I. EXECUTIVE SUMMARY

NM 599 serves as a North/South by-pass for vehicles traveling through Santa Fe and a WIPP route for low level nuclear waste traveling to the Waste Isolation Pilot Project near Carlsbad. As a high-speed limited access bypass through Santa Fe NM 599 provides local Santa Fe traffic an additional North South travel corridor and alleviates traffic congestion along Cerrillos Road and St. Francis Drive.

NM 599 was designed as a controlled access facility with interchanges at all access points. Currently, it is a limited access facility with 12 allowable access points. There are five interim at-grade intersections along the corridor where right-of-way has been preserved for future interchanges. Two additional access points at Jaguar Road and Caja del Rio have not been constructed. Changes in regional traffic demand and issues related to the alignments of the intersections of other roads with NM 599 have necessitated the need for reanalysis of the corridor.

This study has been coordinated with two concurrent studies sponsored by the New Mexico Department of Transportation: the Interstate 25 Corridor Study (from NM 550 to Old Pecos Trail) and the St. Francis Drive Corridor Study (from I-25 to NM 599). Each of these facilities provides different levels of transportation service and addresses different needs, but the three corridors also accommodate similar and overlapping travel demands. St. Francis Drive and NM 599 both serve north-south through travel. St. Francis provides greater accessibility to property, while NM 599 provides higher mobility. The Interstate 25 corridor provides interstate access to NM 599 and St Francis Drive, but has the potential to interconnect with other major streets, which could influence the operation of both NM 599 and St. Francis Drive. The executive summaries of the I-25 Corridor Study and the St. Francis Drive Corridor Study can be found in Appendix A.

Purpose and Need

The crash rates on NM 599 for the period from 2003 through 2007 were below the statewide average; however, the crashes have a high severity at the unsignalized intersections with most of the crashes having injuries. Fatal crashes within the five year period were all single car crashes mostly occurring at horizontal curves. The fatality rate in 2006 was much higher than the statewide rate because there were four fatalities in one crash. The lack of gaps in NM 599 traffic during the peak hours causes drivers to take risks to cross or access NM 599 which leads to a public concern about safety at the existing intersections.

NM 599 is used for local circulation in the area; however, the unsignalized intersections have failing levels of service during the peak hours. The NM 599 frontage roads are discontinuous along the corridor causing traffic to back track in order to reach their destinations. In addition, the local area roadway network is lacking in links between NM 599 and central Santa Fe which is a problem that must be addressed by local government.

This area of Santa Fe has many approved and proposed plans for the development of both housing and business. This economic development is important to Santa Fe to provide the opportunity for Santa Fe's population to live and work in the community. Improved access to NM 599 would support this development by improving the flow of traffic onto and across NM599 from the local area.

Access at the unsignalized intersections, CR 62, CR 70 Connection (Via Veteranos) and Camino de los Montoyas, is very poor with the level of service on the cross streets failing during the peak hours. Improved access to or across NM 599 is needed for local multimodal transportation on the north side of Santa Fe including vehicles, future transit, pedestrians and bicycles.

NM 599 must continue to function as a relief route for the City of Santa Fe and as an alternative for hazardous waste transport from Los Alamos around the populated areas of Santa Fe. Improved access to or across NM 599 is needed for the all modes of travel as the area continues to develop. There is public perception that improvements are needed to address safety concerns, particularly at existing at-grade intersections.

The purpose of the study is to develop a prioritization plan for public funding that addresses the access issues and supports economic development, regional transportation and long range planning goals.

Detailed Evaluation of Alternatives

Viable alternatives for improvement were developed at all of the access points in between Interstate 25 and US 84/285. The Interstate 25 Interchange was analyzed as part of the I-25 Corridor Study. The US 84/285 Interchange was analyzed as part of the St. Francis Corridor Study.

1. **No Build –** The No Build Alternative would mean not making any physical changes to NM 599. No right-of-way would be required and no costs would be associated with this alternative. The No Build does not meet the project need of providing improved access to or across NM 599 for the all modes of travel as the area continues to develop. In addition, the No Build does not continue the development of an access controlled facility by removing at-grade intersections as was originally planned.
2. **Interstate 25 –** The I-25 Corridor Study recommends that the entrance and exit ramps be improved to improve the merge and diverge areas of the ramps and I-25 mainlines. Auxiliary lanes are recommended on I-25 between the interchanges. Acceleration and deceleration lanes are recommended on NM 599 for the southbound ramps.
3. **I-25 N. Frontage Road -** This alternative is shown in Figure 3, on page 23. Through traffic on the I-25 N. Frontage Road would use an overpass to cross NM 599. The existing intersection would be converted to a right-in, right-out so that frontage road traffic could access NM 599. The preferred alternative at the I-25 Frontage Road Intersection with NM 599 is to install an overpass. The overpass would improve the safety at the existing intersection and meet the purpose and need of eventually making NM 599 an access controlled facility. It is recommended that the I-25 Frontage Road Overpass be prioritized with the other alternatives.

4. **Jaguar Road –** The preferred alternative at the Jaguar location is to construct an interchange as shown in Figure 5 on page 29. The interchange meets the purpose and need of eventually making NM 599 an access controlled facility, it improves safety at the Airport Road Intersection, and it would provide improved access to Tierra Contenta, the Santa Fe Airport and undeveloped areas east and west of NM 599. It is recommended that the Jaguar Interchange be prioritized with the other alternatives.
5. **The W. Frontage Road from I-25 to Jaguar Road**, shown in Figures 7 and 8, on pages 35 and 40, would improve access to undeveloped lands west of NM 599. However, the owner of the land has plans to develop a north-south circulation road further away from NM 599 which would serve the same purpose. It is recommended that the alternative be eliminated.
6. **The E. Frontage Road from I-25 to Jaguar** shown in Figures 7 and 8, on pages 35 and 40, meets the purpose and need of improving circulation around NM 599. It would provide improved access to undeveloped areas east of NM 599. It is recommended that the frontage road be prioritized with the other alternatives.
7. **The W. Frontage Road from Jaguar Road to Airport** shown in Figure 9 on page 45 would improve access to undeveloped lands west of NM 599. However, the land is already master planned with an access road further to the west. This access road would provide better access given the grades of the proposed frontage road. It is recommended that the alternative be eliminated.
8. **The E. Frontage Road from Jaguar Road to Airport** shown in Figure 9 on page 45 would improve access to Tierra Contenta and undeveloped lands east of NM 599. Tierra Contenta is already master planned with an access road further to the west. The Tierra Contenta access road provides access to the remaining undeveloped land in the area. The Tierra Contenta Corporation has asked that the alternative be eliminated since it requires right-of-way from their property that is already platted for commercial and community development. It is recommended that the alternative be eliminated.
9. **Airport Road** - The preferred alternative at the Airport Intersection is to construct an interchange as shown in Figure 10 on page54. The interchange meets the purpose and need of eventually making NM 599 an access controlled facility, and it improves safety at the Airport Road Intersection. It is recommended that the Airport Interchange be prioritized with the other alternatives.
10. **Extension of Frontage Road across Santa Fe River** - The extension of the frontage road across the Santa Fe River as shown in Figure 12 on page 59 meets the purpose and need of improving circulation in the area of NM 599. This alternative would take traffic off of the existing CR 62 intersection which would improve the safety at that location. In addition it improves the traffic flow from the Caja del Rio intersection with the NM 599 frontage road that currently has to go out of direction by approximately three miles in order to go southbound. It is recommended that the alternative be prioritized with the other alternatives.

11. **Caja del Rio** - The preferred alternative for the Caja del Rio Location is to construct an interchange as shown in Figure 13 on page 65. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. This alternative would take traffic off of the existing CR 62 intersection which would improve the safety at that location. In addition it improves the traffic flow from the Caja del Rio intersection with the NM 599 frontage road that currently has to go out of direction by approximately three miles in order to go southbound. The estimated construction cost for the interchange is approximately the same as the cost for the south frontage road but it provides improved access both north and south. The frontage road only provides access to the south side of NM 599. It is recommended that the alternative be prioritized with the other alternatives.
12. **County Road 62** - The preferred alternative for the CR 62 Intersection is to construct an interchange as shown in Figure 15 on page 74. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. It would improve the safety at the existing intersection which has a high injury rate. It would also improve the existing level of service which is failing. It is recommended that the alternative be prioritized with the other alternatives. In the interim before funding is available for an interchange the NMDOT is considering other options such as a signal or flashers.
13. **County Road 70 Connection (Via Veteranos)** - The preferred alternative for the CR 70 Connection (Via Veteranos) Intersection is to construct an interchange as shown in Figure 16. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. It would improve the safety at the existing intersection which has a high injury rate. It would also improve the existing level of service which is failing. It is recommended that the alternative be prioritized with the other alternatives. In the interim before funding is available for an interchange the NMDOT is considering other options such as a signal or flashers.
14. **Ephriam Road** - The preferred alternative for the Ephriam Intersection is to construct an interchange as shown in Figure 17 on page 83. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. The frontage road alternative is the least expensive alternative; however, the interchange alternative provides access to the existing private land on the north side of NM 599 and to City of Santa Fe owned land on the south side of NM 599. It is recommended that the alternative be prioritized with the other alternatives.
15. **Camino de los Montoyas** - The preferred alternative for the Camino de los Montoyas Intersection is to construct an interchange with a frontage road to provide access on the south side as shown in Figure 20 on page 96. An interchange meets the purpose and need of eventually making NM 599 and access controlled facility. The frontage road alternative is less expensive than the overpass alternative. The interchange also provides better access to the area than the alternative to use the overpass with a frontage road back to the Ephriam Interchange. It is recommended that the alternative be prioritized with the other alternatives.

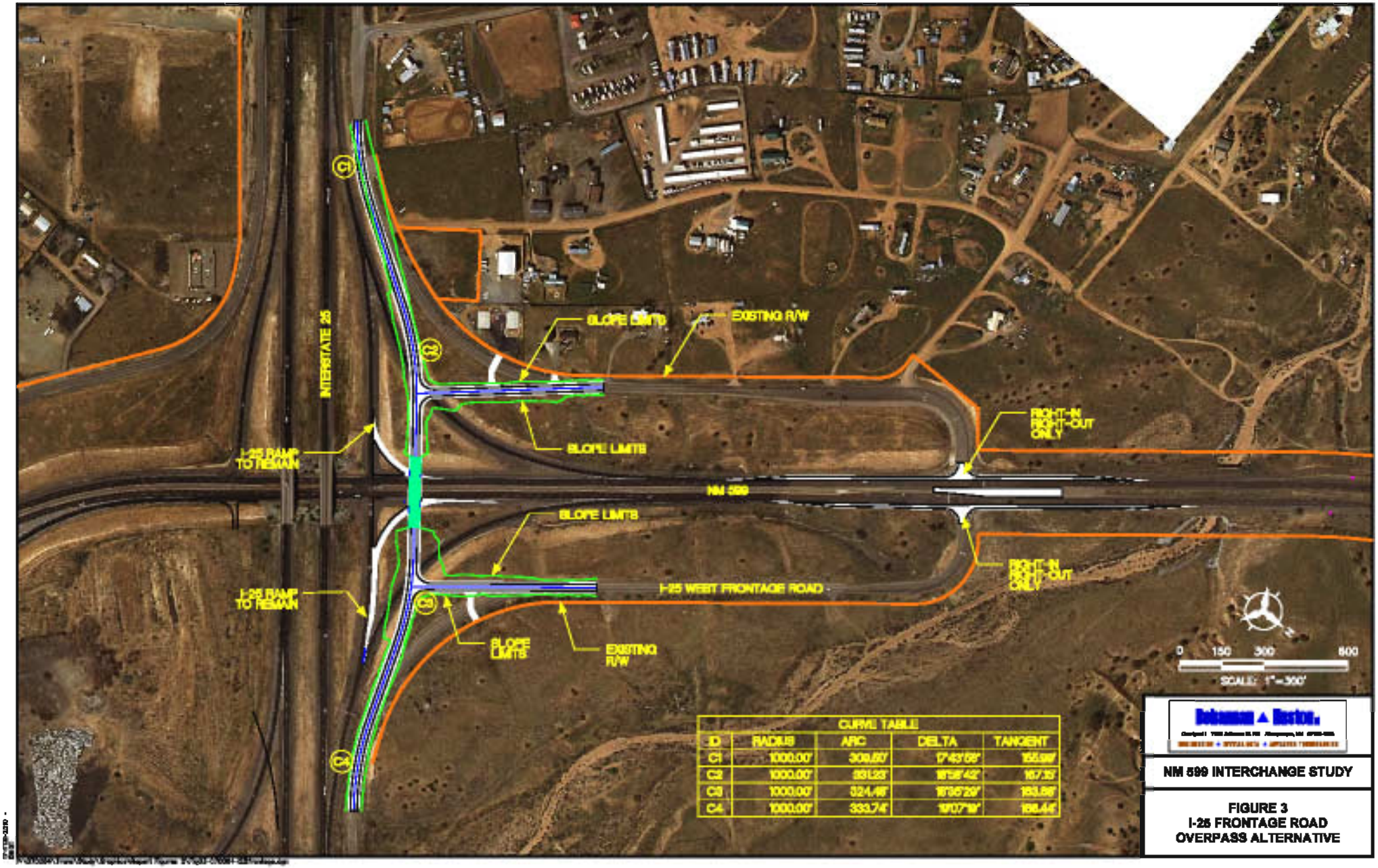
16. **The W. Frontage Road from Camino de los Montoyas to Ridgetop** shown in Figures 23 and 24 would meet the purpose and need of providing improved circulation in the NM 599 corridor. However, the undeveloped area is mainly City of Santa Fe open space. The city does not have a need for improved access. There is a private development parcel on the northwest corner of the Ridgetop Road Interchange. The developer of that parcel has plans to access Ridgetop Road. For these reasons it is recommended that the alternative be eliminated.
17. **The E. Frontage Road from Camino de los Montoyas to Ridgetop Road** shown in Figures 23 and 24 would provide improved circulation in the NM 599 corridor. However, the existing development plan for the Northwest Quadrant is approved without access at Camino de los Montoyas. There is no way to provide a frontage road in this area without providing a connection from Camino de los Montoyas to the Northwest Quadrant development which is currently not allowed by the approved development plan. In addition, the Northwest Quadrant Development has a circulation road in the plan further away from NM 599 that serves the same purpose. For these reasons, it is recommended that the frontage road alternative be eliminated.
18. **US 84/285 Interchange –** The St. Francis Corridor study recommends that an auxiliary lane be added between the eastbound NM 599 ramp and southbound US 84/285. The lanes would be restriped lanes so that the outside southbound lane drops at the Guadalupe interchange. This is to improve merge operations from NM 599 onto US 84/285.

Project Priority Plan

The NM 599 projects in order of priority for public funding are shown in Table 1. Projects were prioritized based on their ability to satisfy the purpose and need, public input, and cost. The total cost of all projects is $85,625,000.

Table 1 – NM 599 Priority for Public Funding		
Location	**Priority**	**Total Cost**
CR 62 Interchange	1	$6,500,000
CR 70 Connection Interchange	2	$8,000,000
Airport Road Interchange	3	$11,000,000
I-25 Frontage Road Overpass	4	$6,000,000
Extend NM 599 Frontage Road across SF River	5	$4,300,000
Caja del Rio Interchange	6	$12,650,000
Ephriam Rd Interchange	6	$8,000,000
Camino de los Montoyas Interchange w/ Frt Rd	8	$11,050,000
Jaguar Rd Interchange	8	$8,000,000
NM 599 E. Frt Rd to I-25	10	$10,125,000
Total Cost		$85,625,000

If private funding becomes available then any of these projects could be constructed. The projects with the least priority do not require an interchange or frontage road unless necessitated by development in which case they should be privately funded.



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	1000.00'	309.60'	17°43'59"	155.59'
C2	1000.00'	331.23'	18°58'42"	167.33'
C3	1000.00'	324.48'	18°35'29"	163.66'
C4	1000.00'	333.74'	19°07'16"	168.44'

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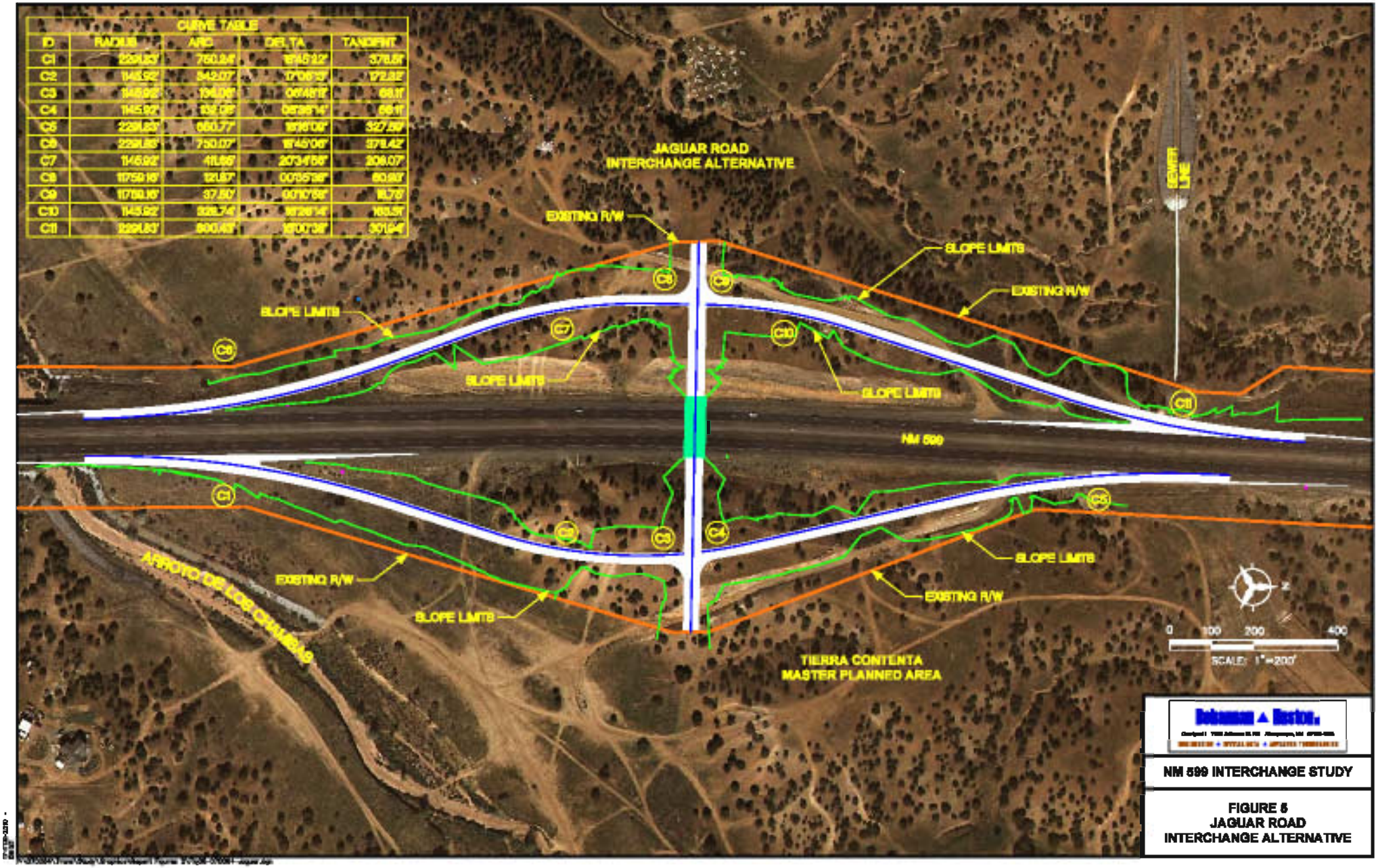
NM 599 INTERCHANGE STUDY

FIGURE 3
I-25 FRONTAGE ROAD
OVERPASS ALTERNATIVE



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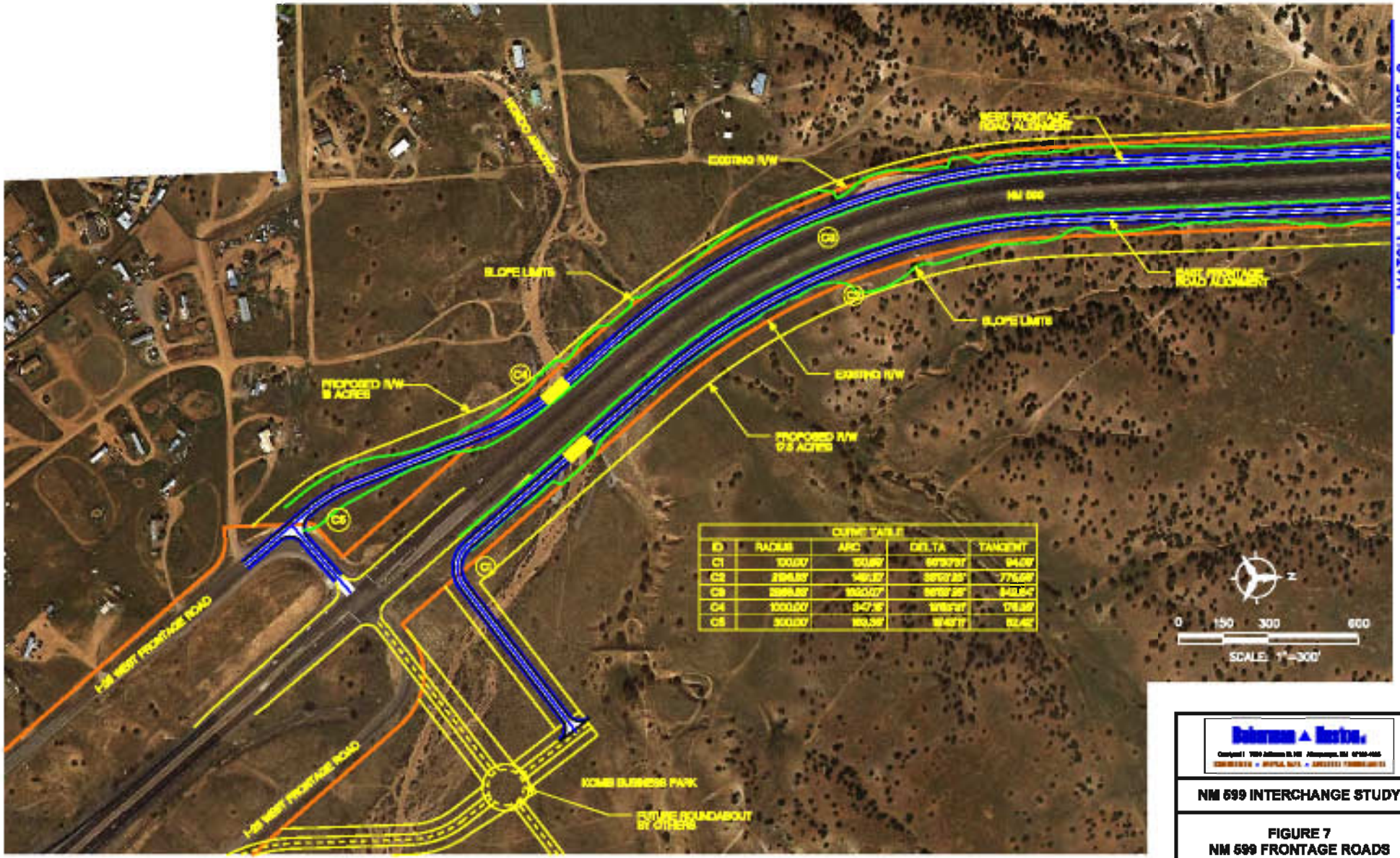
NM 599 INTERCHANGE STUDY

FIGURE 5
JAGUAR ROAD
INTERCHANGE ALTERNATIVE



Dekker ▲ Perich ▲ Sabatini

NM 599 INTERCHANGE STUDY

FIGURE 7
NM 599 FRONTAGE ROADS
I-25 TO JAGUAR ROAD

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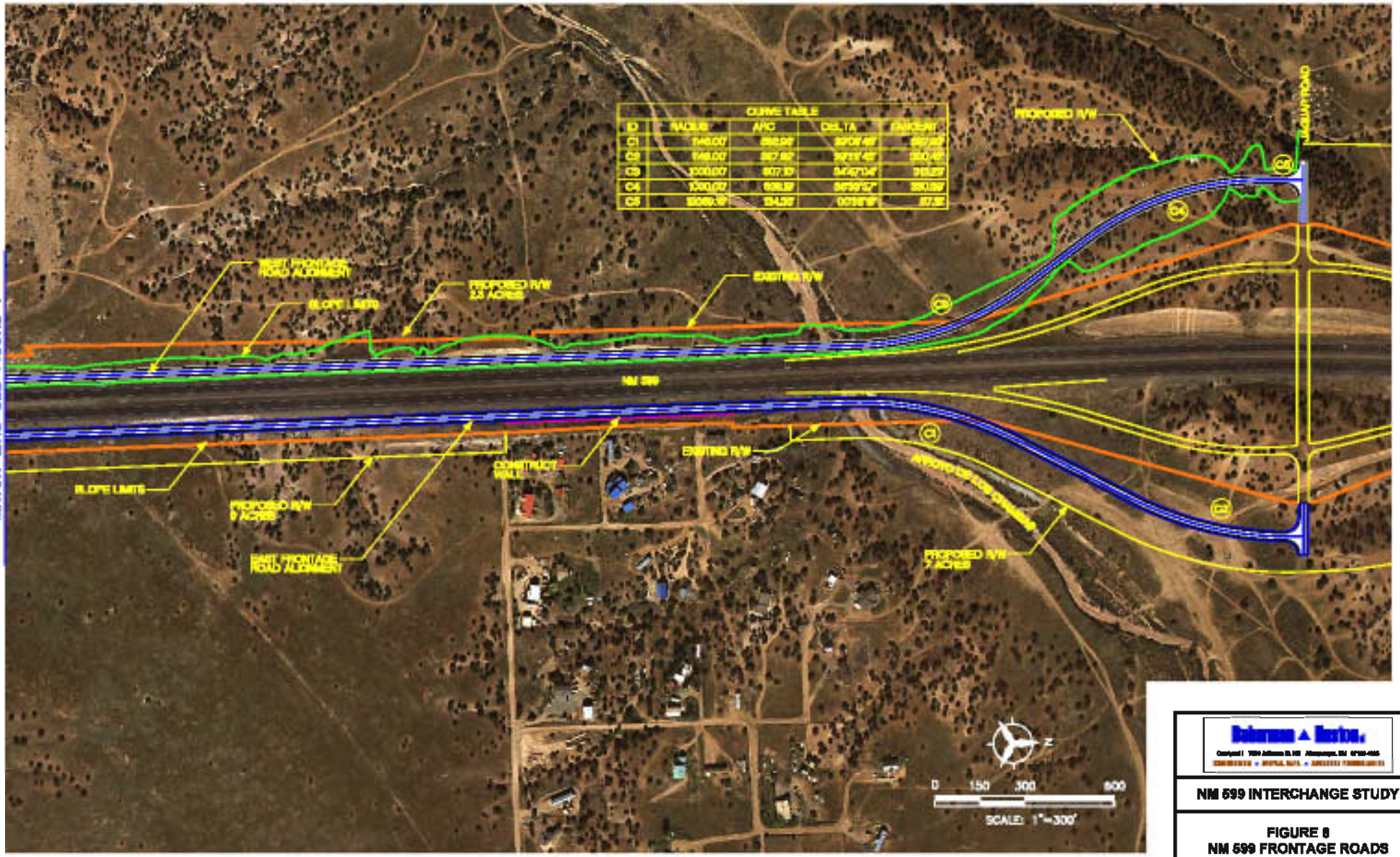
P:\070084\Trans\Study\Graphics\Report Figures P\Fig07-070084-I25 to Jaguar Frt rd.dgn



Dekker ▲ Perich.

NM 599 INTERCHANGE STUDY

FIGURE 8
NM 599 FRONTAGE ROADS
I-25 TO JAGUAR ROAD

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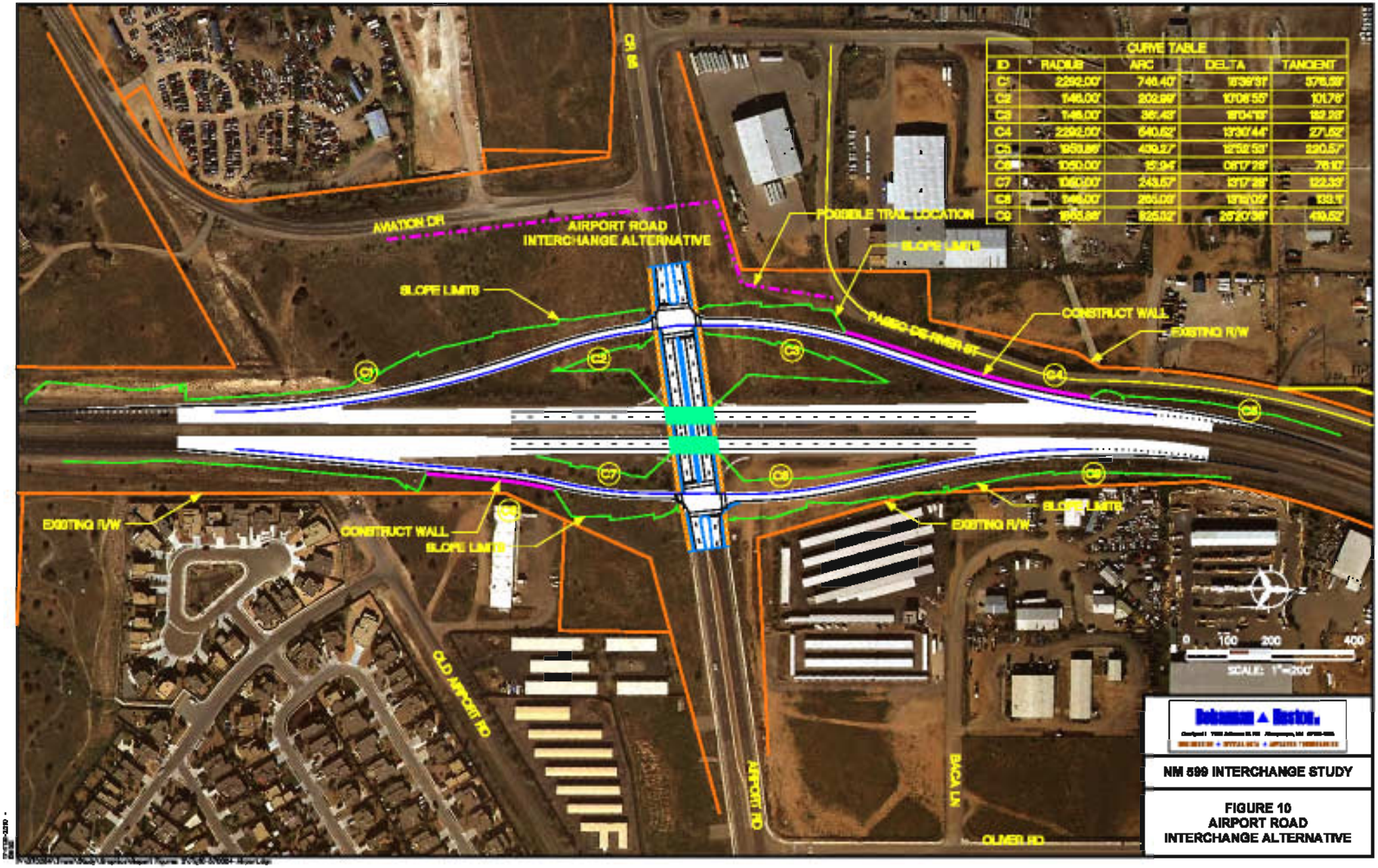
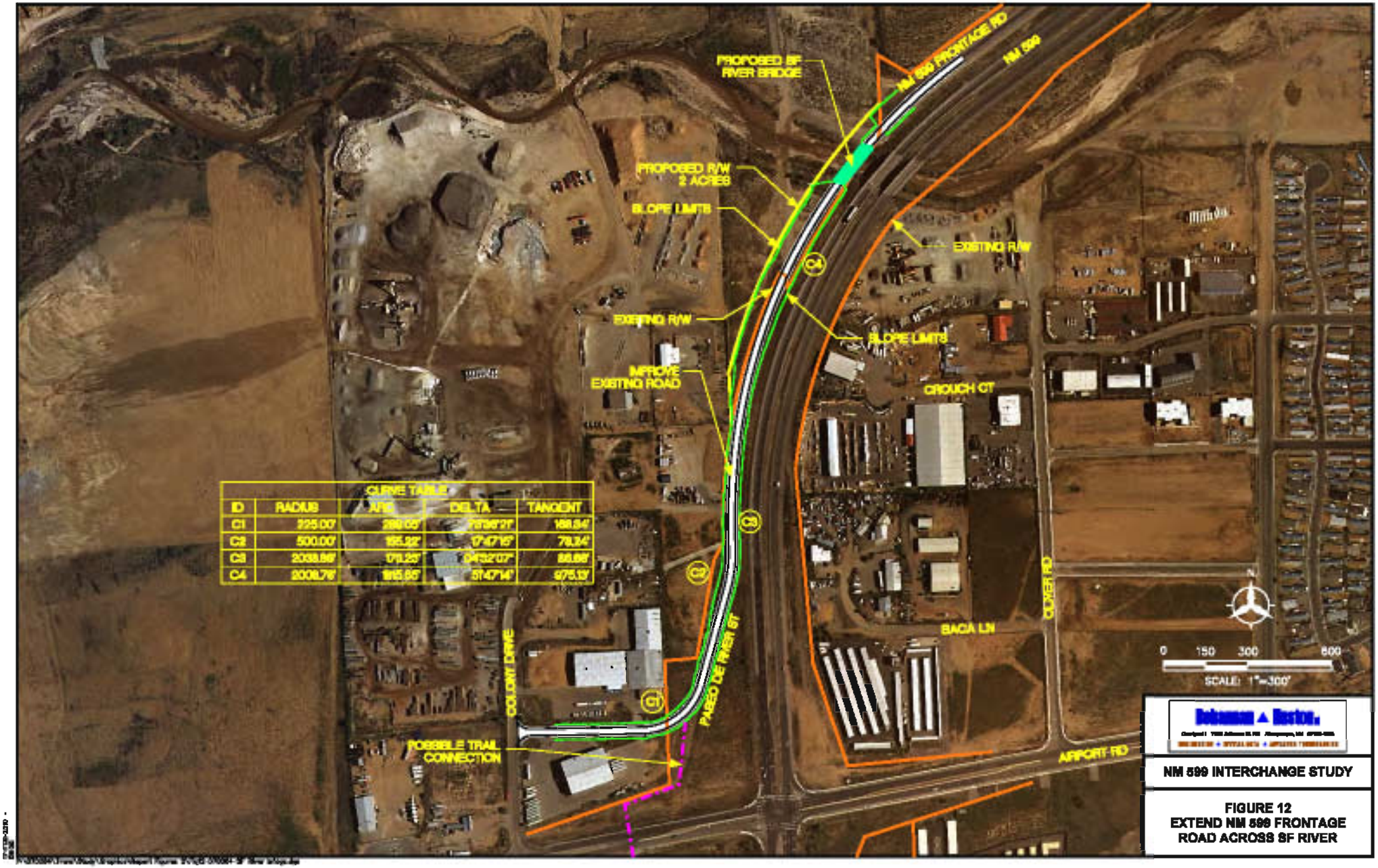
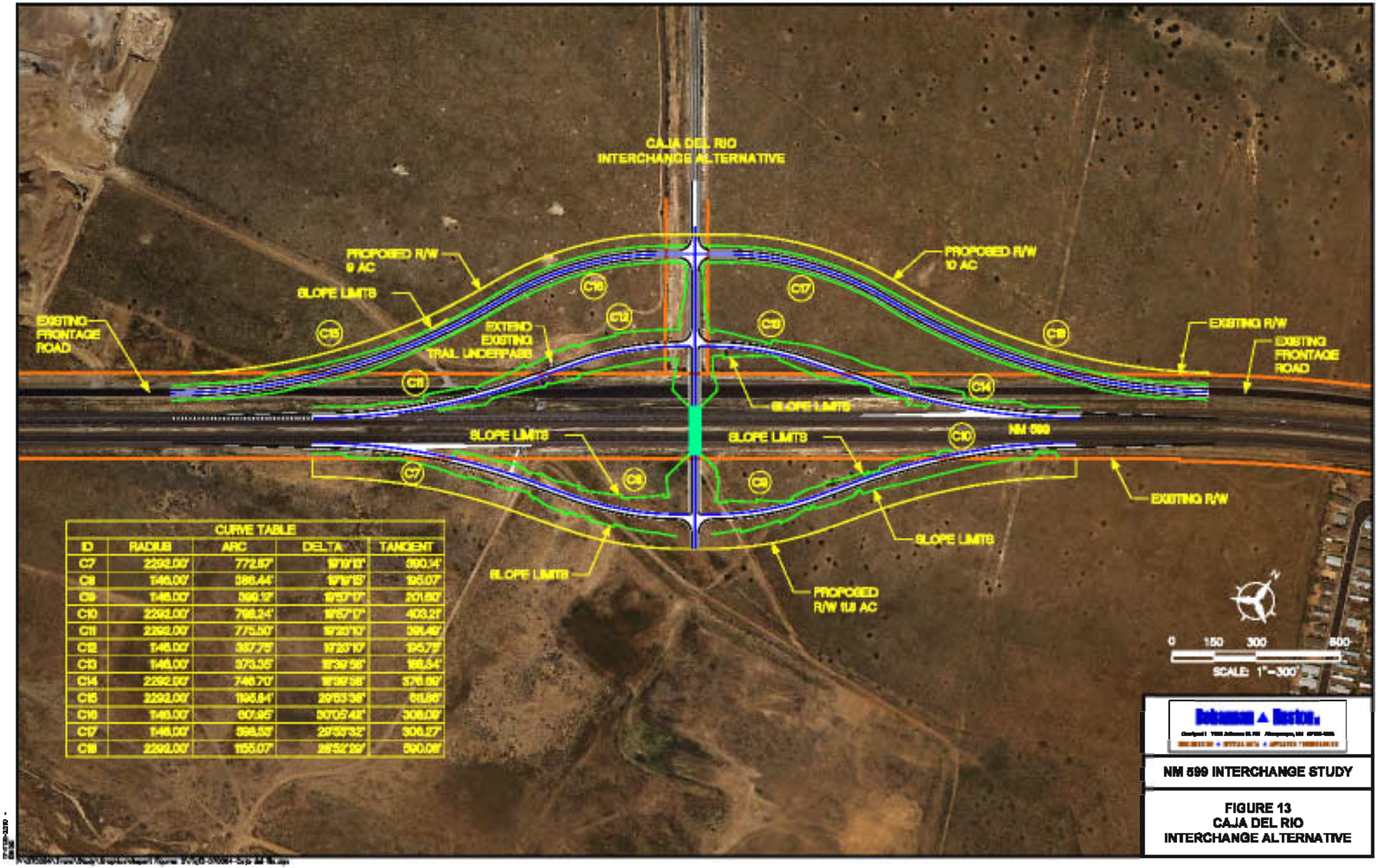
NM 599 INTERCHANGE STUDY

FIGURE 9
NM 599 FRONTAGE ROADS
JAGUAR ROAD
TO AIRPORT ROAD


AVIATION DR
AIRPORT ROAD
INTERCHANGE ALTERNATIVE
POSSIBLE TRAIL LOCATION
SLOPE LIMITS
PASEO DE RIVER ST
CONSTRUCT WALL
EXISTING R/W
EXISTING R/W
CONSTRUCT WALL
SLOPE LIMITS
SLOPE LIMITS
EXISTING R/W
OLD AIRPORT RD
AIRPORT RD
BACA LN
OLIVER RD
0 100 200 400
SCALE: 1"=200'
CURVE TABLE
ID | RADIUS | ARC | DELTA | TANGENT
C1 | 2292.00' | 746.40' | 18°39'31" | 376.59'
C2 | 146.00' | 202.89' | 107°06'55" | 101.76'
C3 | 146.00' | 351.43' | 137°54'15" | 182.28'
C4 | 2292.00' | 540.62' | 13°30'44" | 271.62'
C5 | 1953.86' | 439.27' | 12°52'53" | 220.57'
C6 | 1050.00' | 151.94' | 08°17'28" | 76.10'
C7 | 1050.00' | 243.57' | 13°17'28" | 122.33'
C8 | 146.00' | 265.08' | 181°02' | 133.1'
C9 | 1953.86' | 825.02' | 25°30'36" | 418.52'
NM 599 INTERCHANGE STUDY
FIGURE 10
AIRPORT ROAD
INTERCHANGE ALTERNATIVE


PROPOSED SF RIVER BRIDGE
NM 599 FRONTAGE RD
NM 599
PROPOSED R/W 2 ACRES
SLOPE LIMITS
EXISTING R/W
EXISTING R/W
SLOPE LIMITS
IMPROVE EXISTING ROAD
CROUCH CT
C4
C3
C2
C1
CURVE TABLE
ID | RADIUS | ARC | DELTA | TANGENT
C1 | 225.00' | 289.05' | 73°36'21" | 168.84'
C2 | 500.00' | 155.22' | 17°47'15" | 78.34'
C3 | 2038.86' | 178.25' | 04°32'07" | 89.66'
C4 | 2008.76' | 1815.85' | 51°47'14" | 975.13'
COLONY DRIVE
PASEO DE RIVER ST
BACA LN
CLOVER RD
AIRPORT RD
POSSIBLE TRAIL CONNECTION
N
0 150 300 600
SCALE: 1"=300'
Bohannan Huston
NM 599 INTERCHANGE STUDY
FIGURE 12
EXTEND NM 599 FRONTAGE ROAD ACROSS SF RIVER



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C7	2292.00'	772.57'	19°19'13"	390.14'
C8	146.00'	386.44'	151°41'5"	195.07'
C9	146.00'	399.19'	156°37'0"	201.60'
C10	2292.00'	798.24'	19°57'0"	403.21'
C11	2292.00'	775.50'	19°23'10"	391.49'
C12	146.00'	387.79'	151°23'10"	195.79'
C13	146.00'	373.35'	146°30'58"	188.34'
C14	2292.00'	746.70'	18°39'58"	376.69'
C15	2292.00'	1195.64'	29°53'36"	611.86'
C16	146.00'	60.95'	23°55'48"	308.09'
C17	146.00'	399.59'	29°55'32"	306.27'
C18	2292.00'	1155.07'	28°52'29"	590.08'

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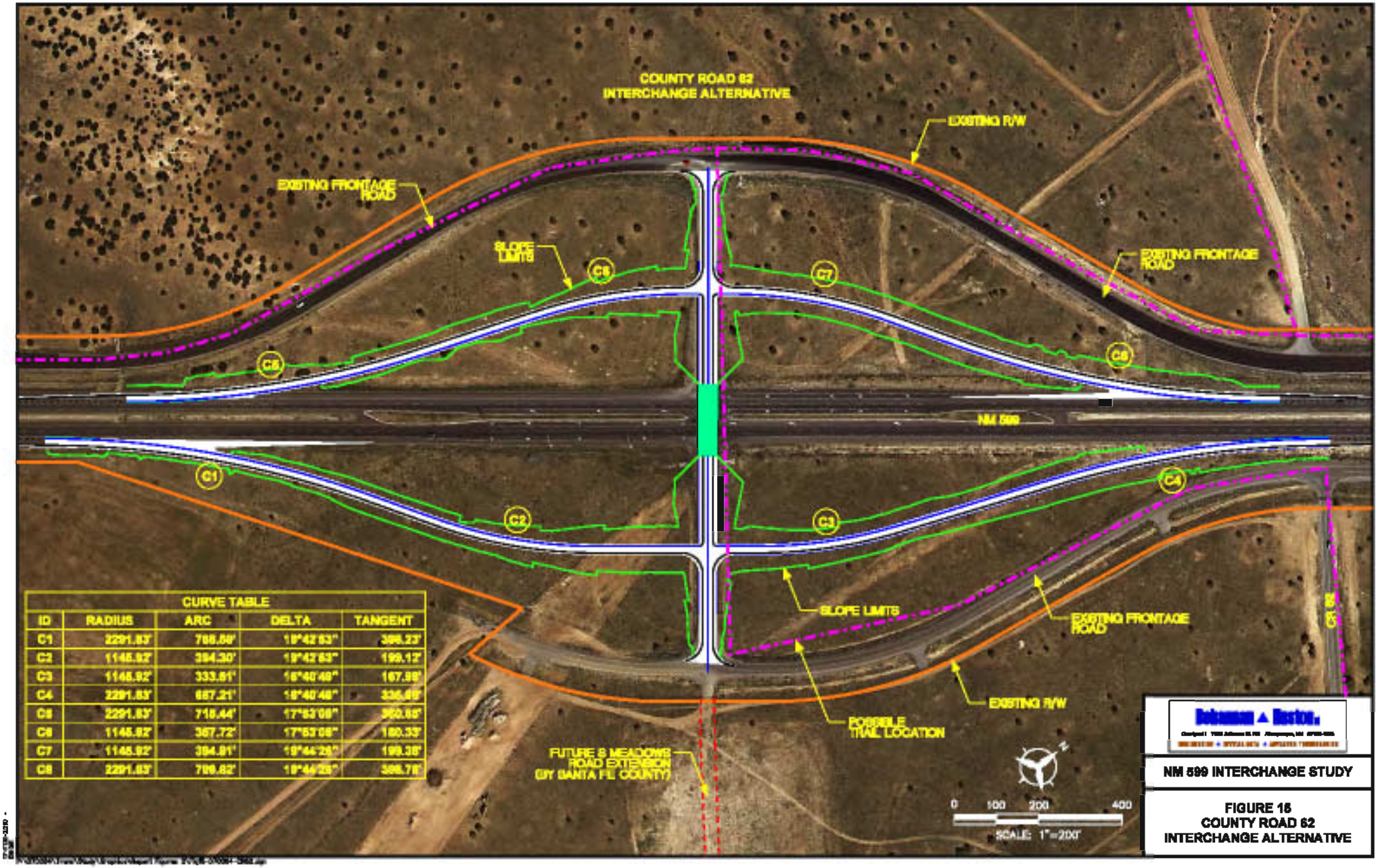
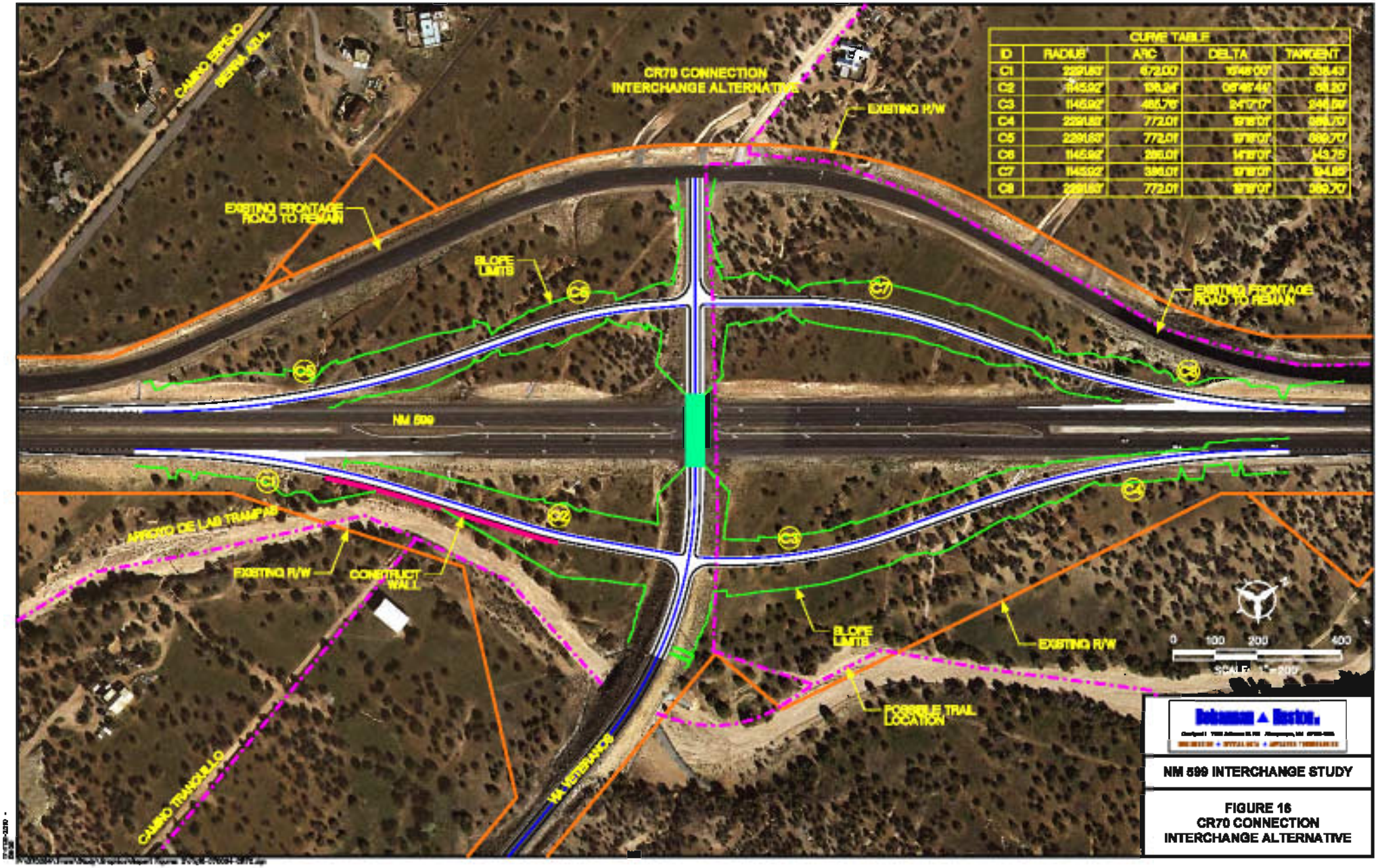
NM 599 INTERCHANGE STUDY

FIGURE 13
CAJA DEL RIO
INTERCHANGE ALTERNATIVE



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2291.83'	766.59'	19°42'53"	386.23'
C2	1146.92'	394.30'	19°42'53"	199.12'
C3	1146.92'	333.61'	16°40'46"	167.98'
C4	2291.83'	667.21'	16°40'46"	336.69'
C5	2291.83'	716.44'	17°53'08"	360.85'
C6	1146.92'	357.72'	17°53'08"	180.33'
C7	1146.92'	394.91'	19°44'28"	199.38'
C8	2291.83'	789.82'	19°44'28"	398.78'



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2291.83'	672.00'	16°48'00"	338.43'
C2	1145.92'	196.24'	09°48'44"	98.30'
C3	1145.92'	486.76'	24°19'17"	246.89'
C4	2291.83'	772.01'	19°18'01"	389.70'
C5	2291.83'	772.01'	19°18'01"	389.70'
C6	1145.92'	286.01'	14°18'01"	143.75'
C7	1145.92'	386.01'	19°18'01"	194.85'
C8	2291.83'	772.01'	19°18'01"	389.70'

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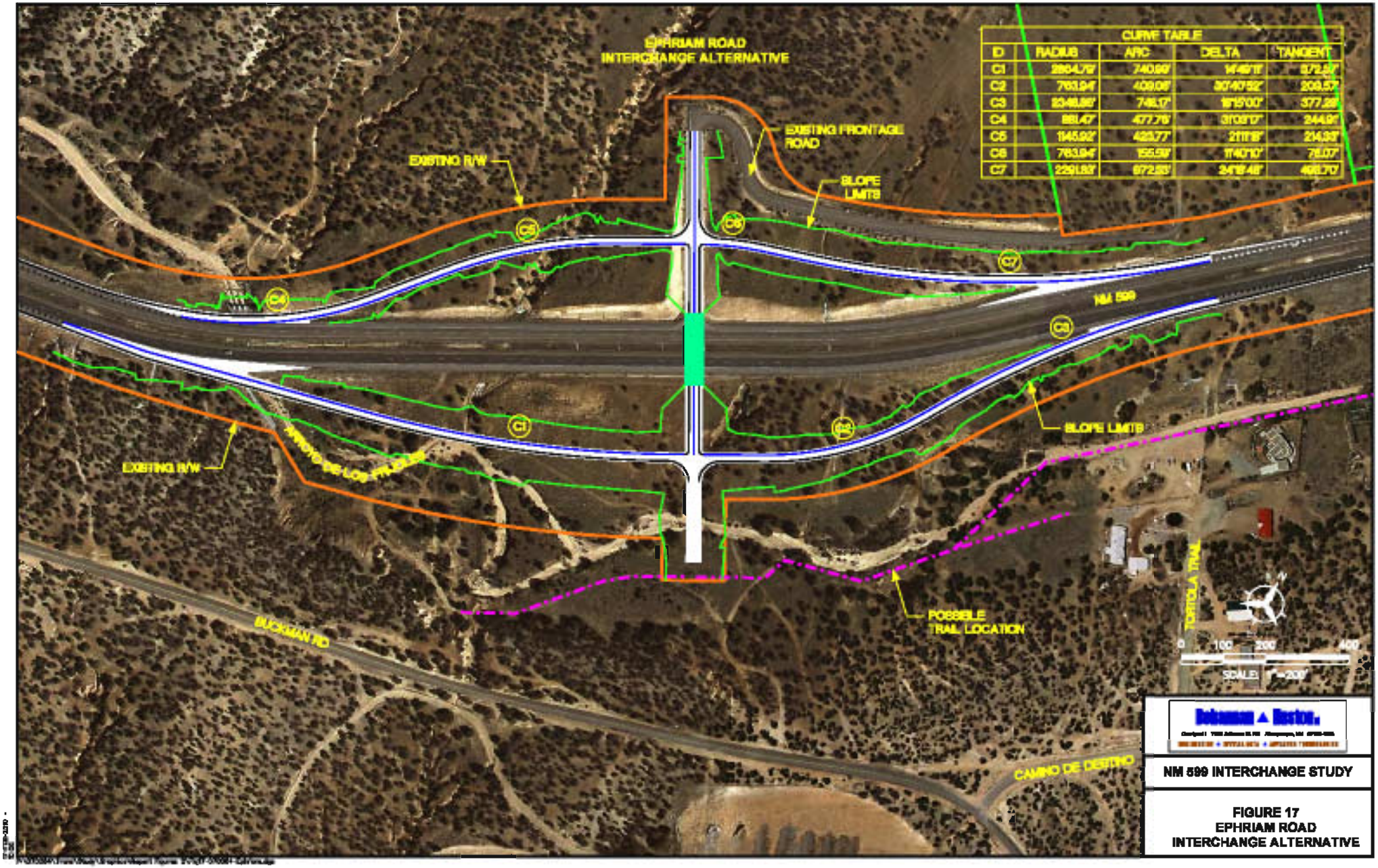
NM 599 INTERCHANGE STUDY

FIGURE 16
CR70 CONNECTION
INTERCHANGE ALTERNATIVE



CURVE TABLE				
ID	RADIUS	ARC	DELTA	TANGENT
C1	2804.79'	740.99'	14°46'11"	372.57'
C2	783.94'	409.06'	30°40'52"	209.57'
C3	5348.86'	746.17'	8°15'00"	377.28'
C4	881.47'	477.76'	31°03'17"	244.97'
C5	1945.92'	423.77'	21°11'18"	214.33'
C6	783.94'	155.59'	11°40'10"	78.07'
C7	2291.83'	972.83'	24°19'48"	495.70'

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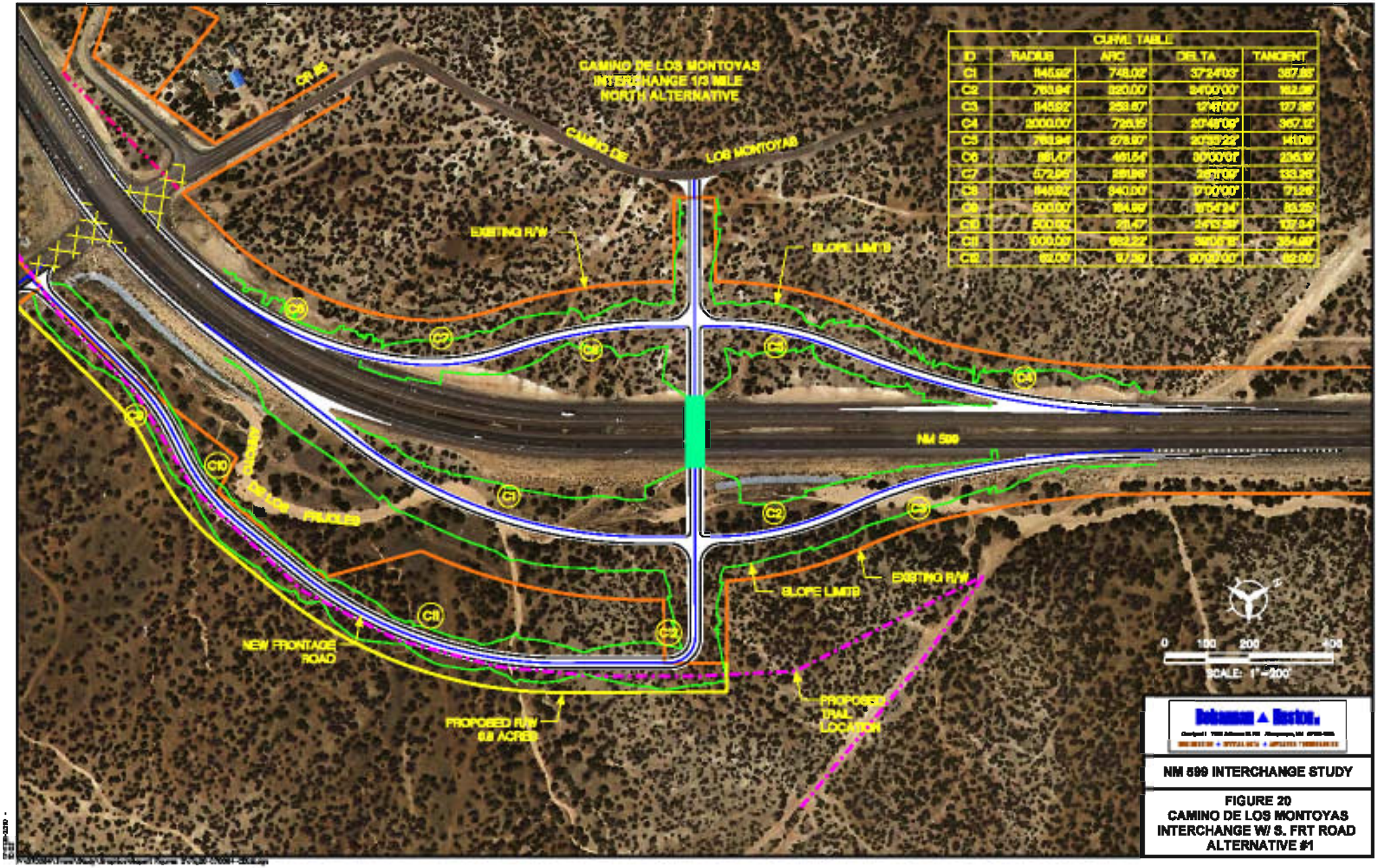
NM 599 INTERCHANGE STUDY

FIGURE 17
EPHRIAM ROAD
INTERCHANGE ALTERNATIVE



CURVE TABLE

ID	RADIUS	ARC	DELTA	TANGENT
C1	1145.92'	748.02'	37°24'03"	387.66'
C2	783.94'	820.00'	59°55'00"	452.09'
C3	1145.92'	258.67'	12°56'00"	129.96'
C4	2000.00'	728.15'	20°51'09"	367.10'
C5	783.94'	276.57'	20°12'23"	141.09'
C6	861.47'	461.54'	30°42'01"	236.19'
C7	672.96'	261.96'	22°18'09"	133.26'
C8	843.92'	843.00'	57°15'00"	459.26'
C9	500.00'	184.56'	21°08'24"	93.35'
C10	500.00'	28.47'	3°15'59"	14.24'
C11	1000.00'	692.22'	39°39'18"	361.69'
C12	62.00'	97.39'	90°00'00"	62.00'

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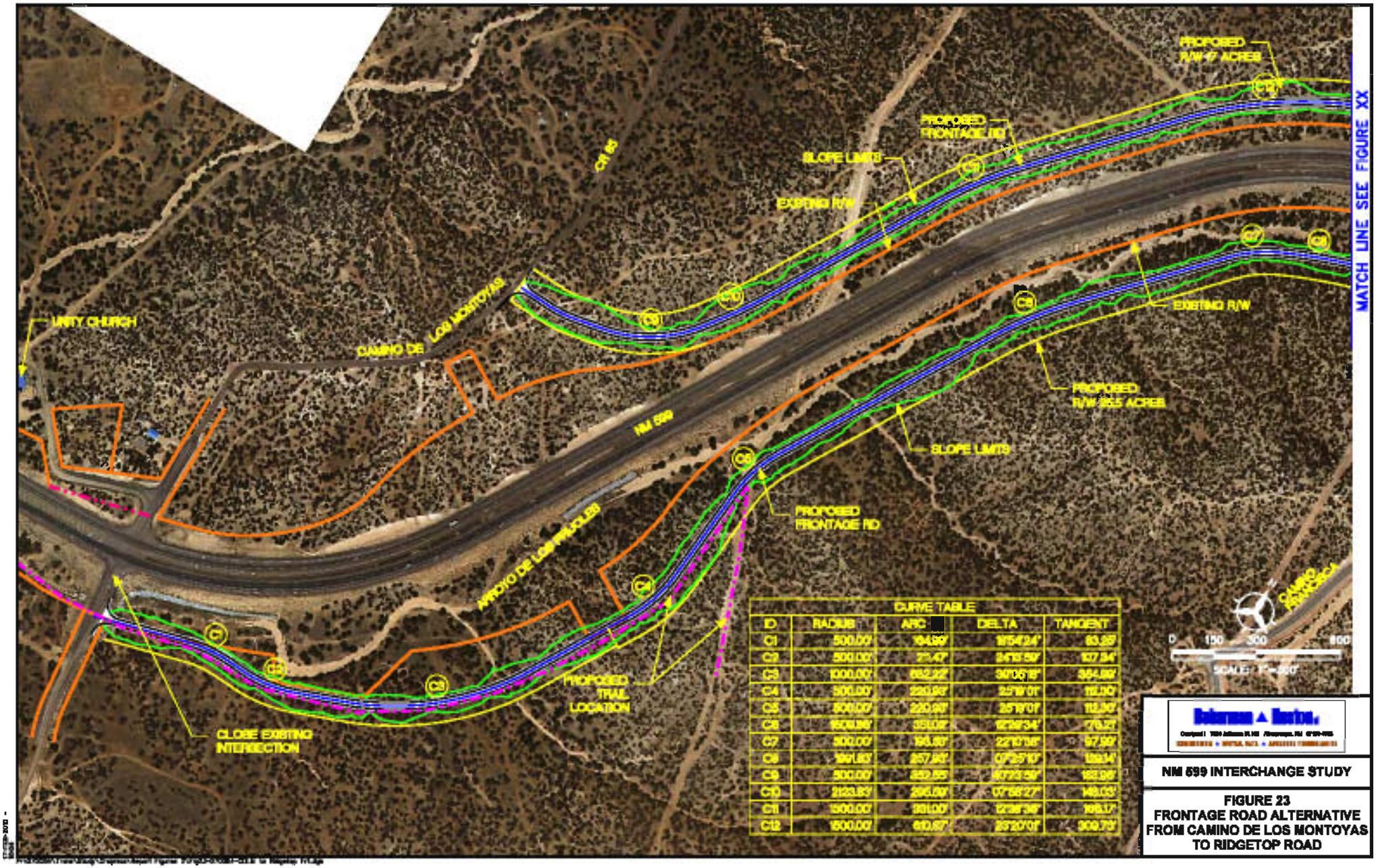
NM 599 INTERCHANGE STUDY

FIGURE 20
CAMINO DE LOS MONTOYAS
INTERCHANGE W/ S. FRT ROAD
ALTERNATIVE #1



CURVE TABLE

ID	RADIUS	ARC	DELTA	TANGENT
C1	500.00'	194.89'	19°54'24"	83.85'
C2	500.00'	275.47'	24°18'59"	107.54'
C3	1000.00'	682.22'	39°05'18"	354.09'
C4	500.00'	220.96'	25°18'01"	112.00'
C5	500.00'	220.96'	25°18'01"	112.00'
C6	1500.00'	351.02'	13°24'34"	176.37'
C7	500.00'	190.30'	21°48'06"	96.59'
C8	190.83'	257.93'	77°25'10"	159.34'
C9	500.00'	259.85'	29°46'29"	133.06'
C10	2123.83'	296.00'	07°59'27"	148.03'
C11	1500.00'	361.00'	13°47'36"	181.17'
C12	1500.00'	610.87'	23°20'01"	309.79'

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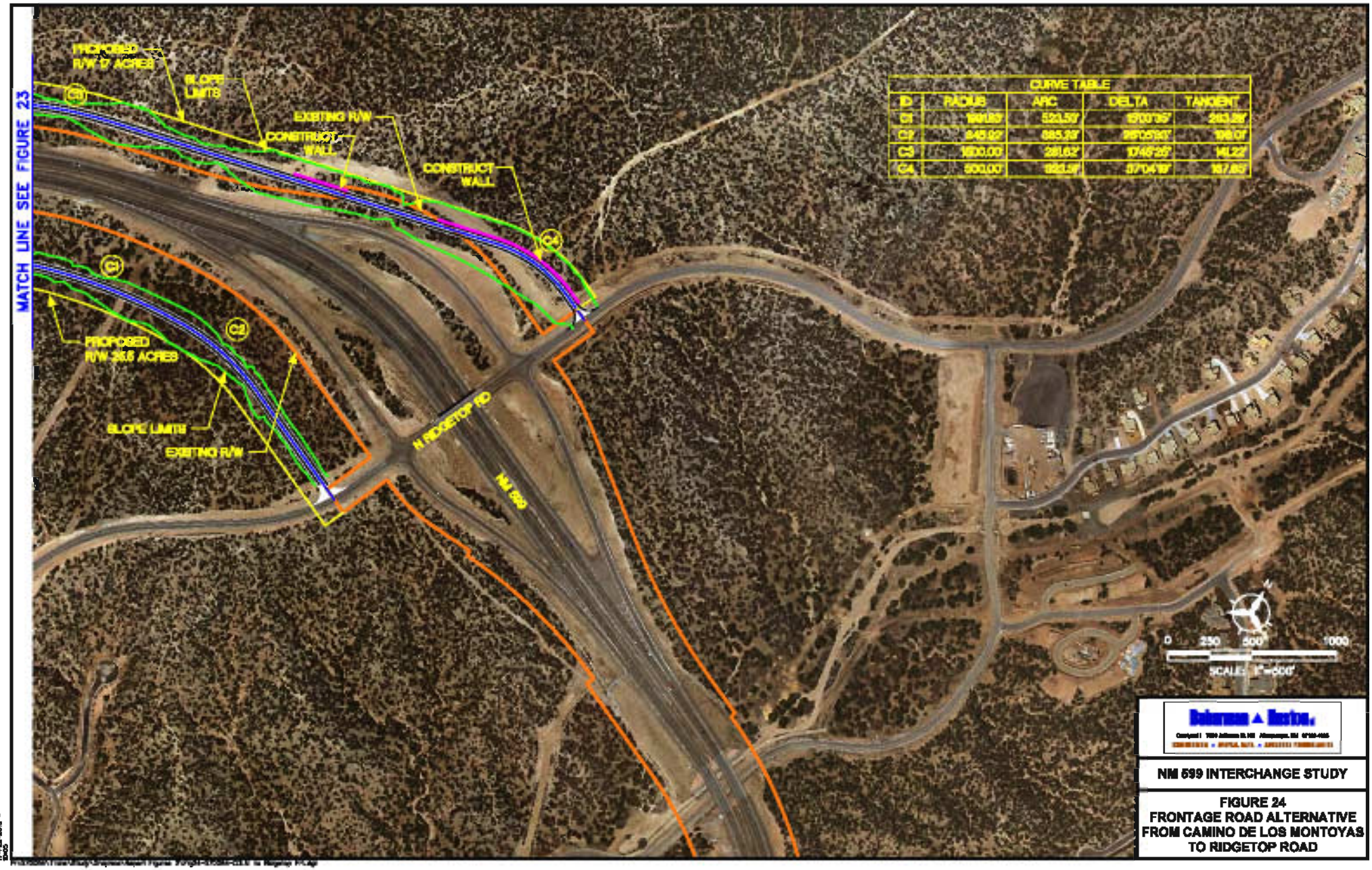
NM 599 INTERCHANGE STUDY

FIGURE 23
FRONTAGE ROAD ALTERNATIVE
FROM CAMINO DE LOS MONTOYAS
TO RIDGETOP ROAD



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NM 599 INTERCHANGE STUDY

FIGURE 24
FRONTAGE ROAD ALTERNATIVE
FROM CAMINO DE LOS MONTOYAS
TO RIDGETOP ROAD

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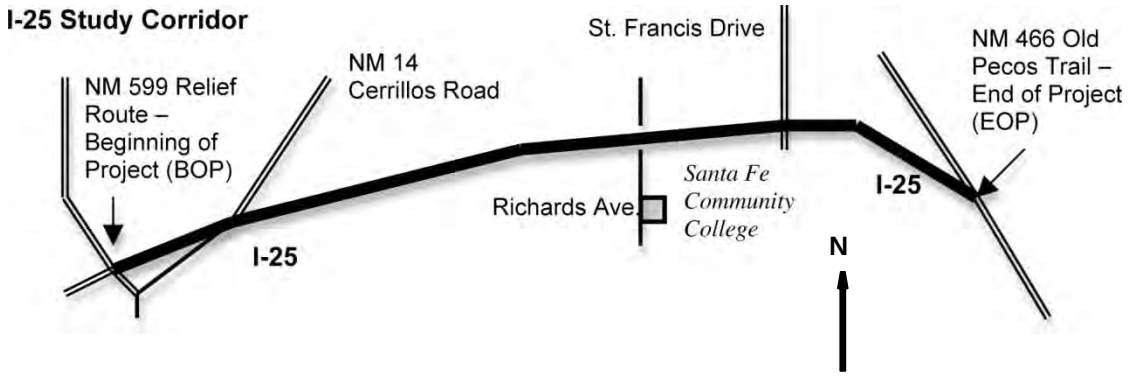
SDS

I-25 Corridor Study: NM 599 to NM 466

The New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA) have commissioned this corridor study for the Interstate-25 (I-25) corridor through Santa Fe, New Mexico, to meet the existing and future travel demands through the year 2030, as shown on Figure ES-1.

FIGURE ES-1
Study Limits



Agency Coordination and Public Involvement

Technical staff from FHWA, NMDOT, Santa Fe Metropolitan Planning Organization (MPO), and the City and County of Santa Fe has provided guidance throughout this study during regular meetings with the Project Management Team. The draft Phase B report and recommendations were also presented to the MPO's Technical Coordination Committee and Transportation Policy Board (TPB) on January 26, 2010, and February 11, 2010, respectively.

Two public meetings were held on August 20, 2009, and on December 3, 2009 at the Genoveva Chavez Community Center during Phase B of the I-25 Corridor Study. Complete summaries of these meetings and the written and verbal comments received at each are included in Appendix B of this report.

Study Purpose and Need

The purpose of the I-25 Corridor Study is to develop a prioritized list of projects within the I-25 corridor, from NM 599/Veterans Memorial Highway (NM 599) to NM 466/Old Pecos Trail (NM 466) that will accommodate growth and enhance the regional transportation network in the surrounding area. The need for improvements to the I-25 corridor is driven by a combination of factors including safety, poor system connectivity,

insufficient access, and congestion. Safety concerns in the corridor include a higher proportion of crashes and fatalities. The interstate hampers system connectivity, and is an obstacle to north-south travel for personal, commercial, and emergency vehicles, as well as for transit, cyclists, and pedestrians—a growing concern with development of the Santa Fe Community College District. The expanding development is also driving the need for greater access to I-25, and the need to mitigate congestion and accommodate travel demand.

Detailed Evaluation of Improvement Concepts

Nine concepts were developed to meet the purpose and need of the study. Each of these, and a No Build Alternative were evaluated against a set of criteria established at the beginning of the study.

St. Francis Drive Interchange Improvements

The recommended improvements to the St. Francis Interchange, shown on Figure ES-2, will greatly enhance traffic operations on I-25 and St. Francis Drive, and improve vehicle, bicycle and pedestrian safety. The improvements include:

- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Shift the off-ramp from southbound I-25 to northbound St. Francis Drive farther south of the signalized intersection at Sawmill Road to allow greater distance for vehicles to cross through traffic lanes before turning left at Sawmill Road.
- Move the northbound I-25 off-ramp to St. Francis Drive south of I-25 to separate it from the southbound I-25 off-ramp and the signalized intersection at Sawmill Road. The ramp will terminate at a signalized intersection with dual left-turn lanes onto northbound St. Francis Drive.
- Replace deficient bridge structures.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

Cerrillos Road Interchange Improvements

The recommended improvements to the Cerrillos Road interchange, shown on Figure ES-3, will enhance traffic operations on I-25 and Cerrillos Road, and improve vehicle, bicycle and pedestrian safety. The improvements include:

- Tighten the turn radius of the southbound I-25 off-ramp to Cerrillos Road to shift it south of Beckner Road an additional 725 feet.
- Change the northbound off-ramp to a loop ramp located south of I-25 to separate it from the southbound off-ramp and move it much farther south of Beckner Road.

- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Replace deficient bridge structures.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

NM 466/Old Pecos Trail Interchange Improvements

The recommended improvements to the NM 466 interchange, shown on Figure ES-4, will enhance traffic operations on I-25 and NM 466, and improve vehicle, bicycle and pedestrian safety. The improvements include:

- Add barriers to the Rodeo Road left-turn pocket to prohibit vehicles from entering the pocket other than at the entrance.
- Separate the lanes at the ramp terminus with a 250-foot island to allow sufficient queuing storage for those vehicles turning right on NM 466 and entering the Rodeo Road left-turn pocket.
- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

NM 599/Veterans Memorial Highway Interchange Improvements

The recommended improvements to the NM 599 interchange, shown on Figure ES-5, are primarily safety enhancements for vehicles, cyclists, and pedestrians, and include the following:

- Tighten the southbound I-25 on- and off-ramps to fit under the structures proposed in the NM 599 Corridor Study, which has the added benefit of moving the southbound off-ramp farther south of the signalized intersection at the existing frontage road.
- Add an acceleration lane on northbound NM 599 from the southbound I-25 off-ramp, and a deceleration lane on southbound NM 599 approaching the southbound I-25 on-ramp.
- Lengthen the on-ramps to allow greater distance to accelerate and safely merge onto I-25.
- Add street lighting.
- Make other geometric improvements to the ramps in accordance with NMDOT and AASHTO standards.

I-25 Auxiliary Lanes between NM 599 and NM 466

This concept proposes adding auxiliary lanes to both directions of I-25 between NM 599 and NM 466, shown on Figure ES-6 through ES-9, to provide additional capacity without the added cost of reconstructing the interchanges. This should result in a reduction in congestion and crashes, and a greater distance for safely merging onto the freeway. The noise level could increase with the freeway widening and moving slightly closer to sensitive receptor locations; however, this could be mitigated by sound walls.

Richards Avenue Interchange

This concept proposes adding a new interchange to I-25 at Richards Avenue, shown on Figure ES-10. This would provide additional access to I-25 and to the Santa Fe Community College District from I-25, and would dramatically improve emergency vehicle response time to locations I-25 between Cerrillos Road and St. Francis Drive. Some traffic would be diverted to I-25 from the surrounding road network, increasing congestion on I-25 and reducing congestion on the local streets. The additional volume on I-25 would be mitigated with the addition of auxiliary lanes on I-25 and the interchange improvements at St. Francis Drive.

Governor Miles Road Extension

This concept proposes extending Governor Miles Road from its terminus just east of Camino Carlos Rey, connecting to Galisteo Street and continuing east across the Rail Runner to Rodeo Park Drive, shown on Figure ES-11. This concept is one of three concepts referred to in this study as system connections because they provide additional connections to the regional transportation network. Residents surrounding Governor Miles Road have strongly opposed this extension and feel that their neighborhoods would be adversely affected by the additional traffic volume, which the model projects to be approximately 900 vehicles during an afternoon peak hour. This extension would not distribute the traffic on the local road network enough to offset the financial costs and impacts on the local neighbors.

Camino Carlos Rey Undercrossing

This concept proposes extending Camino Carlos Rey, from its terminus at Governor Miles Road, south under I-25 and Rabbit Road, and then east to the Northeast Connector, shown on Figure ES-12. The primary benefit of the undercrossing is the additional north-south connection across I-25 for vehicles, and a safer means of crossing I-25 for cyclists and pedestrians. An extension of Camino Carlos Rey is not projected to relieve enough traffic on Richards Avenue or provide sufficient operational benefits to the transportation network to offset the financial costs and impacts on the local neighbors.

Rail Runner Loop Overcrossing

This concept proposes an extension of the proposed Rail Runner Loop in the Las Soleras development, south over I-25, connecting with an extension of the East Frontage Road, shown on Figure ES-13. The primary benefit of the undercrossing is the additional north-south connection across I-25 for vehicles, and a safer means of crossing I-25 for cyclists and pedestrians, but would have a significant visual impact. The projected volume of traffic that

would use the overcrossing is not sufficient to offset the financial costs and impacts on the local neighbors.

Recommendations

Improvement Concepts Recommended for Inclusion in the Metropolitan Transportation Plan

The improvement concepts that provide the greatest benefit at the least cost are listed in Table ES-1 in order of priority, and recommended for inclusion in the MTP. The improvement concepts for additional system connectivity (Governor Miles Extension, Camino Carlos Rey Undercrossing, and Rail Runner Loop Overcrossing) are not believed to provide sufficient benefit for the costs that would be incurred and are, therefore, not recommended for inclusion in the MTP. The benefits are considered in terms of how well the concept contributes to the following evaluation criteria: multimodal mobility, vehicle mobility, vehicular safety, bicycle/pedestrian safety, and emergency vehicle response. The costs are considered in terms of the community and environmental impacts, and the financial costs of developing the concept. The benefits and costs are not weighted equally, but are based on the best judgment of the project management team for the I-25 Corridor Study, with guidance from the analysis described in Section 6 of this report.

TABLE ES-1
Concepts Recommended for Inclusion in the MTP

Priority	Improvement Concept
1	St. Francis Drive Interchange Improvements
2	Cerrillos Road Interchange Improvements
3	NM 466 (Old Pecos Trail) Interchange Improvements
4	NM 599 (Veterans Memorial Highway) Interchange Improvements
5	Auxiliary lanes on I-25: between Cerrillos Road and St. Francis Drive
6	New Richards Avenue Interchange
7	Auxiliary lanes on I-25: between St. Francis Drive and NM 466 (Old Pecos Trail)[a]
9	Auxiliary lanes on I-25: between NM 599 (Veterans Memorial Highway) and Cerrillos Road

[a]Because of the grade northbound, consideration should be given to extend the auxiliary lane north through the interchange at NM 466 (Old Pecos Trail) for slow moving vehicles.

Project Recommendations

The improvement concepts recommended above can be broken into smaller, individual projects that can be advanced as funding becomes available. Table ES-2 groups these projects by short-, medium-, and long-term priorities.

The short-term projects are recommended to address deficiencies in bridges at the St.Francis Drive and Cerrillos Road interchanges, as noted in the I-25 Corridor Study Existing Conditions Report. The medium-term projects are primarily safety enhancements that include extending all of the I-25 on-ramps to allow greater distance to accelerate and safely merge onto I-25, and shift each of the southbound off-ramps farther south of the adjacent signalized intersections to allow greater distance for vehicles turning left to safely traverse through traffic lanes. The long-term projects address capacity and access, and correct other geometric deficiencies.

TABLE ES-2
Project Recommendations

Short-term Improvement Projects	Planning Level Cost Estimate
St. Francis: NB I-25 off-ramp (includes remove and back-fill both I-25 bridges over existing ramp)	$ 1,500,000
St. Francis: Reconstruction of both I-25 Bridges Over Saint Francis (includes improvements to St. Francis)	$ 7,000,000
Cerrillos: NB I-25 off-ramp. Includes: • Remove and back-fill both I-25 bridges over existing ramp • Reconstruct NB on-ramp • Lengthen I-25 bridges to accommodate merge lane • Improvements to Cerrillos	$ 15,000,000

Medium-Term Improvement Projects	Planning Level Cost Estimate
NM 599: NB I-25 on-ramp	$ 200,000
Cerrillos: SB I-25 off-ramp to North Cerrillos	$ 1,200,000
Cerrillos: SB I-25 on-ramp	$ 900,000
St. Francis: NB I-25 on-ramp (from NB St. Francis)	$ 700,000
St. Francis: NB I-25 on-ramp loop (from SB St. Francis)	$ 900,000
St. Francis: SB I-25 off-ramp	$ 1,200,000
St. Francis: SB I-25 on-ramp	$ 5,000,000
NM 466: NB I-25 on-ramp (from NB Old Pecos Trail)	$ 1,300,000
NM 466: NB I-25 on-ramp lLoop (from SB Old Pecos Trail)	$ 1,000,000
NM 466: SB I-25 off-ramp and SB I-25 on-ramp	$ 4,200,000

TABLE ES-2
Project Recommendations

Long-Term Improvement Projects	Planning Level Cost Estimate
Cerrillos: SB I-25 off-ramp to South Cerrillos	$ 400,000
NM 466: NB I-25 off-ramp	$ 700,000
NM 599: SB I-25 off-ramp	$ 1,400,000
NM 599: SB I-25 on-ramp	$ 1,100,000
Auxiliary lanes on I-25: Cerrillos – St. Francis	$ 17,000,000
Auxiliary lanes on I-25: St. Francis Dr – NM 466	$ 2,000,000
Auxiliary lanes on I-25: NM 599 – Cerrillos	$ 4,000,000
Richards Avenue Interchange	$15M - $35M

Interim Safety Improvements

There are several low-cost, interim safety improvement projects, listed in Table ES-3, that could be considered should funding be delayed for the ultimate improvements recommended above.

TABLE ES-3
Interim Safety Improvement Projects

Interim Safety Improvement Projects	Planning Level Cost Estimate
Electronic Emergency Vehicle Access Gate(s)	$ 100,000
Partial Interchange Lighting at all four interchanges	$ 400,000
Prohibit left-turns onto Beckner from SB I-25 off-ramp to NB Cerrillos. Create U-turn pocket north of Beckner.	$ 300,000
NM 466: SB I-25 off-ramp (temporary extension)	$ 200,000
Cerrillos: NB I-25 on-ramp (temporary extension)	$ 200,000
Cerrillos: SB I-25 on-ramp (temporary extension)	$ 200,000
NM 466: NB I-25 on-ramp (from NB Old Pecos Trail--temporary extension)	$ 200,000
NM 466: NB I-25 on-ramp loop (from SB Old Pecos Trail--temporary extension)	$ 200,000
NM 466: SB I-25 on-ramp (temporary extension)	$ 200,000
NM 599: SB I-25 on-ramp (temporary extension)	$ 200,000

FIGURE ES-2
St. Francis Drive Interchange Improvements,
Option A: Signalized Ramp Terminal at
Northbound I-25 to Northbound St. Francis Drive

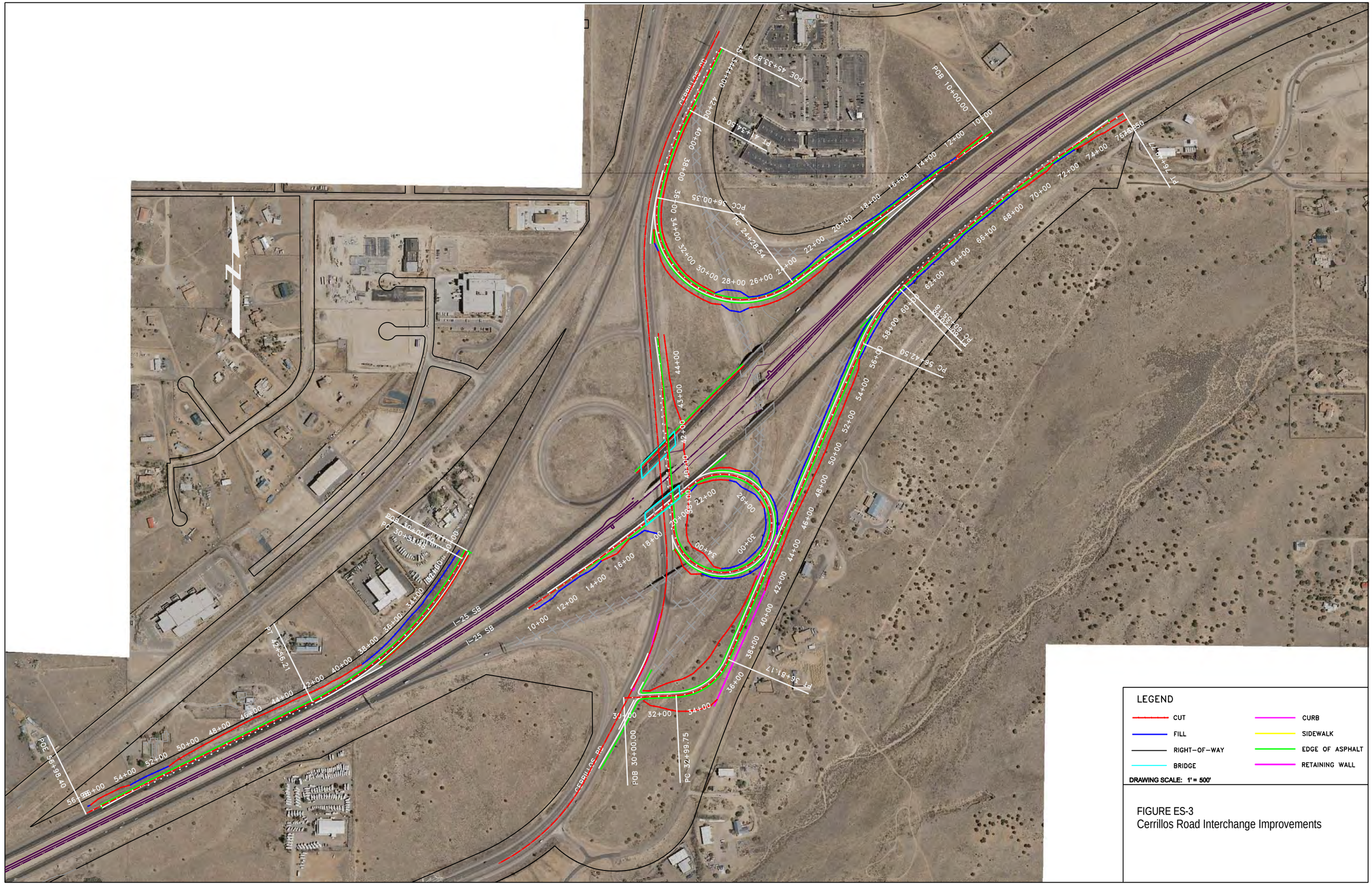


FIGURE ES-3
Cerrillos Road Interchange Improvements

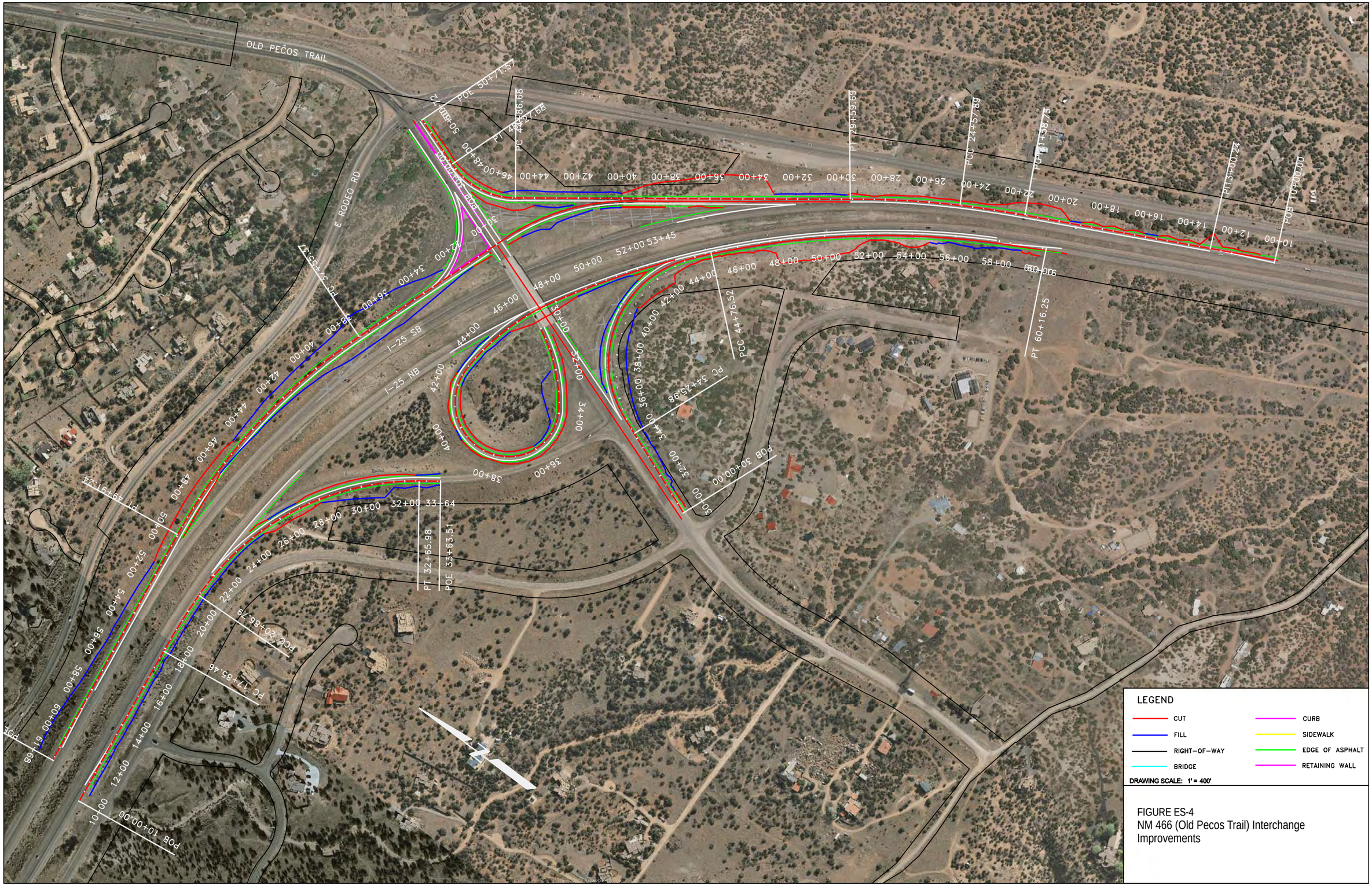


FIGURE ES-4
NM 466 (Old Pecos Trail) Interchange Improvements

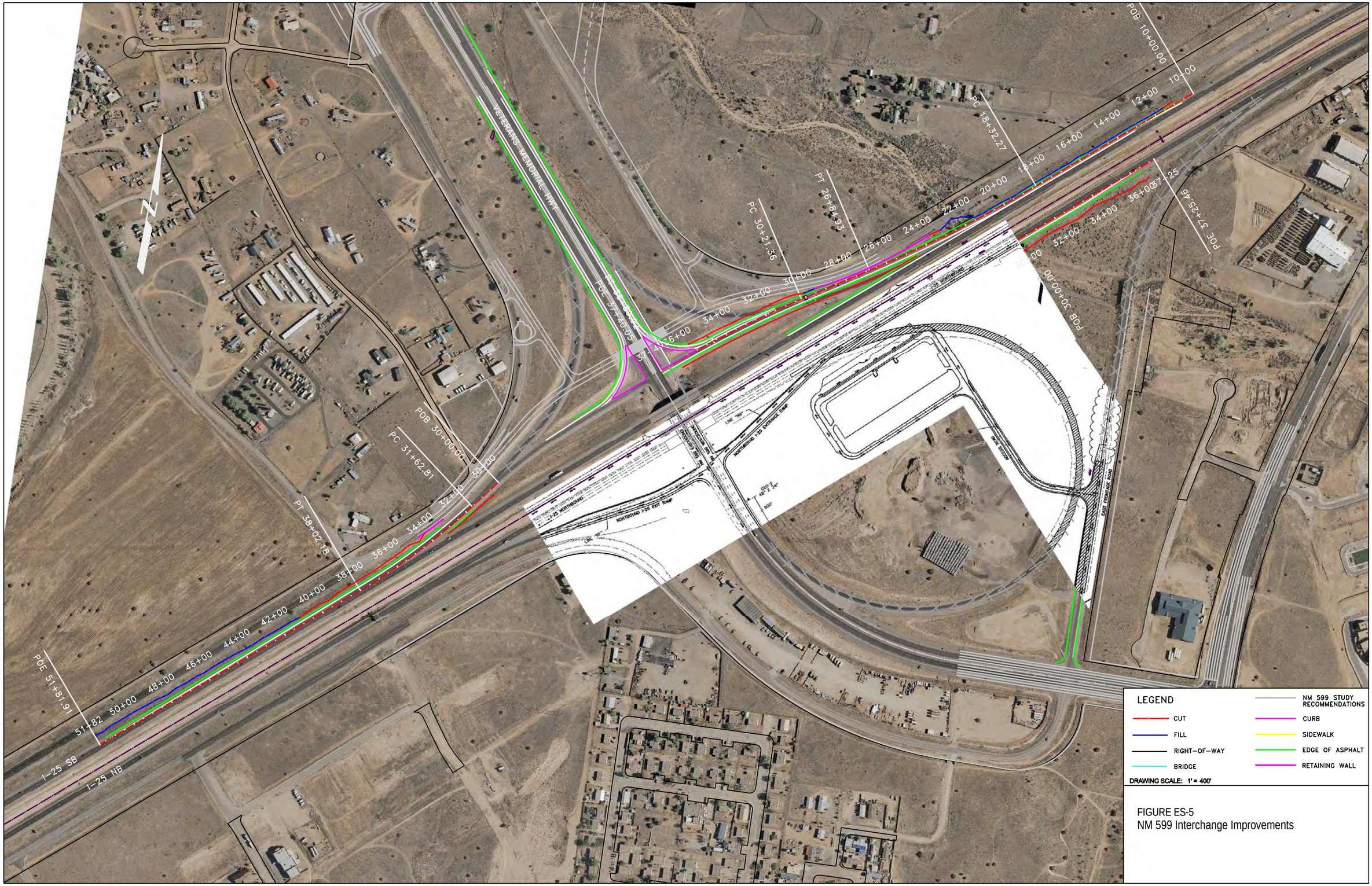


FIGURE ES-5
NM 599 Interchange Improvements

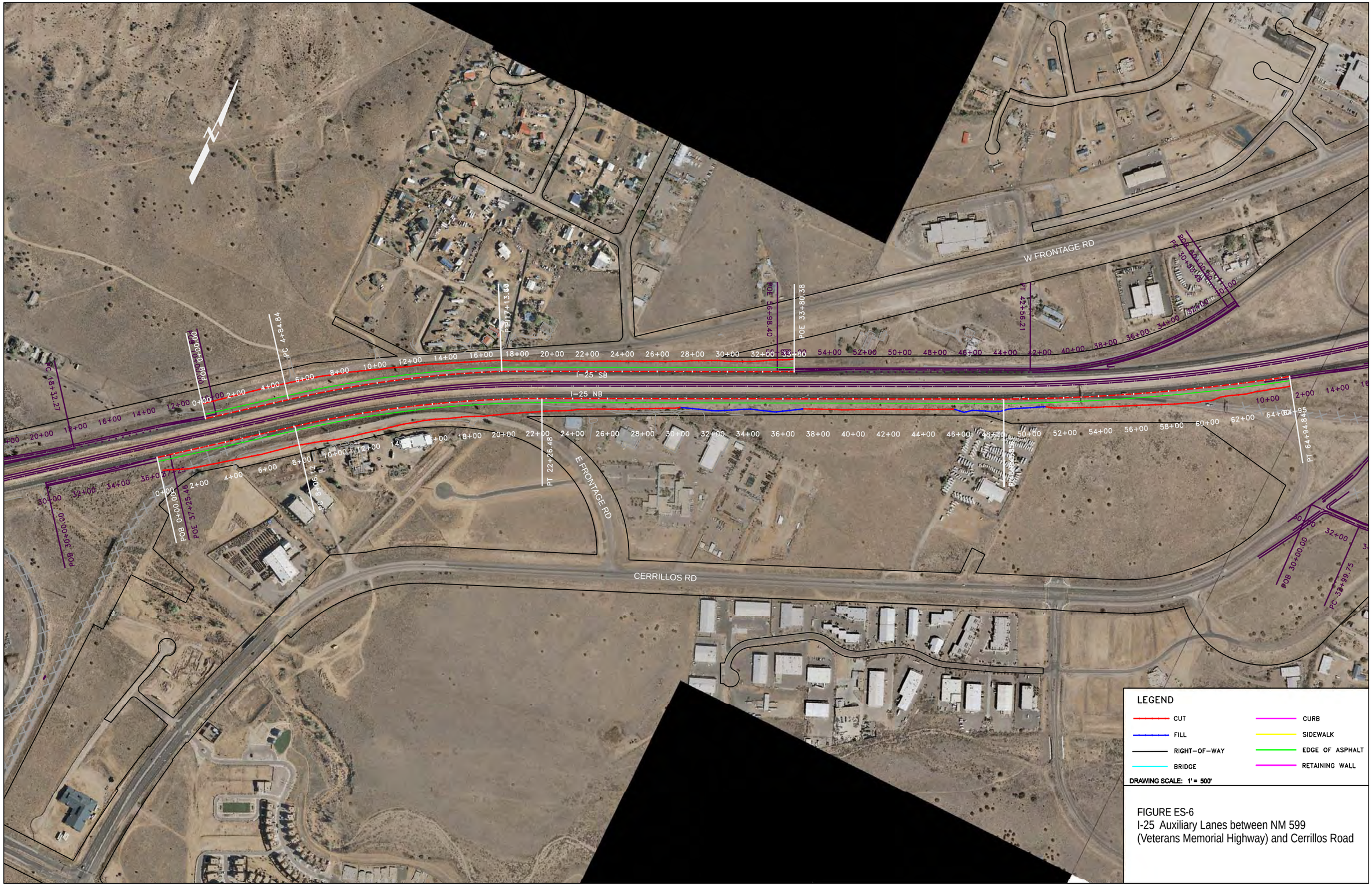


FIGURE ES-6
I-25 Auxiliary Lanes between NM 599
(Veterans Memorial Highway) and Cerrillos Road

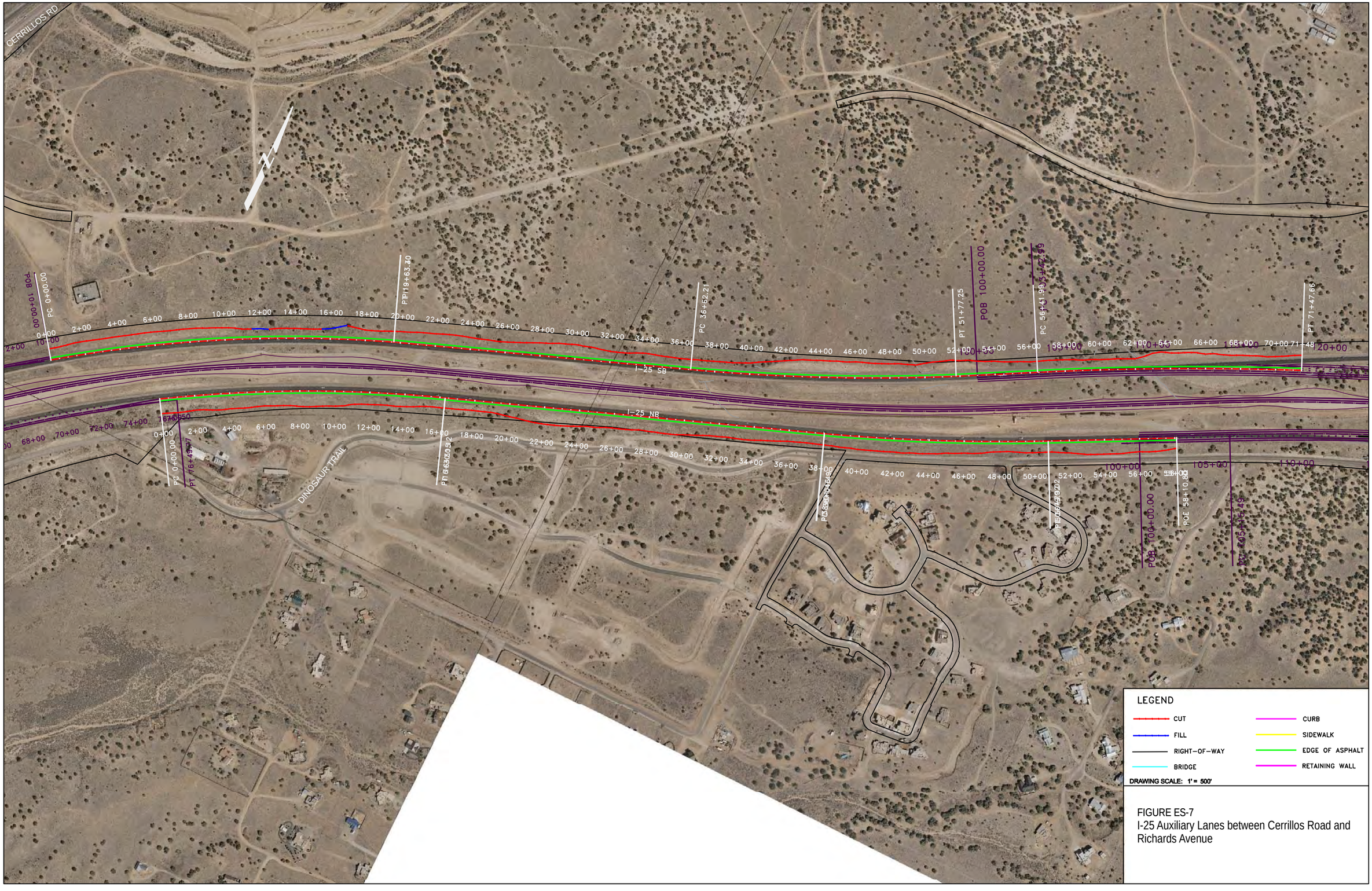


FIGURE ES-7
I-25 Auxiliary Lanes between Cerrillos Road and Richards Avenue

FIGURE ES-8
I-25 Auxiliary Lanes between Richards Avenue and St. Francis Drive

FIGURE ES-9
I-25 Auxiliary Lanes between St. Francis Drive and NM 466 (Old Pecos Trail)

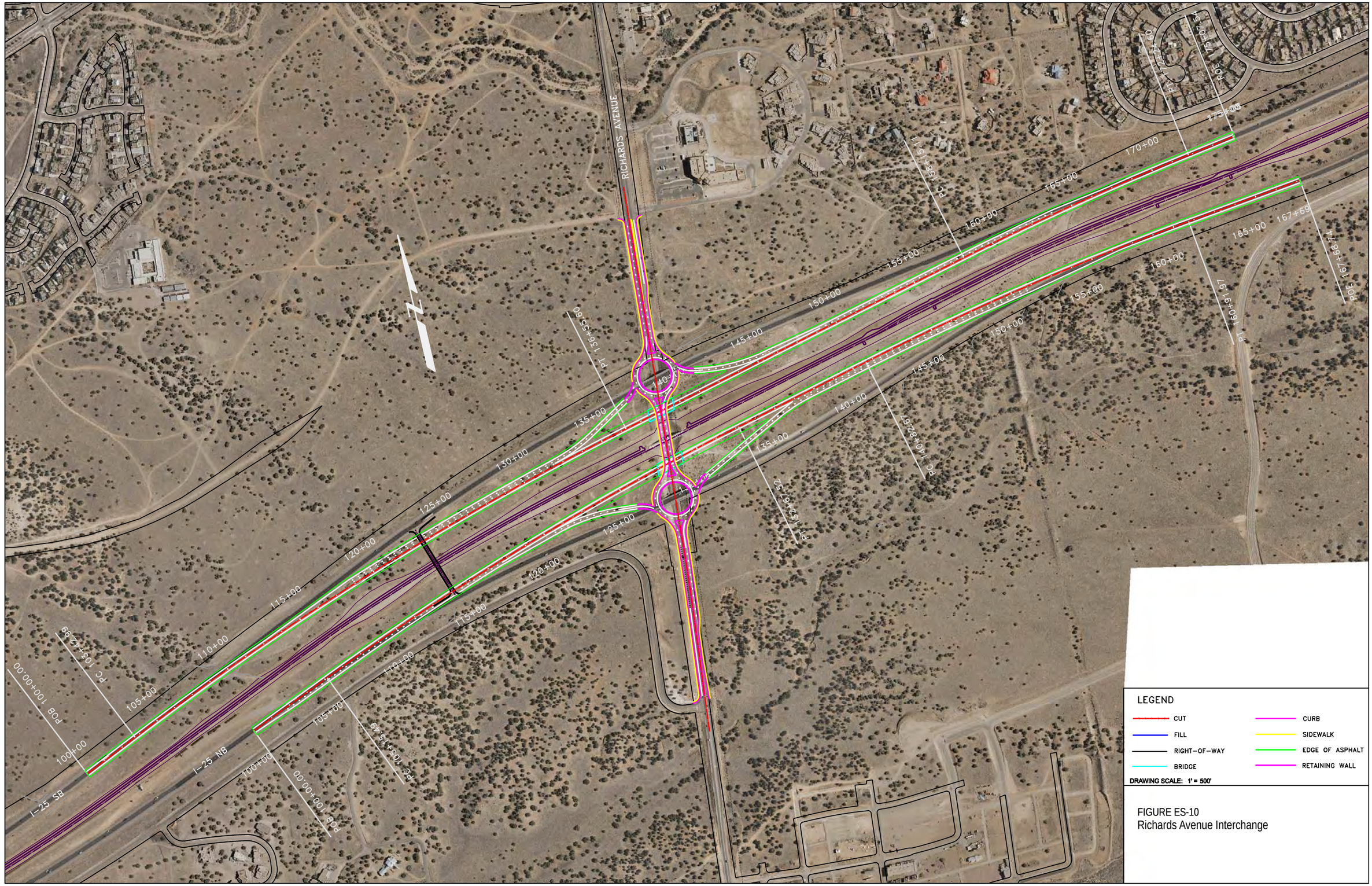


FIGURE ES-10
Richards Avenue Interchange

FIGURE ES-11
Governor Miles Road Extension

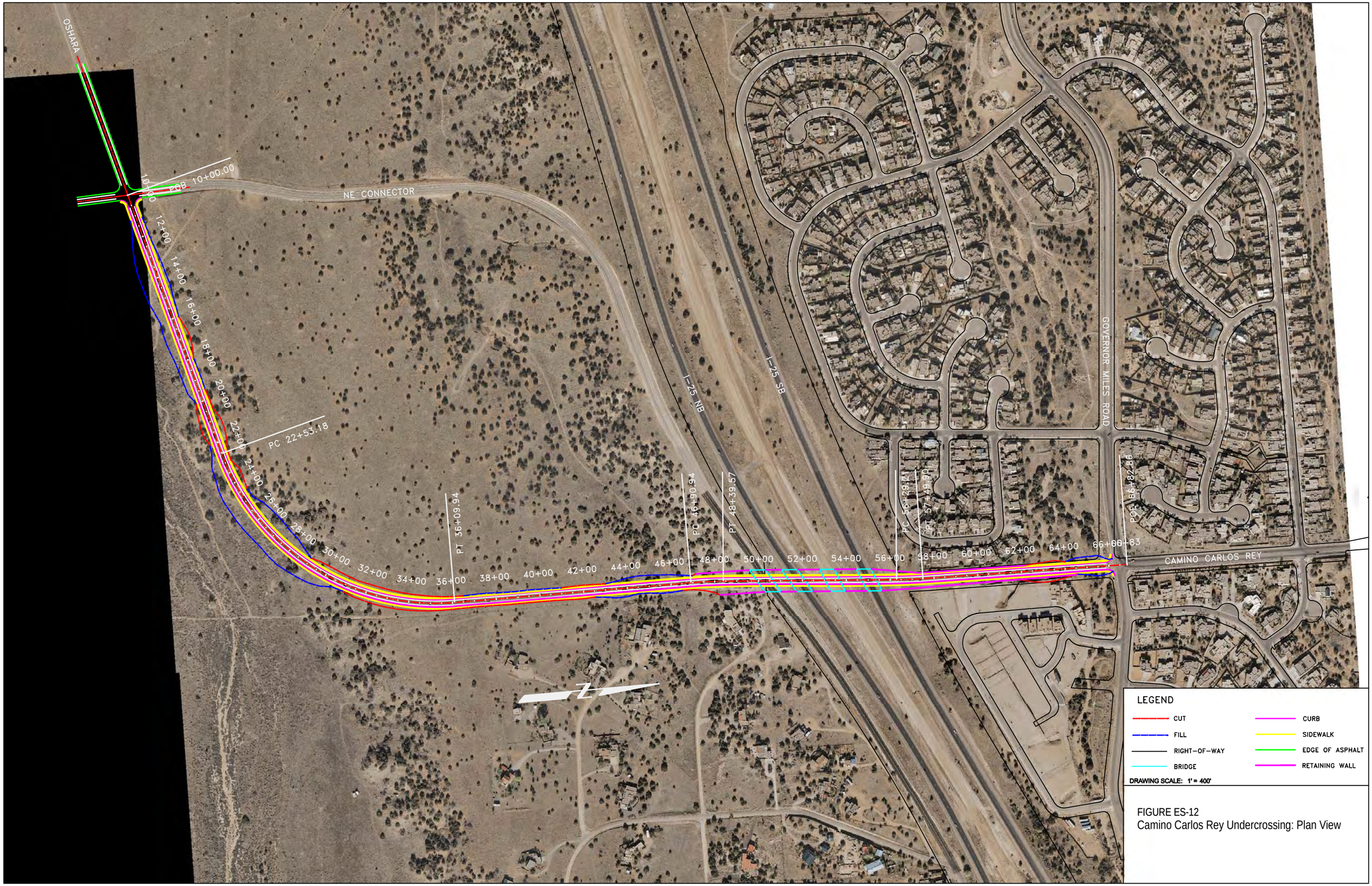


FIGURE ES-12
Camino Carlos Rey Undercrossing: Plan View

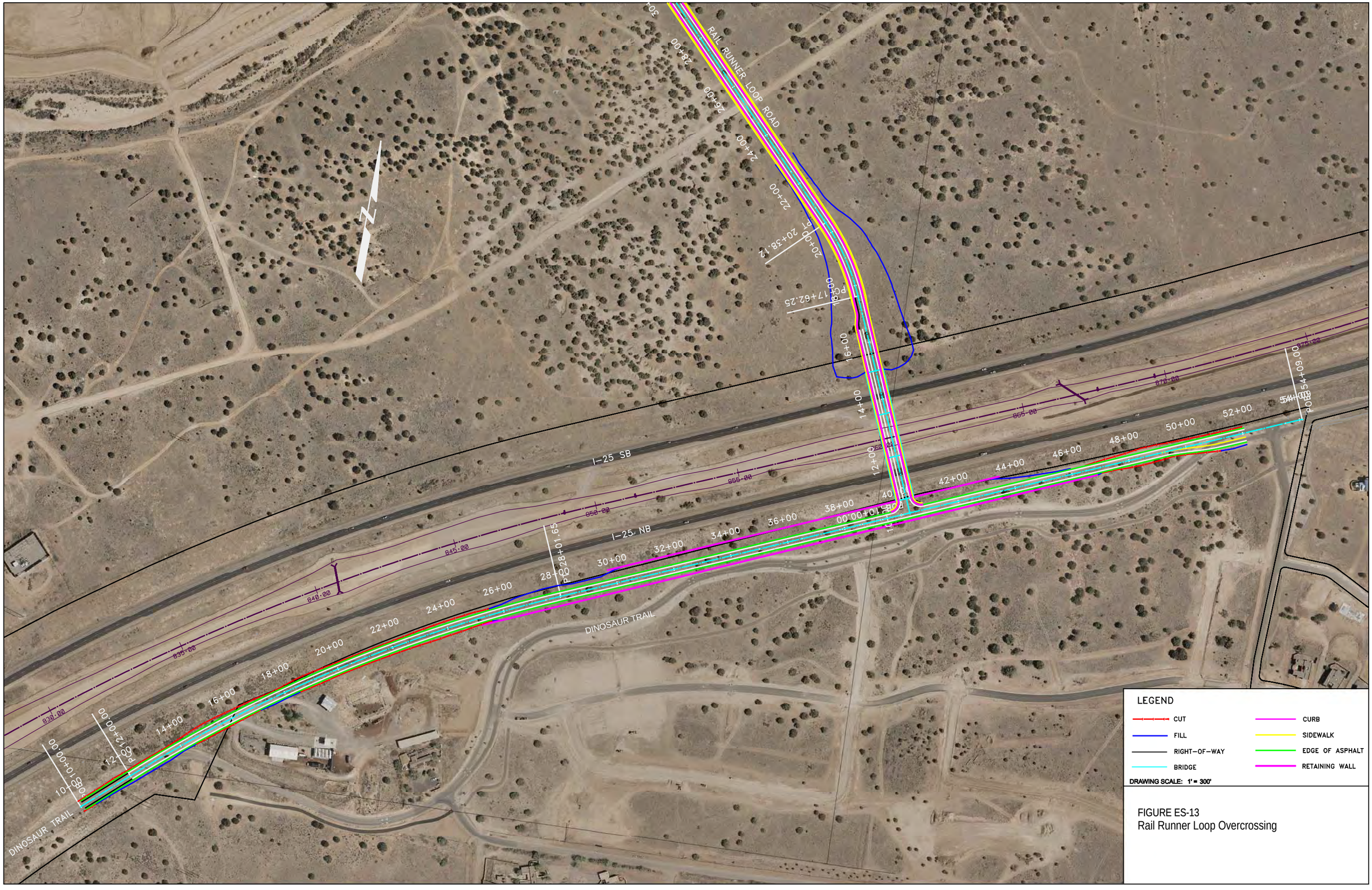


FIGURE ES-13
Rail Runner Loop Overcrossing