

I-25 Corridor Study: NM 599 to NM 466

TCC Meeting
January 25, 2010



Study Purpose and Need

- **Safety**

- Crash rates exceed what might be expected
- Cyclists and pedestrian need safe access across I-25

- **Access**

- To and from I-25, and for emergency vehicles

- **System connectivity**

- Lack sufficient north-south connectors
- Integration with multimodal facilities (Rail Runner, bus, bike)

- **Travel demand**

- Anticipate and distribute travel demand
- Relieve congestion



Evaluation Criteria

- Multi-modal Mobility
 - Transit Reliability
 - Bicycle/Pedestrian Connectivity
- Vehicle Mobility
 - Vehicular Connectivity
 - Access to I-25
 - Volume/Capacity
 - System-wide Travel Time
- Vehicular Safety
- Pedestrian/Bicycle Safety
- Emergency Vehicle Response
 - Emergency Vehicle Response Time
 - Redundancy (for Incident Management)



Evaluation Criteria (cont.)

- Environmental Preservation
 - Noise Impacts
 - Visual Impacts
 - Air Quality/Climate Change
 - Disturbed Land
- Community Consistency
 - Neighborhood Preservation
 - Residential and Business Relocations
 - Economic Development
 - Land Use and Transportation Plan Consistency
- Financial Feasibility
 - Project Cost
 - Funding Availability



Prioritized Improvement Concepts for Inclusion in MTP

Priority	Improvement Concept
1	St. Francis Drive Interchange Improvements
2	Cerrillos Road Interchange Improvements
3	NM 466 Interchange Improvements
4	NM 599 Interchange Improvements
5	Auxiliary lanes on I-25: Cerrillos – St. Francis
6	New Richards Avenue Interchange
7	Auxiliary lanes on I-25: St. Francis Dr – NM 466
8	Auxiliary lanes on I-25: NM 599 – Cerrillos



St. Francis Interchange Improvements (Option A)

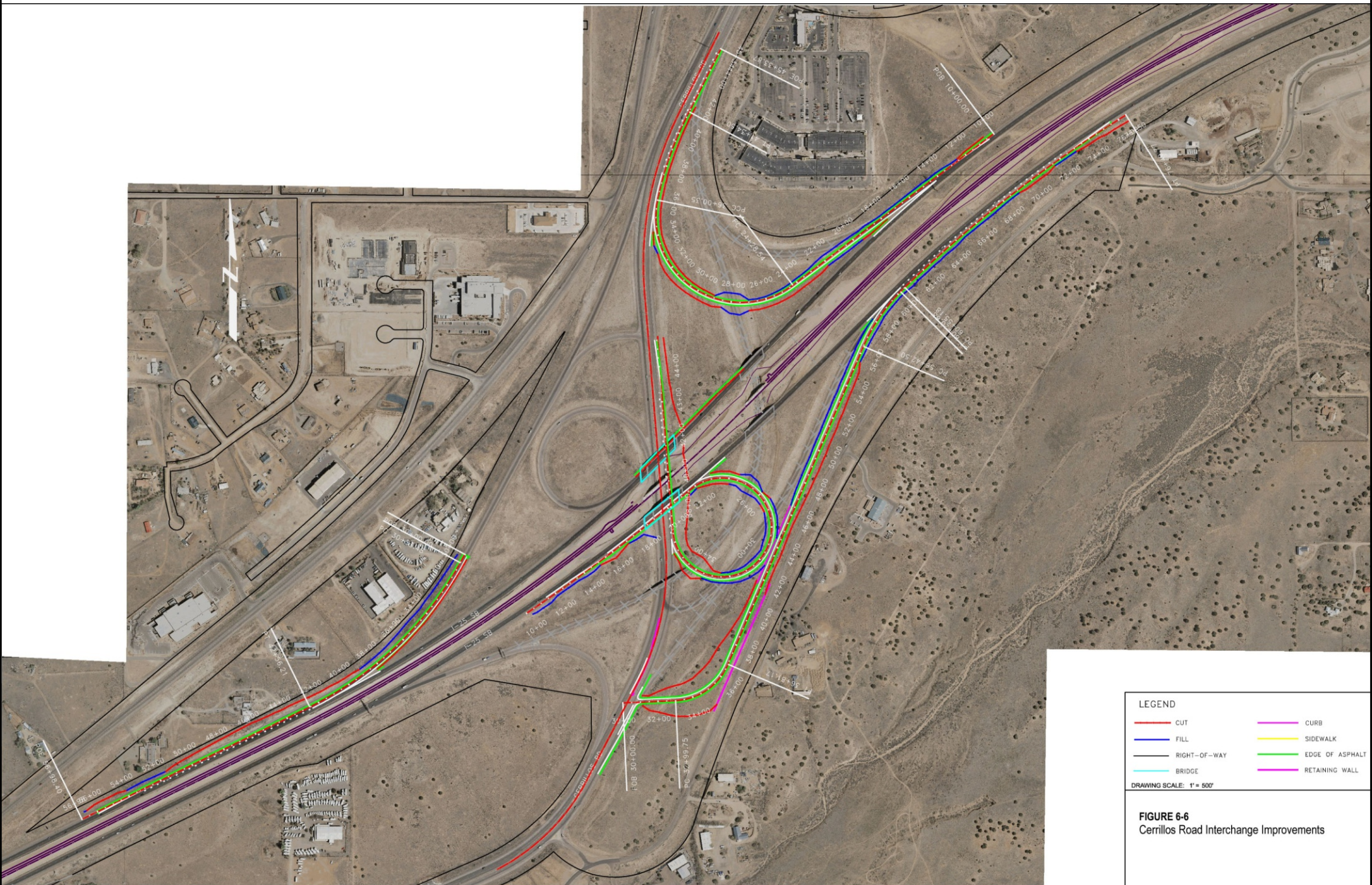


Evaluation of St. Francis Interchange Improvements

- Positives
 - Vehicular mobility
 - Vehicular safety
 - Available funding
 - Other
 - Bike/ped safety
 - Economic development
 - Air quality
- Negatives
 - Cost (\$19 million)



Cerrillos Interchange Improvements

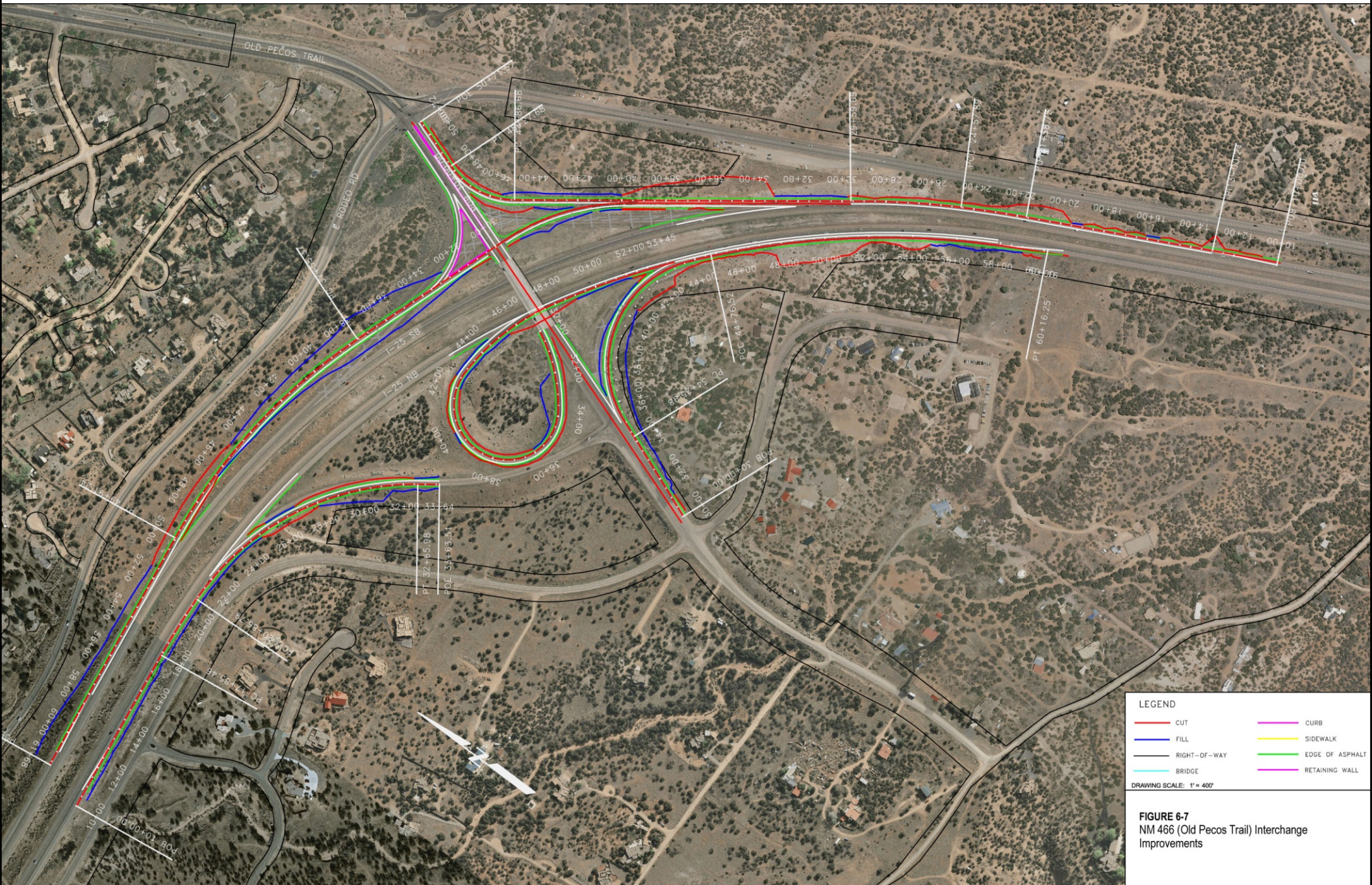


Evaluation of Cerrillos Interchange Improvements

- Positives
 - Vehicular mobility
 - Vehicular safety
 - Available funding
 - Other
 - Bike/ped safety
 - Economic development
 - Air quality
- Negatives
 - Cost (\$14.8 million)



NM 466 (Old Pecos Trail) Interchange Improvements

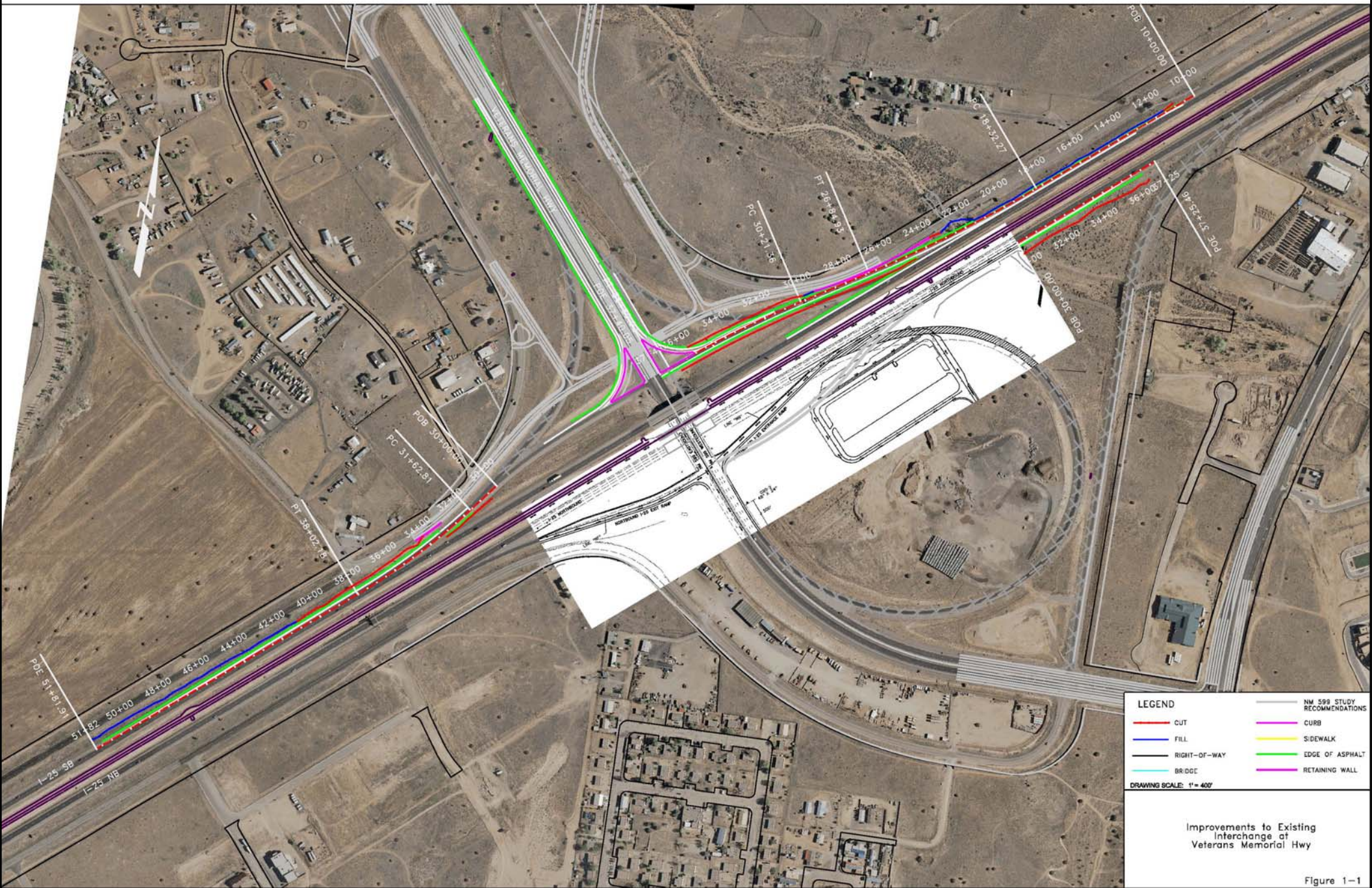


Evaluation of NM 466 (Old Pecos Trail) Interchange Improvements

- Positives
 - Vehicular mobility
 - Vehicular safety
 - Cost (\$6.7 million)
 - Other
 - Air quality
 - Bike/ped safety (lighting only)



NM 599 (Veterans Memorial Highway) Interchange Improvements



Evaluation of NM 599 (Veterans Memorial Highway) Interchange Improvements

- Positives

- Vehicular mobility
- Vehicular safety
- Cost (\$1.7 million)
- Other
 - Air quality
 - Bike/ped safety (lighting only)



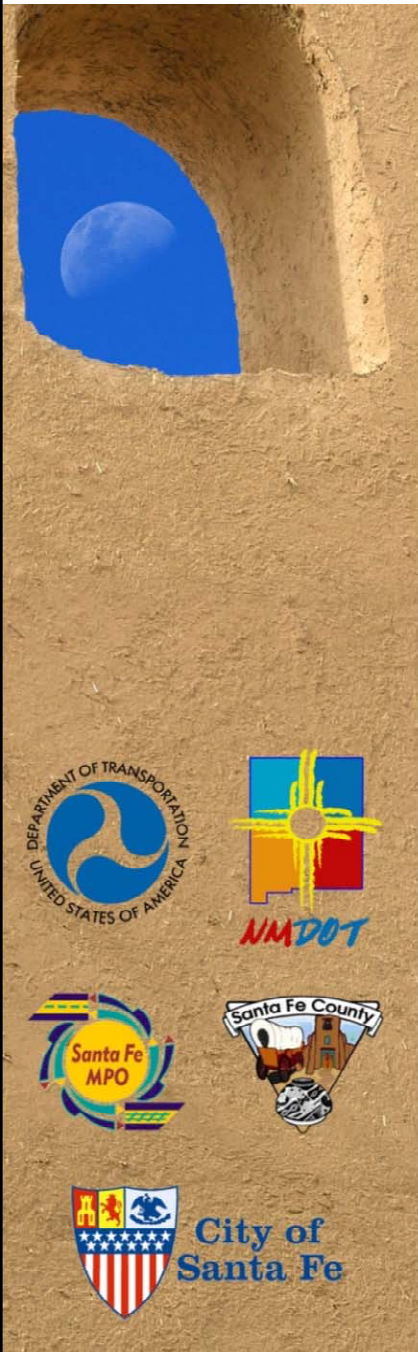
Evaluation of I-25 Auxiliary Lanes

- Positives
 - Vehicular mobility and safety
 - Other
 - Air quality
- Negatives
 - Noise impacts
 - Cost (\$22.9 million)
- Priorities
 - Cerrillos to St. Francis
 - St. Francis to NM 466
 - NM 599 to Cerrillos

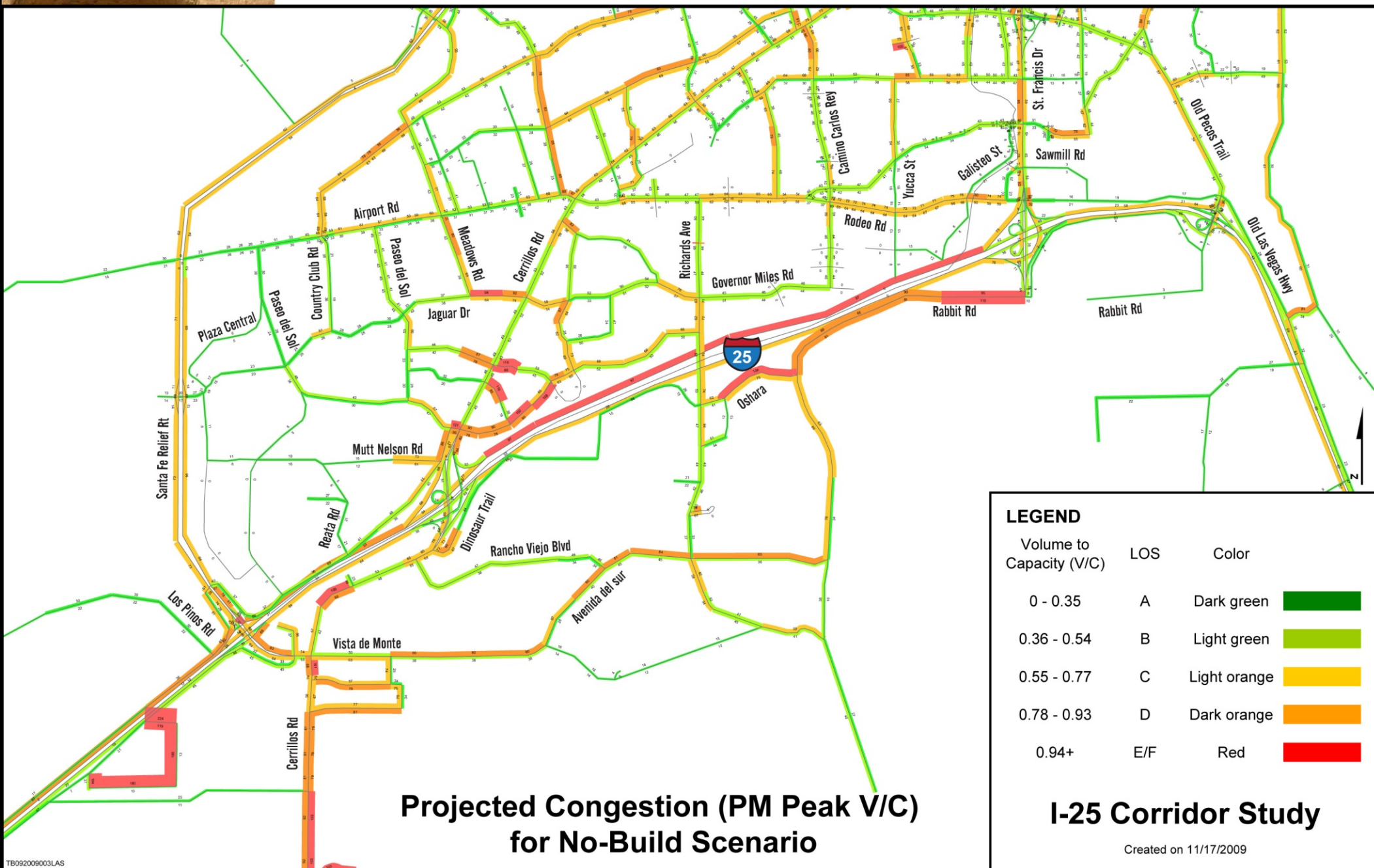


New Access and System Connectivity

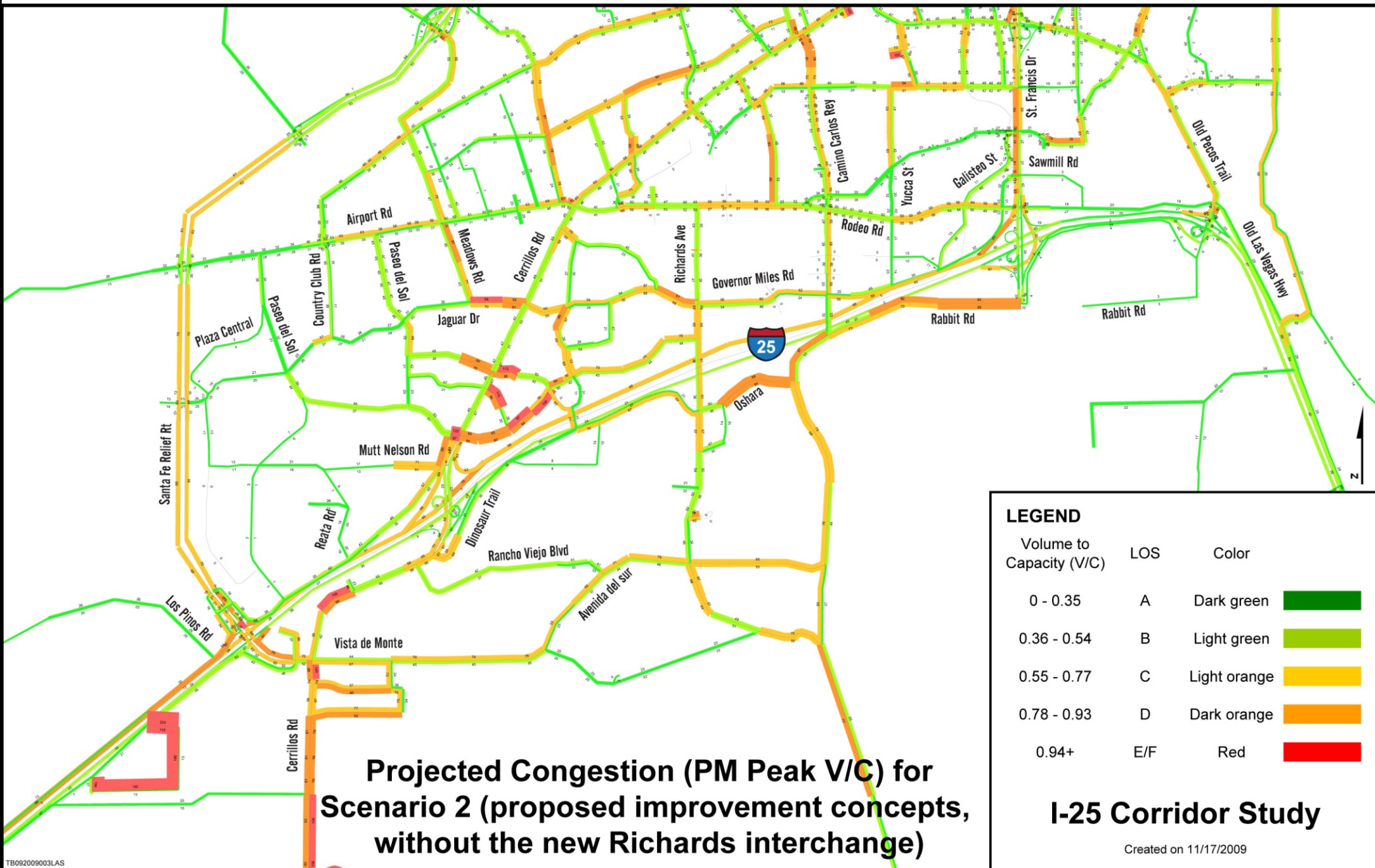
- Richards Avenue Interchange
- System Connections
 - Extension of Governor Miles Road
 - Camino Carlos Rey Extension and Undercrossing
 - Rail Runner Loop Undercrossing



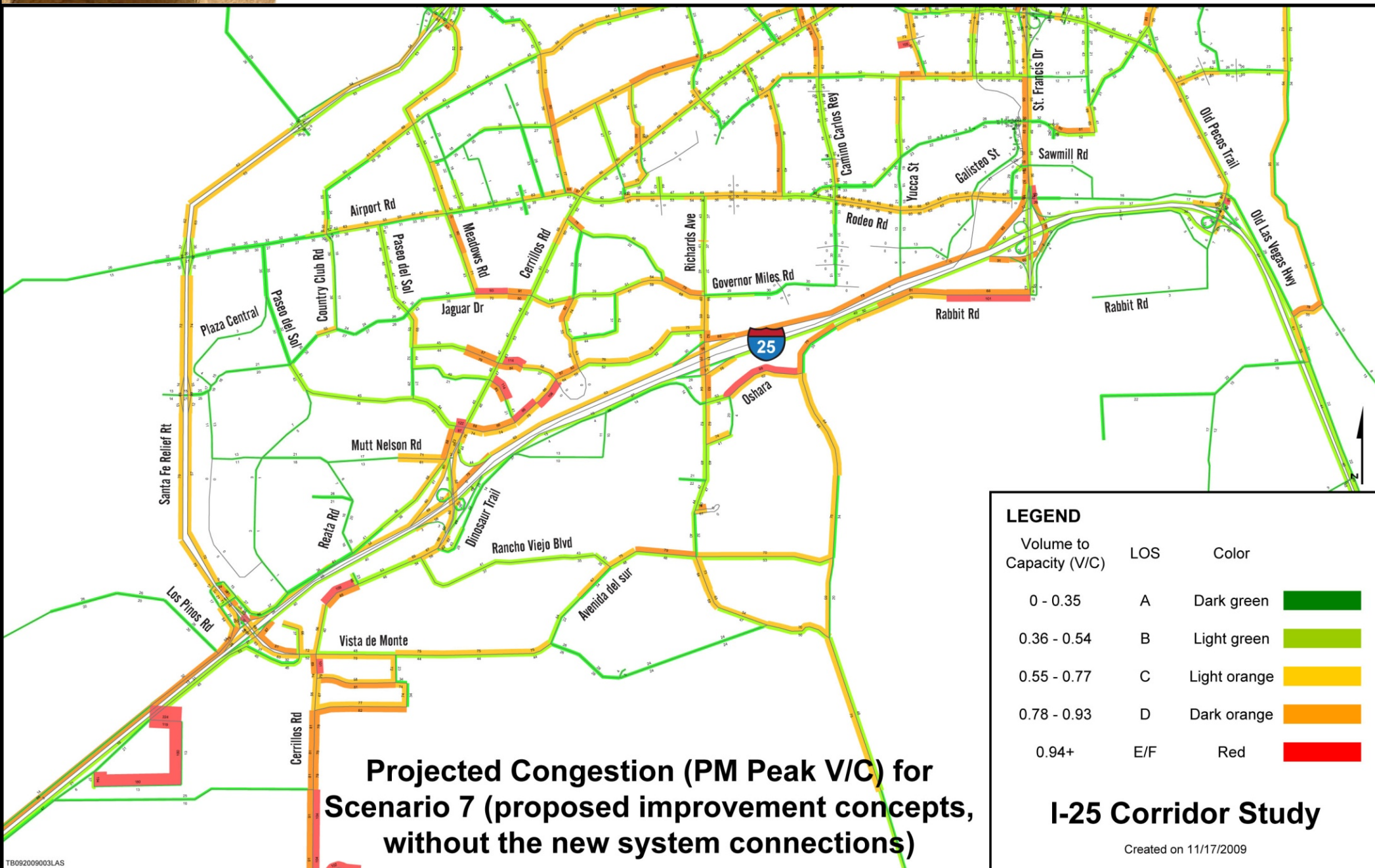
PM Peak V/C: No Build



V/C with all improvements BUT the Richards Interchange



V/C with all improvements BUT the System Connections



Evaluation of Richards Interchange

- Positives
 - Access
 - Vehicular mobility
 - Emergency vehicle response
 - Other
 - Air quality
 - Multi-modal mobility
 - Neighborhood preservation
- Negatives
 - Neighborhood preservation
 - Cost (\$15 - \$35 million)



Evaluation of System Connections

- Positives

- Connectivity: Multi-modal, Vehicular, and bike/ped
- Bike/ped safety
- Other
 - Mobility
 - Emergency vehicle access

- Negatives

- Neighborhood preservation
- Visual impacts
- Cost
 - Governor Miles Road Extension (\$16.2 million)
 - Camino Carlos Rey Undercrossing (\$30 million)
 - Rail Runner Loop Undercrossing (\$24.8 million)



Prioritized Improvement Concepts for Inclusion in MTP

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1	St. Francis Drive Interchange Improvements
2	Cerrillos Road Interchange Improvements
3	NM 466 Interchange Improvements
4	NM 599 Interchange Improvements
5	Auxiliary lanes on I-25: Cerrillos – St. Francis <i>(Consider widening structures at Cerrillos and St. Francis to accommodate extending auxiliary lanes through the interchanges, for full 6-lane facility from NM 599 – NM 466.)</i>
6	New Richards Avenue Interchange
7	Auxiliary lanes on I-25: St. Francis Dr – NM 466 <i>(Consider extending auxiliary lane north through NM 466 interchange for slow moving vehicles.)</i>
8	Auxiliary lanes on I-25: NM 599 – Cerrillos



Lower-cost, Short-term Recommendations

- Partial Interchange Lighting
- Lengthen I-25 entrance ramps at
 - SB St. Francis to SB I-25
 - NB and SB ramps at Cerrillos Road
 - NB ramps at NM 466
 - NB and SB ramps at NM 599
- Improvements to north half of NM 466 Interchange



Additional Low-cost, Short-term Recommendations

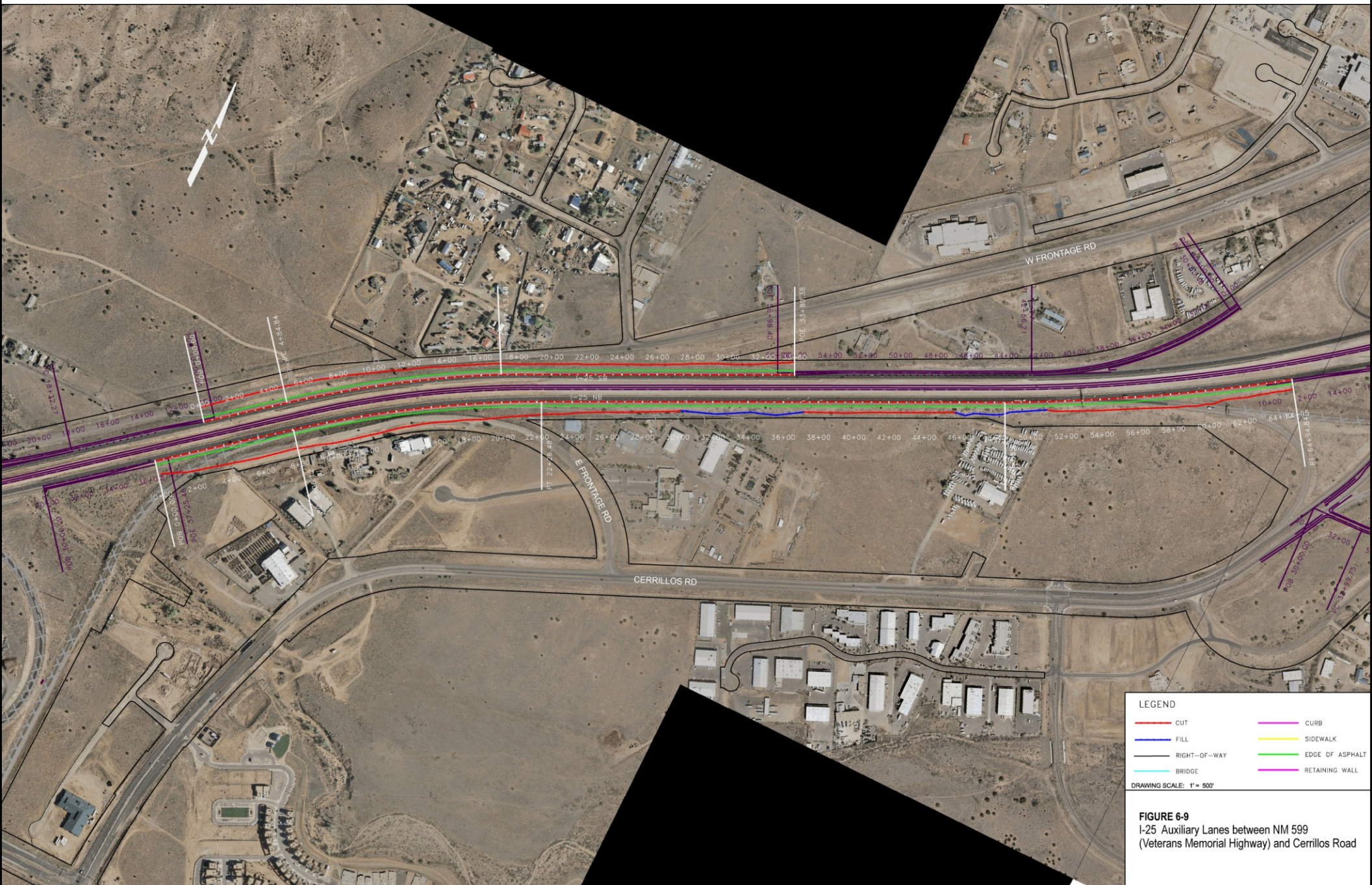
- Emergency Vehicle Access Gates
- Prohibit left-turns onto Beckner from SB I-25 off-ramp to NB Cerrillos



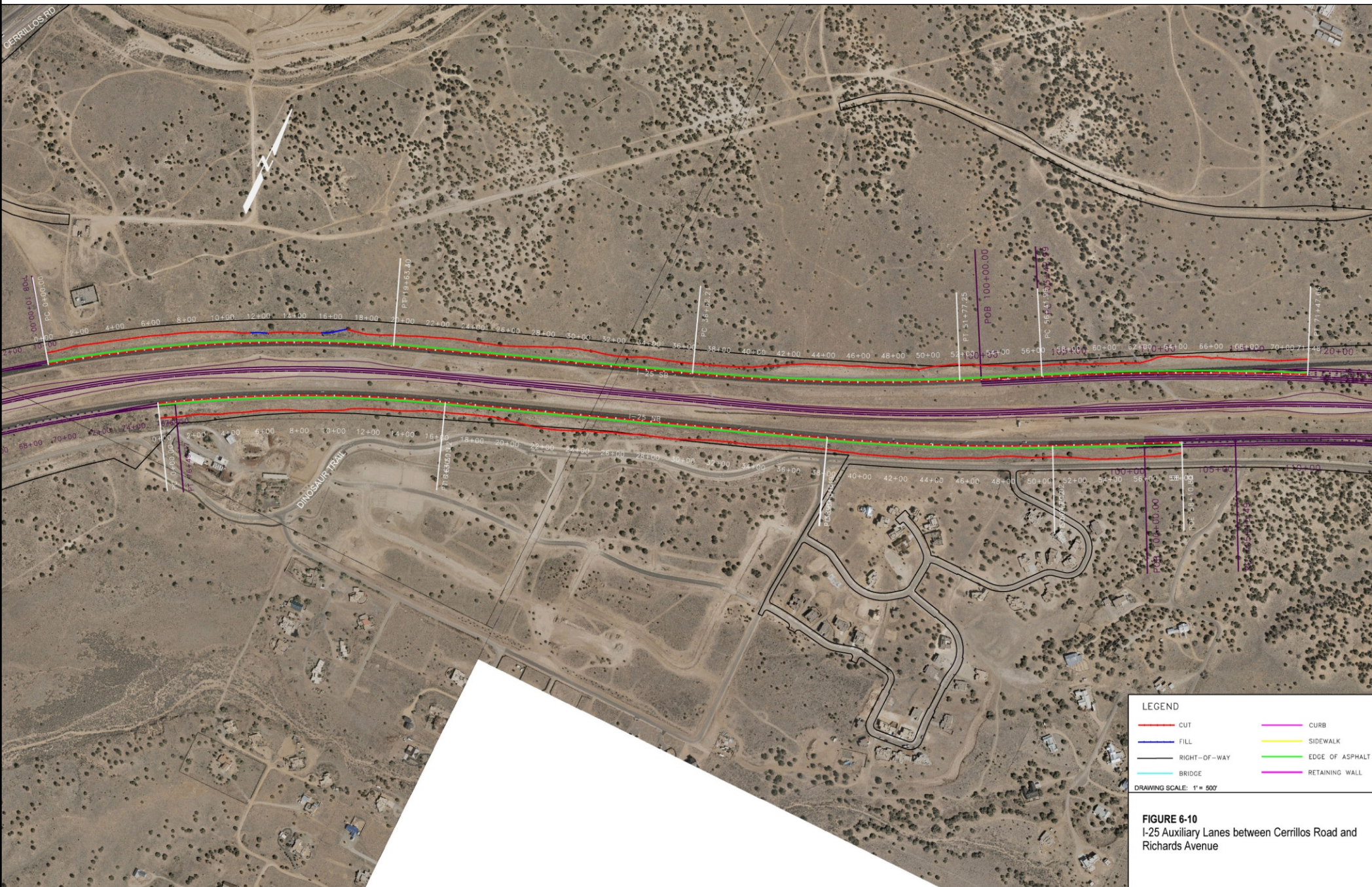
Questions?



Auxiliary Lanes: NM 599 – Cerrillos



Auxiliary Lanes: Cerrillos – Richards



Auxiliary Lanes: Richards – St. Francis



Auxiliary Lanes: St. Francis – NM 466



Richards Interchange

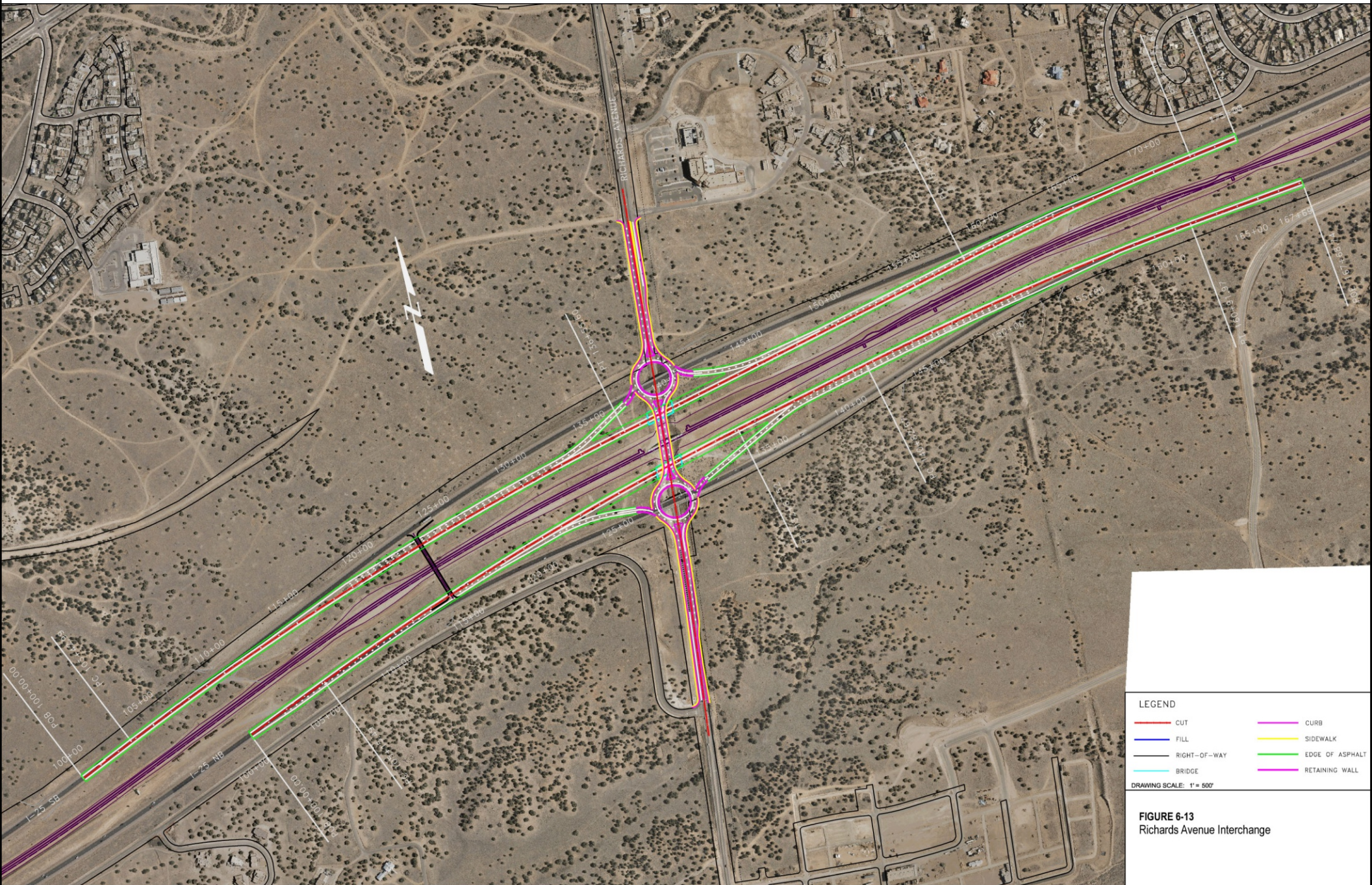
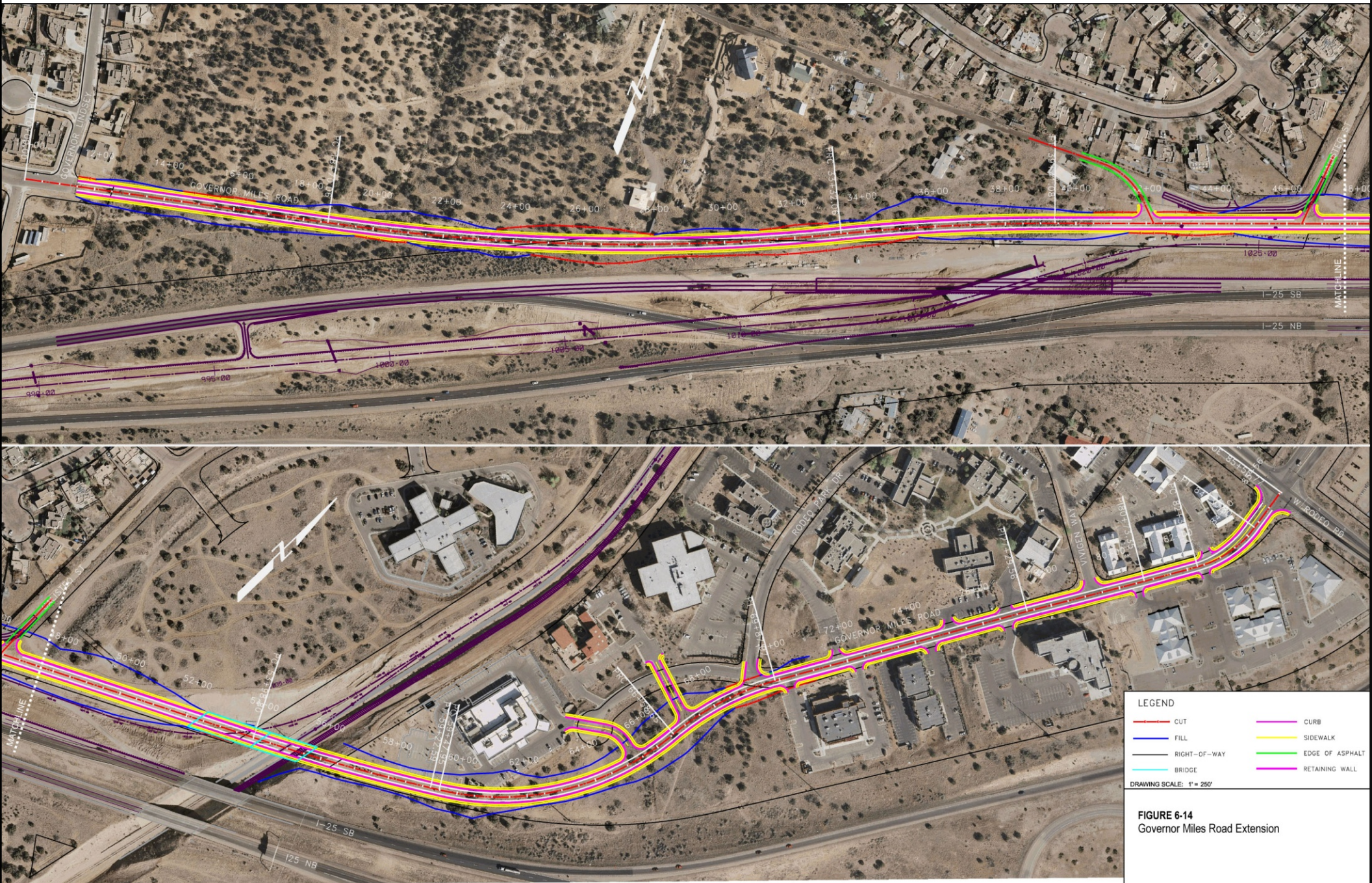
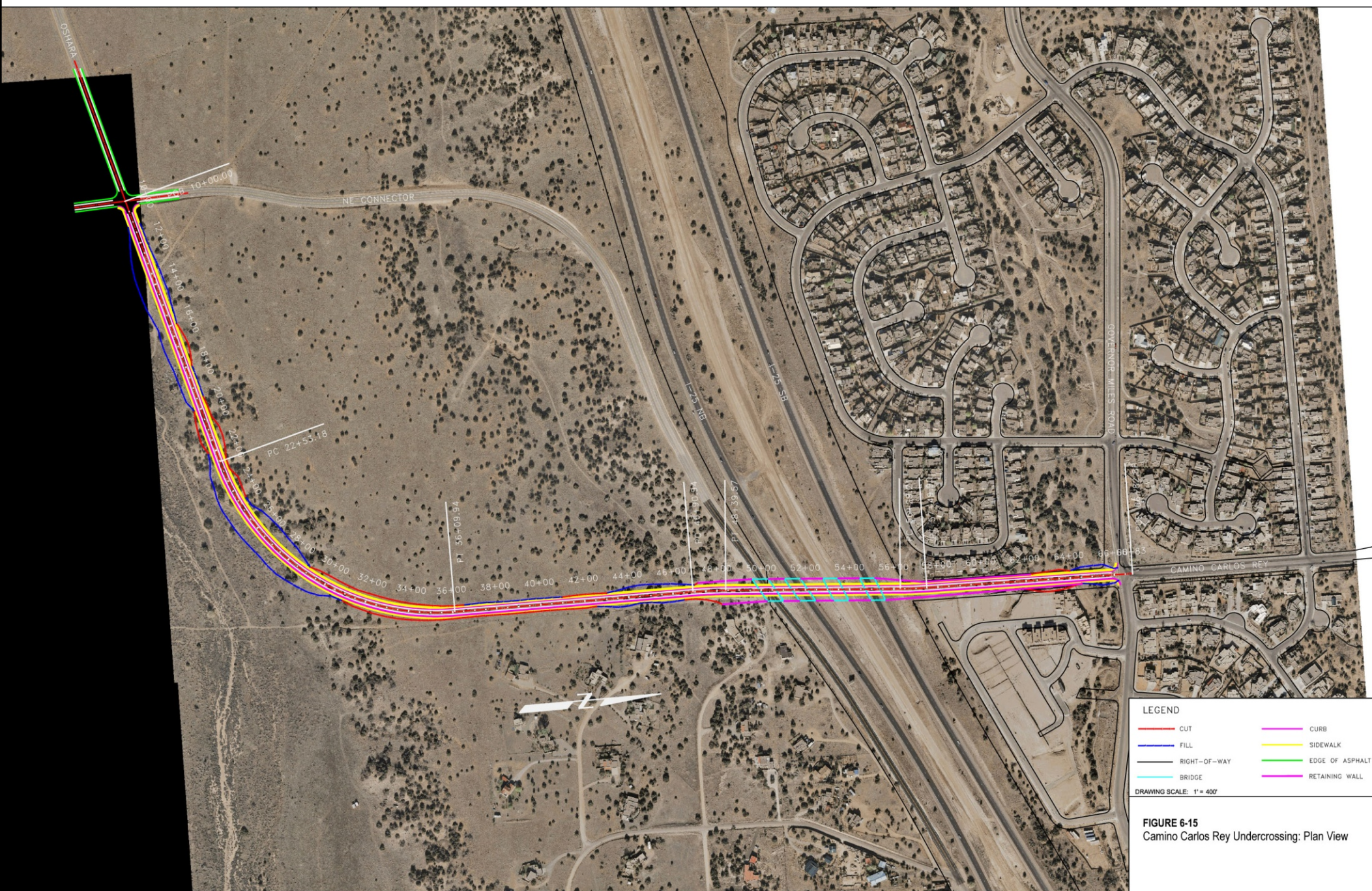


FIGURE 6-13
Richards Avenue Interchange

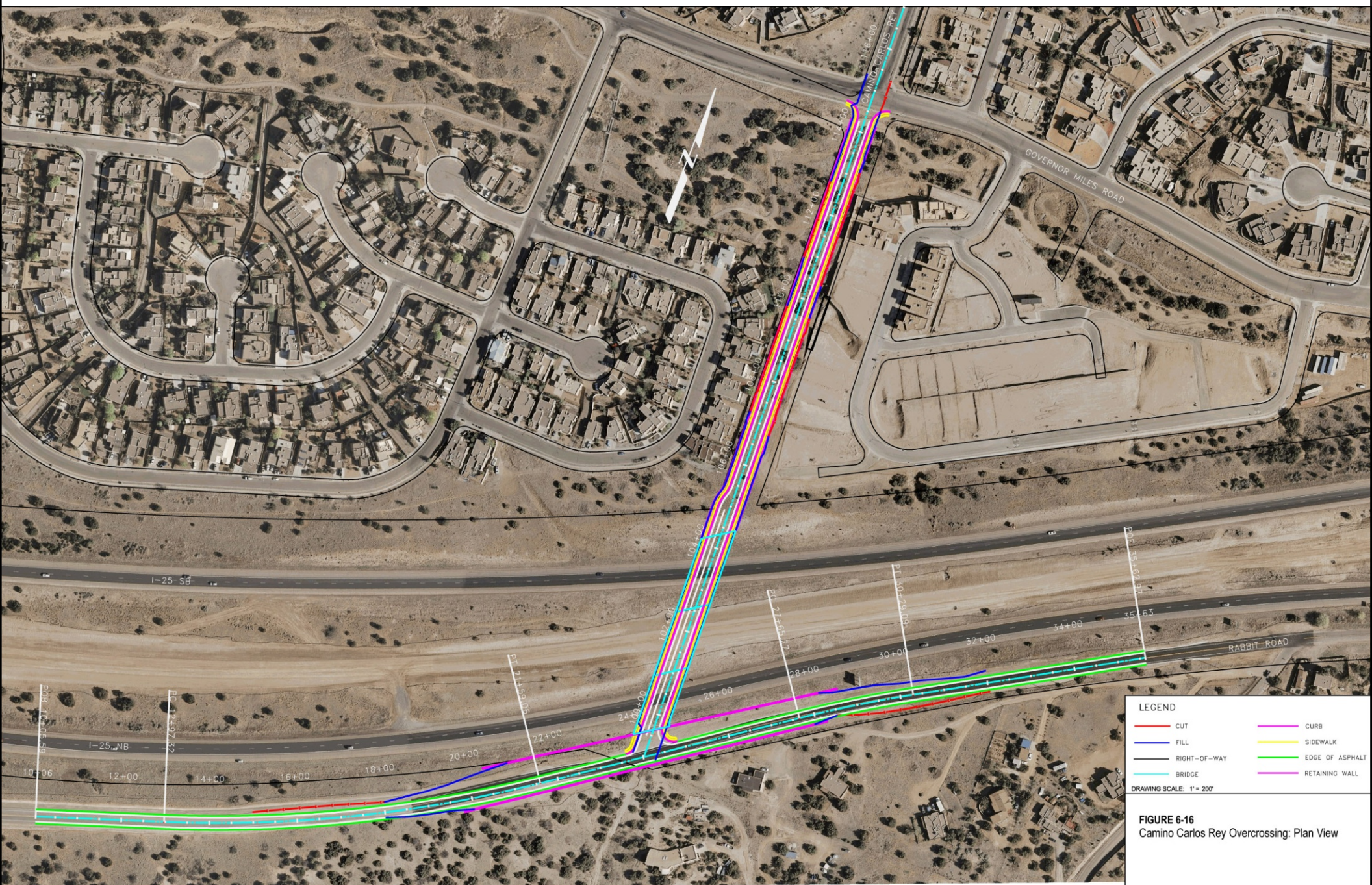
Governor Miles Road Extension



Camino Carlos Rey Undercrossing

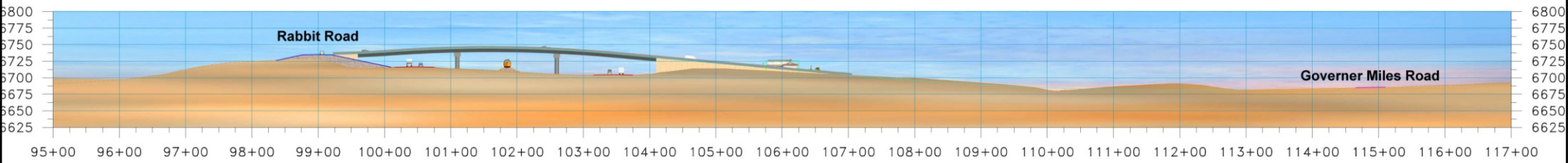


Camino Carlos Rey Overcrossing



Camino Carlos Rey Profiles

Overcrossing



Undercrossing

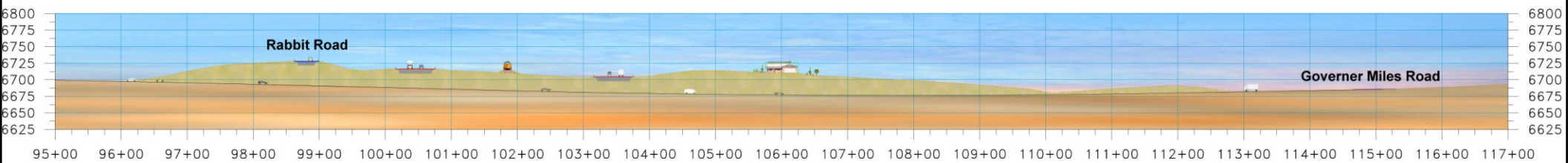
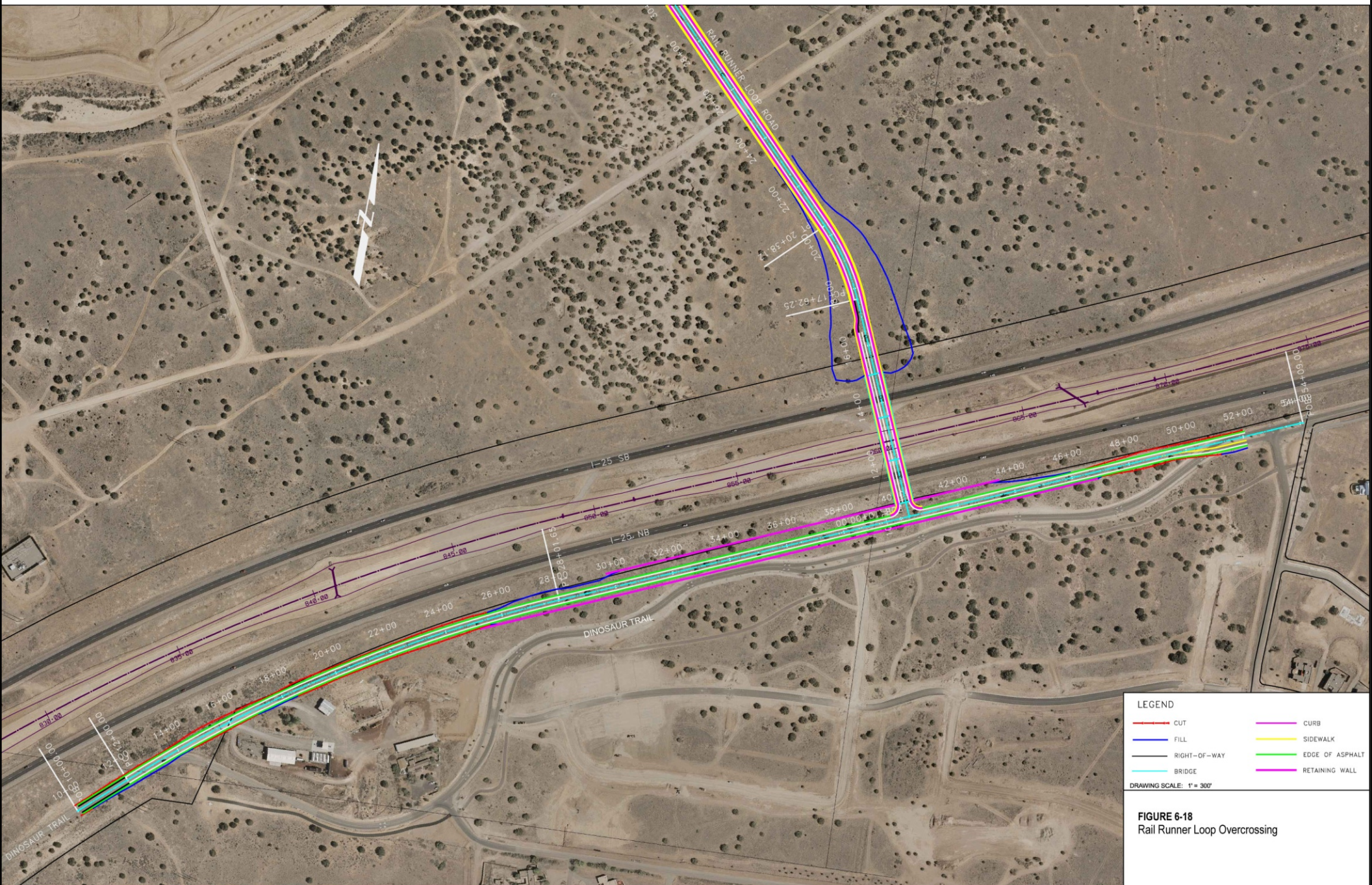


FIGURE 6-17
Camino Carlos Rey Profile Views

Camino Carlos Rey Overcrossing Visualization



Rail Runner Loop Overcrossing



Rail Runner Loop Overcrossing Visualization

