US 64 San Juan Bridge Crossing Project

Public Information Meeting Summary
US 64 MP 21.78 - 23.0
San Juan Bridge Crossing Project
September 27, 2017
Shiprock Chapter House

Meeting Announced in: Navajo Times on 09/14/17 and 09/21/17
Meeting Announced on: Banners posted along roadway
Mail outs sent: 09/07/17 to 53 addresses, 09/20/17 to 44 addresses

Meeting Attendees

Forty-six people attended the meeting

<table>
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<td>Roland Mitchell</td>
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<td>Joe Small</td>
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The following project team members were present:

- Paul Brasher, NMDOT District 5 Engineer
- Eric Froberg, TY LIN
- Shane Kuhlman, TY LIN
- Eric Johnson, NV5 - Marron

Presentation

Chili Yazzie, Shiprock Chapter President, started the meeting. He introduced local officials and provided Navajo translation.

Eric Froberg introduced the project team and discussed the agenda. He presented information on existing conditions, environment, utilities, access management, multi-modal transportation, Phase A/B evaluation of alternatives, and identified alternatives. He described the bridge alignment alternatives, bridge type alternatives, and intersection alternatives.

Question and Answer Session

(Project team responses are in italics)

Sammy Ahkean: Much violent crime took place under the bridge. Need to close that area off. Provide a nice sidewalk under the bridge. You will have an accident on the roundabout in the first week it is open.

Edith Yazzie: It is one of the 100 most dangerous bridges according to an article I read on-line. There needs to be a new bridge.

Kathleen Begay: Can you guess when the project will start? There is too much traffic for roundabouts. On the west intersection, how far back are you going (to the west)? We need something past the schools to make it safer. Take the project back to the high school.

The Phase A/B study should be completed in summer 2018. The Phase C study will take another year. We are probably looking at summer 2021 or 2022. The roundabout would be double lanes because of traffic volumes. NMDOT has a safety project to look at areas outside of this project corridor.
Kathleen Begay: Look at pedestrian safety.

Chili Yazzie: We were once looking at a 3-lane roadway to Blueberry Hill. We had the money at one time, but lost funding due to right-of-way issues.

Nate Ellison: I am representing ADA. Can you come up with a physical model of the bridge? Can you make a direct route to the Cortez highway? Make a dedicated curve (westbound US 64 to northbound US 491 on the east intersection). Make the free-right turn bigger.

_This could make it difficult for pedestrians, but we will look at making the turning radius bigger._

Chili Yazzie: We need to show alignments on Google. We need to show what home sites are affected.

Natalie Beyale: Are you getting a right-turn lane to the Cortez highway?

_We are considering reducing speeds to create safer conditions for pedestrians. We want to slow traffic._

Natalie Beyale: Can you make the opposite side of the east intersection a free right (westbound US 64 to northbound US 491).

_This would add a conflict point._

Natalie Beyale: Could use humps to slow people down

Anonymous: There are times we couldn’t get across bridge (due to an accident or emergency). Is there a way to add another bridge in case a disaster happens? People can get stuck on one side of the bridge.

_The truss bridge would be acceptable for a temporary crossing. Removeable bollards could be installed. Traffic control could also be used with one-lane open in each direction on one of the bridges._

Brian Lee: How much would the bridges cost? What did crash data show at the east intersection and how can we get away from that?

_Costs would be about $15 million for a basic girder bridge, about $35 million for an enhanced bridge, and about $75 million for the “Cadillac” bridge. The general range would be $20 to $100 million. The crash data shows crashes are mainly rear-end collisions. Some crashes are related to access at businesses. Closing off medians and consolidating driveways would help._

Kathleen Begay: Intersection towards Cortez needs to be longer.

_We are trying to add capacity._
Kathleen Begay: On the bridge, what design are you looking at for the cheapest bridge?

*Cheapest is like the existing south-side bridge.*

Tommie Yazzie: What is the chances of getting a bypass or turnpike?

Virginia B.: After the bridge is built, do you have periodic maintenance?

*We look at maintenance as one of the selection criteria.*

Virginia B.: They have an inspection every 2 years, but the bridge has rust.

*If we go with steel, it has lower maintenance requirements, especially the newer type of steel used in bridges.*

Teri Clashin: My main concern is protecting pedestrians. I would like to see complete streets. You are representing NMDOT. I don’t see Navaho DOT.

*We had a meeting 3 to 4 weeks ago with Navajo DOT and NMDOT District 5. The feedback helped focus this presentation.*

Teri Clashin: Will you put together a website?

*We can post drawings on the NMDOT District 5 website.*

Wilfred Franklin: I am with Navajo Tribal Utility Authority (NTUA). We have a natural gas regulating station on the south side of the bridge. The north side of the bridge is not much of a problem. We would like to do cost sharing.

*When we are focused on just a few alternatives, we will look at environment and utilities.*

Herb Beyale Jr.: If you put something on the north side, it will impede scenic views. I like using existing bridge for pedestrians.

Walter Begaye: Shiprock has lots of loud traffic. Can you have a bypass around Shiprock? We have a lot of truckers coming through here. The truckers damage our roads.

Kathleen Begay: A noise abatement wall should be considered.

Henry Smith: What are you doing about the entrance to the flea market (near the east intersection)?

*The flea market has a wide entrance. We will look at how we can improve the entrance. Right-of-way is also an issue. We want to minimize the amount of right-of-way needed.*

Melvin Benally: Are you going to make the bridges look identical? Three different bridges look odd.
We don’t do truss bridges anymore. We can consider a bridge that looks like a truss bridge.

Anonymous: I like the roundabouts.

Written Comments

Comment 1: Jerry Benally

Good idea for roundabout and Hesperus Drive for two left turns. Pontoon bridges Cudei and Hogback.

Comment 2: Sammy Ahkeah

Close out vehicle traffic underneath the bridges. In the past, there is a lot of violent crime that took place underneath the bridges. Shiprock community is planning a foot trail underneath the bridges. Make a cement foot trail underneath the bridges. (Note to project team: identify who is contact for trails at Shiprock.)

Comment 3: Herb Beyale, Jr.

Do not build on north side. Too many utilities on that side. 16” & 10” water mains, 4” gas main, and a structure housing pipe plumbing.

A new bridge on north side will impede the scenic view of the historical bridge.

Build cheap bridge on south side. A cable bridge will take away from the historical bridge. Eight lanes on south side is great!

“Riverwalk” and trail will serve community purpose of positive aesthetics.

Comment 4: Sally Yabeny

Thank you for your presentation this evening.

Want to comment on roundabout which is a favorable recommendation. Give us some different types and sizes of roundabouts including pros and cons to better understand the concept.

I am in favor because of the continuous flow of traffic versus traffic lights which is dangerous when electricity goes out during heavy traffic. Also, give us data on accidents. Like to see visual models. Would the roundabout accommodate large trucks, trailers, etc.?

Comment 5: Teri Clashin

Please go into detail regarding the safety features of roundabouts. People need to understand that they are safe and efficient.
I would like to see complete streets concepts incorporated in the connectivity of the two main intersections.

Please put together a website with project updates.

We need to incorporate comments from kids/teens regarding the project. They will be the primary users once the bridge is built.

**Comment 6:** Tommy C. Begay

My name is Tommy C. Begay, DINE/Navajo of the Coyote Pass Jemez People.

I wish to comment about the San Juan River Bridge in Shiprock, NM. I had many thoughts about the condition(s) and integrity of the San Juan Bridge.

Some believe that demolishing it would bring a new and expanded bridge and others believe preserving the bridge for human use as a commuter walkway while holding as a historical site.

I believe, and I foresee, a newer bridge north of the (old) San Juan Bridge that will accommodate a four lane (new) bridge and naming that bridge after the Navajo Code Talkers of WWII.

The new bridge north of the old one can serve to alleviate traffic during events, such as the Northern Navajo Nation Fairs!

As a new bridge, north of the old bridge, building in a four lane zone from the Hwy 491 and Hwy 64 intersection, the bridge can be used to further expand the community development of their surrounding areas. New pavements of new roads will bring forth new enterprise in economic developments.

Expansion of roads, that the community are involved in, are essential in serving the people that may ease the burden of traffic congestion and delays in traffic lights and backups in pedestrian accesses.

Provision for more funding is requested to provide a four lane road pavement of a new bridge north of the old San Juan Bridge and to provide new four land road to the High School on Hwy 504/64 to the Hwy 491 Intersection and all the way down to Hwy 491/64 Intersection for new pavement to a four lane highway.

Use of new roads and bridge will bring new beginnings for some believers, such as I, yet a new bridge will bring great progress for our people.

It is time, for a new beginning, for this millennia.

**Comment 7:** Jaxson Teal

I just like to express my appreciation for your project on our old community bridge to be replaced or upgraded. My concern is to request if possible it y’all could build the bridge where
people can’t be climbing underneath the bridge. Especially teenagers or gangs, they’re the worst. Just a thought but your consideration will be deeply appreciated.

Thank you for your time too.
Appendix
Public Meeting Materials
The New Mexico Department of Transportation and the Federal Highway Administration announce a

PUBLIC INFORMATION MEETING

US 64 San Juan Bridge Crossing Project
MP 21.78 to MP 23.0
Control Number 5101010

Wednesday, September 27, 2017
6:00 pm open house with 6:15 pm presentation
Shiprock Chapter House
Located on US 64 approximately 0.3 miles east of US 491 east junction

Meeting Purpose: The New Mexico Department of Transportation (NMDOT) in cooperation with the Federal Highway Administration is sponsoring this meeting to discuss plan concepts for the US 64 San Juan Bridge Crossing Project and receive comments from the public. The north truss bridge was constructed in 1936, and the south concrete bridge was constructed in 1961. The bridges need improvement or replacement, and NMDOT is in the process of developing bridge alternatives. The improved San Juan River crossing would serve vehicle traffic and other users including pedestrians, bicyclists, and transit. Environmental effects of improving the bridge will be evaluated. The public is encouraged to attend this public meeting and provide comments and questions on the proposed project.

Meeting Overview and Agenda: NMDOT project team members will present and discuss the proposed project plans. An open house will begin at 6:00 pm followed by a presentation at 6:15 pm. After the presentation, project team members will accept comments and questions from the public.

ADA: To request Americans with Disabilities Act (ADA)-related accommodations for the meeting, contact Eric Johnson at (505) 898-8848 at least two days before the meeting.

Comments: Written comments will be accepted at the meeting or they may be sent by October 11, 2017 to:

Eric Johnson
Marron and Associates
7511 Fourth Street NW
Albuquerque, NM 87107

phone: (505) 898-8848
email: eric@marroninc.com
fax: (505) 897-7847
partnered with the city to address the need for visitor services at the attraction located southwest of here, alongside LeChee Chapter Jurisdiction.

"The main reason we started this was the fact that the amount of traffic that the area was getting was degrading the (one-half mile) trail to the attraction (and the environment)," Page Mayor William Diak said, "and the experience." 

Shott says the resource damage by encroaching human activities was an enormous issue for the Park Service.

"So we started our priority before we started a strategic planning session," Shott explained. "And this became a priority because of the resource damage. Just because of this year's number of visitation and the lack of visitor services, like restrooms, we put it at the top of the list for something to get done." 

But getting the work done was a challenge for the Park Service.

"We did an enormous amount of public scoping, put out comment forms for everyone and anyone that might want to comment," he explained, adding that the Park Service conducted a number of public hearings.

"And we collected all the comments that we received (similar to an environmental impact statement)," Shott said. "We essentially followed that same process, and we took all those comments, then we got together with the (city) officials and formed our first agreement."

The essence of that first
head coach Brandon Guzman. "We finally had a 100-yard rush in a game. Mikel Bonner finishing with 122 yards rushing. Our defense played extremely well. We only had one defense bust and that's how.

"Ahl Foster looked like the All-Section player we remember," Guzman said. "He had 11 tackles and a fumble recovery, which he ran back for a defensive touchdown."

Yoann Djassa caught three passes for 100 yards and two touchdowns. Brennan Sawyer hauled in three passes for 28 yards and one touchdown. Jalen Lyons had one catch for 12 yards and one touchdown.

4-0, on the line, traveling to Coconino to face the Panthers this Friday at 7 p.m.

"Coconino is a larger school, Class 4A," Guzman said. "They have solid athletes. We have to play a mistake-free ball game."

he said. "The deep balls could have been thrown just a little I think that's a good football team. I think they're going to
### SIGN-IN SHEET***
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Public Information Meeting, 6:00 pm  
CN 5101010

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*Show the card* when you want to make a spoken comment after the presentation.

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E-mail Address

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<tbody>
<tr>
<td>25. Daryn DeVenney</td>
<td>PO Box #327</td>
<td>Shiprock</td>
<td>NM</td>
<td>87420</td>
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<tr>
<td>26. Larry Joe</td>
<td>PO Box 2241</td>
<td>Shiprock</td>
<td>NM</td>
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<tr>
<td>27. Sally Habeny</td>
<td>PO Box 1500</td>
<td>Shiprock</td>
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<tr>
<td>28. Kirk Begleza</td>
<td>PO Box 1749</td>
<td>Shiprock</td>
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<tr>
<td>29. Sammy Albert</td>
<td>2369 Shiprock</td>
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<tr>
<td>30. Joshua Kellogg</td>
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**SIGN-IN SHEET**

US 64 MP 21.78 to 23.0 San Juan Bridge Crossing Project
Date: September 27, 2017, Shiprock Chapter House
Public Information Meeting, 6:00 pm
CN 5101010

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<tr>
<td>Raymond H. Curley</td>
<td>PO Box 14</td>
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<tr>
<td>Conny Jay</td>
<td>PO Box 3945</td>
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<td>Roland Mitchell</td>
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<td>Joe Smart</td>
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<tr>
<td>Teri Clashin</td>
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<td><a href="mailto:tclashin@gmail.com">tclashin@gmail.com</a></td>
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Sheet 6 of 9
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<tr>
<td>43. Michele Sandrock</td>
<td>P.O. Box 2826</td>
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<tr>
<td>44. Samuel Sandrock</td>
<td>P.O. Box 1006</td>
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<tr>
<td>45. Kenneth Lee</td>
<td>P.O. Box 454</td>
<td>Birtland</td>
<td>NM</td>
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<tr>
<td>46. Walter Begay</td>
<td>P.O. Box 2346</td>
<td>31R</td>
<td>NM</td>
<td>87417</td>
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<tr>
<td>47. Lester Light</td>
<td>P.O. Box 2346</td>
<td>Shiprock</td>
<td>NM</td>
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<tr>
<td>48. Lorraine Bunch</td>
<td>P.O. Box 2021; 51R, N.</td>
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<td>Monica Redhouse</td>
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<tr>
<td>Michael Redhouse</td>
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<td>Shiprock</td>
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<tr>
<td>Virginia Rose</td>
<td>123 Main St</td>
<td>Shiprock</td>
<td>NM</td>
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<tr>
<td>Tamae Yazzie</td>
<td>456 Market St</td>
<td>Shiprock</td>
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Sheet 9 of 9
CLOSE OUT VEHICLE TRAFFIC UNDER NORTH BRIDGE. IN THE PAST, THERE IS A LOT OF VIOLENT CRIME THAT TOOK PLACE UNDERNEATH THE BRIDGE. SHEPPACK COMMUNITY IS PLANNING A PEDESTRIAN TRAIL UNDERNEATH THE BRIDGE. MAKE A CONCRETE PEDESTRIAN TRAIL UNDERNEATH THE BRIDGE.

Date: Sept 21, 2017
Name: Sammy Ahecan
Address: Box 364, Sheppack, NM 87420
City/State/Zip Code: 87420

Please mail or send your comments by October 11, 2017 to:
Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107
Attn: Eric Johnson

Phone: (505) 898-8848  Fax: (505) 897-7847
Email: eric@marroninc.com
- Do not build on north side & too many activities on that side. 16" & 10" water mains, 4" gas main + a structure housing pipe plumbing.

- A new bridge on North side will impede the scenic view of the historical bridge.

- Build cheap bridge on south side - a cable bridge will take away from the historical bridge. 8 lanes on south is great!

- "River walk" + trail will serve community purpose to promote eco-tourism.

Date: 9/21/2017
Name: Herb Bylka, Jr.
Address: Shiprock, NM 87470

Please mail or send your comments by
October 11, 2017 to:
Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107
Attn: Eric Johnson

Phone: (505) 898-8848   Fax: (505) 897-7847
Email: eric@morrininc.com
Problem is roundabout and Hesperas drive for (2) left turns.

phantom bridges @ curve and Hog back

Date: 9-26-17
Name: Jerry Benally
Address: 85800 Box 5421
City/State/Zip Code: Shiprock, NM 87420

Please mail or send your comments by October 11, 2017 to:
Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107
Attn: Eric Johnson

Phone: (505) 898-8848  Fax: (505) 897-7847
Email: eric@marroninc.com
Please go into detail regarding the safety features of roundabouts.

People need to understand that they are safe and efficient.

I would like to see complete streets concepts incorporated in the connectivity of the two main intersections.

Please put together a website with project updates.

We need to incorporate comments from kids/teens regarding the project. They will be the primary users once the bridge is built.

Date: 9/27/17

Name: T. C. Closhin

City/State/Zip Code:

Please or send your comments by October 11, 2017 to:
Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107
Attn: Eric Johnson

Phone: (505) 898-8848 Fax: (505) 897-7847
Email: eric@marroninc.com
Dear Mr. Begay:

Thank you for your comments.

Mr. Johnson

My name is Tommy C. Begay, DINE/Navajo of the Coyote Pass Jemez People.

I wish to comment about the San Juan River Bridge in Shiprock, NM. I had many thoughts about the condition(s) and integrity of the San Juan Bridge.

Some believe that demolishing it would bring a new and expanded bridge and others believe preserving the bridge for human use as a commuter walkway while holding as a historical site.

I believe, and I foresee, a newer bridge north of the (old) San Juan Bridge that will
accommodate a four lane (new) bridge and naming that bridge after the Navajo Code Talkers of WWII.
The new bridge north of the old one can serve to alleviating traffic during events, such as the Northern Navajo Nation Fairs!

As a new bridge, north of the old bridge, building in a four lane zone from the Hwy 491 and Hwy 64 intersection, the bridge can be used to further expand the community development of their surrounding areas.
New pavements of new roads will bring forth new enterprise in economic developments.

Expansion of roads, that the community are involved in, are essential in serving the people that may ease the burden of traffic congestion and delays in traffic lights and backups in pedestrians accesses.
Provision for more funding is requested to provide a four lane road pavement of a new bridge north of the old San Juan Bridge and to provide new four lane road to the High School on Hwy 504/64 to the Hwy 491 Intersection and all the way down to Hwy 491/64 Intersection for new pavement to a four lane highway.

Use of new roads and bridge will bring new beginnings for some believers, such as I, yet a new bridge will bring great progress for our people.
It is time, for a new beginning, for this millennia.

Best Regards,

Tommy C. Begay
(505) 215-8963
Thank you for your presentation this evening.

I want to comment on roundabouts which is a favorable recommendation. Give us some different types of designs of roundabouts including pros and cons to better understand the concept.

I am in favor because of the continuous flow of traffic versus traffic lights which is dangerous when electricity goes out during heavy traffic. Also give us data on accidents. Like to see visual models. Would the round about accommodate large trucks, trailers, etc.

Thank you

09.27.2017

Date

Salley

Name

P.O. Box 1502

Address

Shiprock, NM 87480

City/State/Zip Code

Please mail or send your comments by October 11, 2017 to:

Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107
Attn: Eric Johnson

Phone: (505) 898-8848 Fax: (505) 897-7847
Email: eric@marroninc.com
Jaxson Teal:

Thank you for your comment.

From: Jaxson Teal [mailto:jags2013.eb25@gmail.com]
Sent: Monday, October 02, 2017 10:29 AM
To: Eric Johnson <eric@marroninc.com>
Subject: The historic bridge in Shiprock, New Mexico

I just like to express my appreciation for your project on our old community bridge to be replaced or upgraded. My concern is to request if possible if y'all could build the bridge where people can't be climbing underneath the bridge. Especially teenagers or gangs they're the worst. Just a thought but your consideration will be deeply appreciated. Thank you for your time too.
From: Tim Rogers <timro@hotmail.com>
Sent: Friday, October 27, 2017 11:25 AM
To: Eric Johnson
Subject: Re: US64 bridge in Shiprock

Thank you for the prompt response, Eric, very much appreciated.

Tim Rogers
Active Transportation Planning
Santa Fe NM
(505) 629-5647

From: Eric Johnson <eric@marroninc.com>
Sent: Friday, October 27, 2017 7:47:18 AM
To: 'Tim Rogers'
Cc: 'Maestas, Manueltto, NMDOT'; Jennifer Mullins (jennifer.mullins@state.nm.us); Eric Froberg, PE
Subject: RE: US64 bridge in Shiprock

Tim:

Attached is the PowerPoint presentation from the last public meeting. The project is in initial stages, and there will be more discussion on bridge location and design. There will be bicycle and pedestrian facilities incorporated into the project.

Thanks for contacting me.

Eric Johnson
Marron and Associates
Senior Environmental Project Manager

7511 Fourth Street NW
Albuquerque, New Mexico 87107
Tel 505.898.8848
Fax 505.897.7847
eric@marroninc.com | www.marroninc.com

From: Tim Rogers [mailto:timro@hotmail.com]
Sent: Thursday, October 26, 2017 3:17 PM
To: Eric Johnson <eric@marroninc.com>
Cc: Patience Williams <williamsp@sjcpartnership.org>
Subject: US64 bridge in Shiprock

Hello Eric! I hope you are well. I saw the newspaper article on retiring the historic US64 bridge in Shiprock, including its potential as a dedicated pedestrian and bike facility. I recall that you were the addressee for public input. I am wondering if there are there any schematics or other information around this, the potential new bridge locations, or the potential roundabouts, that have been (or can be) shared?
I am working with Healthy Kids / San Juan County (cc'ing Patience Williams of San Juan County Partnership) on behalf of NM Dept. of Health. A contact in Shiprock has invited us to take a look at "walkability" and trail possibilities and the like, tomorrow afternoon. It would be great to be able to put try to put this big change that is coming into context. Also I would appreciate it if you can add Patience and me to the list of contacts regarding future planning process, assuming that this is your ongoing role. Thanks, Tim

Tim Rogers
Active Transportation Planning
Santa Fe NM
(505) 629-5647
Historic Shiprock bridge to be decommissioned

Joshua Kellogg, jkellogg@daily-times.com  Published 4:56 p.m. MT Sept. 28, 2017

Wednesday meeting sought public input on U.S. 64 San Juan Bridge Crossing Project

SHIPROCK — The nearly 80-year-old bridge here that carries westbound vehicles over the San Juan River along U.S. highways 64 and 491 is scheduled to be decommissioned.

The New Mexico Department of Transportation and the Federal Highway Administration held a meeting Wednesday evening at the Shiprock Chapter house to update community members on the status of the U.S. 64 San Juan Bridge Crossing Project.

Eric Froberg, a project manager for T.Y. Lin International, gave a presentation to those attending the meeting regarding several options to address the aging San Juan River Bridge, which has been deemed structurally deficient.

The Albuquerque-based firm was tasked by NMDOT to evaluate the condition of the westbound and eastbound traffic bridges over the river, and complete preliminary engineering on the project.

Built in 1936, the San Juan River Bridge has been labeled a historic highway bridge and is on the National Register of Historic Places, according to the National Park Service. It handles westbound traffic for U.S. highways 64 and 491 between the Hesperus Peak Boulevard intersection on the east side of the bridge and the San Francisco Peak Boulevard on the west side.

A steel-beam bridge was built in 1975 south of the historical bridge to handle eastbound traffic. The average lifespan of a bridge is about 75 years, according to Froberg.
The historic 1,007-foot westbound bridge is scheduled to be decommissioned and possibly be used as a bridge for bicycle and pedestrian traffic, Froberg told the crowd of about 40 people who attended the meeting.

Approximately 14,000 vehicles cross the bridges each day, according to Froberg.

The project is still in the early phases of design, and holding the meeting was a way to get public input on the proposals.

"We're making sure what we put in fits in the community," Froberg said during the meeting.

There were three alignment designs proposed for the new bridge.
Two of the proposed designs call for constructing a new four-lane bridge to the north or south of the historic bridge. Those bridges would handle both eastbound and westbound traffic.

Another option calls for expanding the existing south bridge from two lanes to four lanes of traffic to handle traffic running both ways.

Three options were also proposed to renovate the San Francisco Peak Boulevard and Hesperus Peak Boulevard intersections, including building a roundabout at both intersections and building more turn lanes.

After Froberg's presentation, Shiprock Chapter President Duane "Chili" Yazzie provided a recap of the talk in the Navajo language.

Attendees shared their thoughts about the project toward the end of the meeting. One woman stated she was concerned about the proposed roundabout option for the intersections. She believes the amount and type of vehicle traffic would make it unsafe.

The timeline and cost of the project were also questioned by members of the audience. Froberg said there is still a lot of work to do before those questions can be addressed fully.

At the earliest, Froberg believes construction could start in spring 2021, but he added that date could change. He also told the crowd the construction cost for a new bridge could start between $15 million and $20 million, and could increase.

In a follow-up interview today, Forberg said the cost of the project could vary greatly, depending on the alignment of the bridge, the type of bridge that is built and the type of intersection improvements that are selected.

Written comments can still be submitted for the project to Eric Johnson of Marron and Associates at 7511 Fourth St. NW, Albuquerque N.M., 87107 and must be sent by Oct. 11.

He can also be contacted by email at eric@marroninc.com, by telephone at 505-898-8848 and by fax at 505-897-7847.

Joshua Kellogg covers crime, courts and social issues for The Daily Times. He can be reached at 505-564-4627.

Historic bridge over San Juan River to be decommissioned

The Associated Press  Oct 1, 2017 Updated 9 hrs ago

SHIPROCK — A historic bridge that spans the San Juan River in northwestern New Mexico is slated to be decommissioned now that it has been deemed structurally deficient.

The New Mexico Department of Transportation and the Federal Highway Administration held a meeting Wednesday to update community members on the status of the U.S. 64 San Juan Bridge Crossing Project.

Eric Froberg, project manager for the engineering firm T.Y. Lin International Group, said the historic westbound bridge is scheduled to be decommissioned and possibly be used as a bridge for bicycle and pedestrian traffic, The Farmington Daily Times reported.

Built in 1936, the San Juan River Bridge has been labeled a historic highway bridge and is on the National Register of Historic Places, according to the National Park Service.

A steel-beam bridge was built in 1975 south of the historical bridge to handle eastbound traffic. The average lifespan of a bridge is about 75 years, Froberg said.

About 14,000 vehicles cross the bridges each day, he said.

The project is still in the early phases of design, and holding the meeting was a way to get public input on the proposals. "We're making sure what we put in fits in the community," Froberg said during the meeting.

Two of the proposed designs call for constructing a new four-lane bridge to the north or south of the historic bridge. Those bridges would handle eastbound and westbound traffic.

Another option calls for expanding the existing south bridge from two lanes to four lanes of traffic to handle traffic running both ways.

Three options also were proposed to renovate the San Francisco Peak Boulevard and Hesperus Peak Boulevard intersections, including building a roundabout at both intersections and building more turn lanes.

One woman said she was concerned about the proposed roundabout option for the intersections. She believes the amount and type of vehicle traffic would make it unsafe.

Froberg said he believes construction could start in spring 2021 at the earliest, but added that date could change.

The construction cost for a new bridge could start between $15 million and $20 million, and may increase, he said. The cost of the project could vary greatly, depending on the alignment of the bridge, the type of bridge that is built and the type of intersection improvements that are selected, Froberg said.
SHIPROCK, N.M. (AP) — A historic bridge that spans the San Juan River in northwestern New Mexico is slated to be decommissioned now that it has been deemed structurally deficient.

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Eric Froberg, project manager for the engineering firm T.Y. Lin International Group, said the historic westbound bridge is scheduled to be decommissioned and possibly be used as a bridge for bicycle and pedestrian traffic, The Farmington Daily Times reported (http://bit.ly/2hGArX7).

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US 64/491 OVER THE SAN JUAN RIVER
CN: 5101010

Phase A/B Report
- Inventory of Existing Conditions (Utilities, Structures, Roadway, Traffic)
- Traffic Study and Analysis
- 3 Alignment Alternatives
- 3 Unique Intersection Alternatives
- 7 Bridge Alternatives
- Geotechnical Investigation for Bridge
- Environmental Survey
Project Team

NMDOT Team
- Manuel Maestas, P.E. – PDE North Region Design
- Stephen Lopez, P.E. – NMDOT D5, Technical Support Engineer
- Jennifer Mullins – Environmental
- Sherman Peterson, P.E. – NMDOT Bridge Bureau

Stakeholders
- NMDOT – D5
- Navajo Nation
- Navajo DOT
- Shiprock Chapter
- US Fish and Wildlife
- NM Game and Fish
- Navajo Travel Utilities
- NMED
- USCOE

Project Description and Purpose – Technical Definition – Phase A/B Corridor Study
- Phase A/B (Initial Evaluation of Alternatives)
- Assess Existing Conditions, Identify Purpose and Need, and Evaluate Alternatives
- Consider: Safety, ROW, Access, Environmental, Public Input, Costs
- Deliverable: Recommendations within Project Priority Plan

In summary...Evaluate the existing conditions and recommend a new bridge structure and alignment/intersection for the corridor.

Evaluation Matrix Criteria
- Functional Requirements
- Construction Feasibility
- Environmental Impact
- Aesthetics
- Economics
- Future Maintenance
- Accelerated Bridge Construction

Questions
Manuel Maestas, P.E.
Project Development Engineer
New Mexico Department of Transportation
North Region Design
(505) 629-7251
Manuelito.Maestas@state.nm.us
NMDOT D5:
http://dot.state.nm.us/content/nmdot/en/D5.html

Eric Froberg, P.E.
TY. Lin International
500 4th Street NW, Suite 403F
Albuquerque, NM 87102
(505) 247-2646
eric.froberg@tylin.com

Eric Johnson
Marron & Associates
7511 4th Street NW
Albuquerque, NM 87107
(505) 898-8848
ejohnson@marroninc.com
Comment Form

US 64 San Juan Bridge Crossing Project, MP 21.78 - 23.0
Control Number 5101010

- Please provide comments on this form—letters and email messages also accepted.
- Fold form and place in Comment Box or mail comments to address on other side.

Please mail or send your comments by
October 11, 2017 to:
Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107
Attn: Eric Johnson

Phone: (505) 898-8848   Fax: (505) 897-7847
Email: eric@marroninc.com

Date

Name

Address

City/State/Zip Code
Your Name
Street Address
City, State, Zip

Attention: Eric Johnson
US 64 San Juan Bridge Crossing Project
Comment Form

Marron and Associates, Inc.
7511 4th Street NW
Albuquerque, NM 87107

Fold along dotted lines. Tape or staple to close. Attach stamp and mail.