NM 14
Study & Rehabilitation
Pavement Rehabilitation, Slope Stabilization, and Intersection Improvements
Public Meeting
July 18th, 2017
Introduction

• Project Team

• Project Phases
  • NM 14 Pavement Rehabilitation
  • NM 14 Slope Evaluation
  • NM 14 / Frost Rd Intersection Evaluation

• Presentation Followed by Open House
Pavement Rehabilitation

- Pavement throughout corridor in poor condition
- Mill and Overlay of Pavement, I-40 to Frost Road
- Reconstruct Curb & Gutter
- Reconstruct Drainage Structures
- ADA Ramp Improvements at Intersections
Pavement Rehabilitation Schedule

• Phase 1, I-40 to Casa Loma Road (MP 0 to 2)
  • Construction Scheduled: Spring/Summer 2018

• Phase 2, Casa Loma Road to Melcor De Canoncito Road (MP 2 to 4)
  • Funding Programmed: 2018/2019

• Phase 3, Melcor De Canoncito Road to Frost Road (MP 4 to 6)
  • Funding Programmed: 2020/2021
Driveway Documentation

• Goal: Complete a Driveway Permit for each access point
• Comply with NMDOT policy
• Identify areas for consolidation
Slope Evaluation
Existing Issue

• NM 14
  • Mountain Christian Church to Melcor De Canoncito Road
  • East side of the road

• Erosion from rainstorms
  • Washes sediment on to the road and multi-use trail
  • Clogs culverts and arroyos
  • Slope stability concerns
Shotcrete

- Sprayed-on concrete with reinforcing wire
- Would stabilize the slopes and minimize erosion
Geomesh

• A system of wire mesh and anchors
• Would stabilize slopes and mitigate erosion
Retaining Wall

- Piles with concrete wall panels would retain earth slopes
- Earth slopes above the wall would be protected with seeding, shotcrete or other treatment
- Retaining walls would only be used in limited areas
Slope Stabilization Schedule

- Conceptual Design Plans
  - Completed by end of 2017
- Programmed Funding for Construction
  - Tentatively planned for 2022
Intersection Evaluation
Intersection Evaluation

• Project Purpose and Need
• Develop Conceptual Alternatives
• Solicit Public Opinion
• Develop Recommendations
Purpose and Need

• There is a need to improve NM 14/Frost/NM 536 intersection because:
  • The intersection is not a conventional design and does not meet driver expectations
  • Intersection/Driveway spacing doesn’t meet NMDOT standards
  • There are peak hour delays on Frost Road and NM 536
  • Anticipated growth will increase future congestion

• The purpose of the proposed intersection improvements is to address these concerns

• Public input will help our design team determine the best option for addressing these concerns
## Evaluation Criteria

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<td>• Access</td>
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<td>• Constructability</td>
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<td>• Right-of-Way Needs</td>
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<td>• Traffic Operations</td>
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<td>• Multi-Modal (bikes and pedestrians)</td>
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<td>• Environmental and Community Impacts</td>
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<td>• Seasonal Maintenance</td>
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<td>• Cost</td>
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<td>• Public Involvement</td>
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Alternative 1: Split Intersections

Pros
- Improved access spacing/driver expectations
- Improved traffic flow/operations
- Footprint allows for future growth

Cons
- Access modifications required
- Winter maintenance concerns
- Minimal changes to side street delay
Alternative 2: South Realignment

**Pros**
- Improved access spacing/driver expectations
- Fewer conflict points
- Improved winter maintenance

**Cons**
- Significant right-of-way impacts
- Access modifications required
- Minimal operational improvement
Alternative 3: North Realignment

Pros
- Improved access spacing/driver expectations
- Fewer conflict points

Cons
- Geometric design issues (skew)
- Access modifications required
- Minimal operational improvement
Alternative 4: Roundabout

Pros
- Improved access spacing/driver expectations
- Fewer conflict points
- Improved operations

Cons
- Moderate right-of-way impacts
- Access modifications required
- Winter maintenance concerns
Status

- Evaluation of Alternatives
  - Report Complete by end of 2017
- Programmed Funding: 2023
Questions?

Thank you

Submit comments to:
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