect them from development and to prevent hardship to land owners. Construction will begin once construction funds are acquired.

Thank you for your participation and input.



Los Lunas Corridor Study

Proposed Right-of-Way Acquisition



Miller A Alternative



88 acres of right-of-way; 6.1 acres remnant parcels; 10 residences; 1 business; 5 other buildings

Morris B Alternative



91 acres of right-of-way; 27 acres remnant parcels; 6 residences; 1 business

Morris D Alternative



115 acres of right-of-way; 38 acres remnant parcels; 11 residences; 2 businesses; 2 other buildings