Meeting Agenda

Open House…………………………………………………………………………………….. 6:00 pm – 6:15 pm

Project Presentation…………………………………………………………………………. 6:15 pm – 7:00 pm
  • Project Overview
  • Existing Conditions
  • Alternatives
  • Phase A/B Recommendations
  • Schedule

Questions & Comments ………………………………………………………………. 7:00 pm – 8:00 pm

Meeting Purpose: The New Mexico Department of Transportation (NMDOT) in cooperation with the Federal Highway Administration is sponsoring this meeting to the findings and results of the Corridor Study and answer questions. The north truss bridge was constructed in 1936, and the south concrete bridge was constructed in 1961. The bridges need improvement or replacement. In the corridor study, NMDOT developed a recommended alternative that includes a selected bridge type. In addition, NMDOT developed recommended intersection improvements for the west and east US 64/491 intersections.

Project Purpose: 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.

Comments will be accepted:
  • Verbally at the public meeting.
  • Complete the attached comment form and leave it in the comment box at the public meeting, or mail to the address provided below.
  • Written comments submitted to Eric Johnson at NV5, Inc., 4374 Alexander Blvd. NE, Suite K, Albuquerque, NM 87107, or by email Eric.Johnson@nv5.com.
  • Please provide comments by July 8, 2020.

Additional Project Information:
  • Additional project information is available on the NMDOT District 5 website: https://dot.state.nm.us/nmdotprojects. The meeting summary, presentation, and study documents will be available for viewing on the website.
Public Meetings
Previous public meetings were held on September 27, 2017 and November 14, 2019 at the Shiprock Chapter House. This is the third public meeting.

Existing Roadway Conditions
- US 64/491 is the main roadway route across Shiprock.
- Bridge 1792, north bridge, was constructed in 1936 and is structurally deficient and historic.
- Bridge 7148, south bridge, was constructed in 1961 and is structurally deficient.
- Sidewalk ramps and driveways are not accessible (PROWAG/ADA compliant).
- Sidewalks are narrow (4 feet), and shoulder widths vary. Six foot shoulders are required for bicycles.
- Roadway width is adequate. Asphalt is in poor condition. Clear zone is inadequate.
- San Francisco Peaks Boulevard (US 64) and Hesperus Boulevard (US 491) intersections would benefit from improvements for turning vehicles and space for vehicles stopped at intersections.

Environmental Conditions
- US 64/491 is in an urban area.
- Corridor crosses the San Juan River, which has the highest flows in New Mexico.
- Wetlands are present along the river.
- Protected species include the northern leopard frog, razorback sucker, and Colorado pikeminnow.
- Bridge is a historic property. Other cultural resources sites located in project area.
- Park located south of US 64/491.
- Biological, wetlands, and cultural resource studies conducted.

Traffic Conditions
- San Francisco Peaks Blvd. and Hesperus Peak Blvd. intersections operate at acceptable Levels of Service (LOS). That's a Burger driveway operates at LOS F, and Burger King Driveway operates at LOS D.
- Projected 2040 traffic queue lengths at signalized intersections will exceed storage length.
- Rear-end is most common crash type (29%). Speed is biggest factor in crashes. Most vehicles travel faster than the 35 mph speed limit. Half of crashes occur at intersections.

Recommendation in Phase 1-A/B Report
- Replace Bridge 7148 (south bridge) with 4-lane steel girder bridge south of Bridge 1792 (north bridge). The bridge would have longer life span, fewer piers in river, and best life cycle costs.
- Leave Bridge 1792 in place and use for pedestrians, bicyclists, and utilities. Bridge would also be available for bypass in emergency situations.
- Provide enhanced traffic signals at San Francisco Peaks Blvd. and Hesperus Peak Blvd. The enhanced signal intersections would have extended turn lanes, lengthened storage bays, optimized signals, and stay within the existing right-of-way.
- Estimated project cost is $17 million.
**Recommended Alternative:** The recommended alternative is to replace the southern concrete bridge with a 4-lane steel girder bridge. This will necessitate roadway alignment of US 64 to shift slight to the south to the new bridge.

**Bridge layout along US 64/491 in Shiprock**

**Bridge transverse section:**

**Recommended alternatives at intersections:**