A public comment period for the NM 50 Bridge No. 397 Replacement project was held between April 17, 2020 to May 8, 2020. The comment period was advertised by a notice published in the Santa Fe New Mexican on April 17, email notification to select stakeholders, mailings to every address in the 87535 and 87552 zip codes (surrounding the project area), a press release, postings on NMDOT social media, and roadside signs posted near the project area. The emails and notices sent to area residents provided information on the project scope, construction schedule, and detour plans. The advertisements, signs, and social media postings directed the public to the NMDOT website (http://dot.state.nm.us/en/ProjectsD5.html) for additional information on the project. A copy of the mailer and advertisements is attached.

This method of public outreach was undertaken in lieu of a public meeting due to restrictions related to COVID-19 health concerns. The purpose of the outreach was to update the public and stakeholders on the need for the project, describe the preferred alternative and associated construction considerations, and to present the next steps in the process. Five people commented on the project. The comments received during the comment period, along with DOT responses, are attached.

Below is a general characterization of the comments received during the comment period.

- Questions about the detour route and duration of the detour.
- Questions about the construction schedule.
- Expressions of interest in the historic nature of the area surrounding the project.
- Concern with potential disturbance to the culturally significant surroundings.
- Request to restrict access to the road by heavy trucks as a measure to protect historic structures.
- Concerns with emergency response capabilities during construction.
- Request to consider constructing the bridge one lane at a time rather than requiring a road closure during construction.
- Request to consider using the La Joya Road underpass for temporary access to I-25.
- Requests to accommodate bicycle access during construction.
Public Comment Period Notifications:

Mailer
Newspaper Advertisement
Social Media Posting
Press Release
PUBLIC INPUT REQUESTED FOR
NM HIGHWAY 50 BRIDGE REPLACEMENT PROJECT
ON THE GLORIETA BATTLEFIELD NATIONAL HISTORIC LANDMARK

The NMDOT, in cooperation with FHWA, is proposing to replace Bridge No. 397 located at Milepost 1.15 on N.M. Highway 50 east of Glorieta Pass, in Santa Fe County, NM. The entire project is within the boundaries of the Glorieta Pass Battlefield National Historic Landmark. The project **PURPOSE** is to maintain safe and reliable infrastructure for the traveling public. The project **NEED** is based on:
- Poor bridge condition
- Low load ratings

Based on inspection and testing, the design team determined that rehabilitation could not adequately address the functional considerations; therefore, several bridge types were considered. Factors evaluated during design development included right-of-way limitations, construction feasibility, functional requirements, economics, future maintenance, natural resources, visual resources, and cultural resources.

The **SELECTED ALTERNATIVE** is a 40-foot span concrete bridge with metal railings. Additionally, guardrail will be replaced and extended to meet current design standards and the roadway approaching the bridge will be reconstructed, paved, and striped. The concrete abutments of the existing bridge will be left in place to minimize ground disturbance within the channel and the Historic Landmark. All work would be confined to the existing roadway easement. This project is federally funded and construction is expected to start in the **SPRING of 2021**.

More project information is available at the NMDOT website below: http://dot.state.nm.us/en/ProjectsD5.html
Win one for Williamsport?

Little League World Series faces 0-2 count amid coronavirus outbreak

By Curt.cm GREER

PITTSBURGH — Despite the current state of the sport world, the Little League World Series has been ranked among the best baseball experiences in the United States. This year's event will be held in Williamsport, Pennsylvania, and will showcase some of the best young baseball players in the world. The catcher is excited about the possibility of playing in front of a live audience, and he believes that it will be an incredible experience for everyone involved.

The catcher also mentioned that the Little League World Series has a unique atmosphere that is unlike any other baseball event. The team members describe it as a "family-like" environment where everyone is welcomed and included. The catcher expressed his gratitude for the opportunity to be a part of such a special event.

The catcher concluded by saying that he looks forward to the upcoming season and the opportunity to compete at the highest level of youth baseball. He believes that this experience will be a stepping stone for his future and will help him achieve his goals in the sport.

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If you're interested in learning more about the Little League World Series, you can visit their official website at www.littleleague.org. You can also follow them on social media for updates and highlights throughout the season. Make sure to check out the schedule and buy your tickets early to secure your spot at the event!
Public Input Requested

N.M. 50 Bridge Replacement Project
On The Glorieta Battlefield
National Historic Landmark

In lieu of a public meeting, the NMDOT is asking for your participation by reviewing project resources provided at the NMDOT website below. Comments and questions are requested by May 8, 2020.

http://dot.state.nm.us/en/ProjectsD5.html
Public Input Requested on N.M. 50 Bridge Replacement Project  
On the Glorieta Battlefield National Historic Landmark

In lieu of a public meeting, the NMDOT is asking for your participation by reviewing project resources provided at the NMDOT website below. Comments and questions are requested by May 8, 2020. Please take some time to review the N.M. 50 Bridge Replacement project resources on the District Five webpage. http://dot.state.nm.us/en/ProjectsD5.html

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Public Comments Received and Responses

Private email addresses and contact information are blocked for privacy reasons.
Hi Ivan, NMDOT posted on Facebook asking for public input on the project NM Highway 50 Bridge No. 397 Replacement. Your email is the only direct contact information that I found. Please accept the following as public comment on this project. This project is on a Tier 2 bicycle route as identified by the New Mexico Prioritized Statewide Bicycle Network Plan. The plan says, "As a best practice, dedicated bikeway facilities should be provided to the greatest extent possible on Tier 1 and 2 routes during rehabilitation or reconstruction projects. If the right-of-way along the corridor is constrained, designers should consult the design interventions for constrained corridors."

The scope of the project posted on the NMDOT web site does not mention bicycles, so it's not clear if the status as a Tier 2 facility has been noted. Please be sure to accommodate bicyclists to the extent possible. Sufficient width for concurrent bicycle and vehicle crossing of the bridge needs to be considered. Also, any guardrail needs to be separated sufficiently to allow room for bicyclists crossing the bridge. Improvements to the shoulders within the scope of the project should take bicyclists into consideration. Thank you for allowing me the opportunity to comment.
Good afternoon Ms. McFerrin,

Please find attached a jpeg project notice. Thank you for sharing!

Regards,
Dana

Dana Garcia, P.E.
Project Development Engineer  |  North Region Design  |  NMDOT General Office
1120 Cerrillos Road, Room 203, Santa Fe, NM 87505
Cell: 505.231.7663  |  Fax: 505.827.5566
email: dana.garcia@state.nm.us

Dear Ms. Garcia: we are attempting to post your notice about the Highway 50 construction to social media, but need a JPEG version, not a PDF of the notice. If you could send us a JPEG version we can get it posted. Thank you.
Hi Karen,

Yes, that is correct. During the anticipated seven week full roadway closure of NM 50 you will have to drive north to exit 307, the Pecos/Rowe exit. There will be detour signs on I-25 letting you know when NM 50 is fully closed.

Thank you,
Dana

Thank you for the information. So If I was going north on I-25, would I need to go to the next exit, to get to the Pecos School Campus?

On Mon, Apr 20, 2020 at 12:02 PM Garcia, Dana, NMDOT <Dana.Garcia@state.nm.us> wrote:

Hello Karen,

Thank you for reaching out. Right now we expect construction to begin late May/early June of 2021 and be complete by the end of August 2021.

Thank you,
Dana

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When would demo and reconstruction begin? What is the approximate completion date?
Monday 4/27, 7:04 am voicemail received

Laura Leblong, her father lived in Pecos NM and was a huge history buff on the civil war and was a geologist for the state. He had photo documents of the graves that were dug up there in glorieta pass. He donated items to the museum that was there. She may have access to this information and offered to speak with us if we’d like.
Good afternoon Mr. Schneider,

Thank you for your comments. I have provided answers to your questions below in red.

Hello Ms Garcia,

Thank you for the opportunity to provide comments on the 2021 proposal to replace the bridge on HWY 50 on Pigeon Ranch. I read over the proposed plan and offer the following comments for consideration please:

1. The proposal is to close access over the bridge for a minimum of 7 weeks and provide a detour via Rowe. The 2 month detour will impact travel times ~20 miles through 35 and 45 MPH zones for residents community to Santa Fe and most importantly to emergency responders. A 30 minute drive between Pecos and the hospitals in Santa Fe will be nearly 60 minutes. Is this acceptable drive time for ambulance service? We have coordinated with emergency response and have included measures to address this impact.

2. Construction is proposed for Summer 2021, this is peak fire season in Pecos which is declared a high-risk fire zone. Will USFS resources including hot shots be forced to be detoured through Rowe also? If so, doesn't this propose unacceptable risk to human life and resources by preventing fast access to I-25 by closing HWY 50? We have coordinated this concern with NPS and emergency response and have identified an emergency detour route for this very purpose.

3. Can bridge construction be completed while HWY 50 is limited to 1 lane instead? Access be granted to cars while Heavy truck traffic (which should not be allowed through this reach of NPS anyways since they damage NPS historical structures) could be routed to Rowe exit instead. Unfortunately the bridge construction cannot be phased to maintain an open lane of traffic. This was evaluated.

4. Alternatively, could NMDOT create a temporary access to HWY 50 and I-25 via the La Joya Rd underpass and adjacent frontage rd? This detour provides more reasonable access and drive time during construction. The proposed detour would require additional construction and cost outside of the project limits.

5. How realistic is the 7 week time estimate for bridge construction and HWY closure? Does it account for time lost to monsoon season and other factors? This timeframe has been heavily discussed with project personnel and is expected to be realistic considering all factors.

6. Why is NMDOT choosing to invest a higher grade bridge design versus a temporary culvert system when there (or at least was) a plan to route HWY 50 away from the historical and culturally sensitive areas near Pigeon Ranch? What is the status of that proposal? The historic nature of the roadway alignment itself prevented advancement of the previous plan to shift the NM 50
alignment. The proposed bridge design minimizes ground disturbance to the culturally sensitive site.

7. Why are heavy trucks permitted on this stretch of HWY 50 considering the NPS structures are literally 1-foot from the road. This is both unsafe and causing damage. Awaiting input from D5 to answer this question.
Good afternoon Mr. Schneider,

Thank you for your comments. I have provided answers to your questions below in red.

Thanks,
Dana

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From: bill schneider <william.h.schneider@gmail.com>
Sent: Tuesday, April 28, 2020 12:04 PM
To: Garcia, Dana, NMDOT <Dana.Garcia@state.nm.us>; Jennifer Lindline, PhD <lindlinej@gmail.com>
Subject: [EXT] NM 50 Bridge Replacement Comments

Hello Ms Garcia,

Thank you for the opportunity to provide comments on the 2021 proposal to replace the bridge on HWY 50 on Pigeon Ranch.  I read over the proposed plan and offer the following comments for consideration please:

1. The proposal is to close access over the bridge for a minimum of 7 weeks and provide a detour via Rowe. The 2 month detour will impact travel times -20 miles through 35 and 45 MPH zones for residents community to Santa Fe and most importantly to emergency responders. A 30 minute drive between Pecos and the hospitals in Santa Fe will be nearly 60 minutes. Is this acceptable drive time for ambulance service? We have coordinated with emergency response and have included measures to address this impact.
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4. Alternatively, could NMDOT create a temporary access to HWY 50 and I-25 via the La Joya Rd underpass and adjacent frontage rd? This detour provides more reasonable access and drive time during construction. The proposed detour would require additional construction and cost outside of the project limits.

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7. Why are heavy trucks permitted on this stretch of HWY 50 considering the NPS structures are literally 1-foot from the road. This is both unsafe and causing damage. The NMDOT does not place weight restrictions on roadways, only bridges. There are width restrictions in place but these only affect oversize loads.

Thank you.
William Schneider