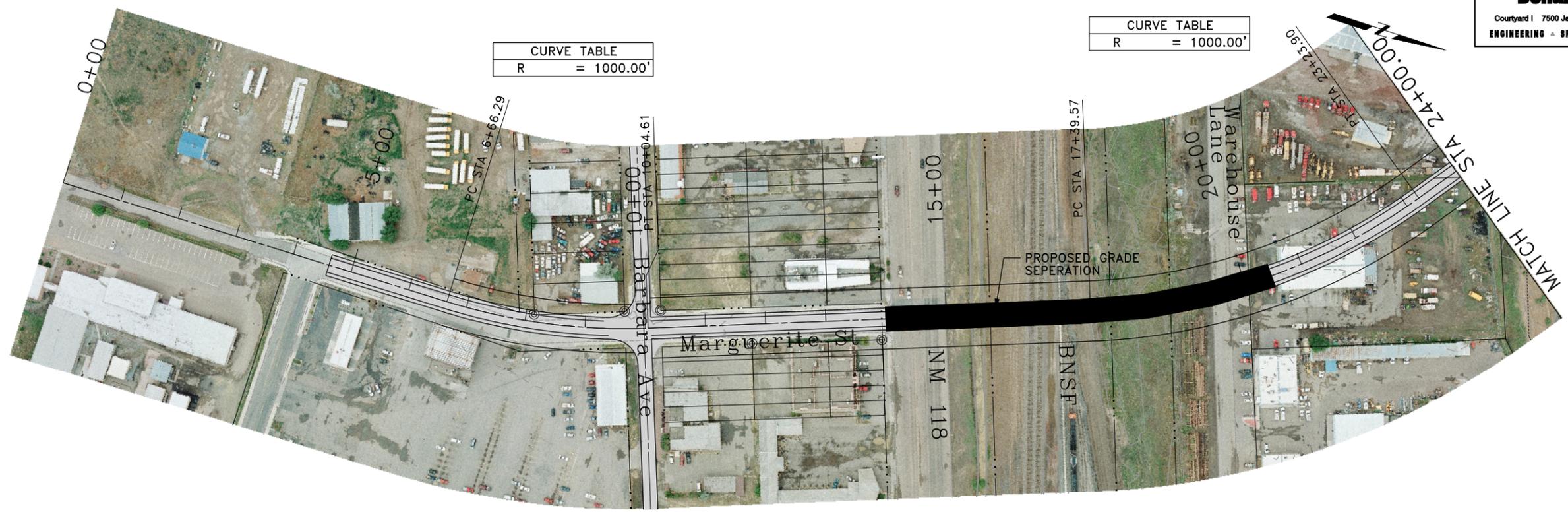
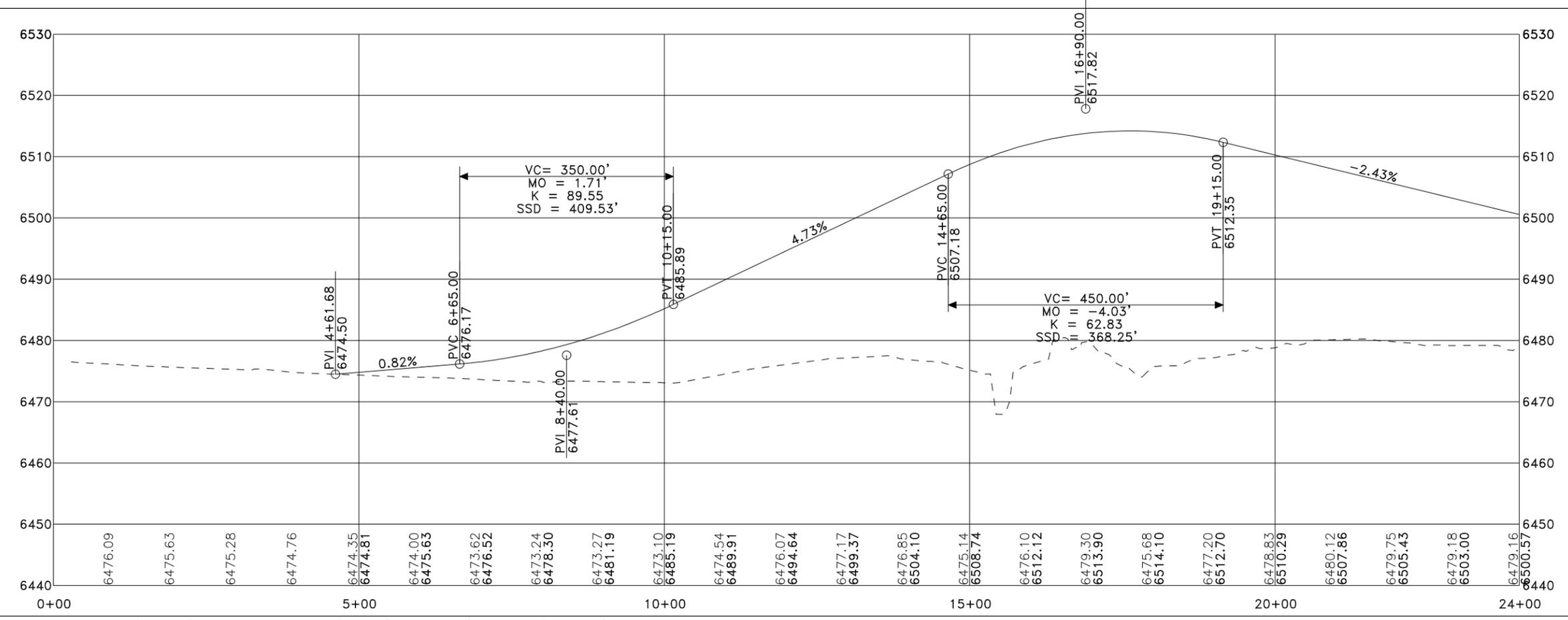


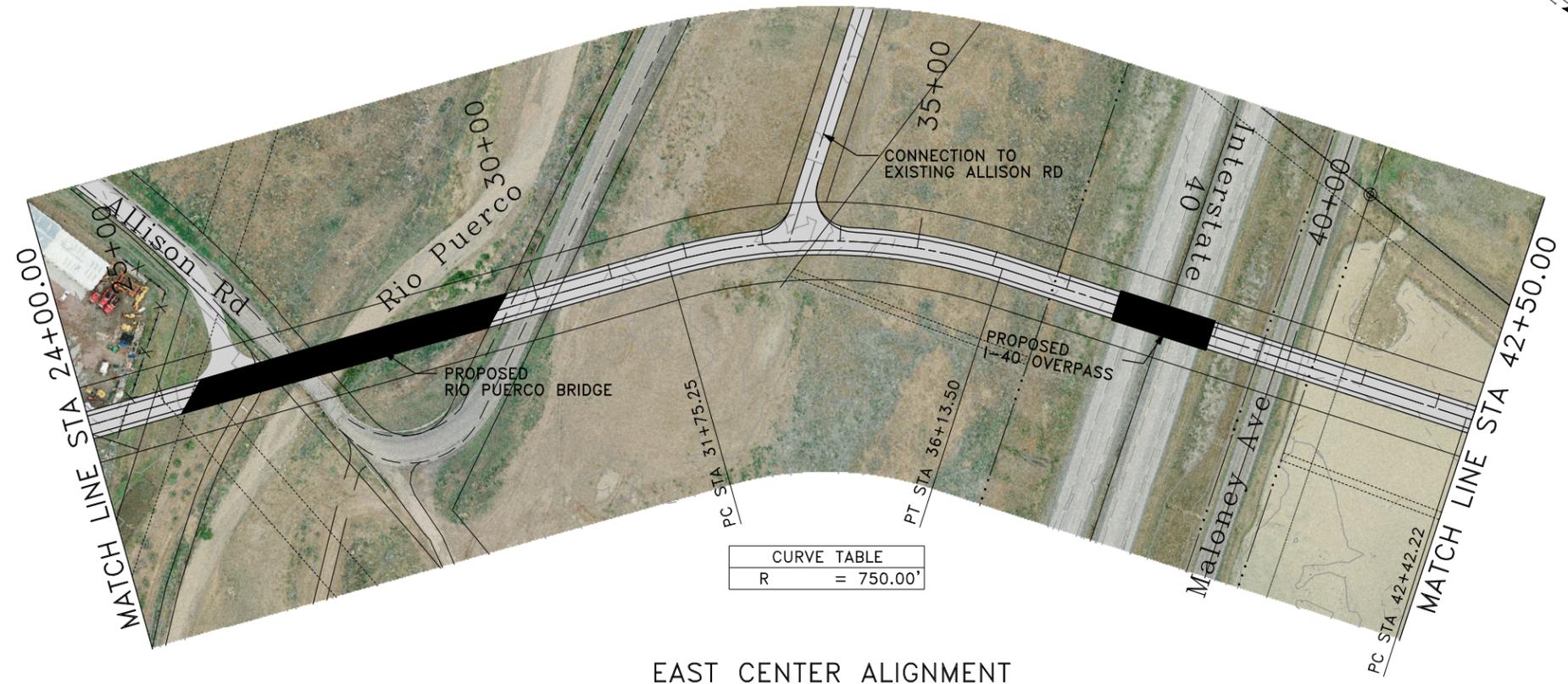
APPENDIX A – PLAN AND PROFILES FOR ALTERNATIVES



EAST CENTER ALIGNMENT

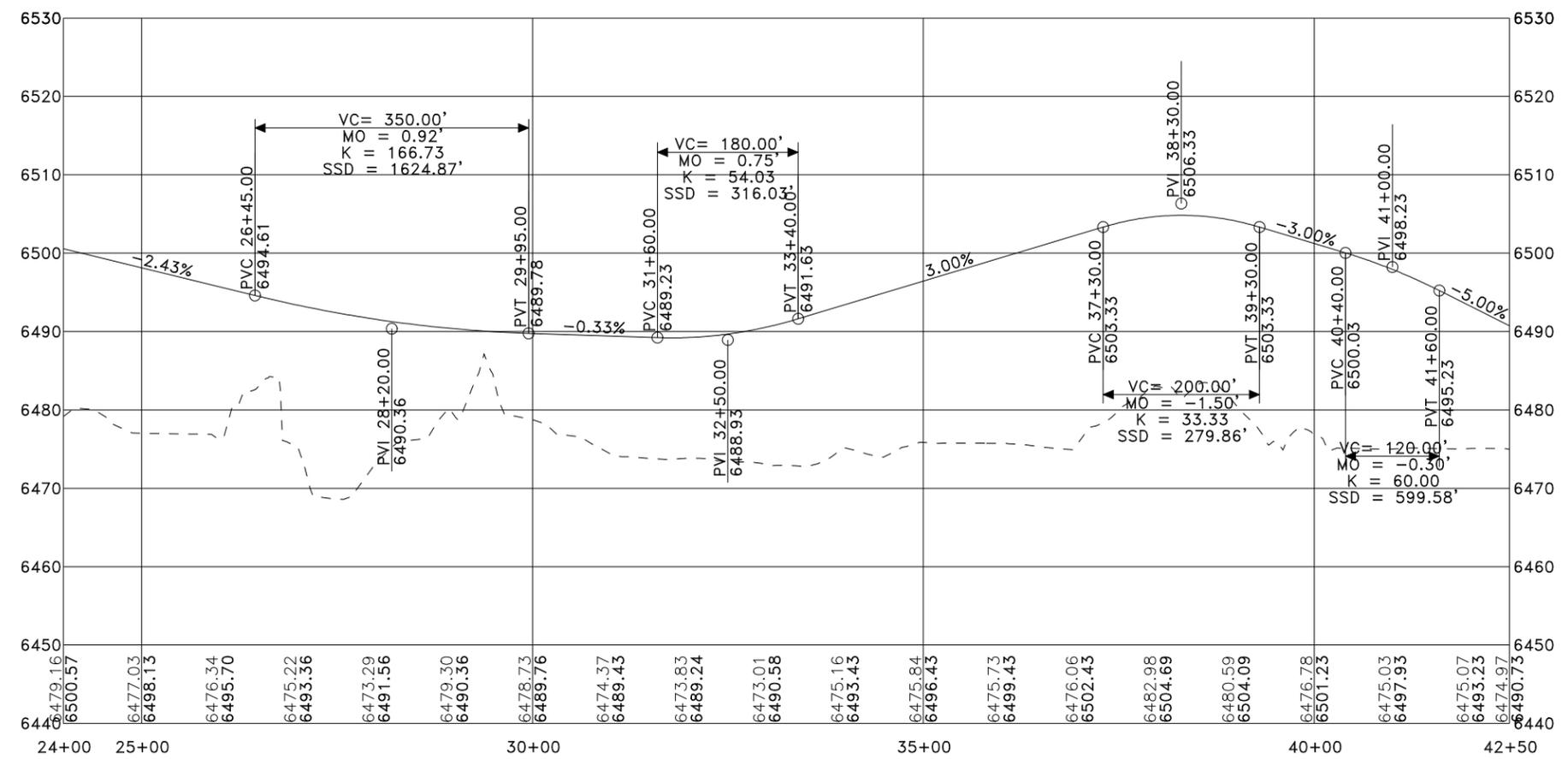
SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

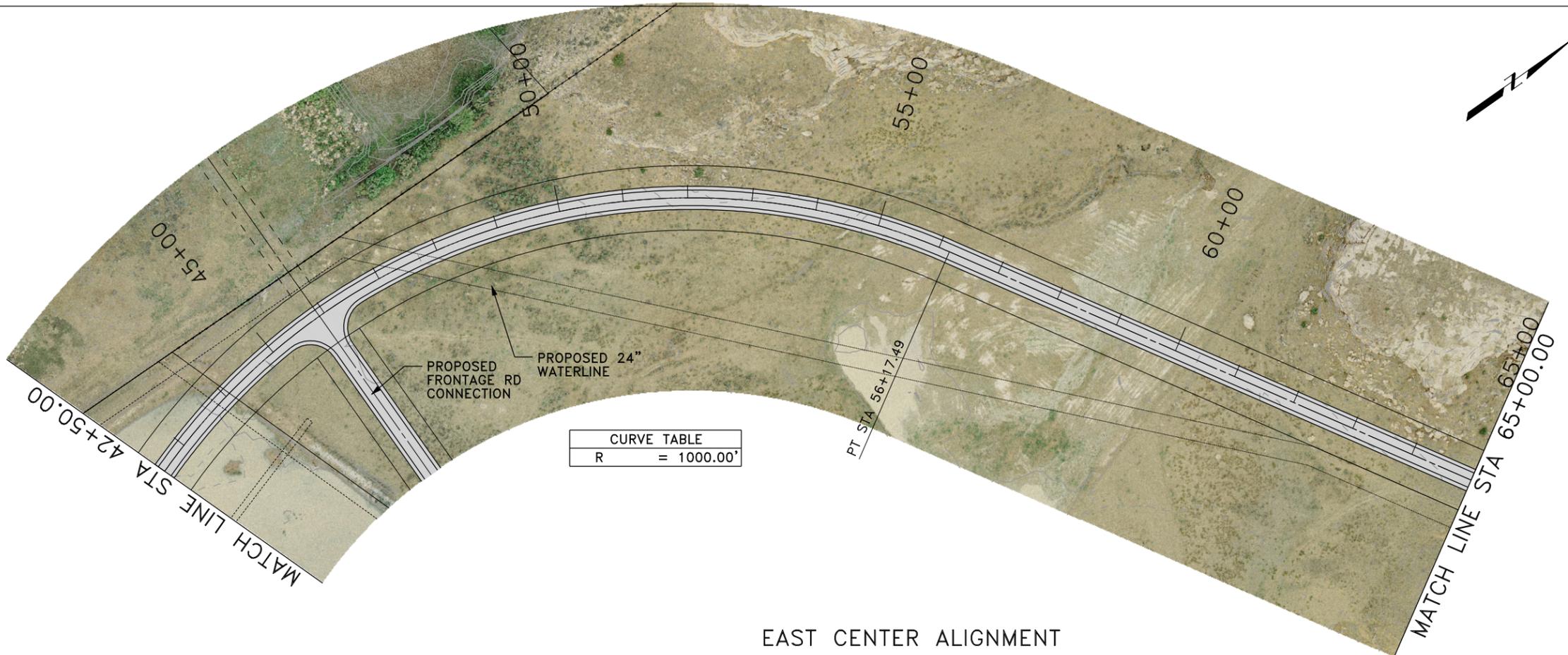
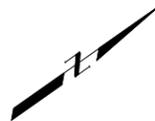




EAST CENTER ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

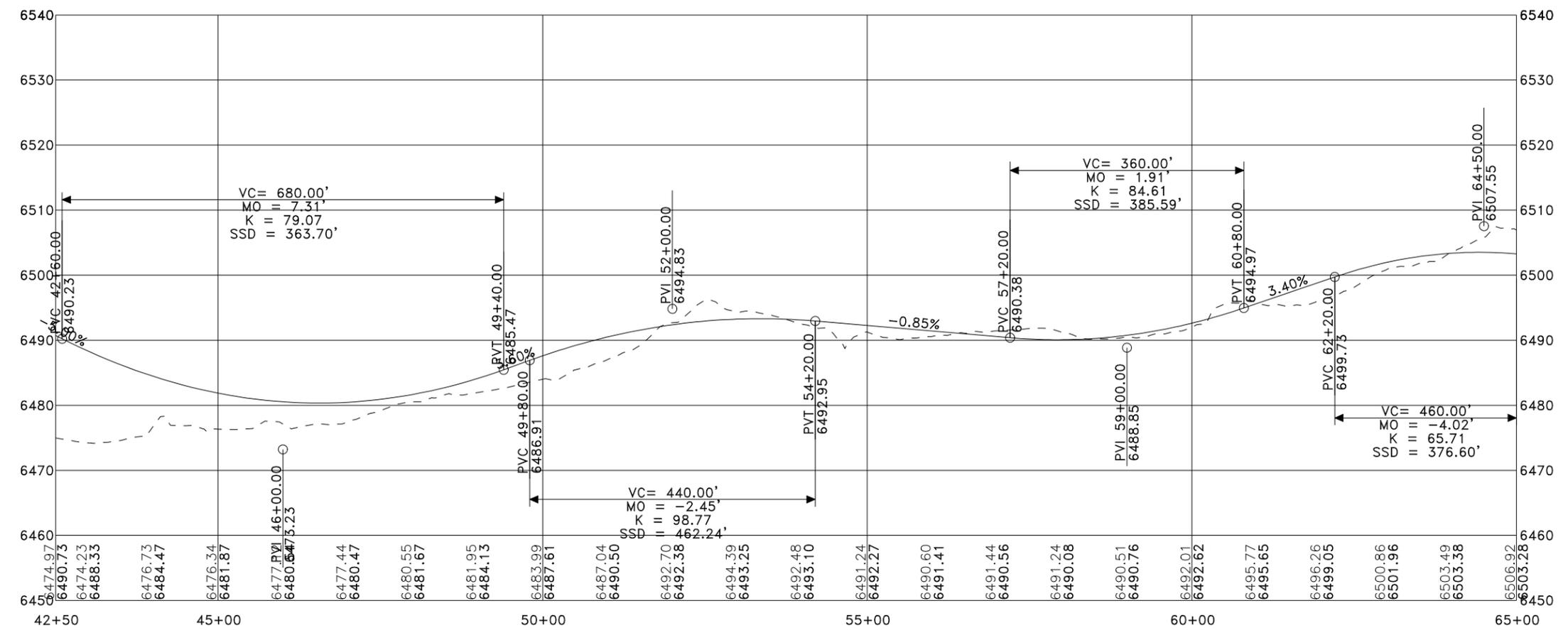


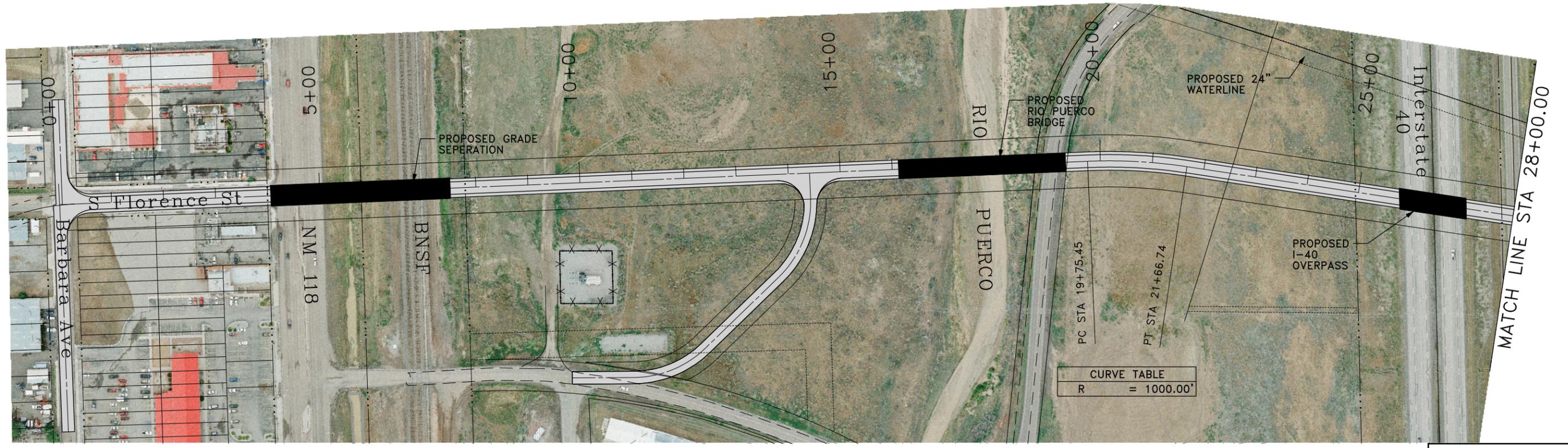


CURVE TABLE	
R	= 1000.00'

EAST CENTER ALIGNMENT

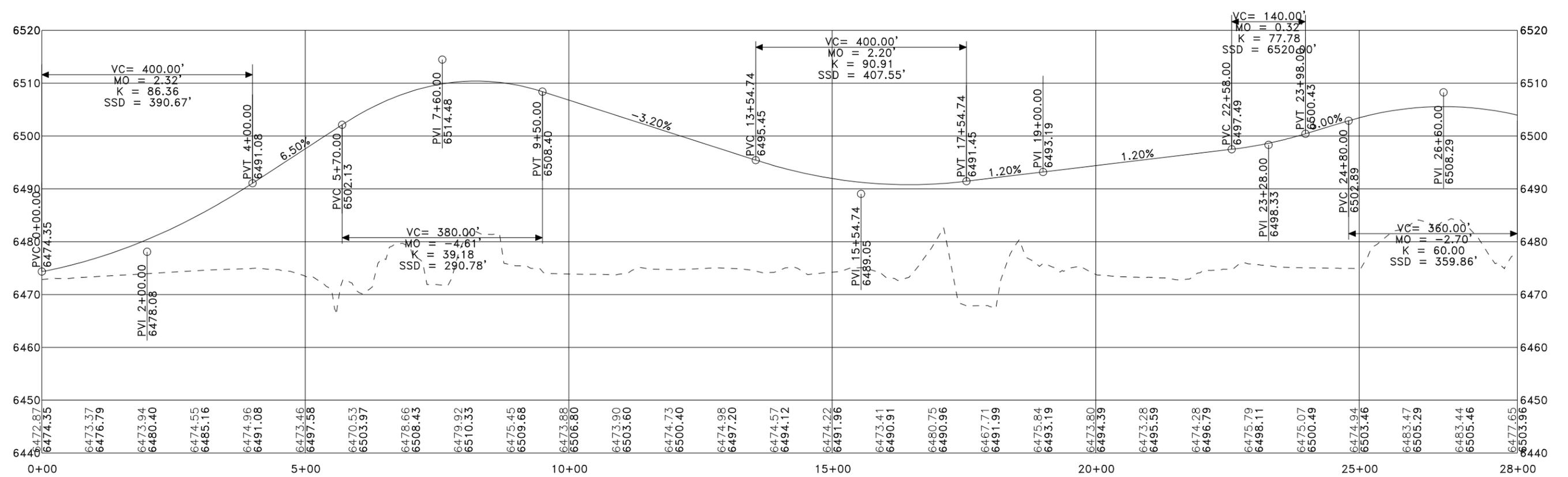
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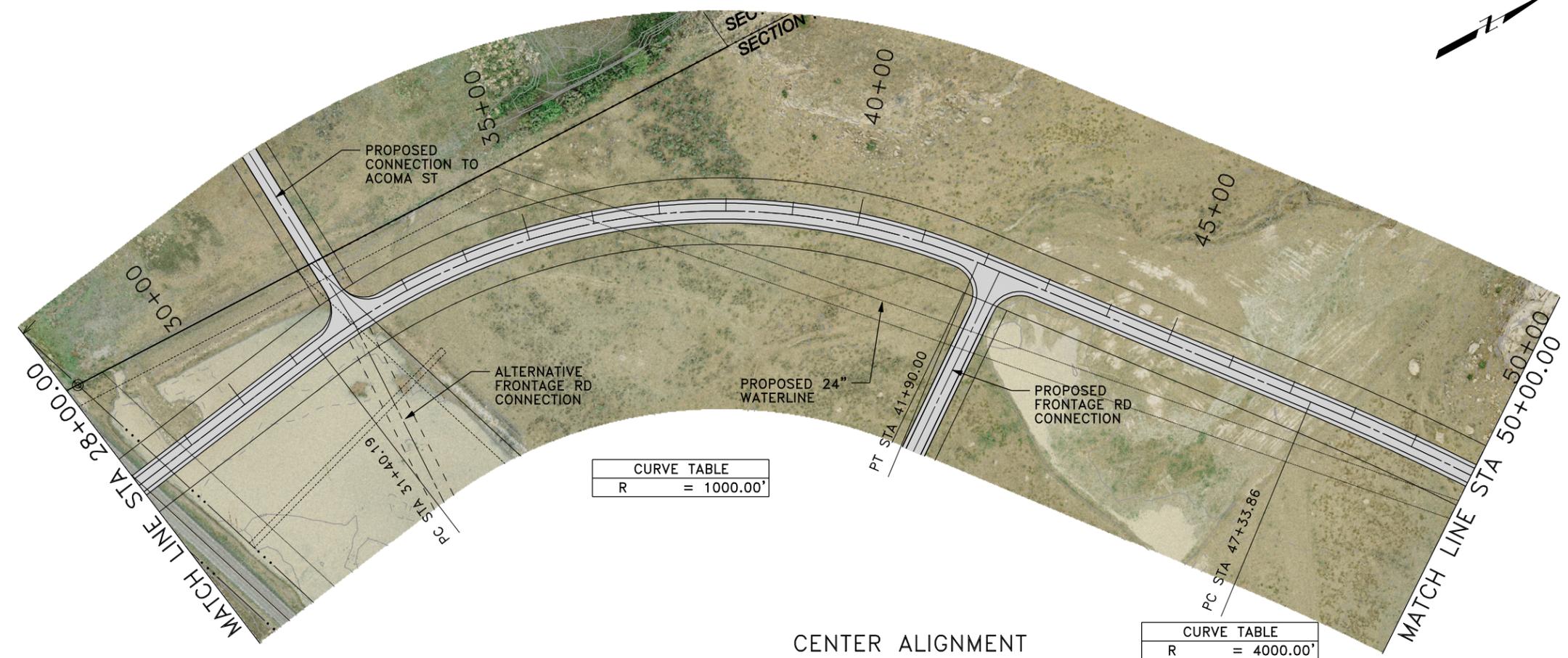




CENTER ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

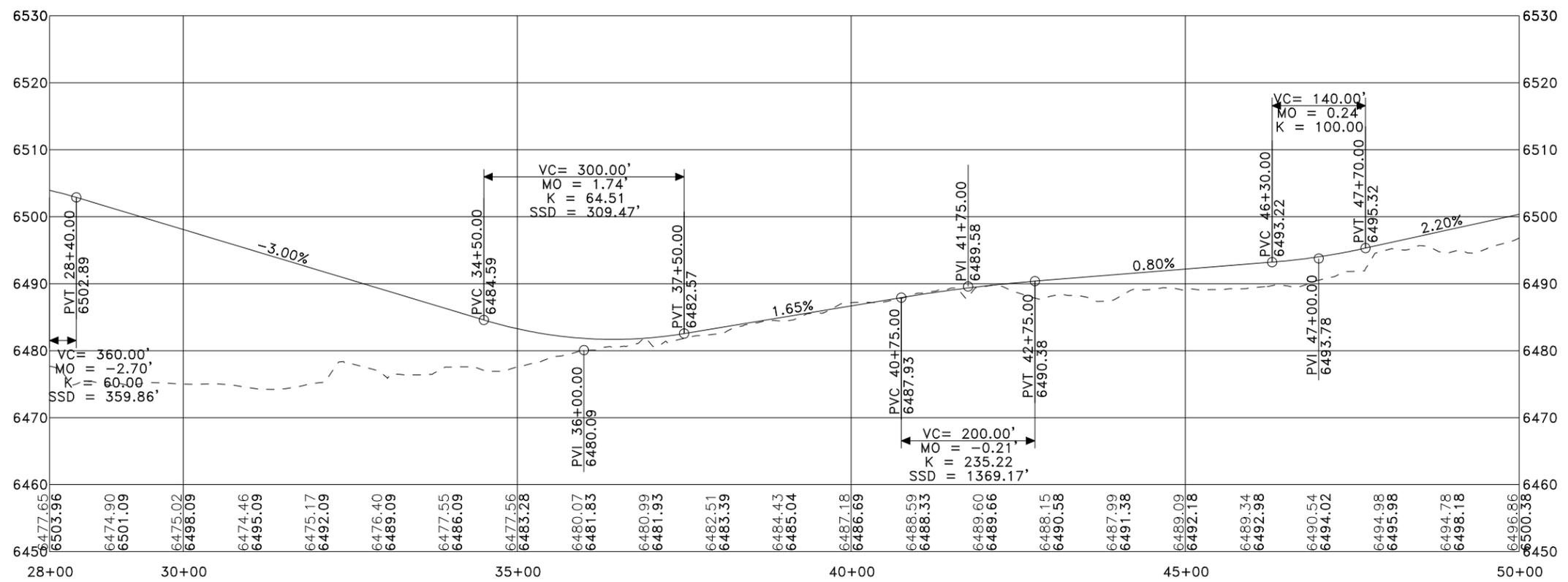


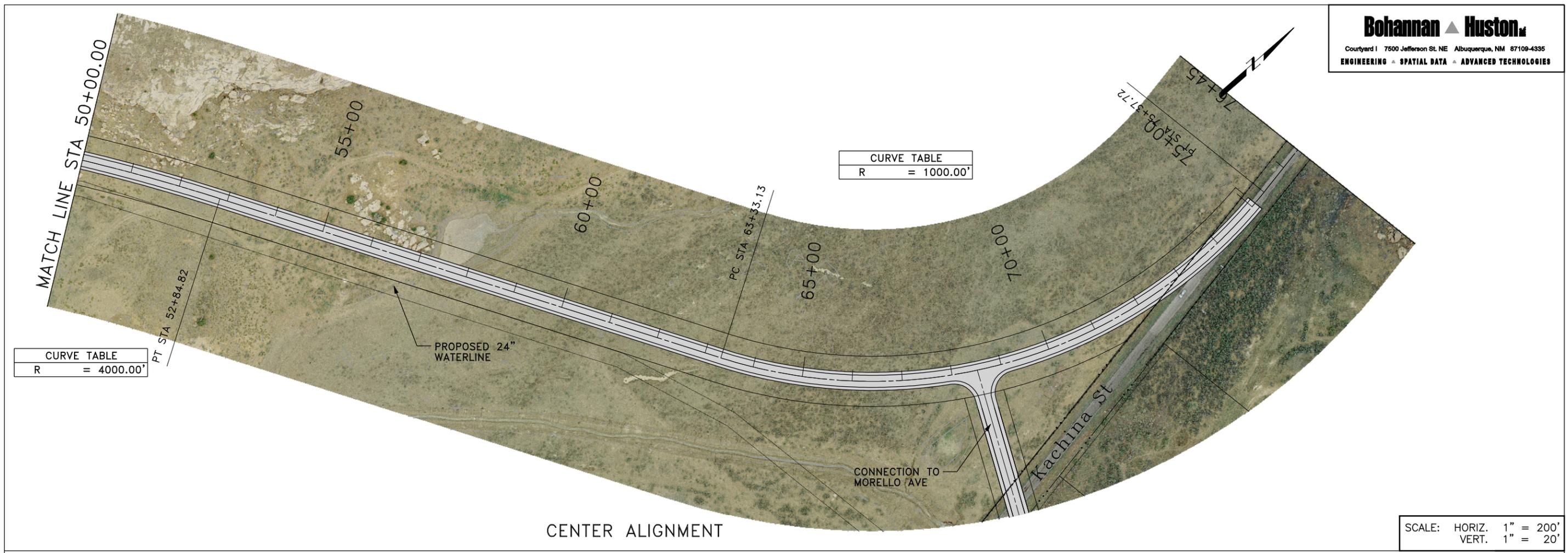


CURVE TABLE	
R	= 1000.00'

CURVE TABLE	
R	= 4000.00'

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

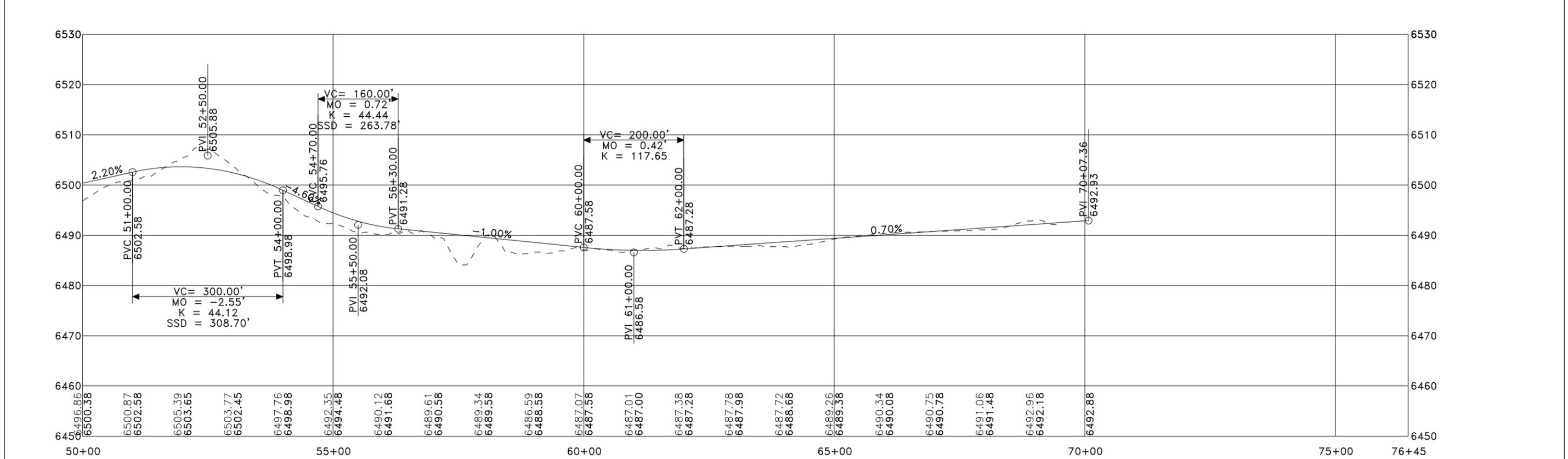




CURVE TABLE	
R	= 4000.00'

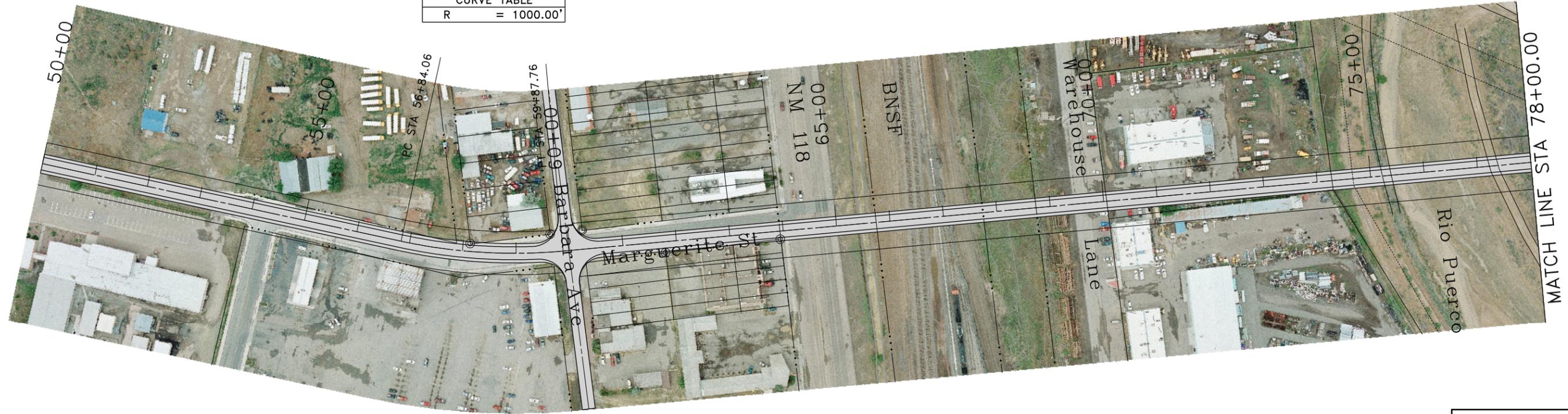
CURVE TABLE	
R	= 1000.00'

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'



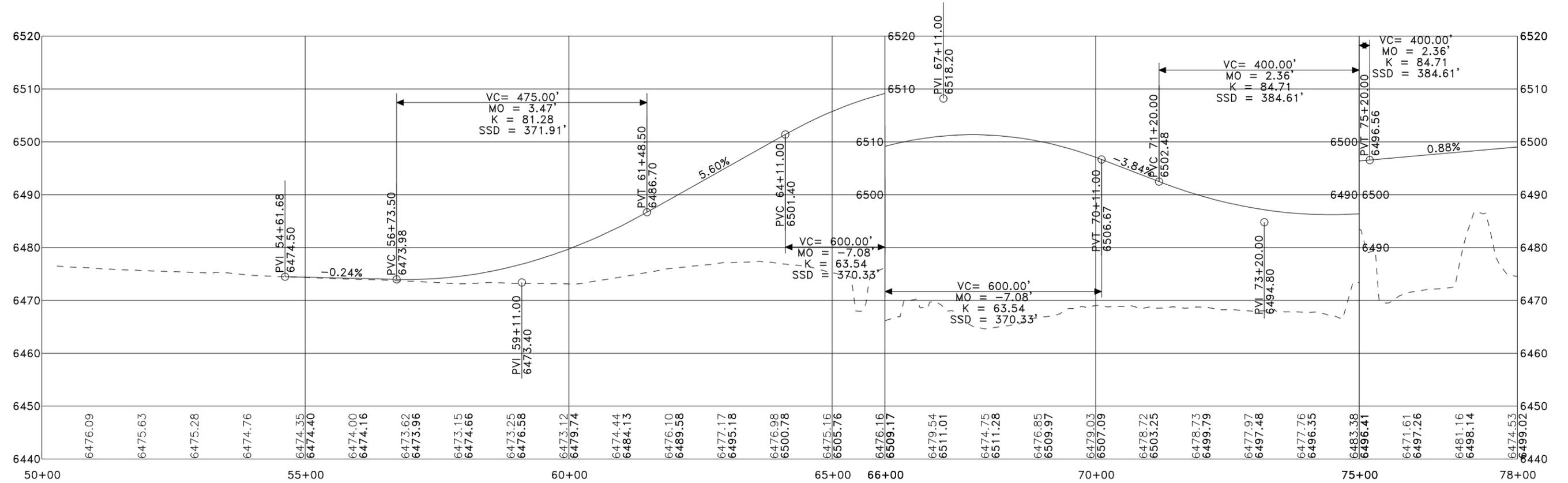


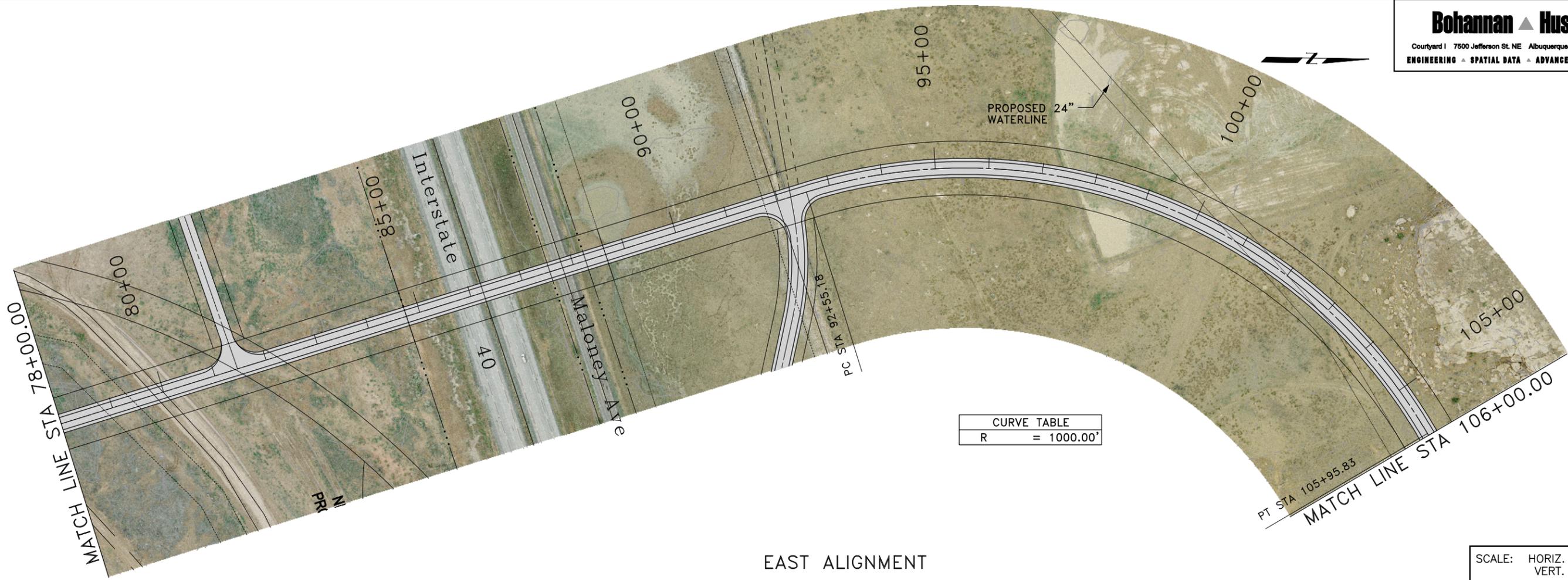
CURVE TABLE	
R	= 1000.00'



EAST ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

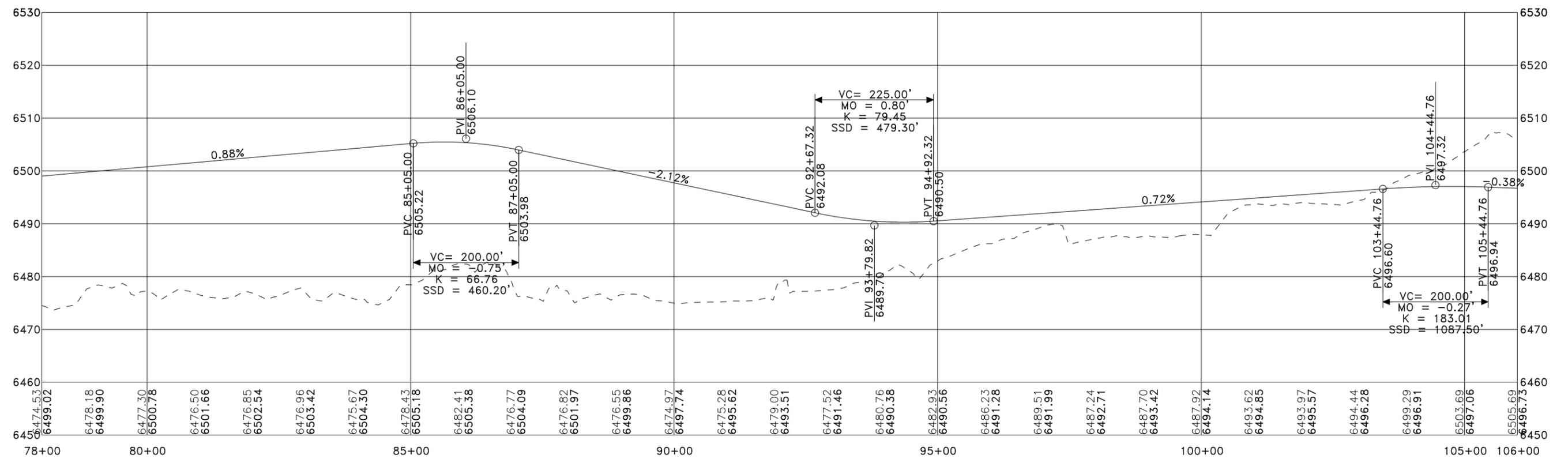


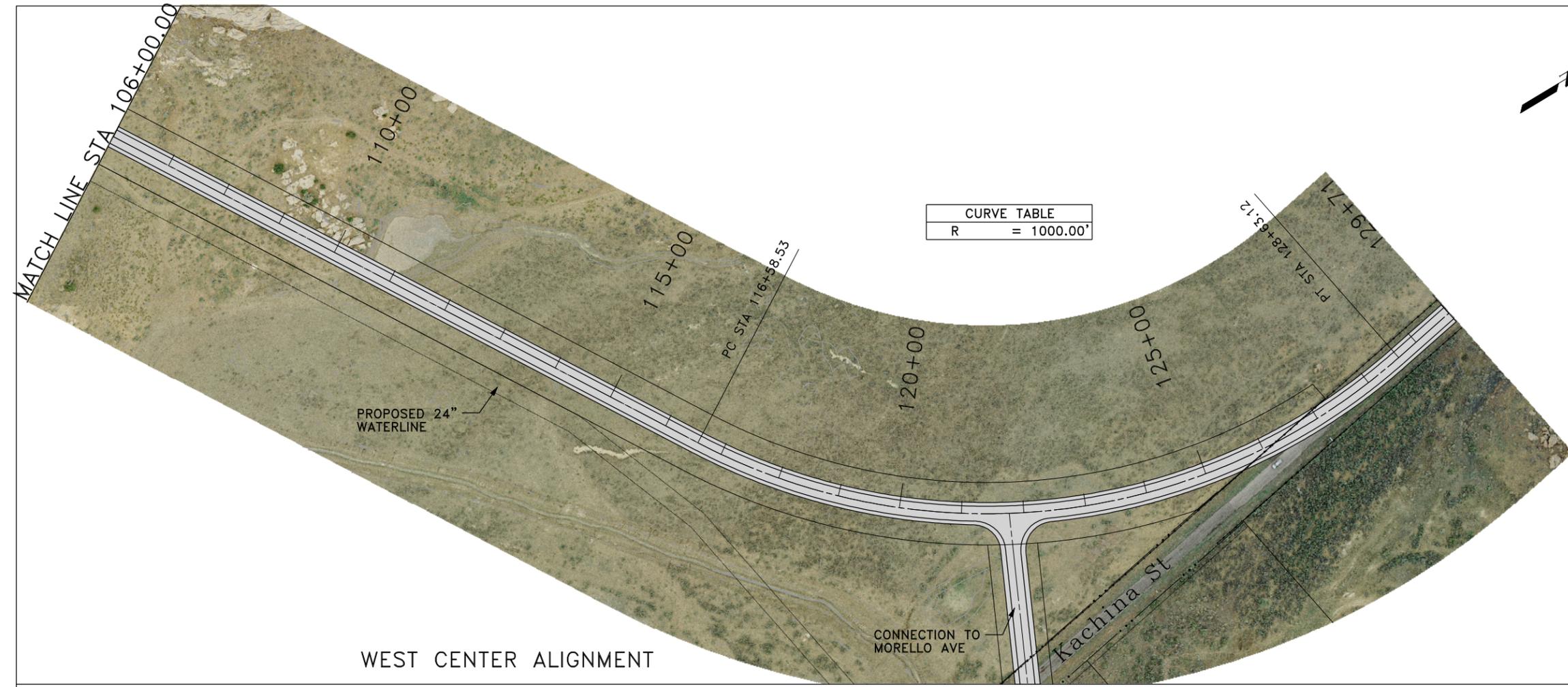


CURVE TABLE	
R	= 1000.00'

EAST ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

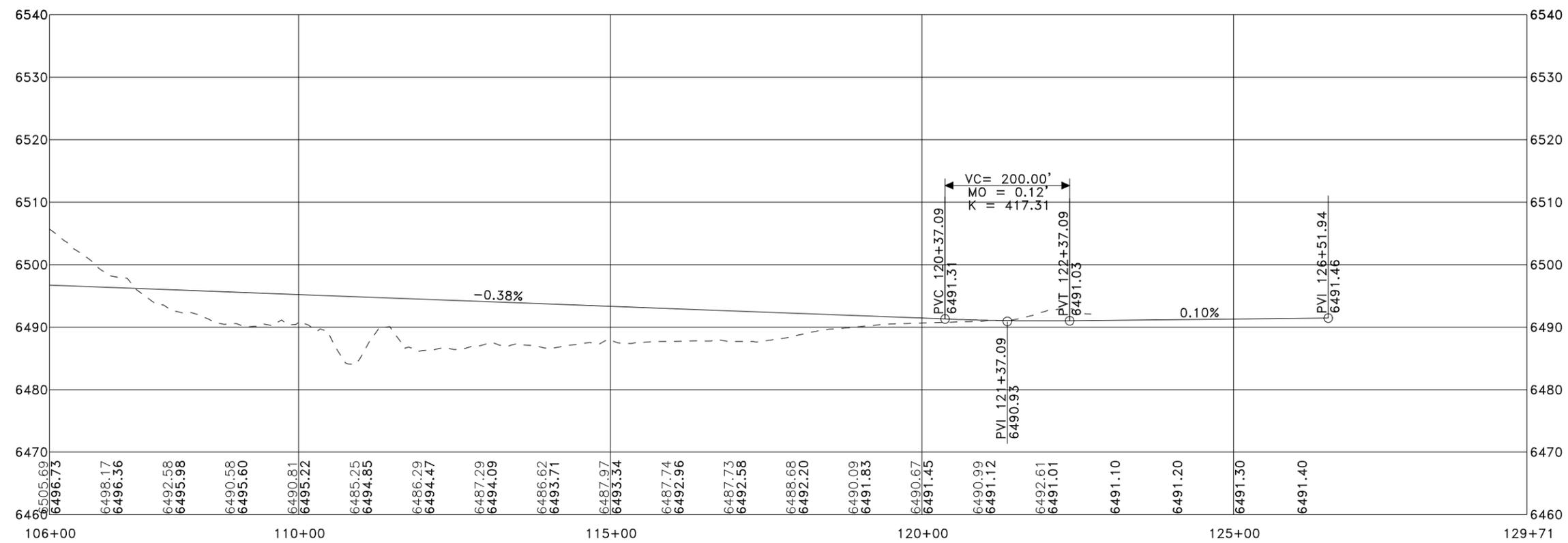


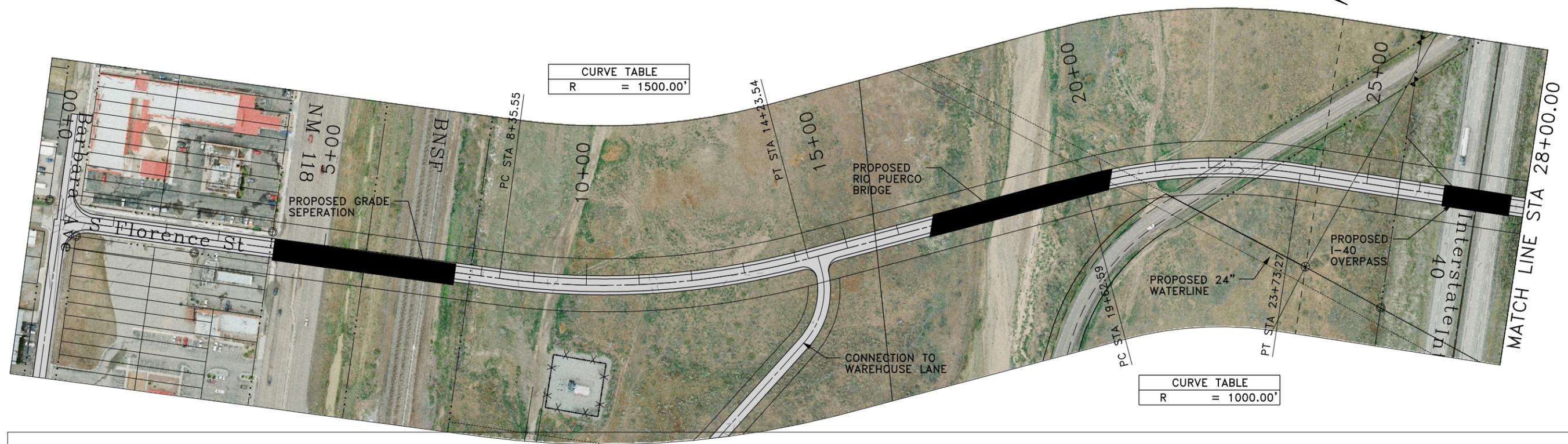


CURVE TABLE	
R	= 1000.00'

WEST CENTER ALIGNMENT

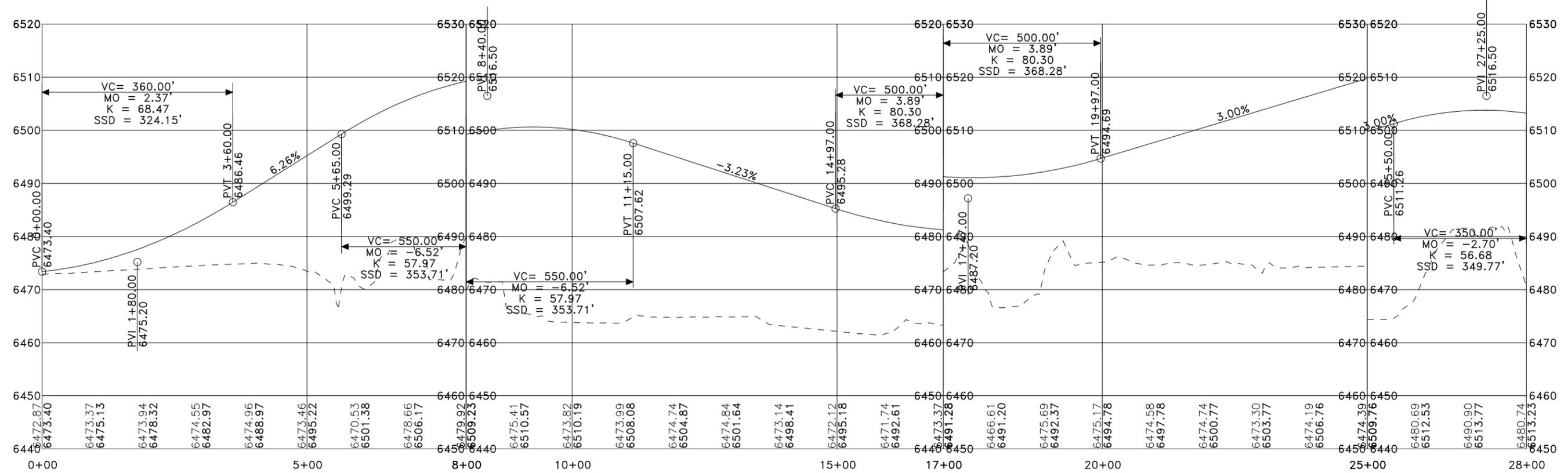
SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

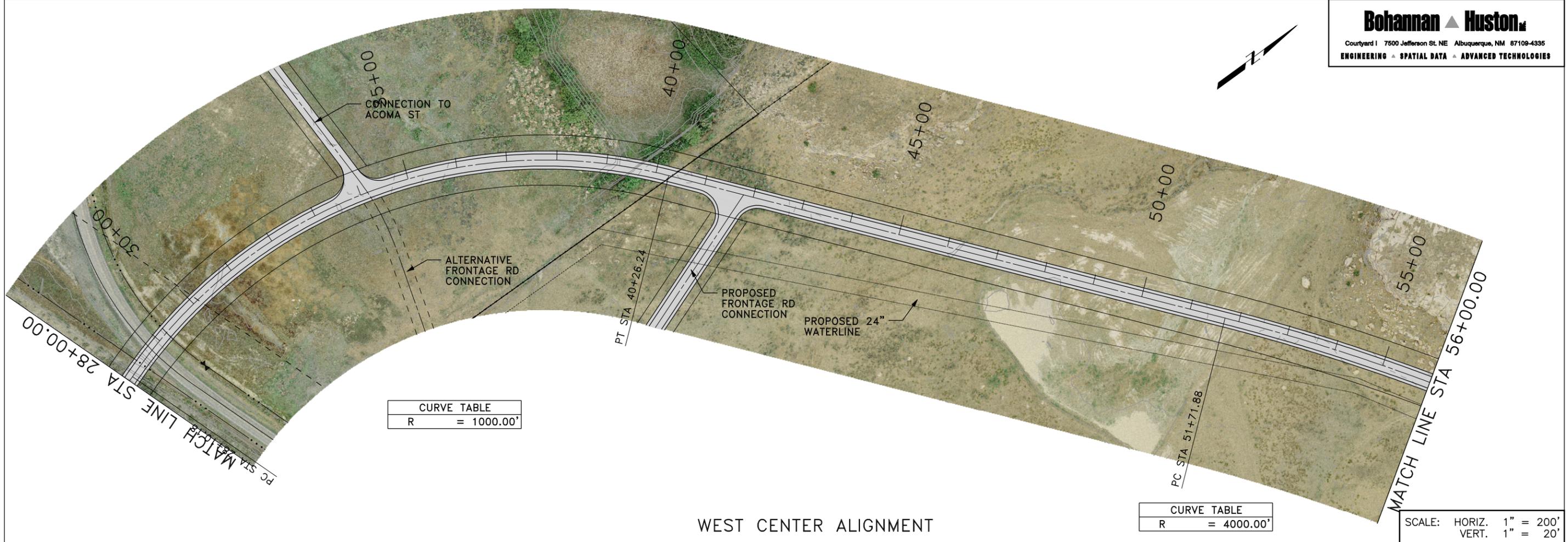




WEST CENTER ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'



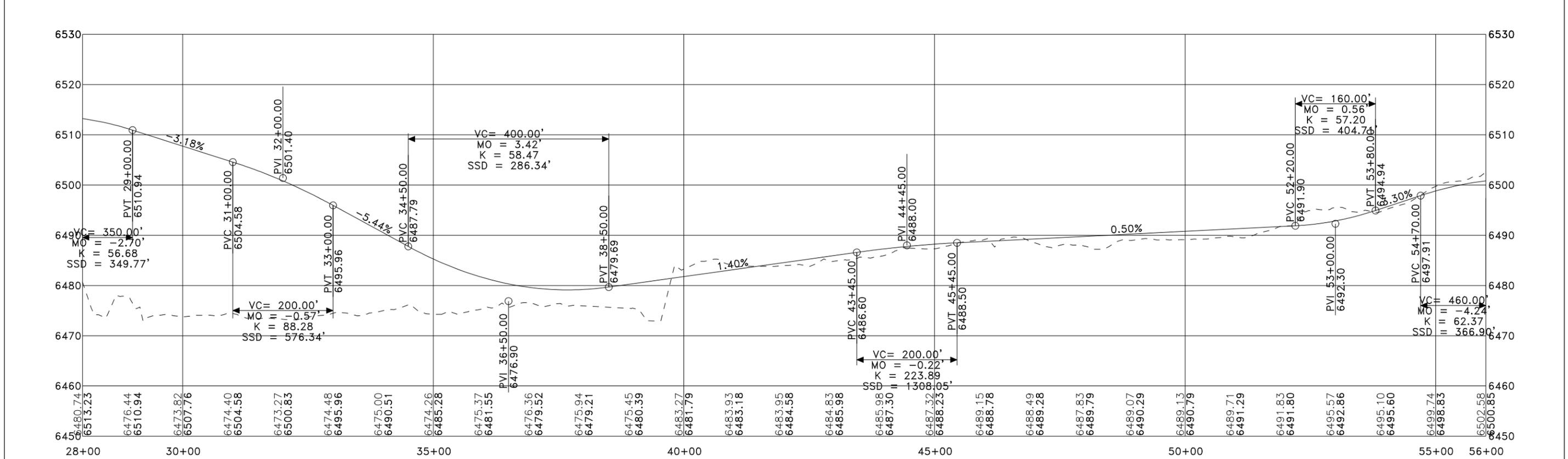


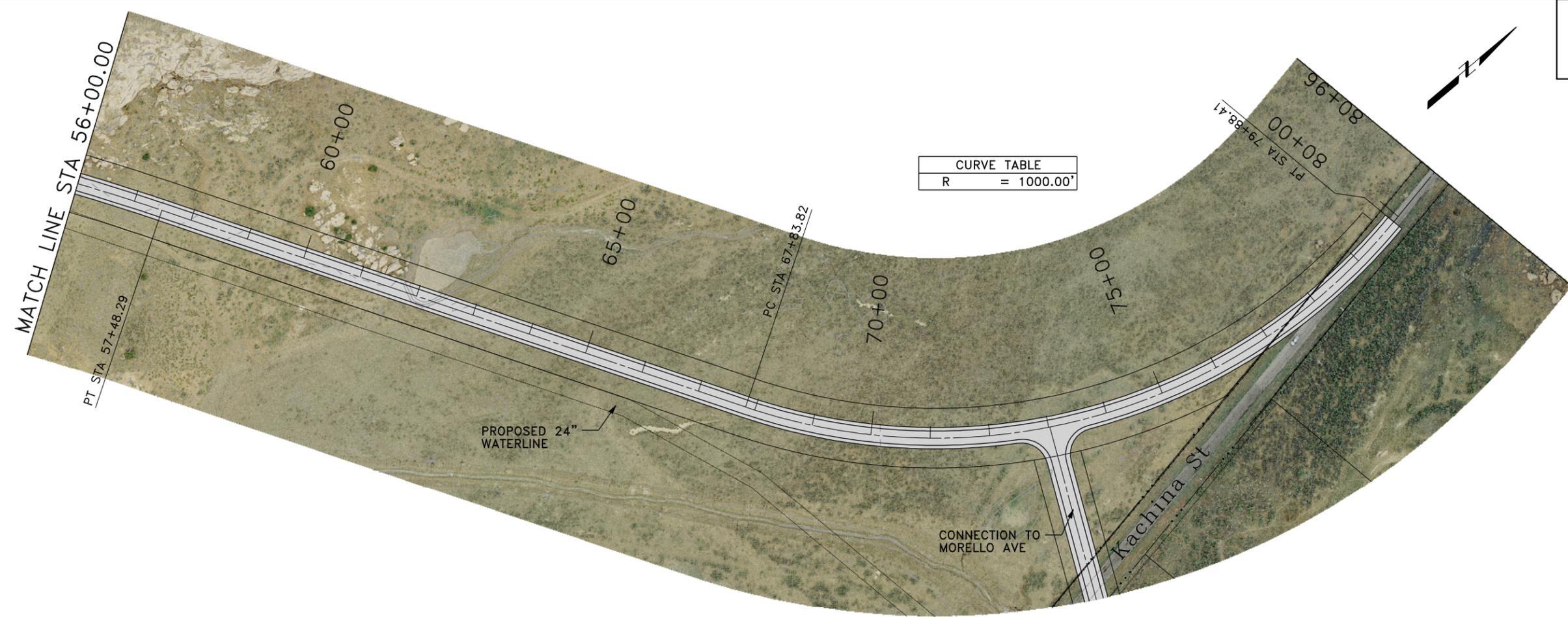
CURVE TABLE	
R	= 1000.00'

CURVE TABLE	
R	= 4000.00'

WEST CENTER ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

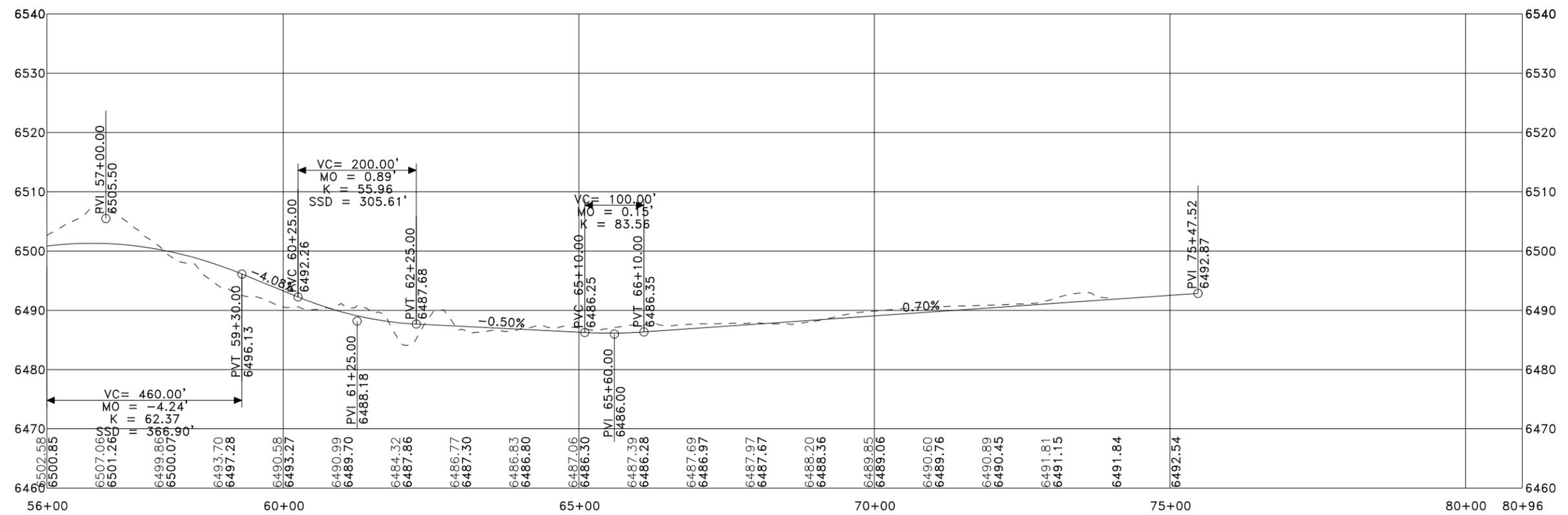


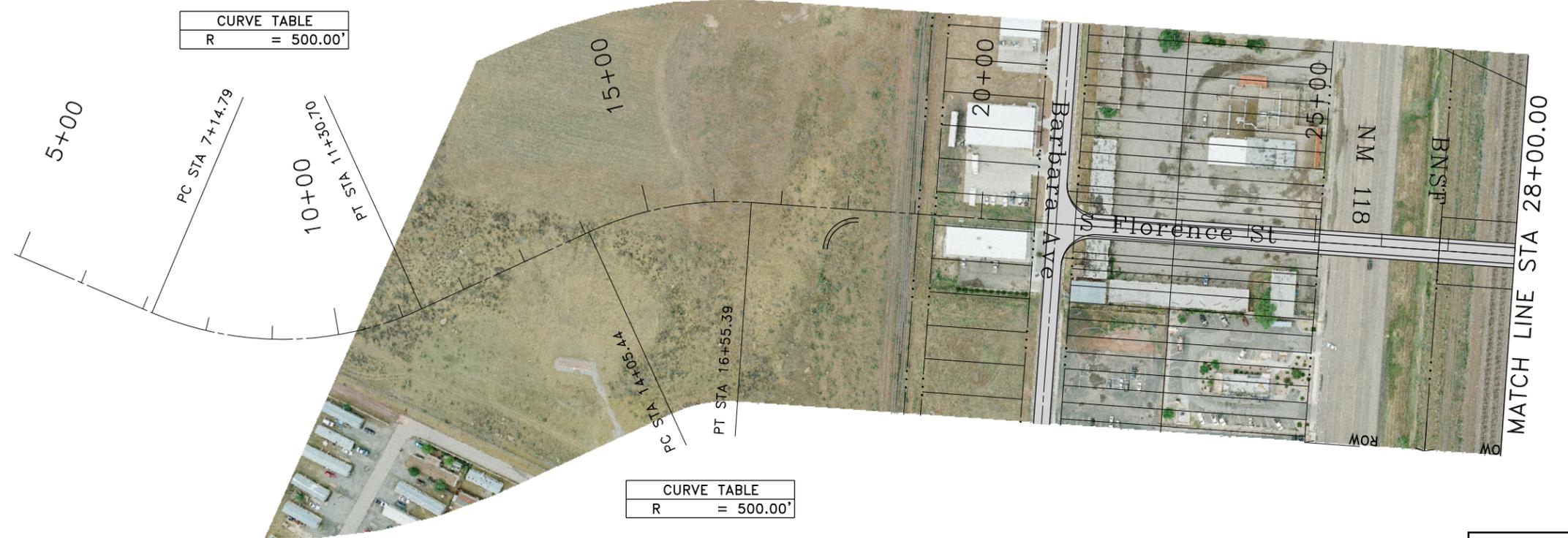


CURVE TABLE	
R	= 1000.00'

WEST CENTER ALIGNMENT

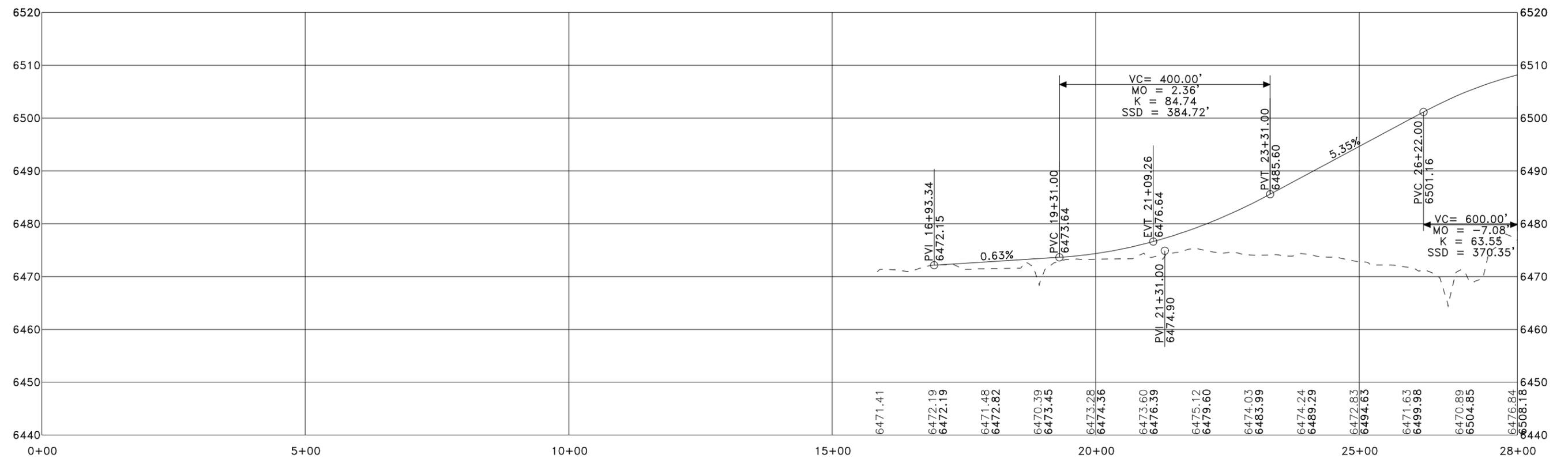
SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

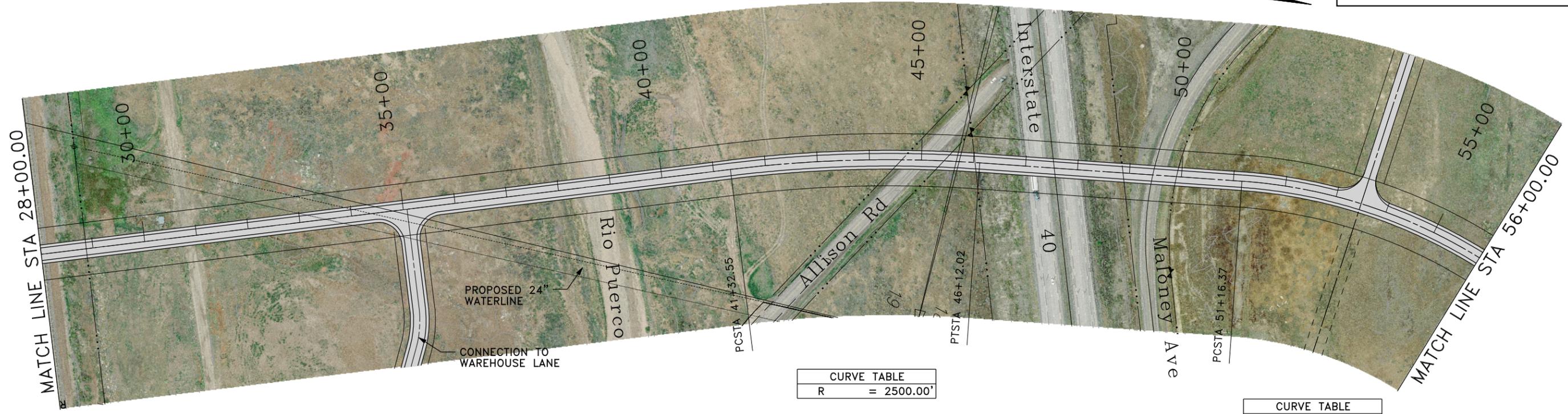




WEST ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'



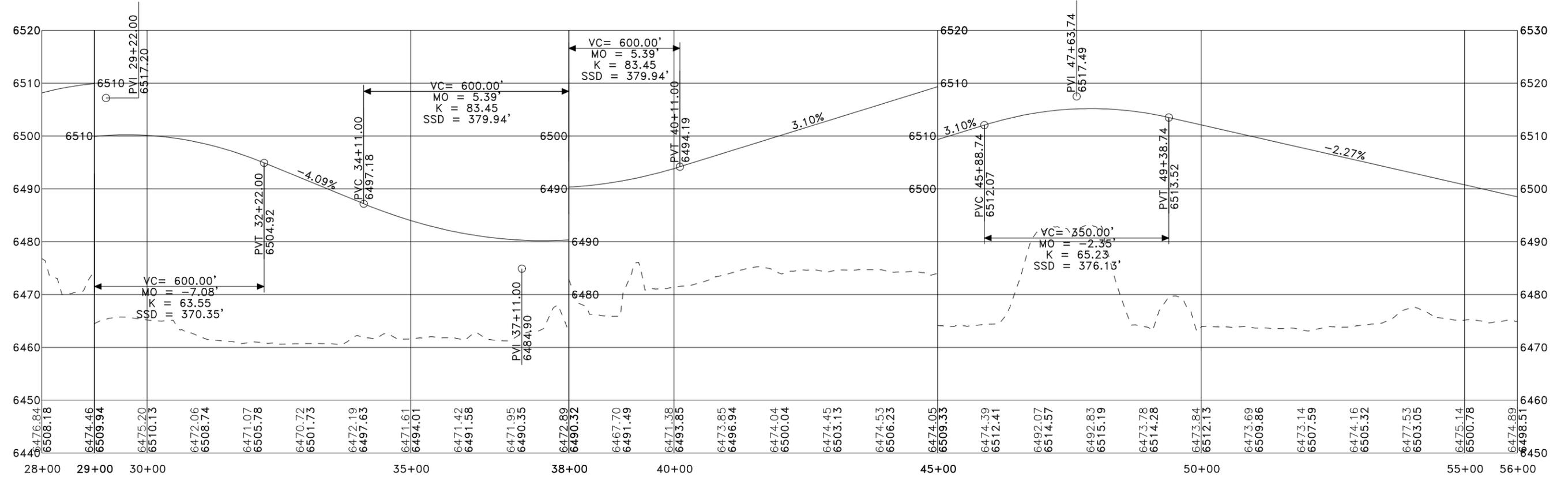


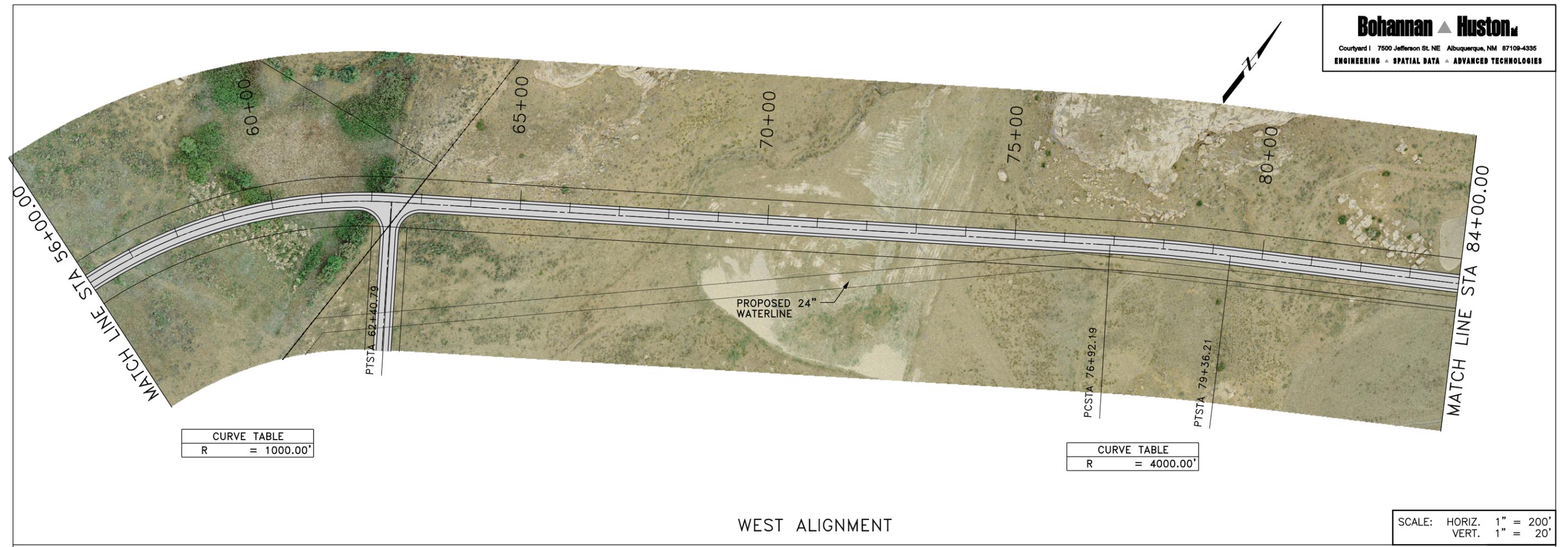
CURVE TABLE	
R	= 2500.00'

CURVE TABLE	
R	= 1000.00'

WEST ALIGNMENT

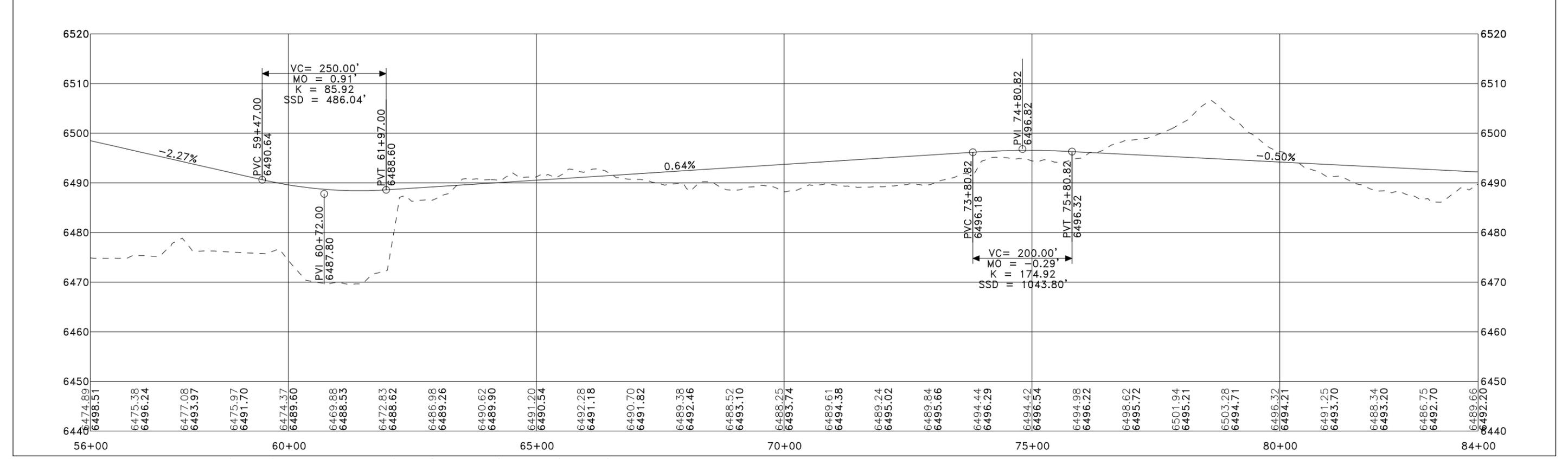
SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

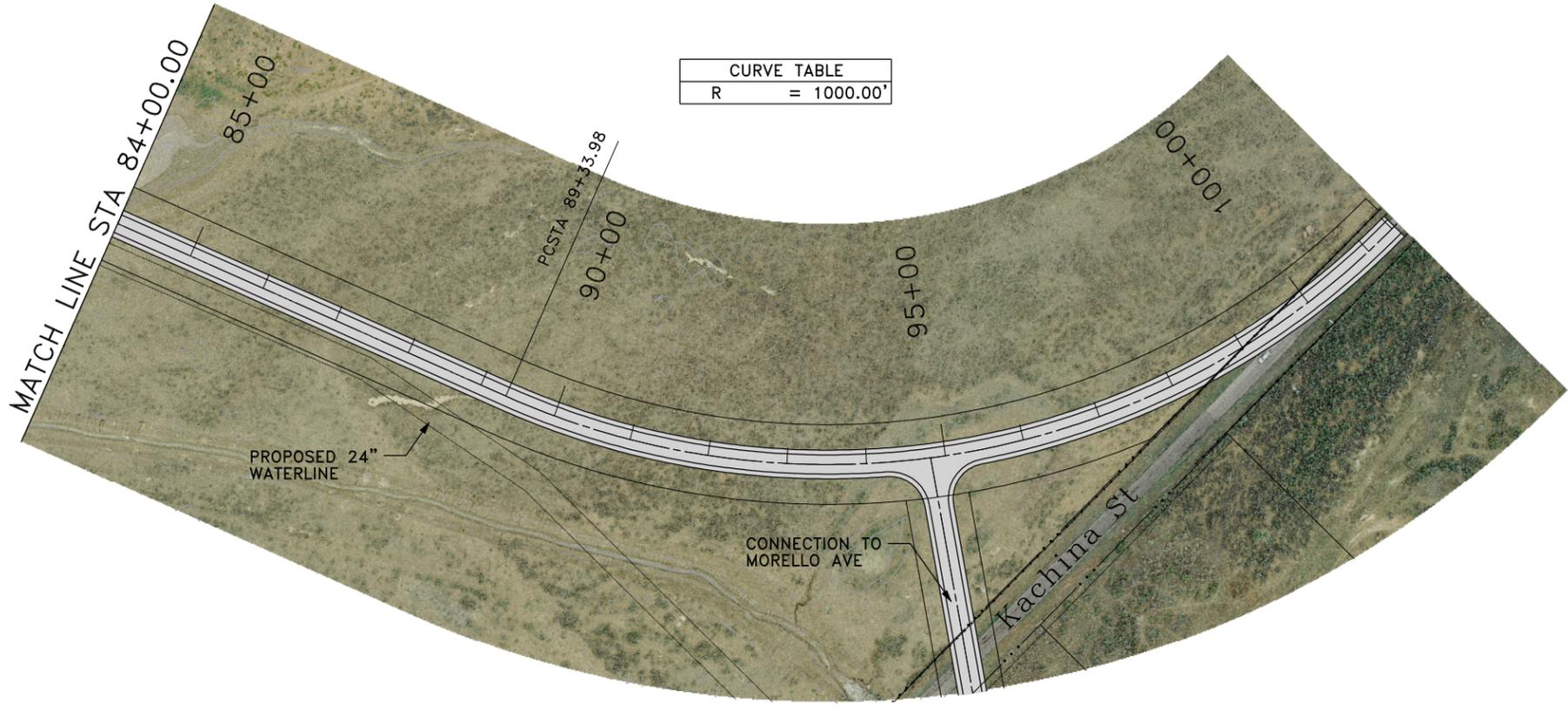




WEST ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

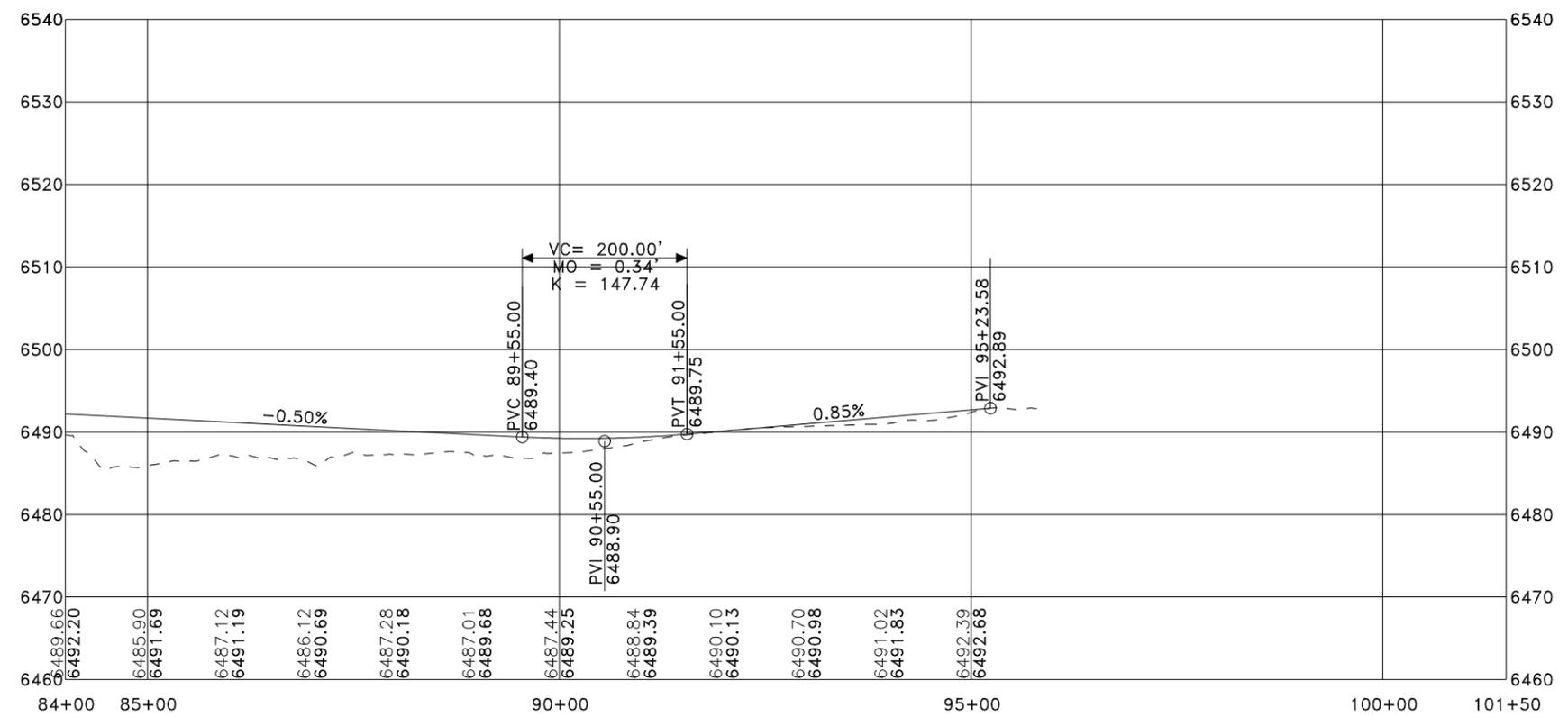


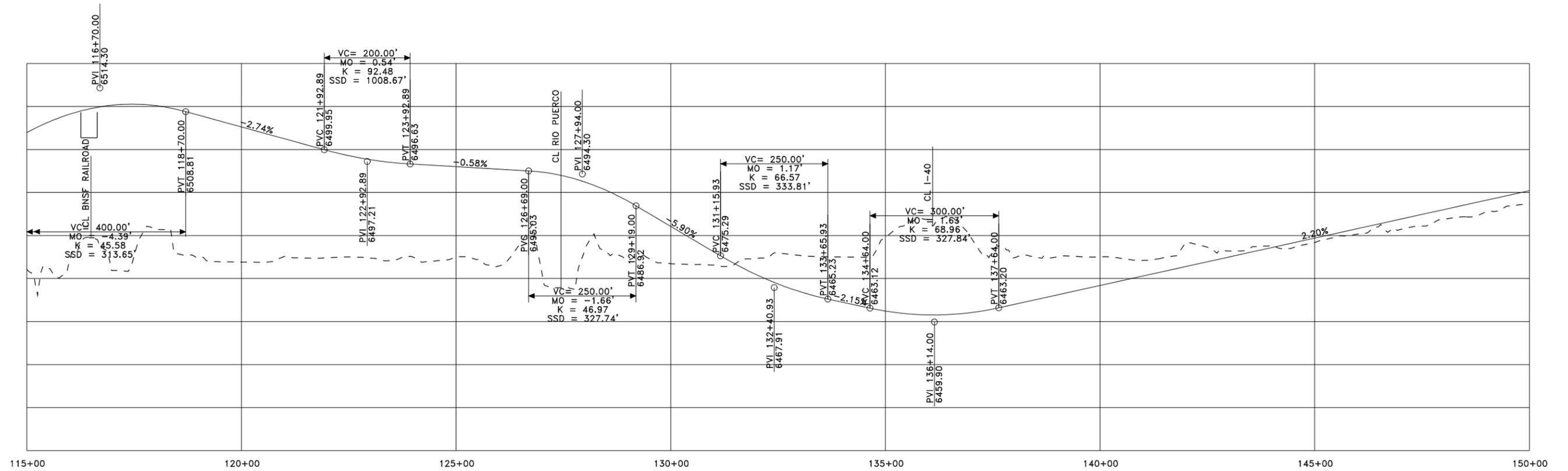


CURVE TABLE	
R	= 1000.00'

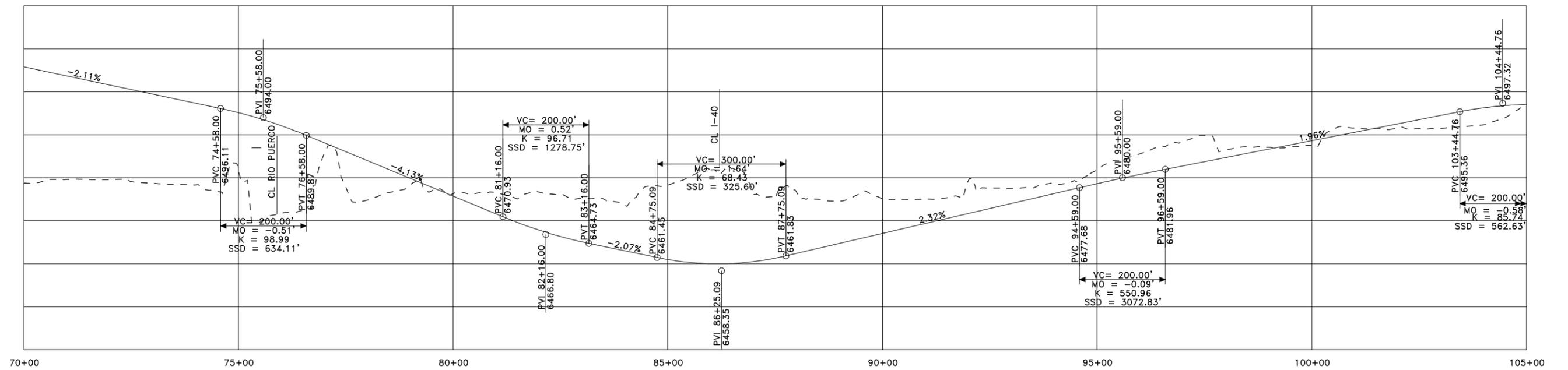
WEST ALIGNMENT

SCALE: HORIZ. 1" = 200'
 VERT. 1" = 20'

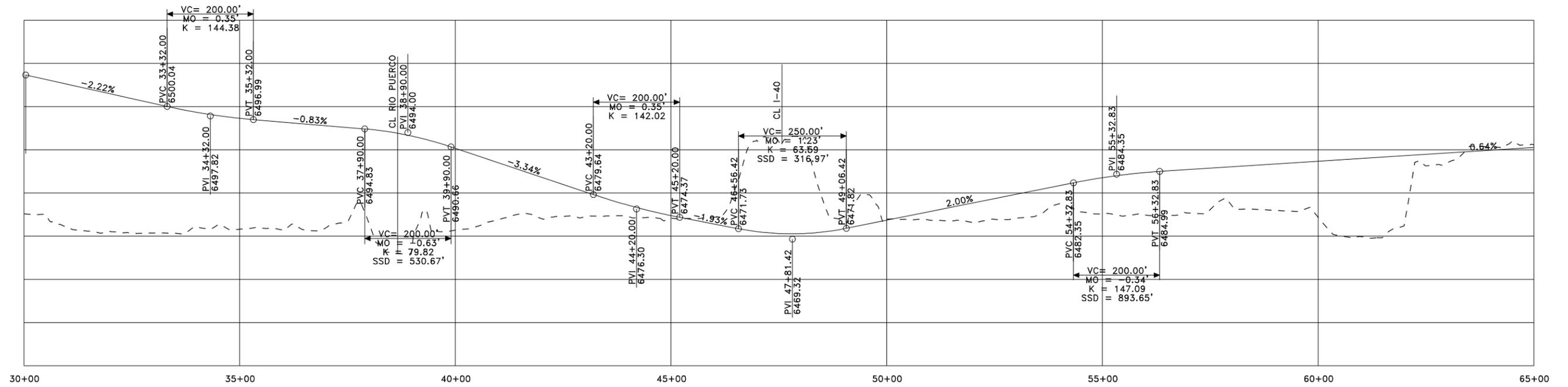




I-40 UNDERPASS PROFILE - CL CENTER ALIGNMENT



I-40 UNDERPASS PROFILE - CL EAST ALIGNMENT



I-40 UNDERPASS PROFILE - CL WEST ALIGNMENT

APPENDIX B – TRAFFIC OPERATIONS ANALYSIS

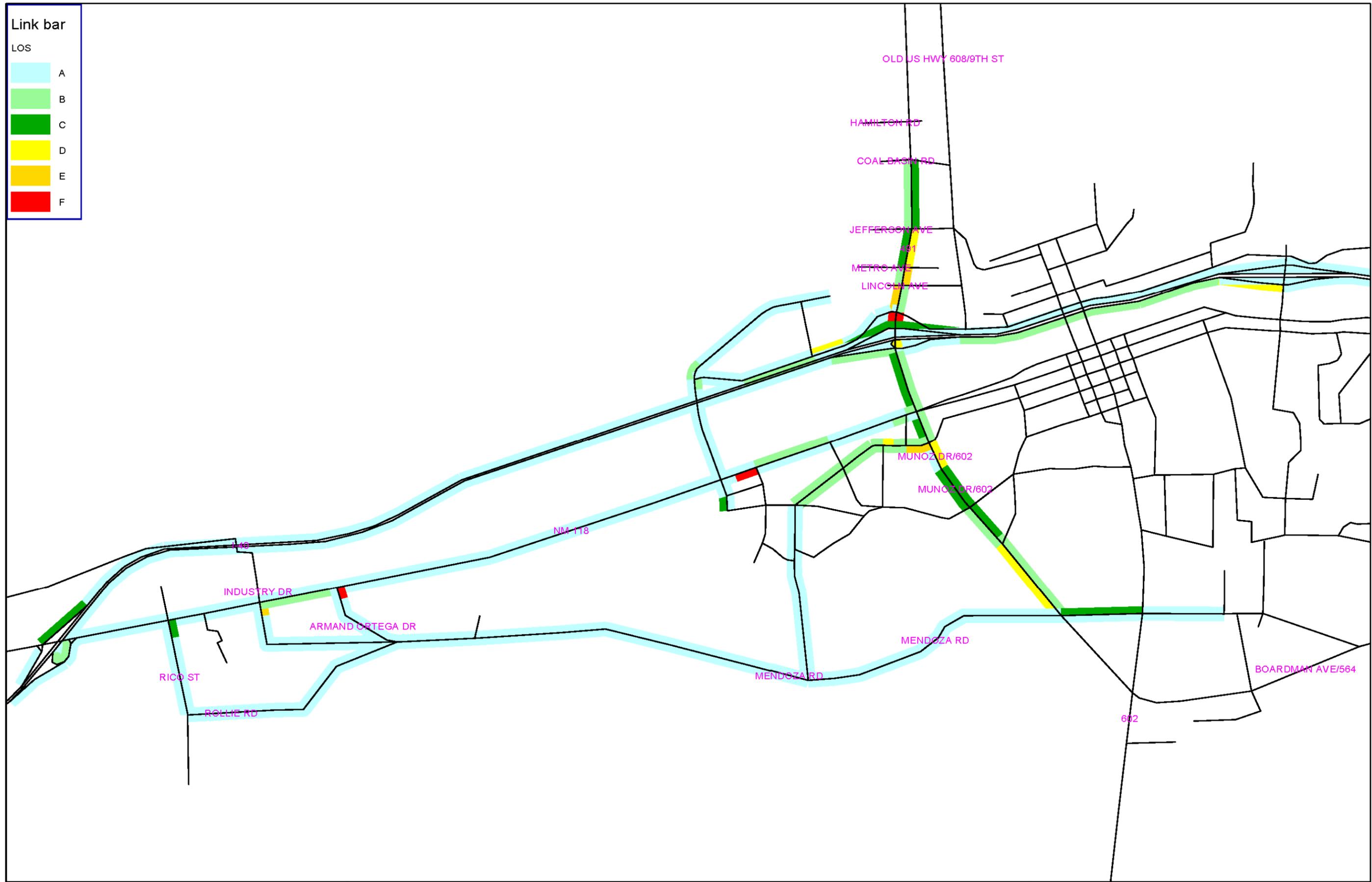


Figure B-1: Link LOS Configuration 1 (Allison with Local Links)

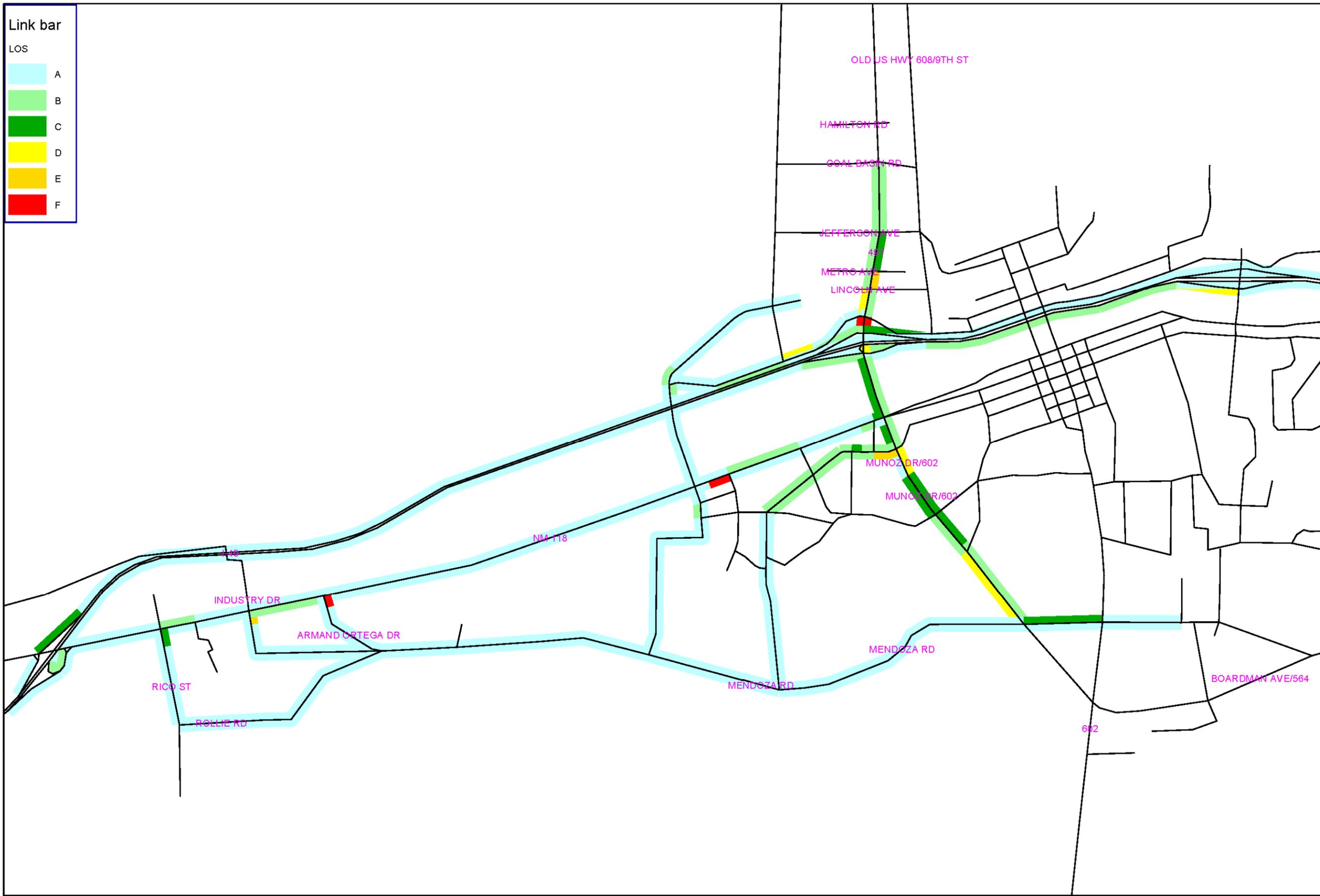


Figure B-2: Link LOS Configuration 2 (Allison with regional links)

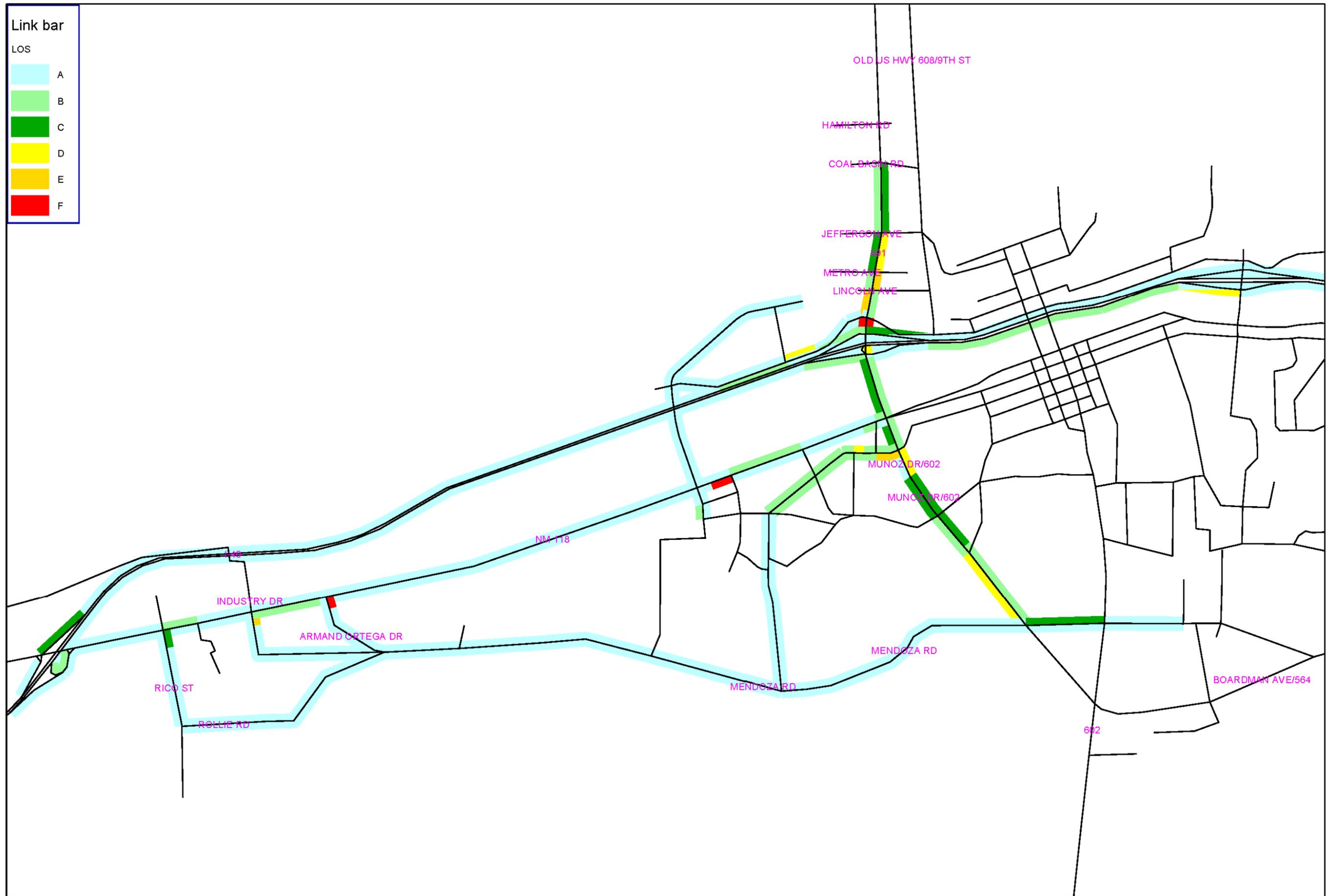


Figure B-3: Link LOS Configuration 3 (Allison Regional south)



Figure B-5: Link LOS Configuration 5 (Allison with Local links, Interchange)

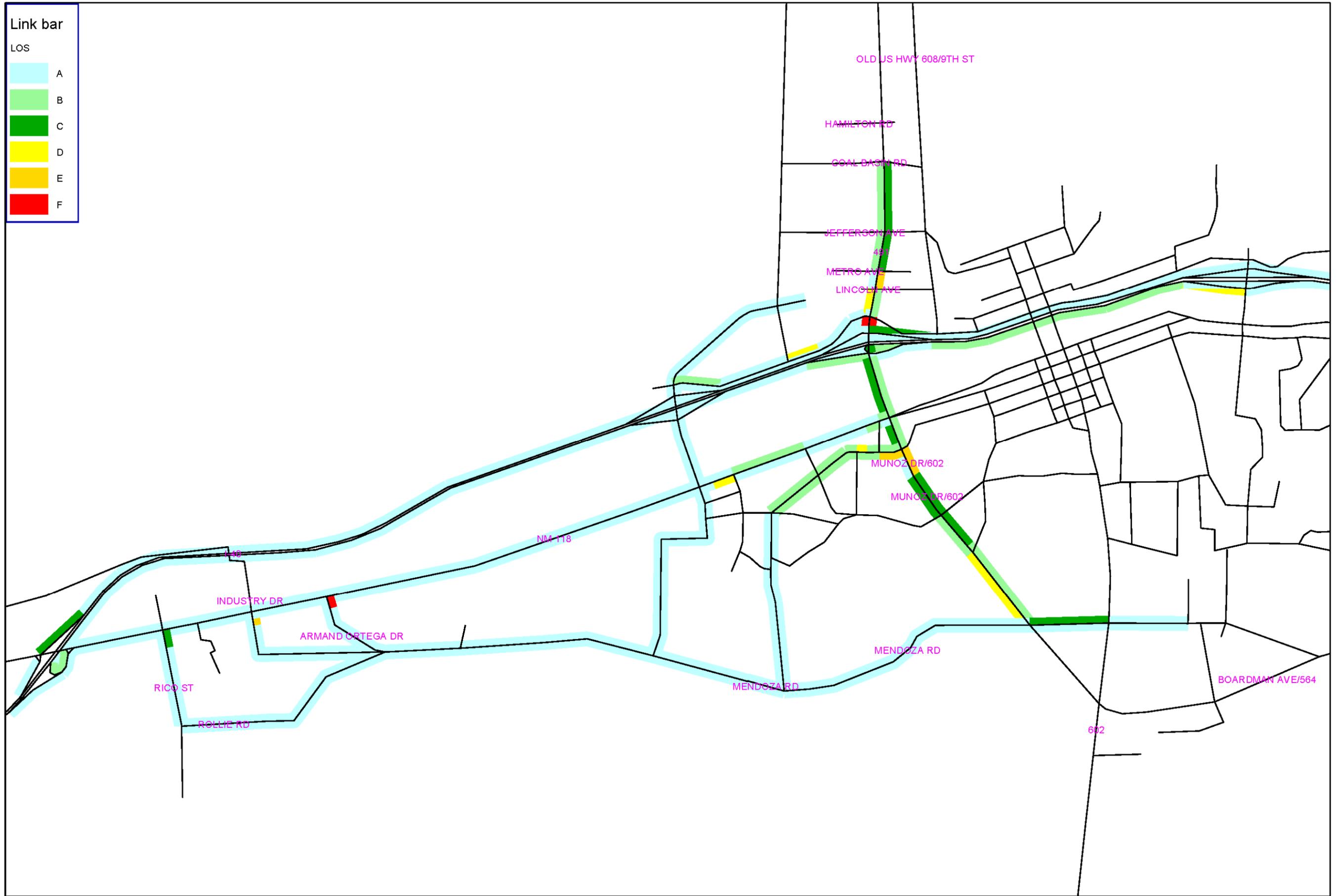


Figure B-6: Link LOS Configuration 6 (Allison with Regional links, Interchange)

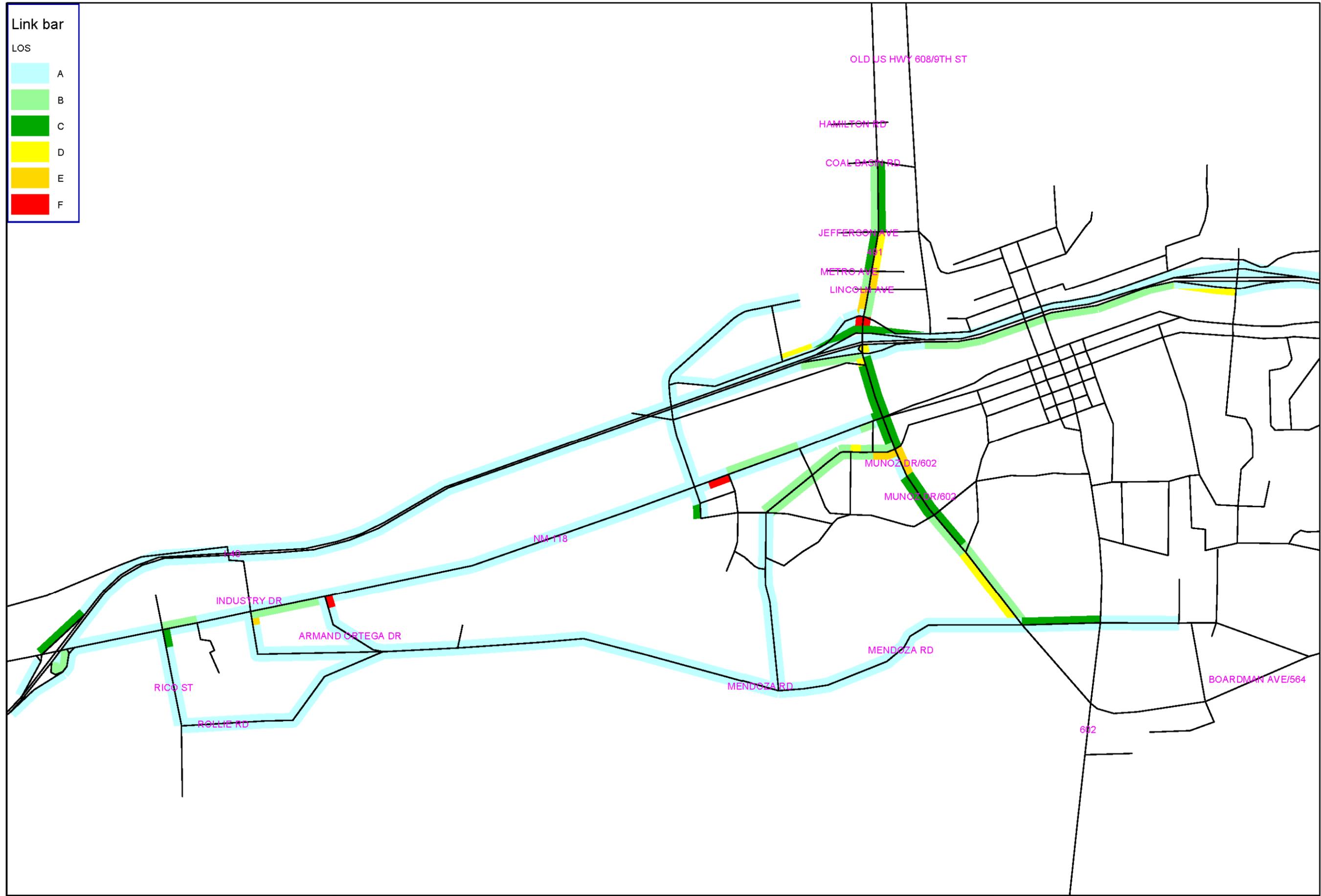


Figure B-7: Link LOS Configuration 7 (Allison with Local links, 1-way Frontage pair)

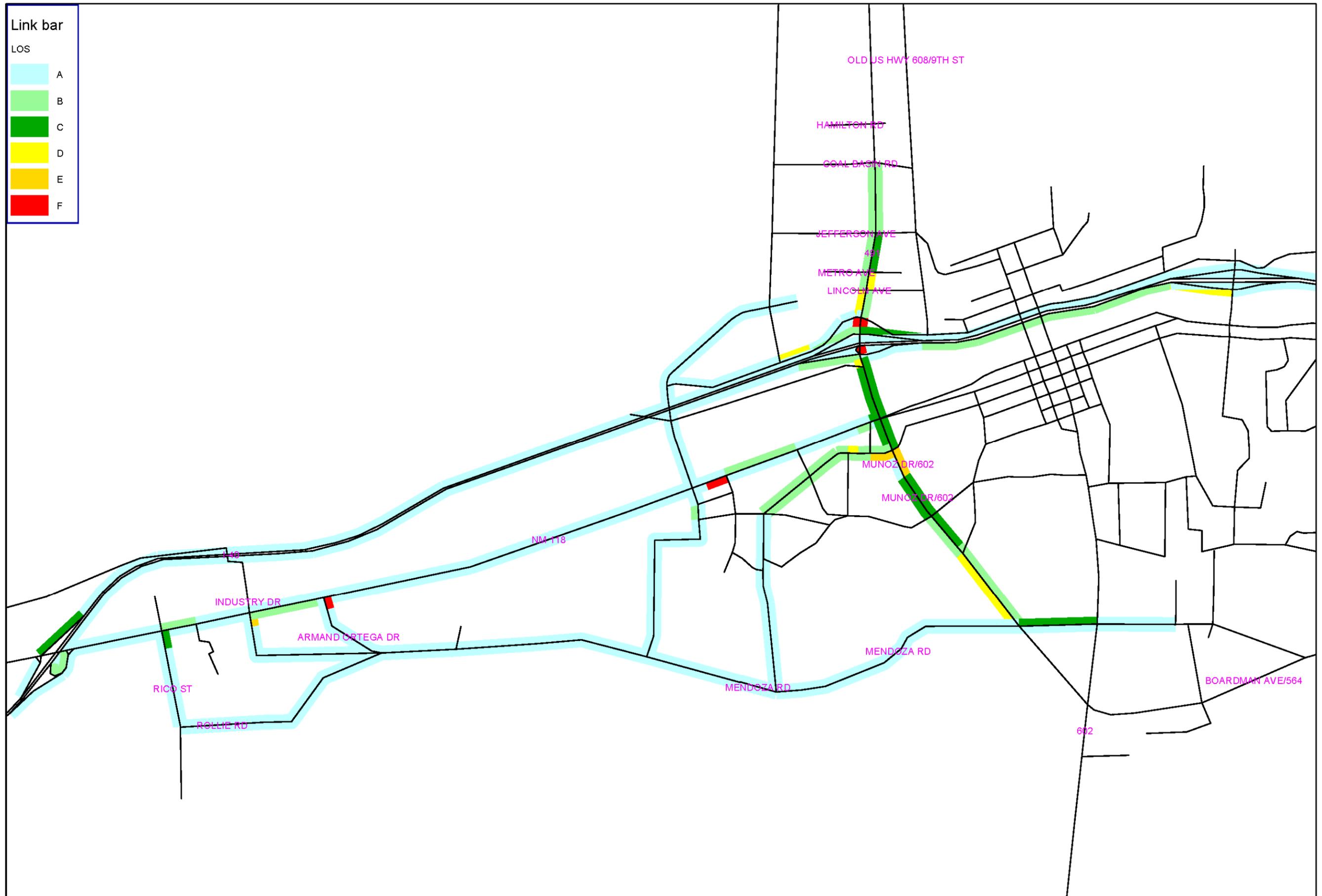


Figure B-8: Link LOS Configuration 8 (Allison with Regional links, 1-way Frontage pair)

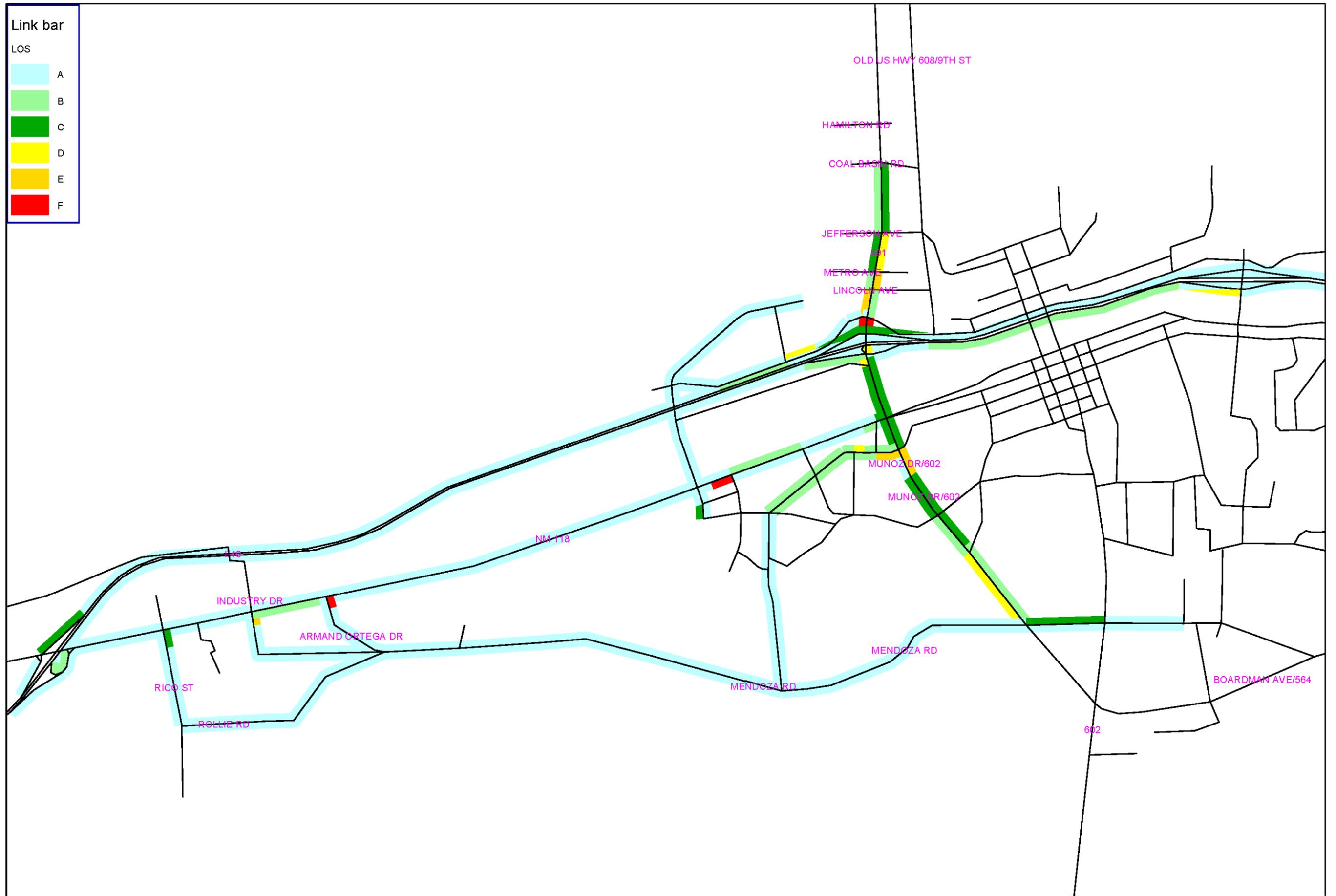


Figure B-9: Link LOS Configuration 9 (Allison with Local links, 2-way Frontage pair)

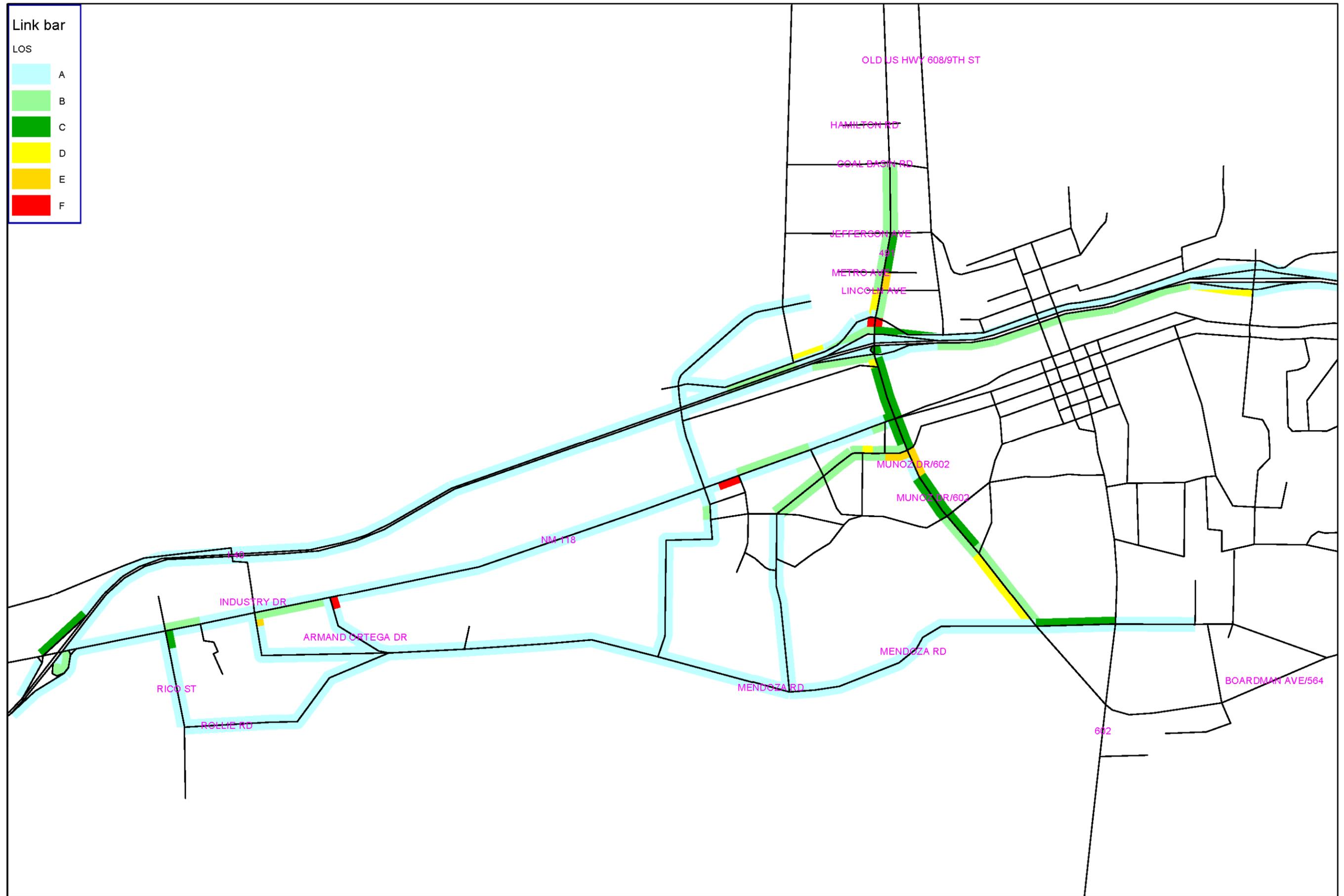


Figure B-10: Link LOS Configuration (Allison with Regional links, 2-way Frontage pair)

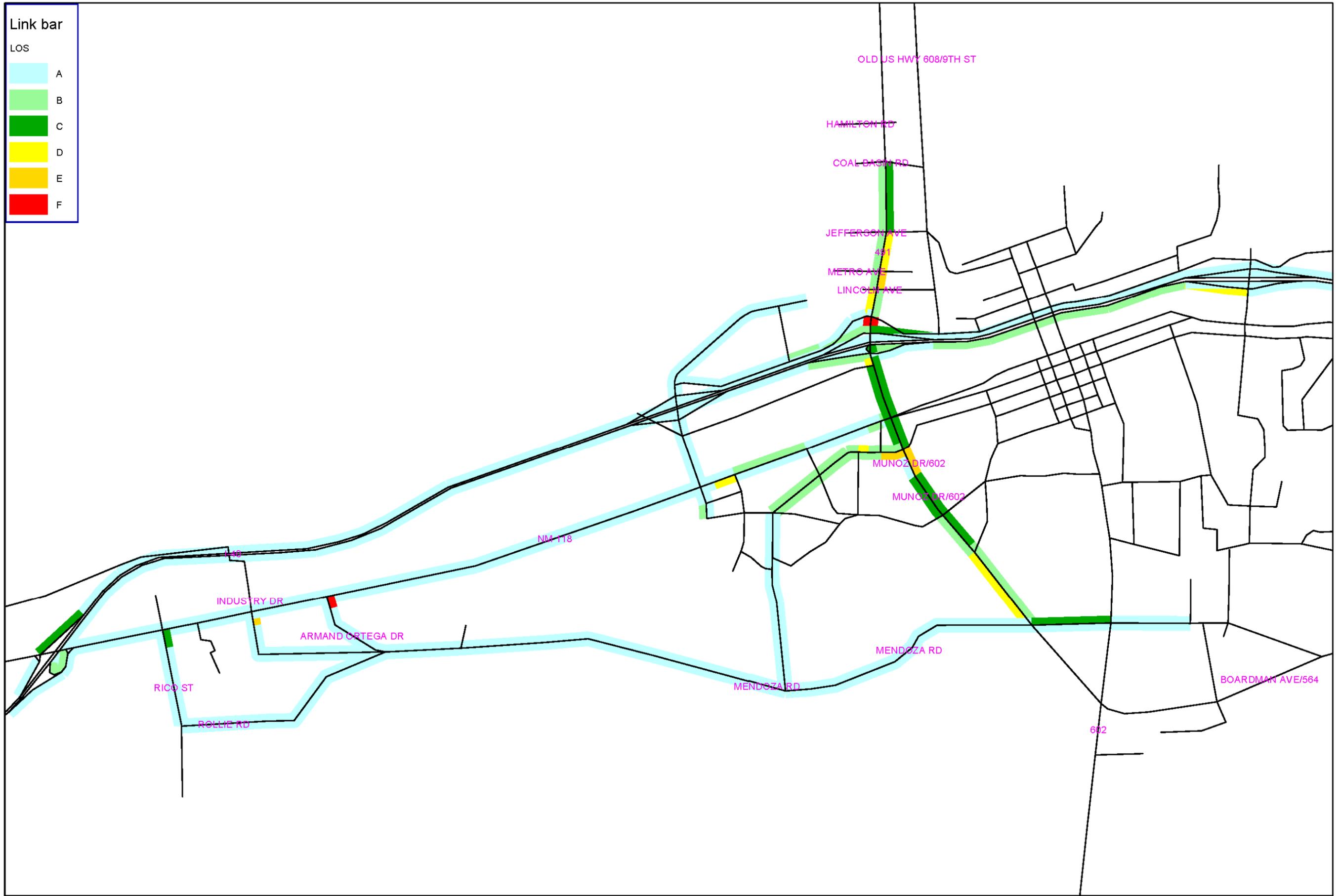


Figure B-11: Link LOS Configuration 11 (Allison with Local links, 1-way Frontage pair)

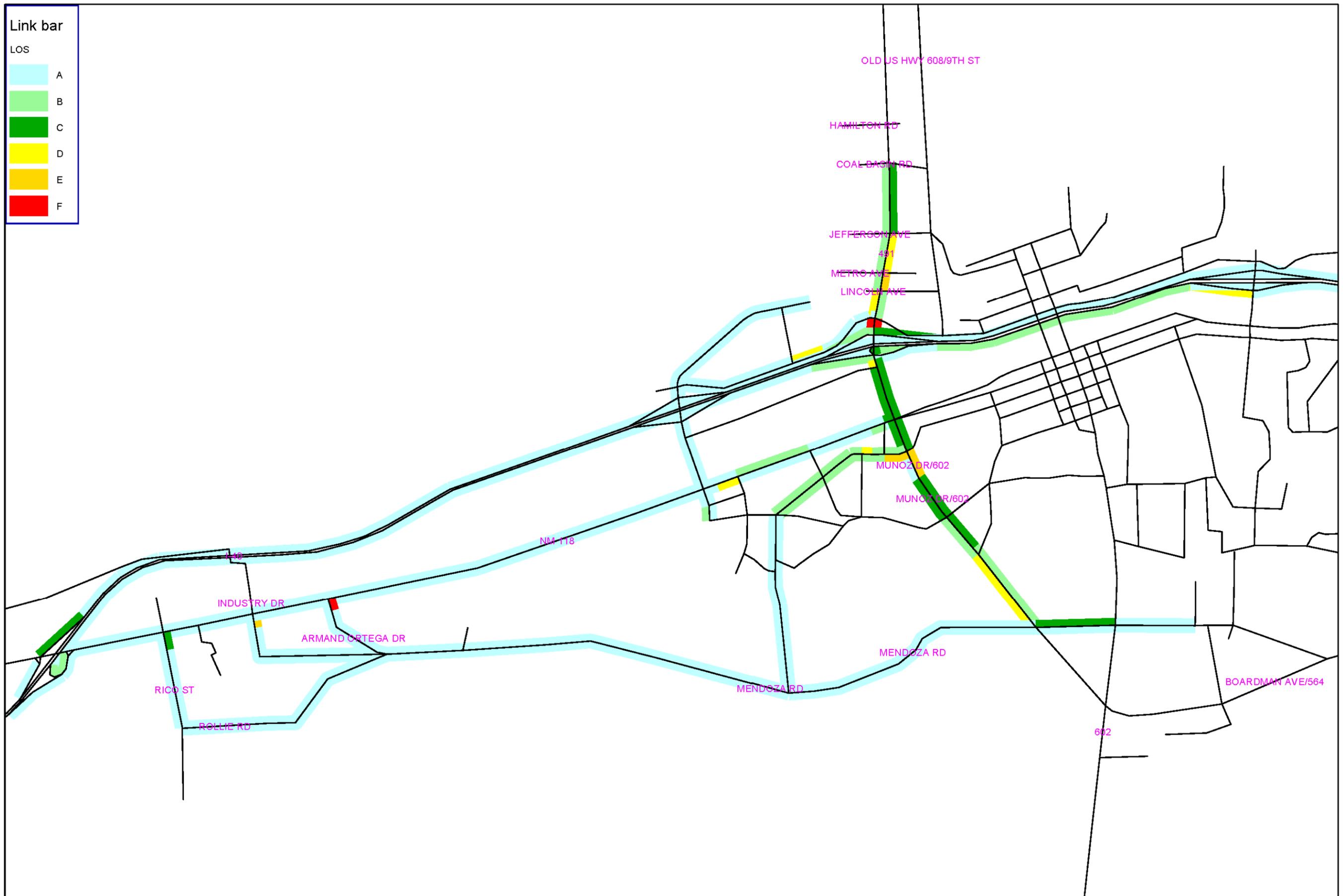


Figure B-12: Link LOS Configuration 12 (Allison with Local links, 2-way Frontage pair, Interchange)

Legend

Links

Number of Lanes

-  ≤ 0
-  ≤ 1
-  ≤ 2
-  ≤ 3
-  ≤ 4
-  ≤ 5
-  ≤ 6
-  ≤ 7
-  > 7

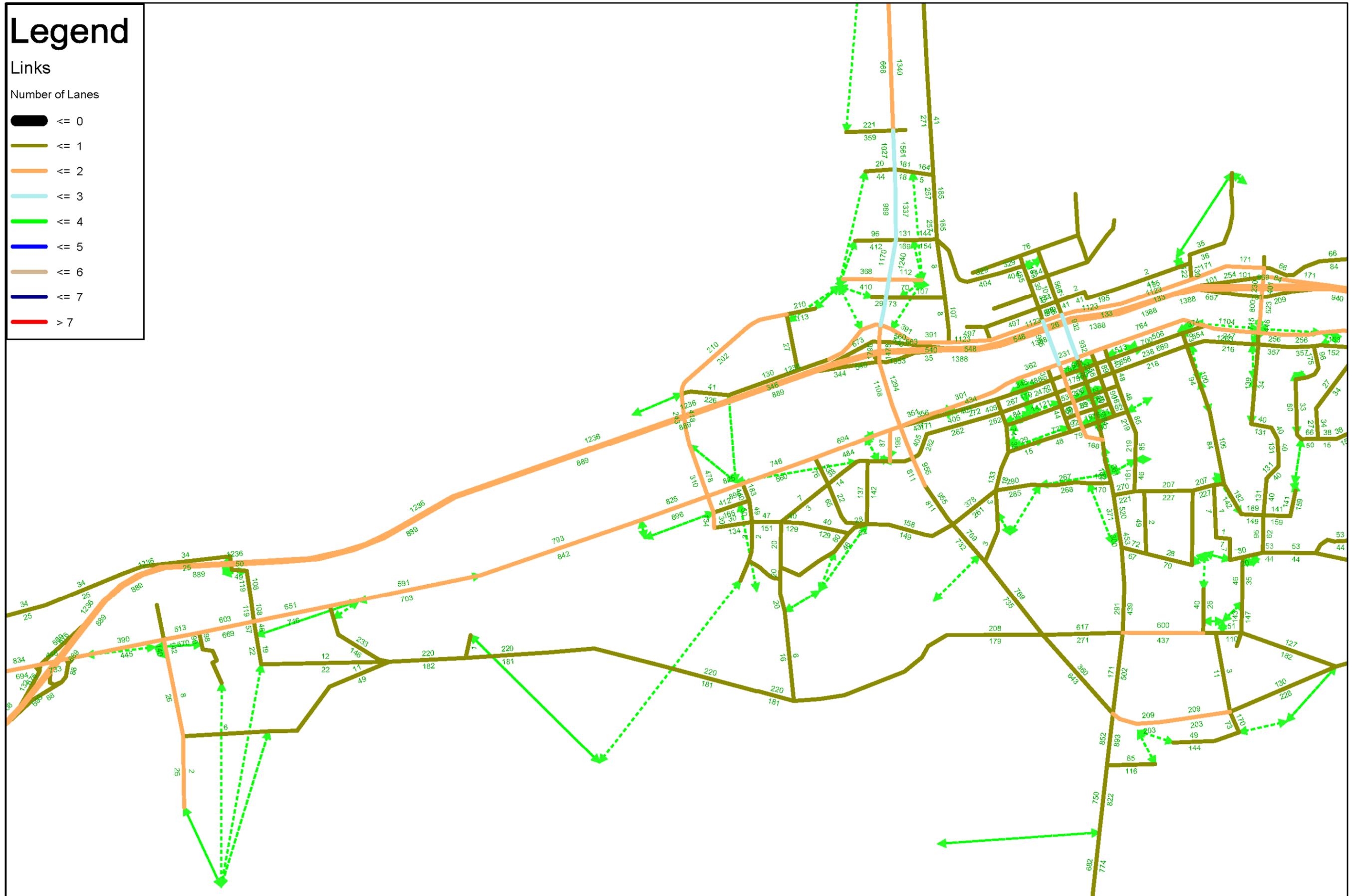


Figure B-13: Link Volume Configuration 1 (Allison with Local links)

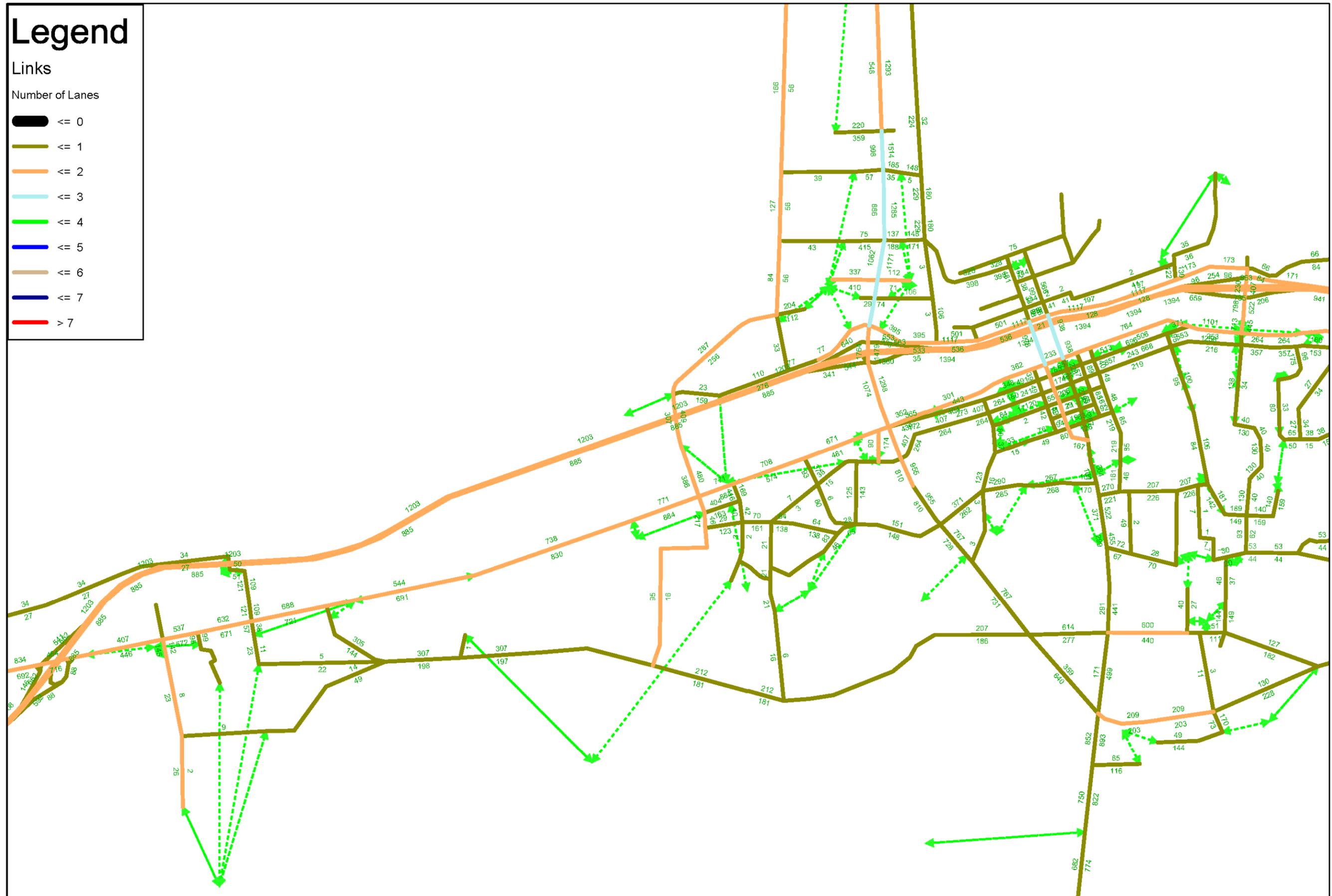


Figure B-14: Link Volume Configuration 2 (Allison with Regional links)

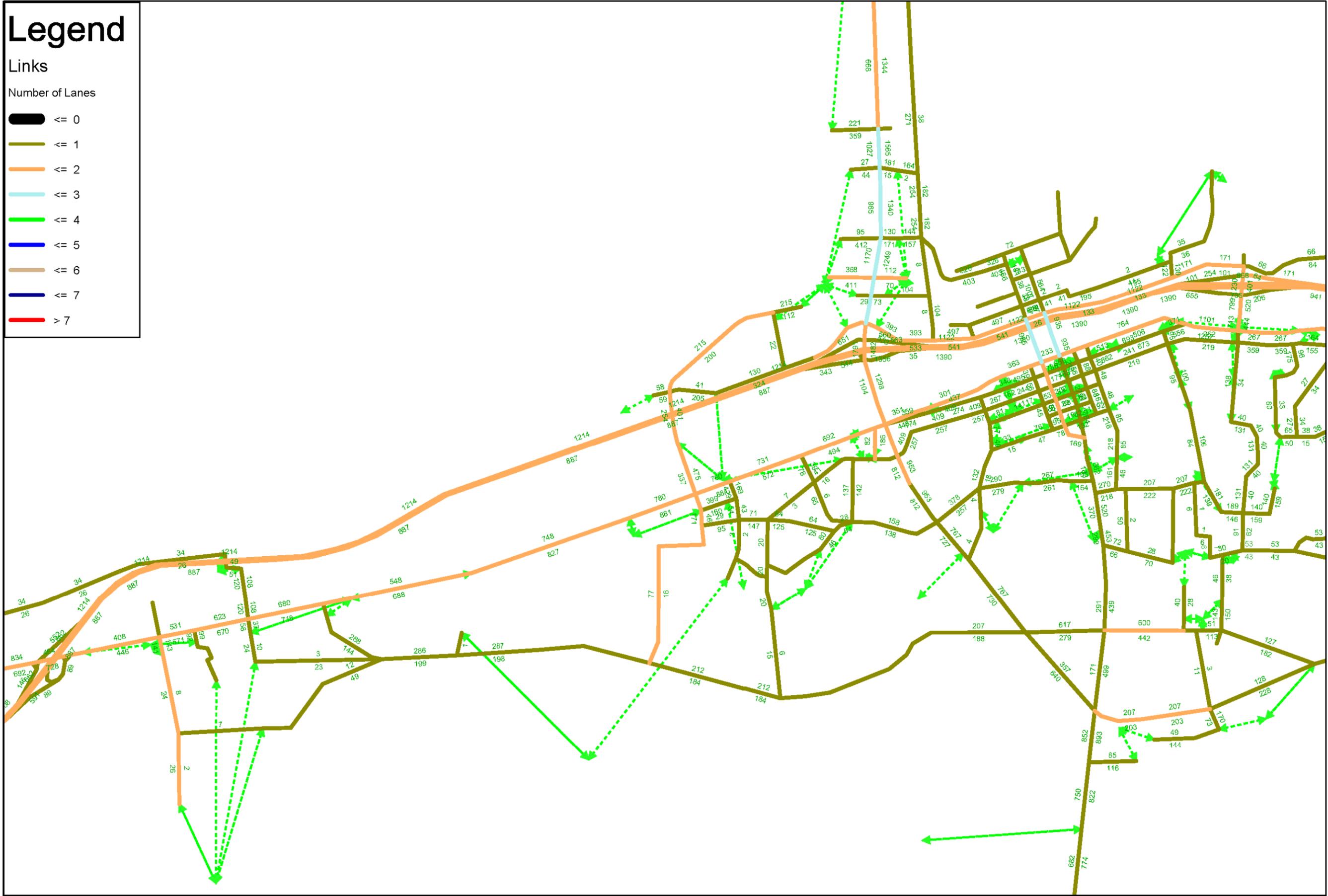


Figure B-15: Link Volume Configuration 3 (Allison Regional south)

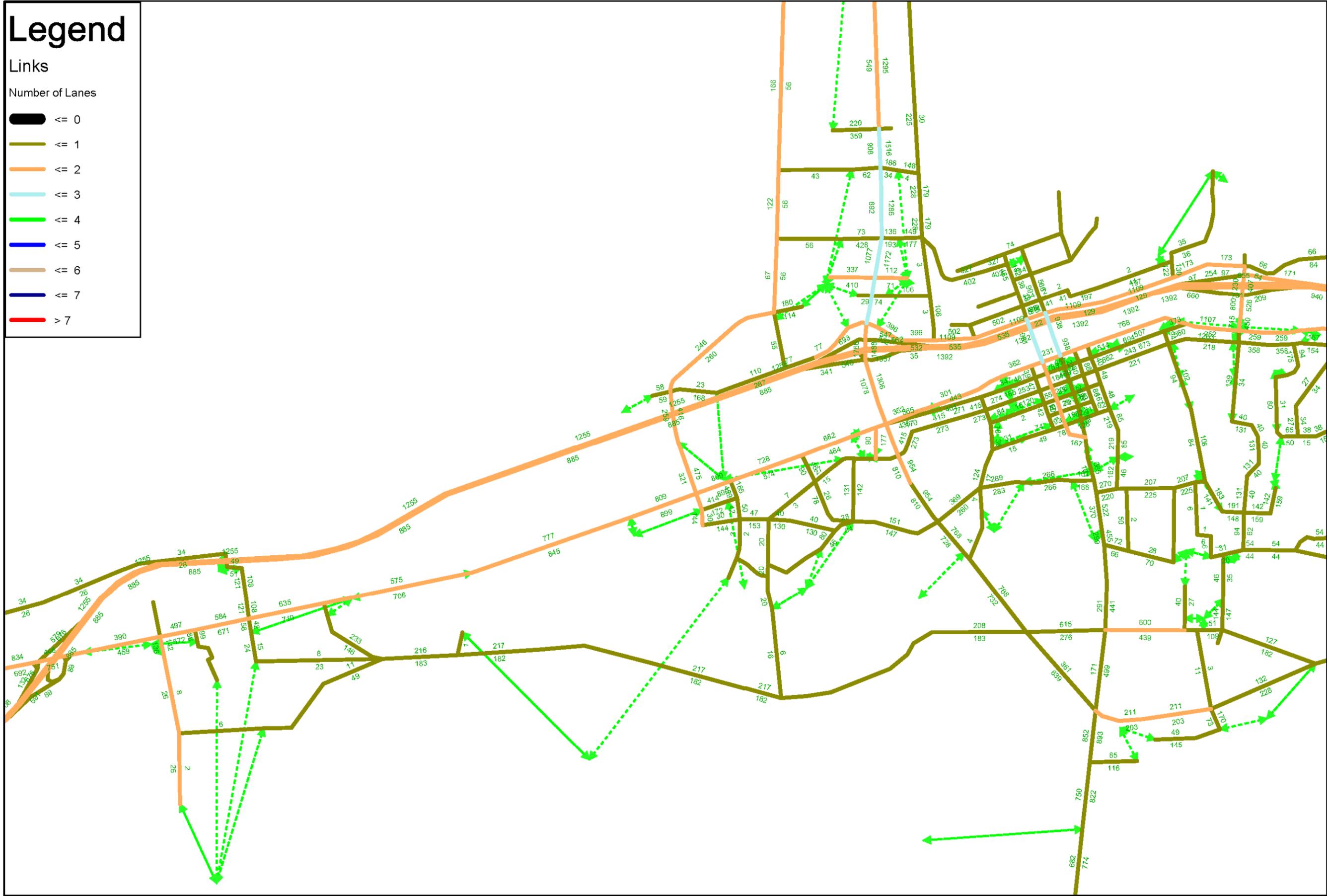


Figure B-16: Link Volume Configuration 4 (Allison Regional north)

Legend

Links

Number of Lanes

-  ≤ 0
-  ≤ 1
-  ≤ 2
-  ≤ 3
-  ≤ 4
-  ≤ 5
-  ≤ 6
-  ≤ 7
-  > 7

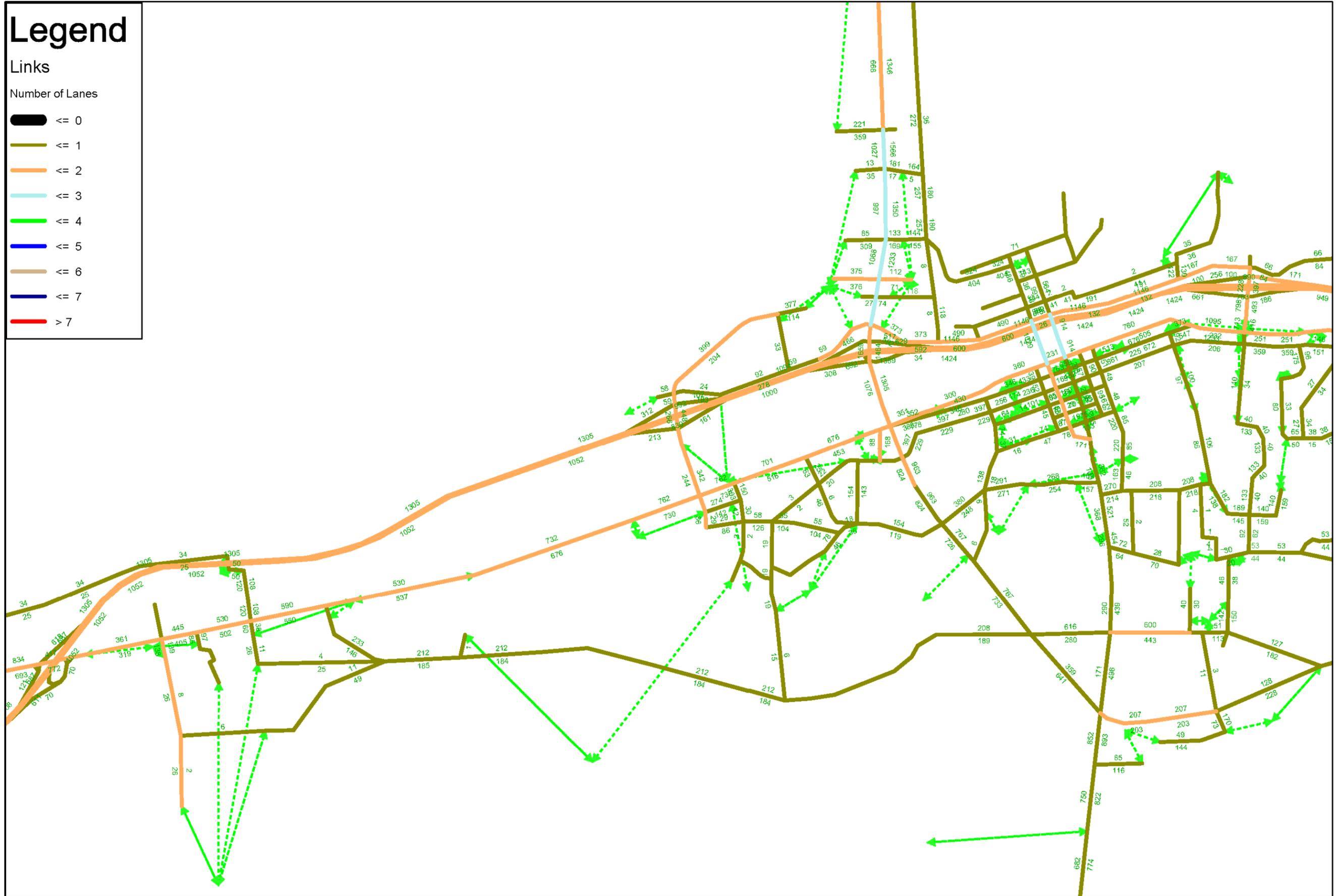


Figure B-17: Link Volumes Configuration 5 (Allison with Local links, Interchange)

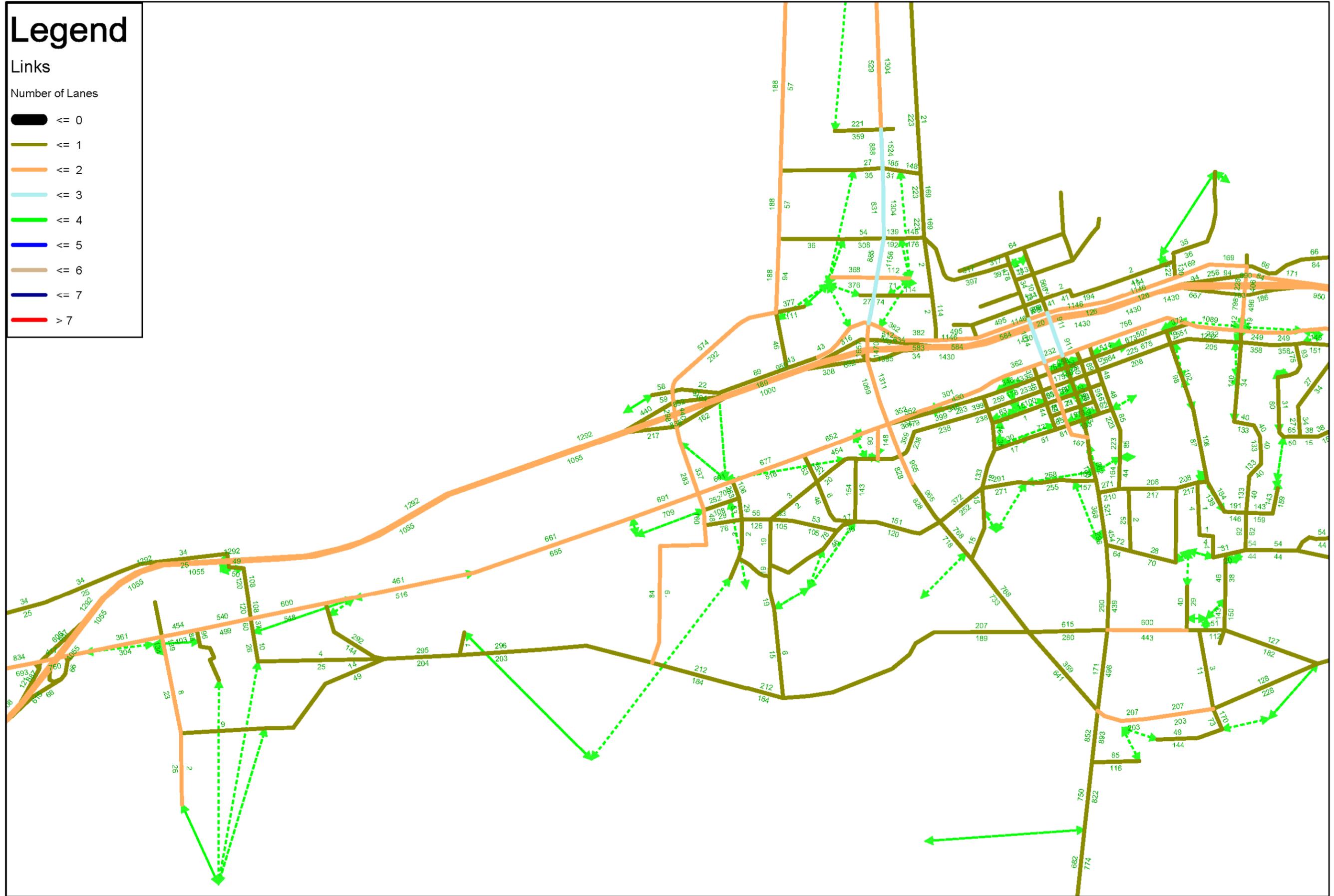


Figure B-18: Link Volume Configuration 6 (Allison with Regional links, Interchange)

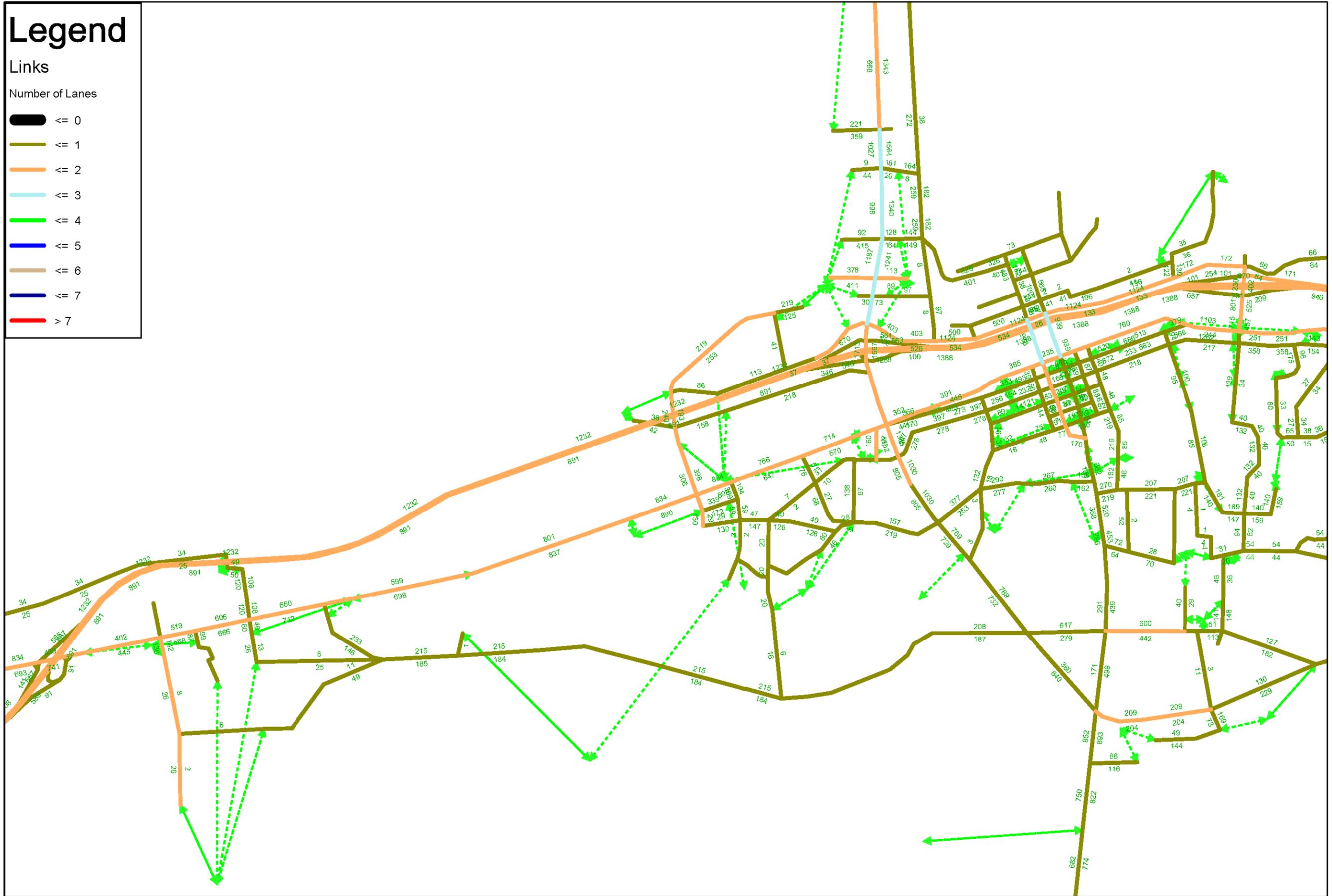


Figure B-19: Link Volume Configuration 7 (Allison with Local links, Interchange)

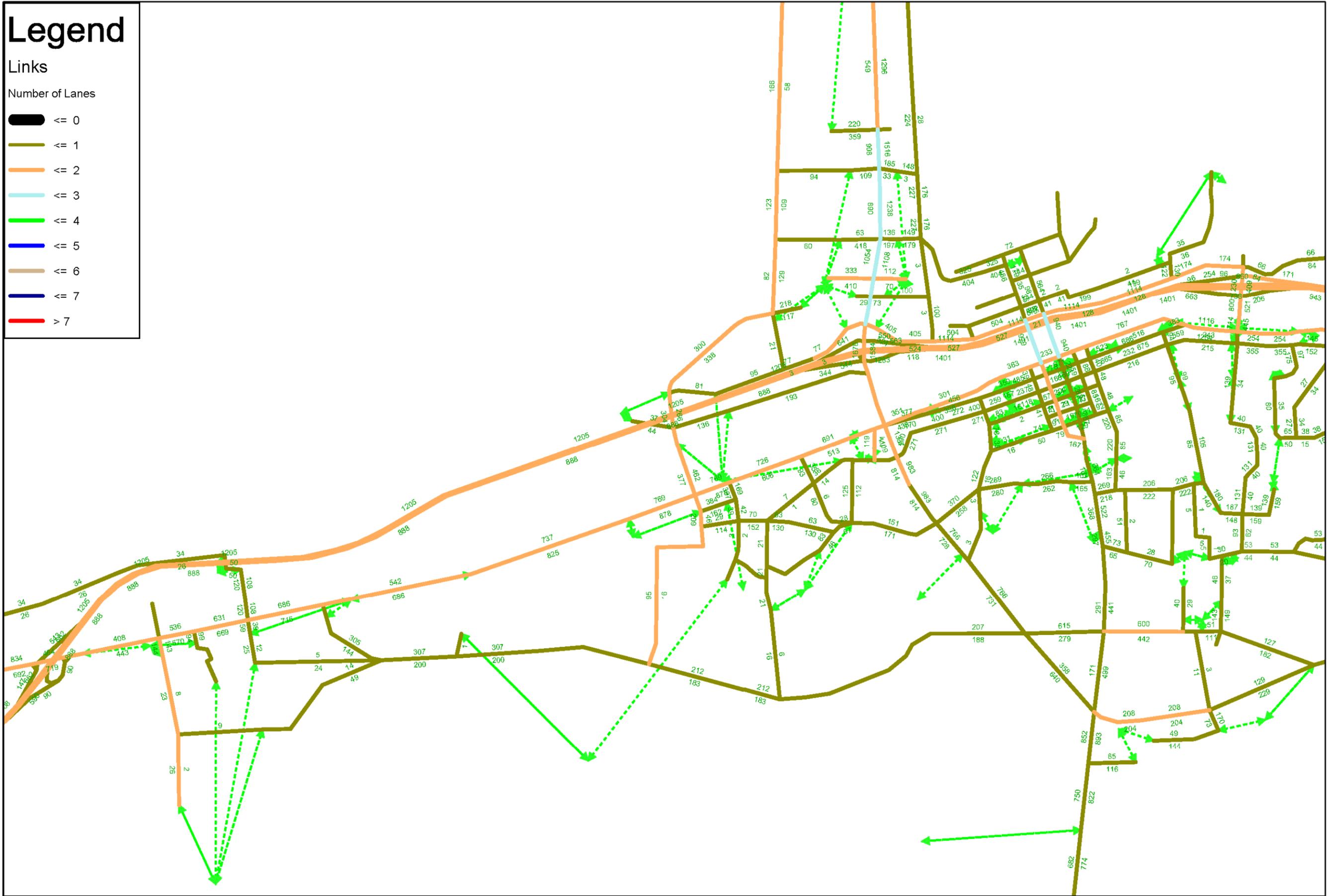


Figure B-20: Link Volume Configuration 8 (Allison with Regional links, 1-way Frontage pair)

Legend

Links

Number of Lanes

- ≤ 0
- ≤ 1
- ≤ 2
- ≤ 3
- ≤ 4
- ≤ 5
- ≤ 6
- ≤ 7
- > 7

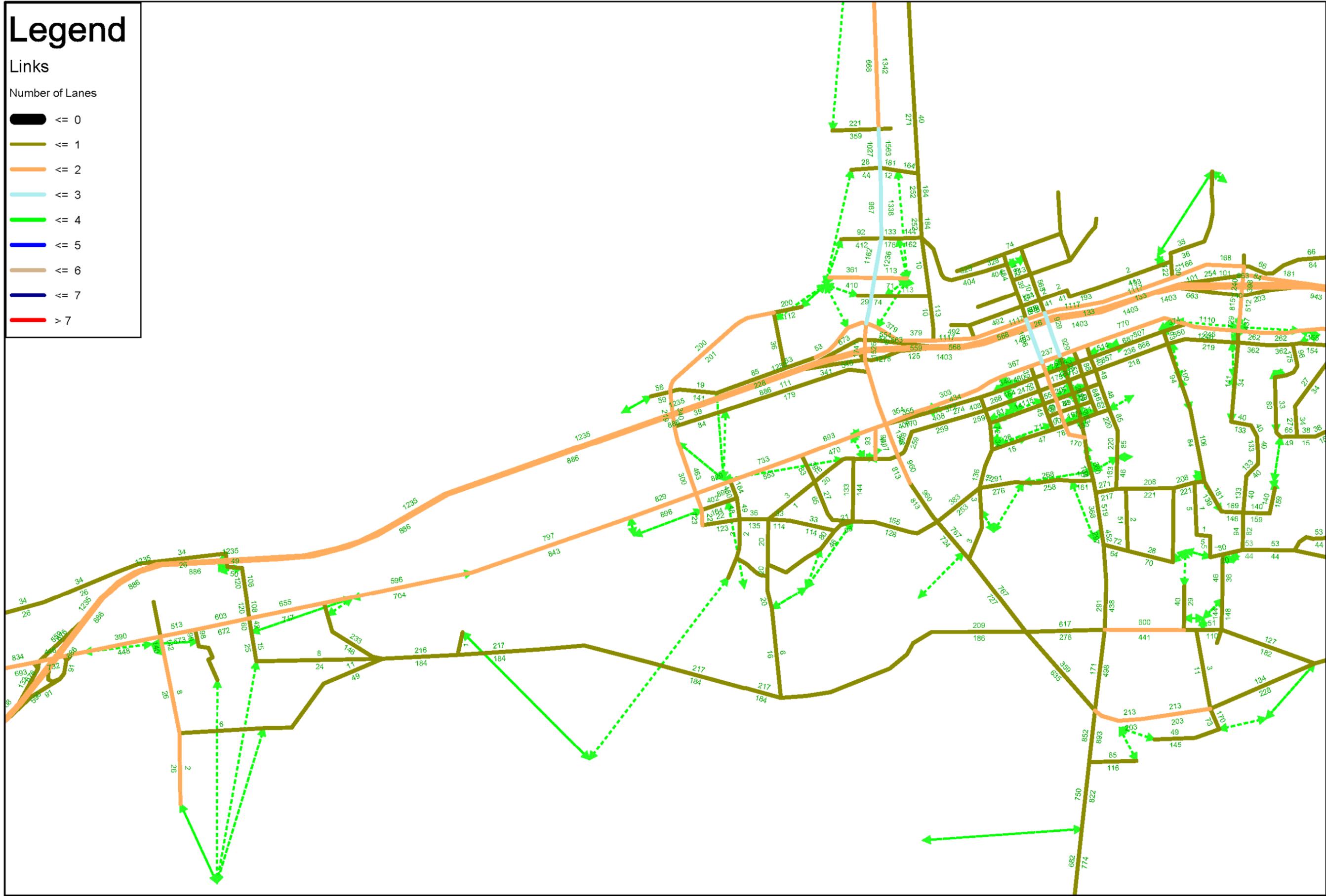


Figure B-21: Link Volume Configuration 9 (Allison with Local links, 2-way Frontage pair)

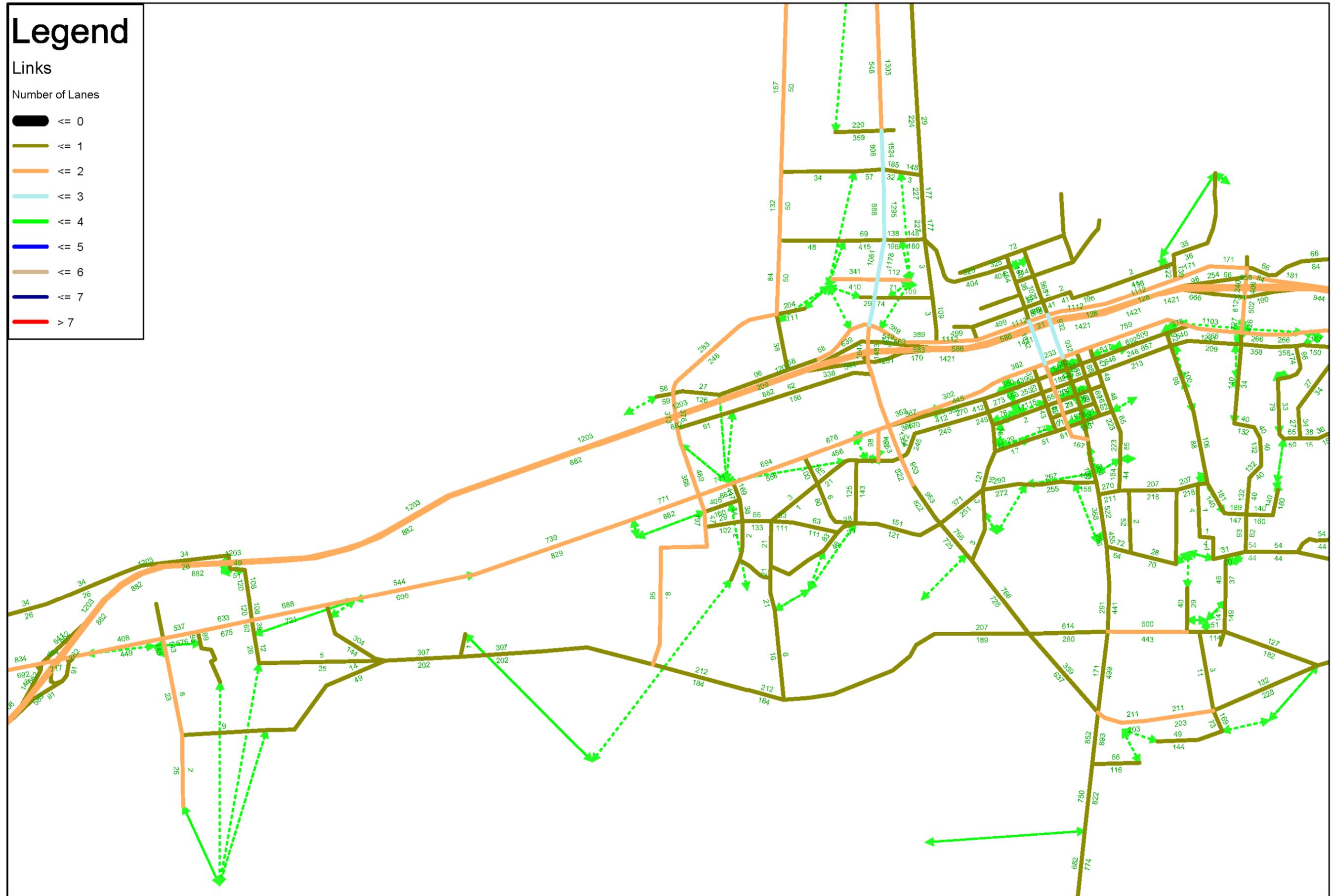


Figure B-22: Link Volume Configuration 10 (Allison with Regional links, 2-way Frontage pair)

Legend

Links

Number of Lanes

-  ≤ 0
-  ≤ 1
-  ≤ 2
-  ≤ 3
-  ≤ 4
-  ≤ 5
-  ≤ 6
-  ≤ 7
-  > 7

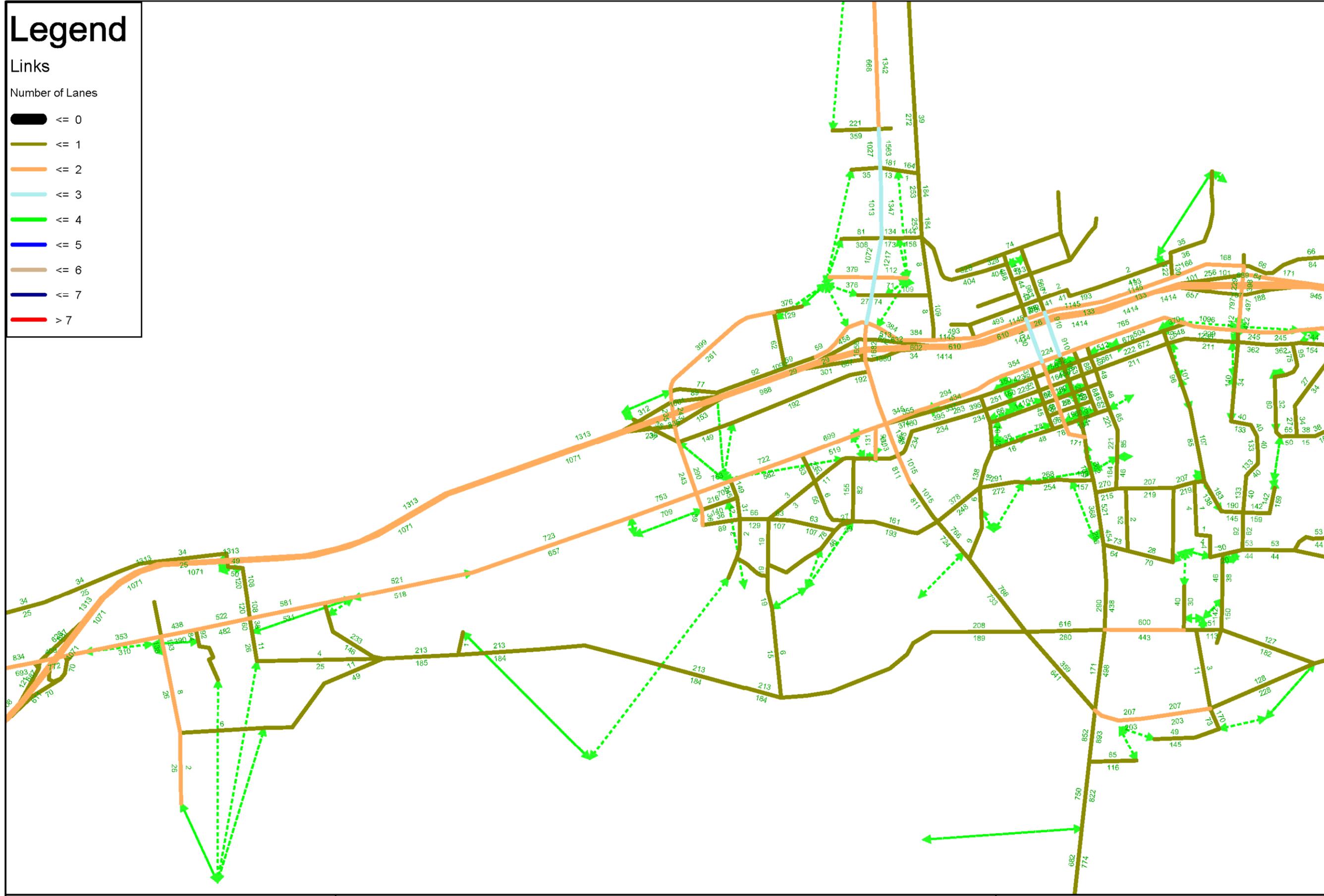


Figure B-23: Link Volume Configuration 11 (Allison with Local links, 1-way Frontage pair)

Legend

Links

Number of Lanes

-  ≤ 0
-  ≤ 1
-  ≤ 2
-  ≤ 3
-  ≤ 4
-  ≤ 5
-  ≤ 6
-  ≤ 7
-  > 7

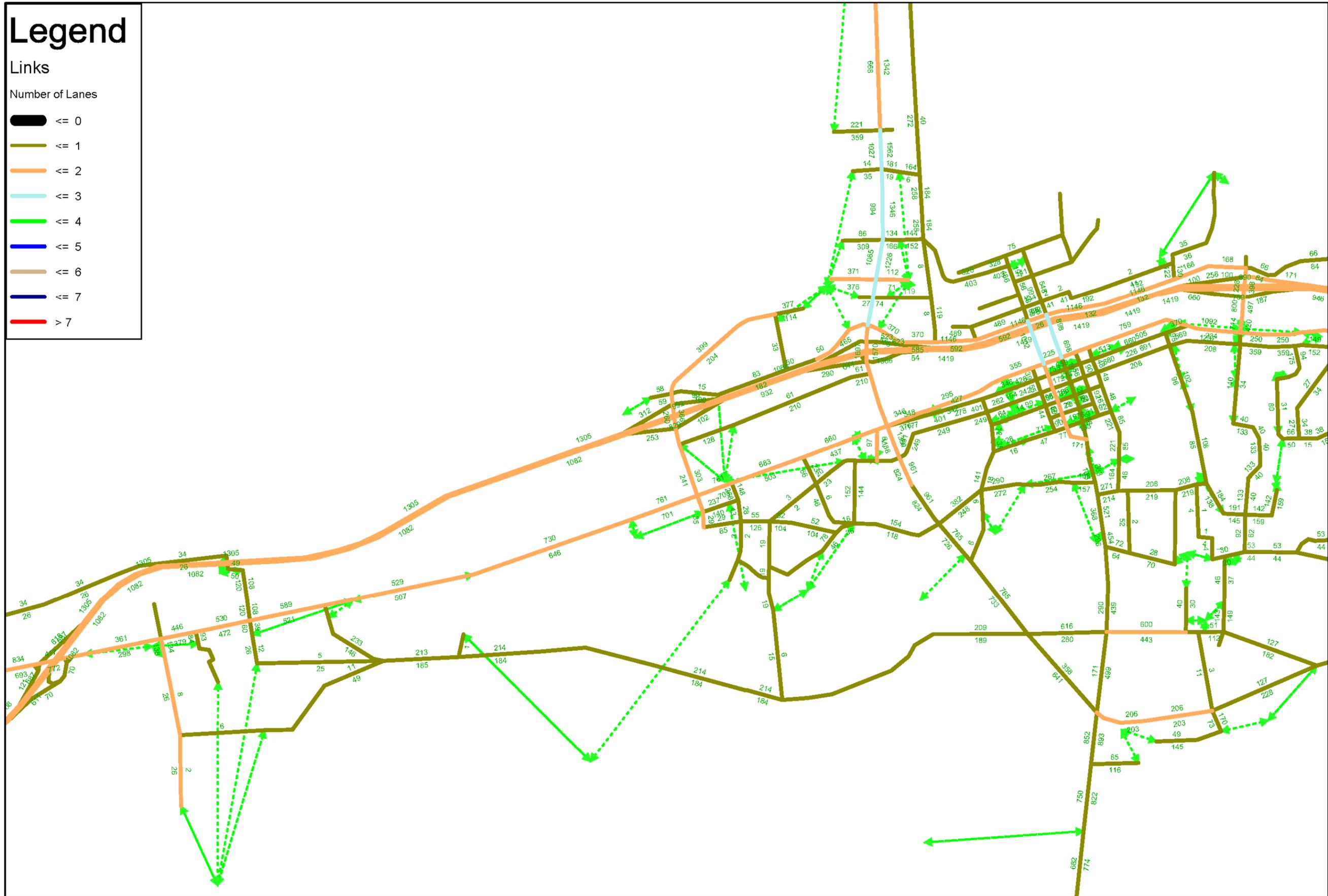


Figure B-24: Link Volume Configuration 12 (Allison with Local links, 2-way Frontage pair, Interchange)

Gallup Model
LOS at Intersections

Nodes

HCM_LOS

- A
- B
- C
- D
- E
- F

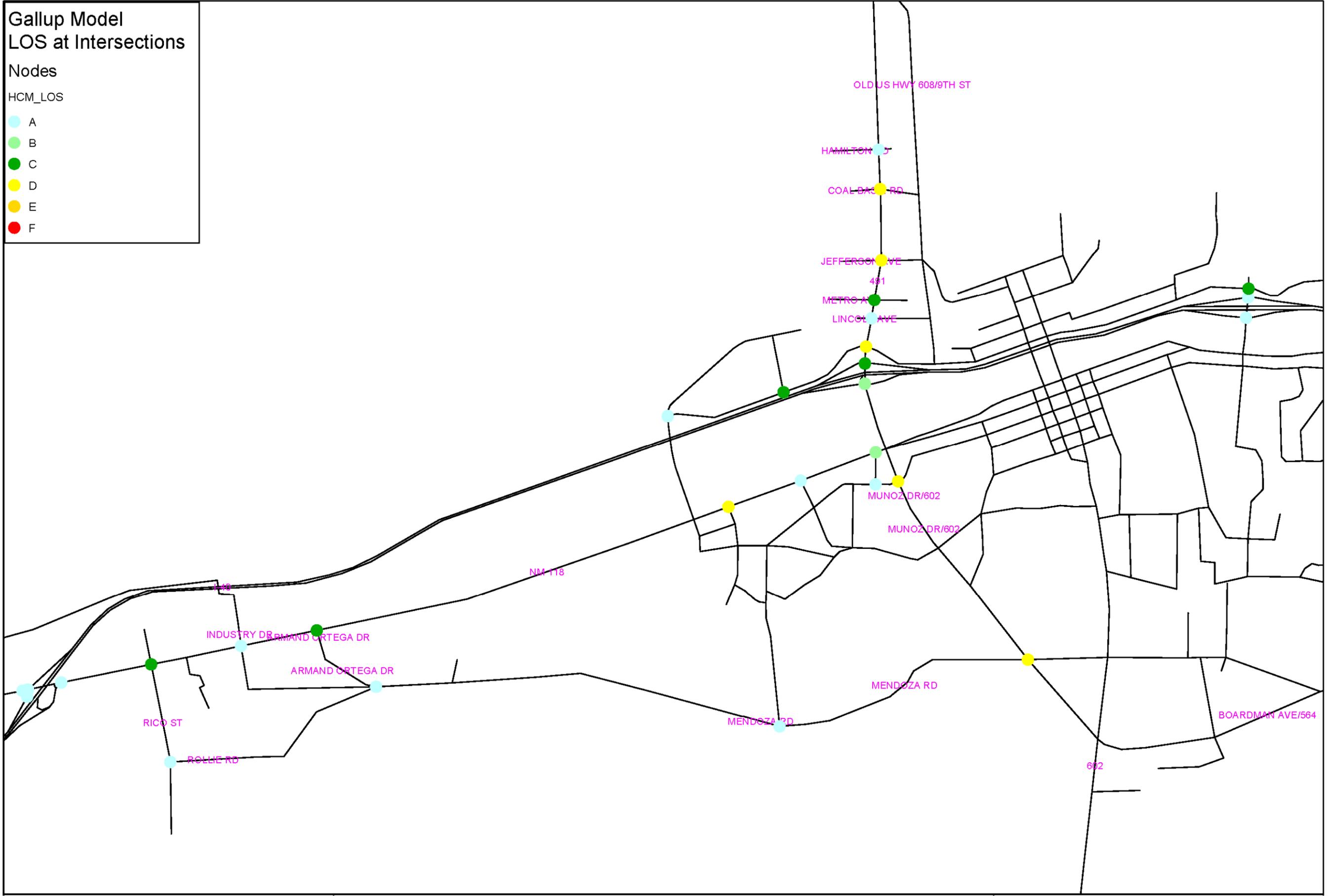


Figure B-25: Node LOS Configuration 1 (Allison with Local links)

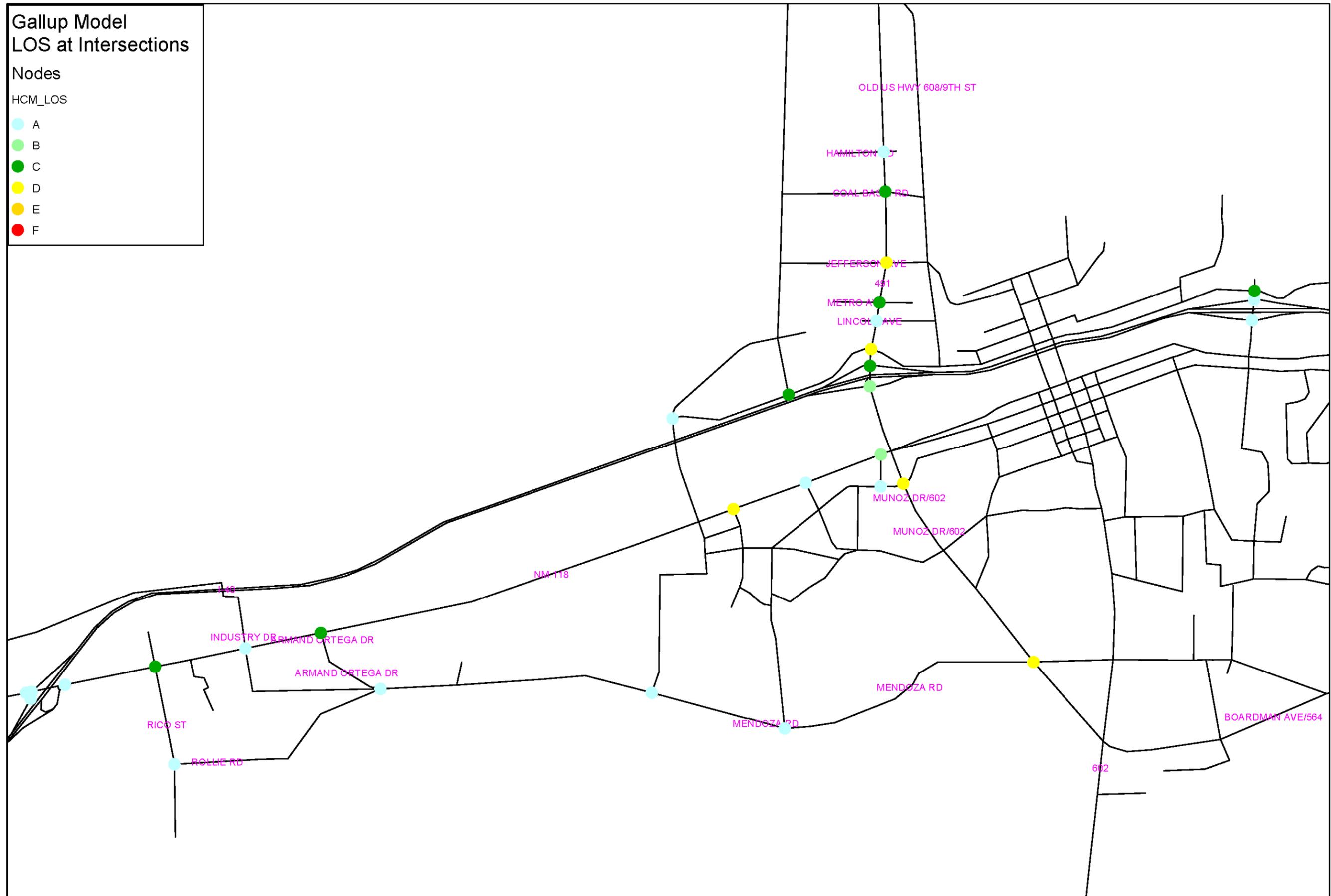


Figure B-26: Node LOS Configuration 2 (Allison with Regional links)

Gallup Model LOS at Intersections

Nodes

HCM_LOS

- A
- B
- C
- D
- E
- F



Figure B-29: Node LOS Configuration 5 (Allison with Local links, Interchange)

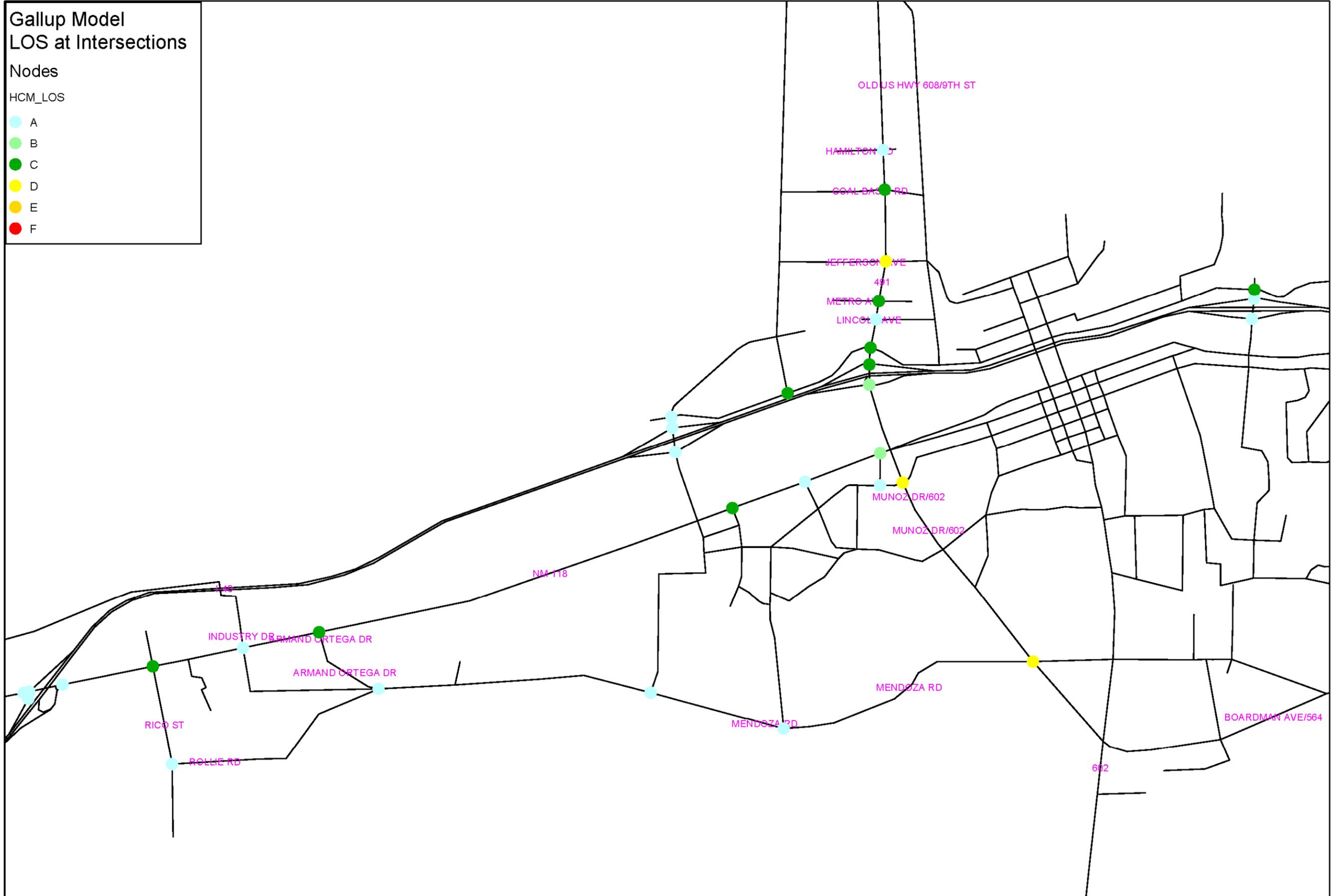


Figure B-30: Node LOS Configuration 6 (Allison with Regional links, Interchange)



Figure B-31: Node LOS Configuration 7 (Allison with Local links, 1-way Frontage pair)



Figure B-32: Node LOS Configuration 8 (Allison with Regional links, 1-way Frontage pair)



Figure B-33: Node LOS Configuration 9 (Allison with Local links, 2-way Frontage pair)



Figure B-34: Node LOS Configuration 10 (Allison with Regional links, 2-way Frontage pair)

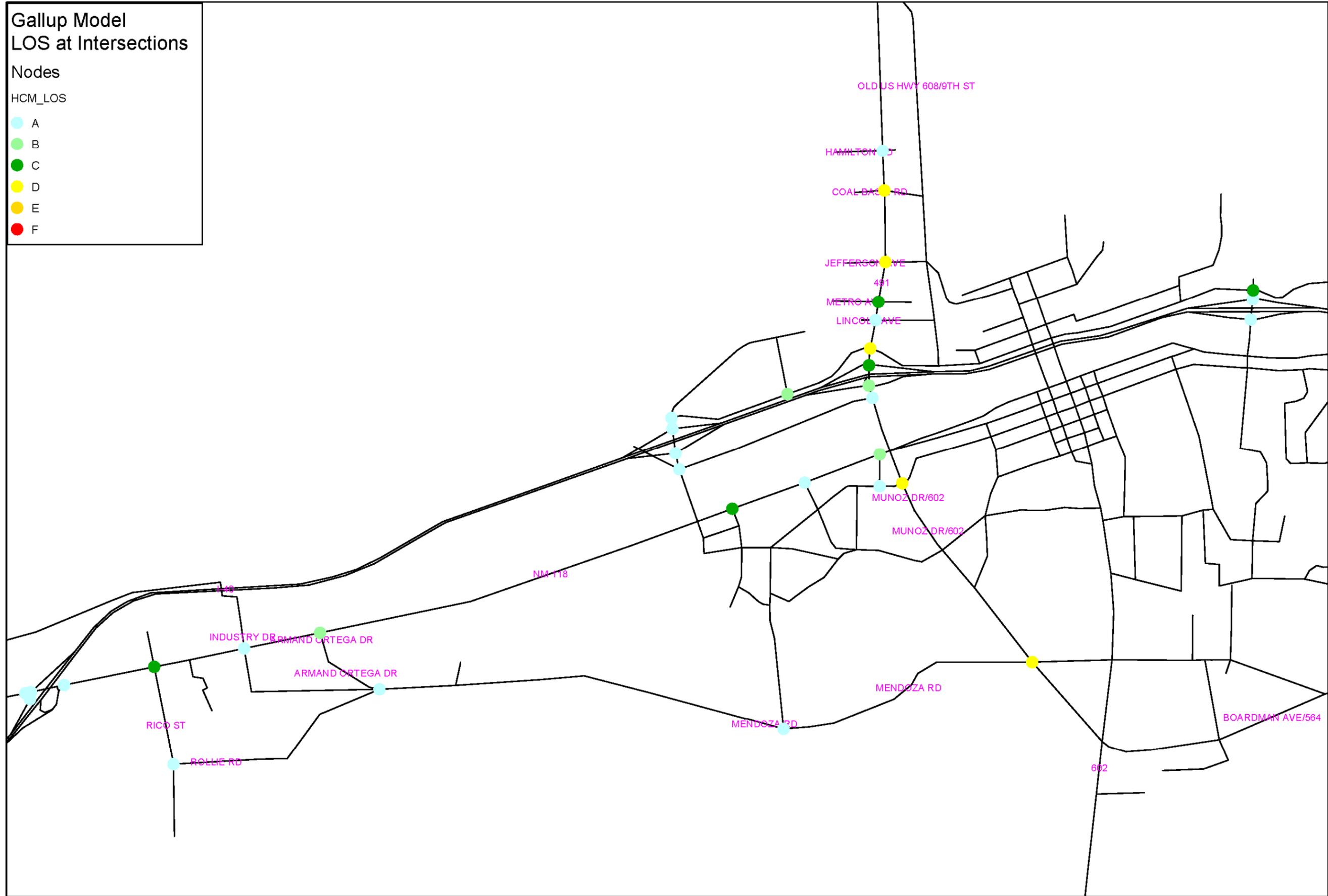


Figure B-35: Node LOS Configuration 11 (Allison with Local links, 1-way Frontage pair, Interchange)

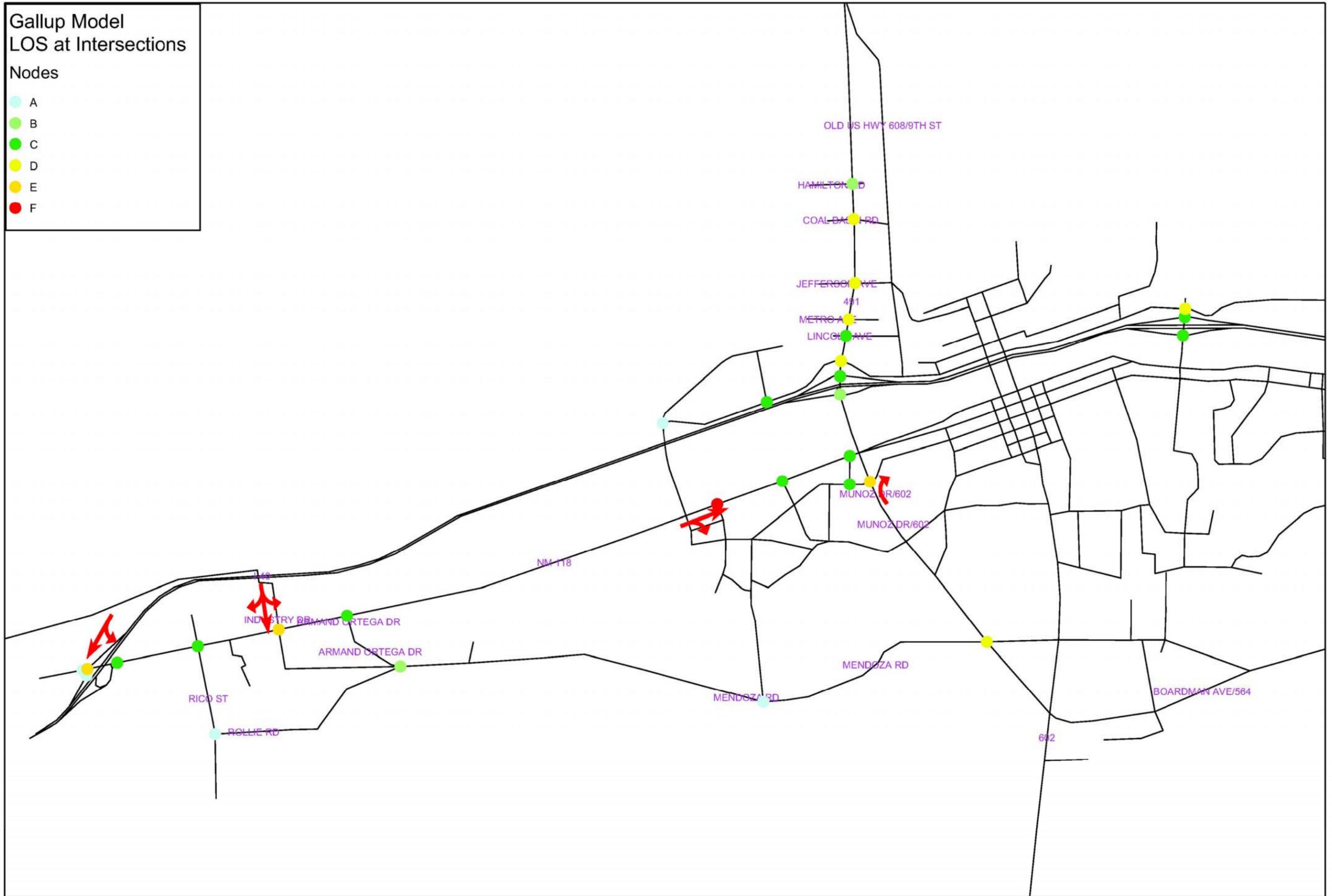


Figure B-37 Nodes Worst Movement LOS Configuration 1

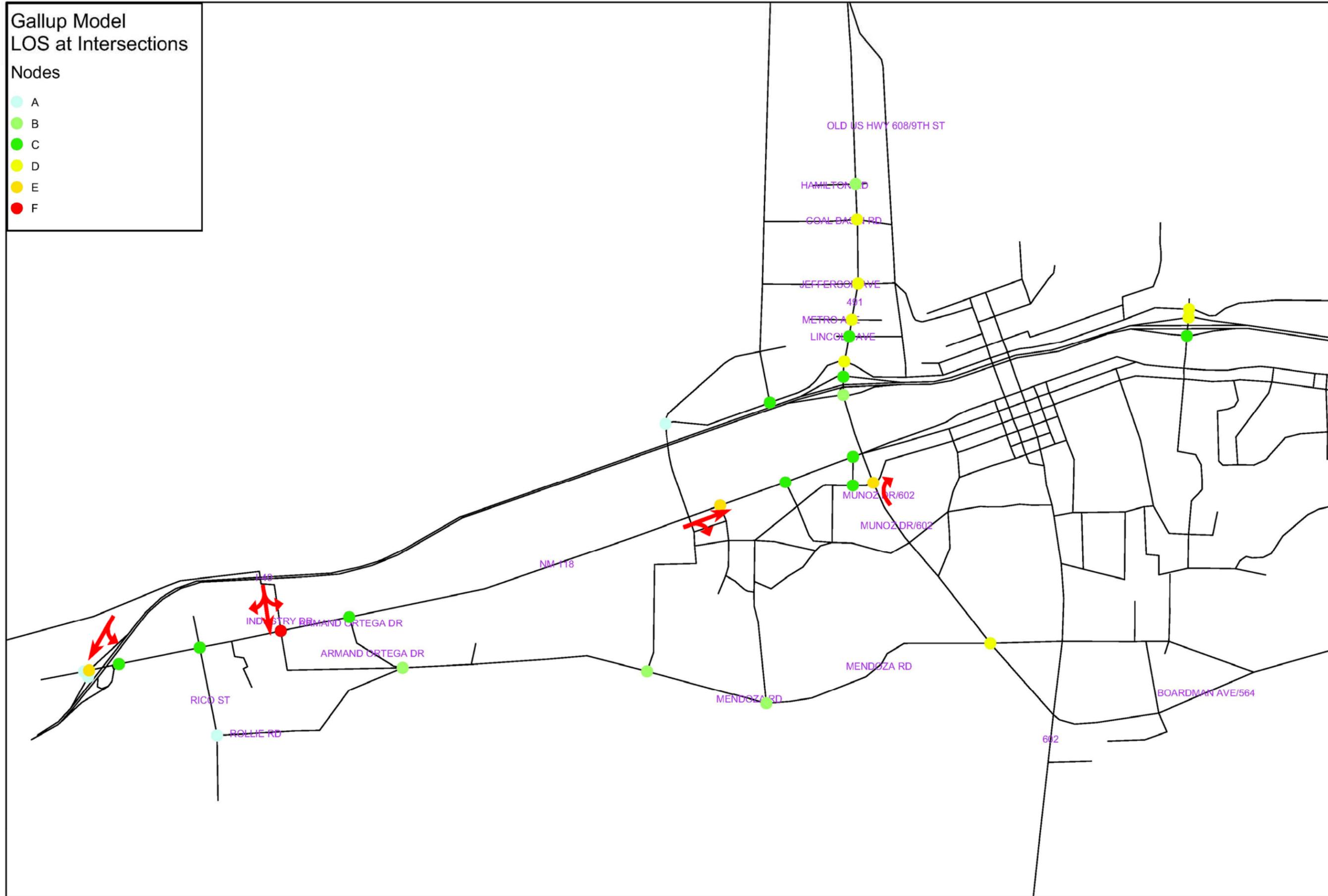


Figure B-38: Nodes Worst Movement LOS Configuration 2 (Allison with Regional links)

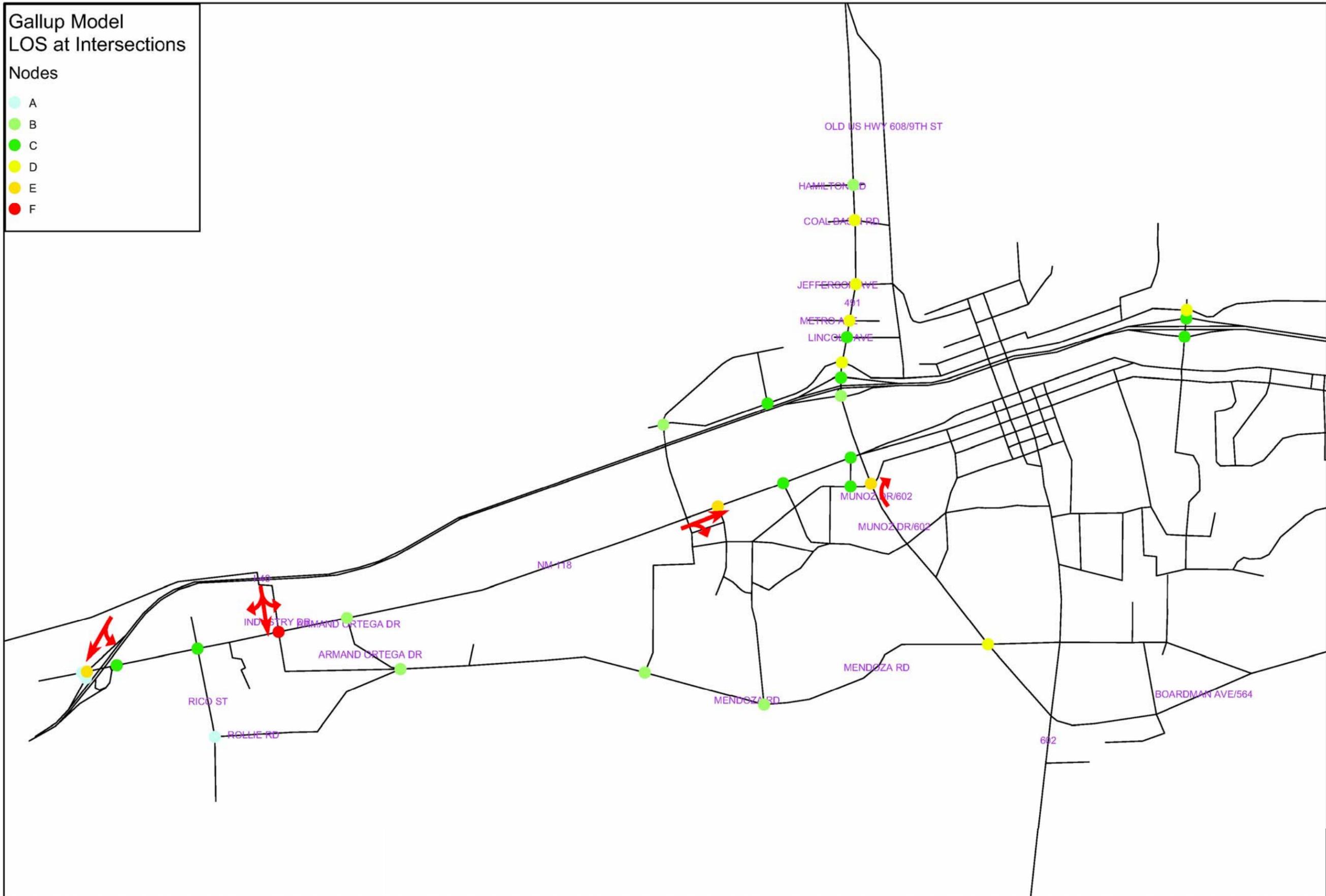


Figure B-39: Nodes Worst Movement LOS Configuration 3 (Allison Regional south)

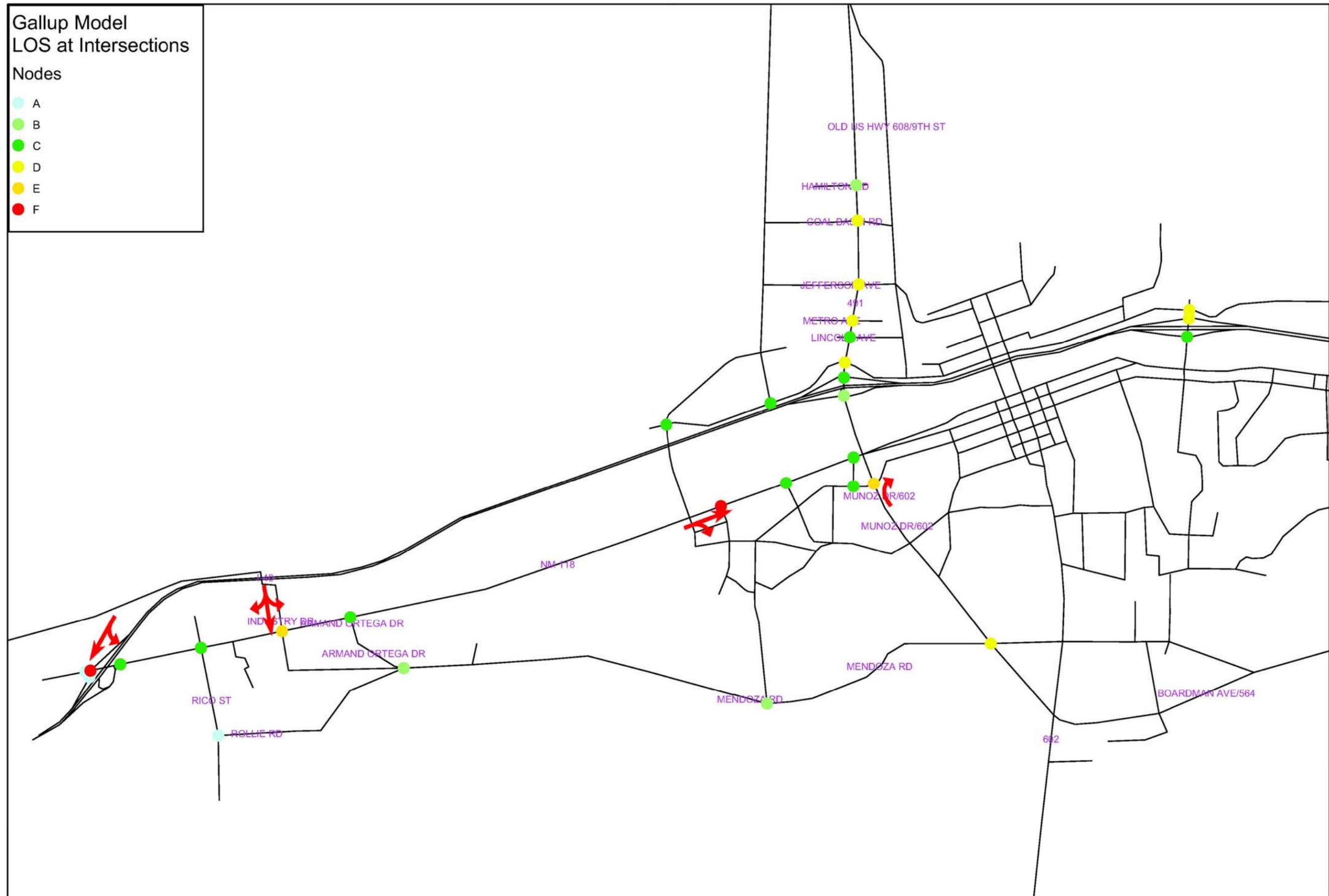


Figure B-40: Nodes Worst Movement LOS Configuration 4 (Allison Regional north)



Figure B-41: Nodes Worst Movement LOS Configuration 5 (Allison with Local links, Interchange)



Figure B-42: Nodes Worst Movement LOS Configuration 6 (Allison with Regional links, Interchange)

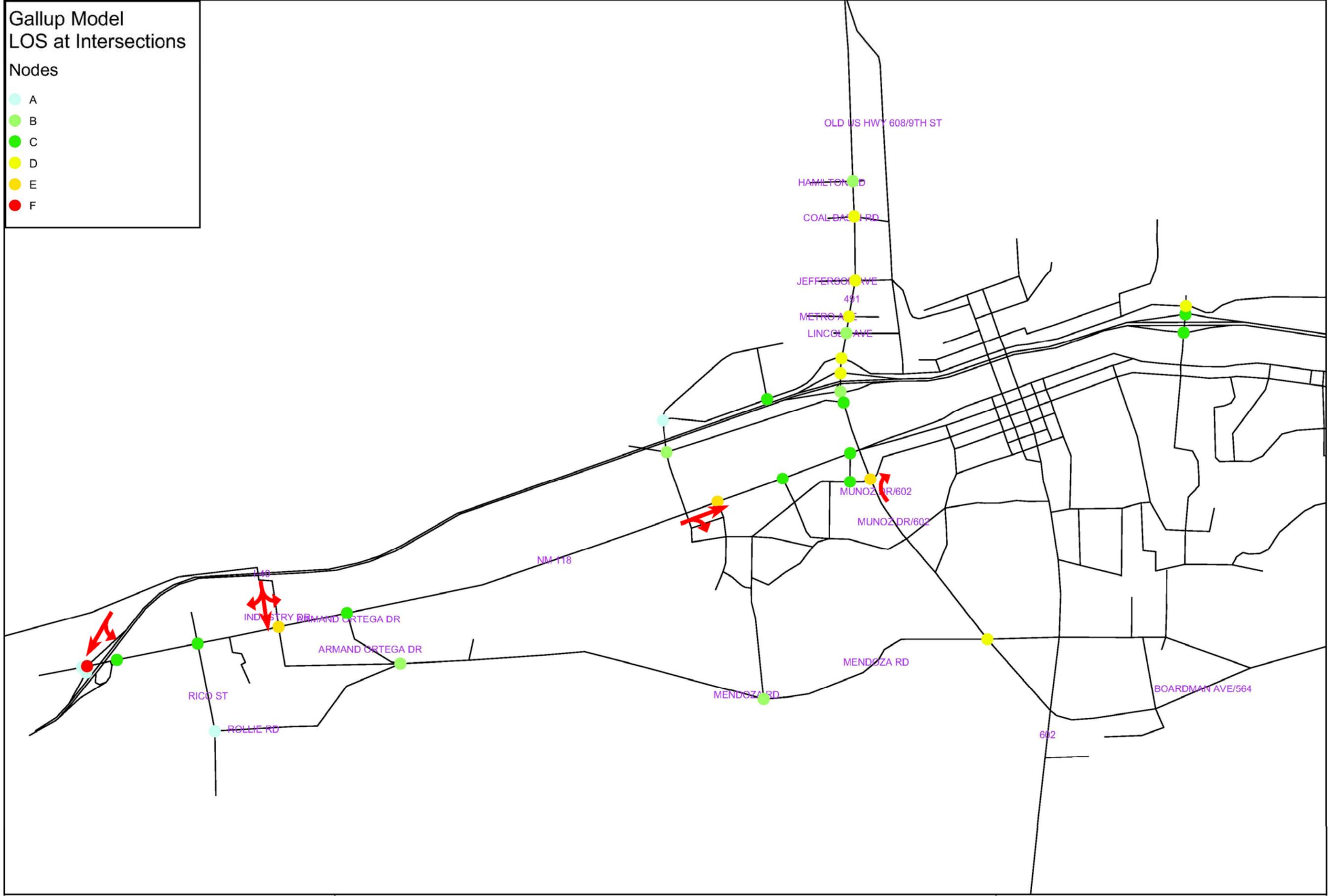


Figure B-43: Nodes Worst Movement LOS Configuration 7 (Allison with Local links, 1-way Frontage pair)

Gallup Model
LOS at Intersections

Nodes

- A
- B
- C
- D
- E
- F

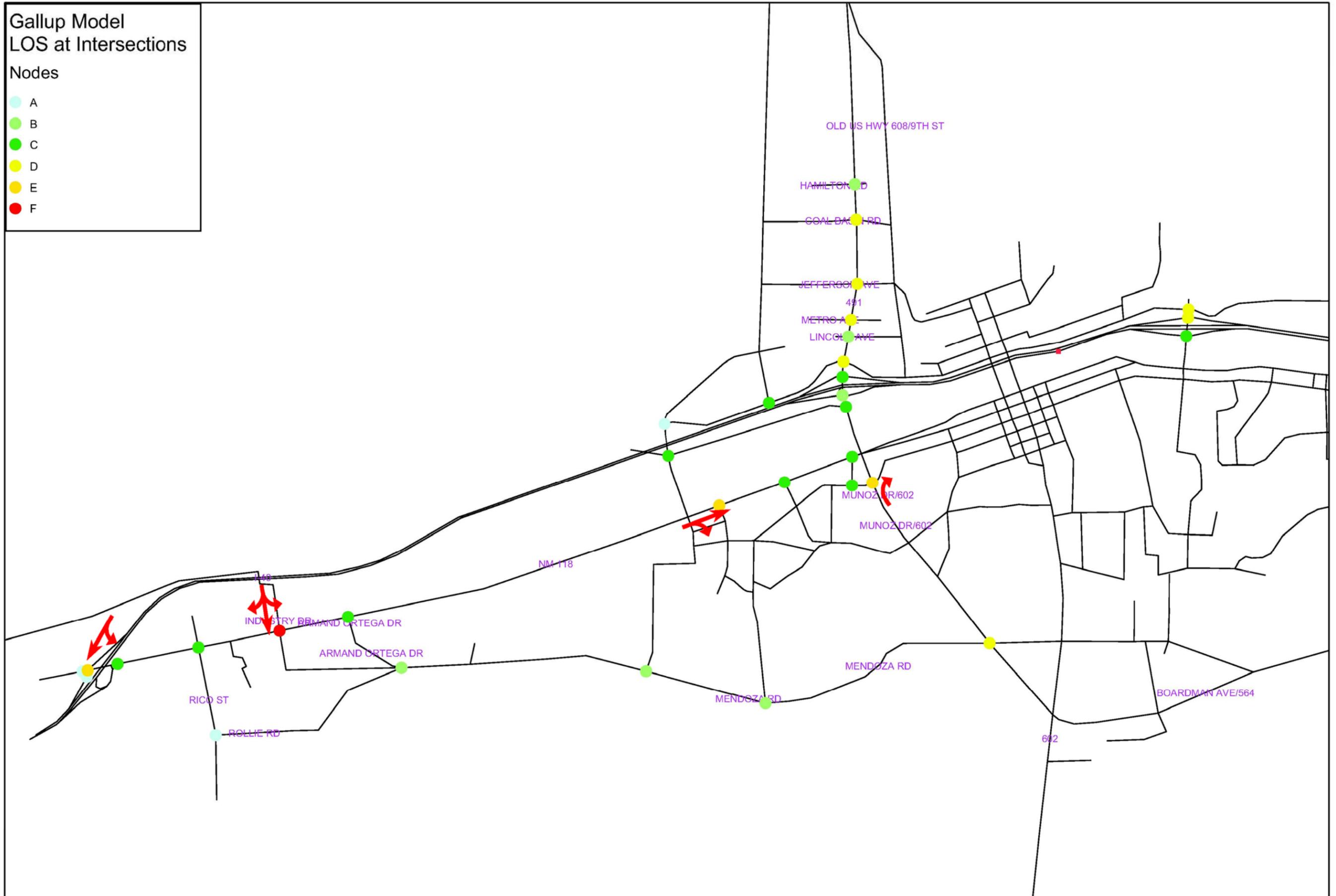


Figure B-44: Nodes Worst Movement LOS Configuration 8 (Allison with Regional links, 1-way Frontage pair)

Gallup Model
LOS at Intersections

Nodes

- A
- B
- C
- D
- E
- F

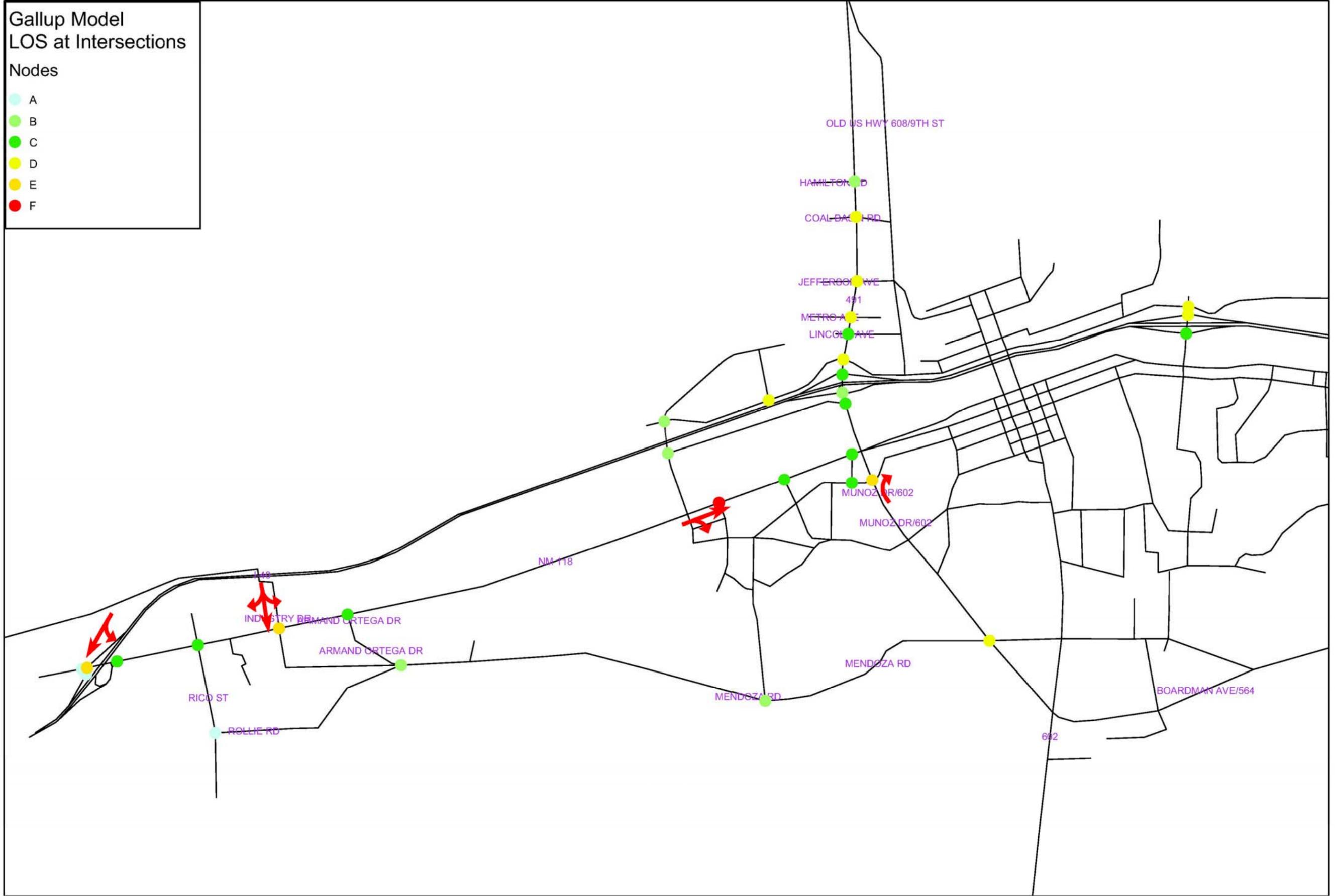


Figure B-45: Nodes Worst Movement LOS Configuration 9 (Allison with Local links, 2-way Frontage pair)

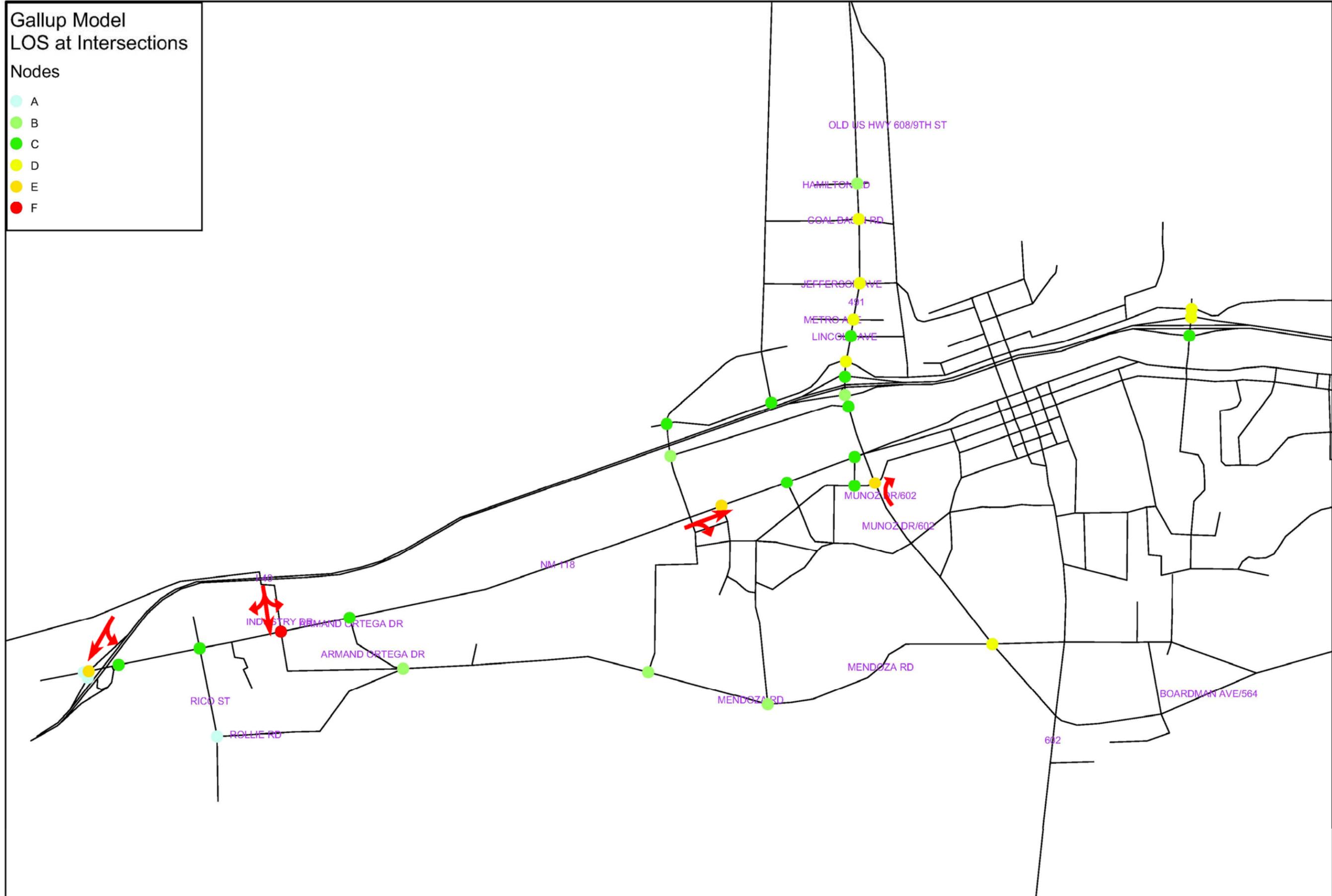


Figure B-46: Nodes Worst Movement LOS Configuration 10 (Allison with Regional links, 2-way Frontage pair)

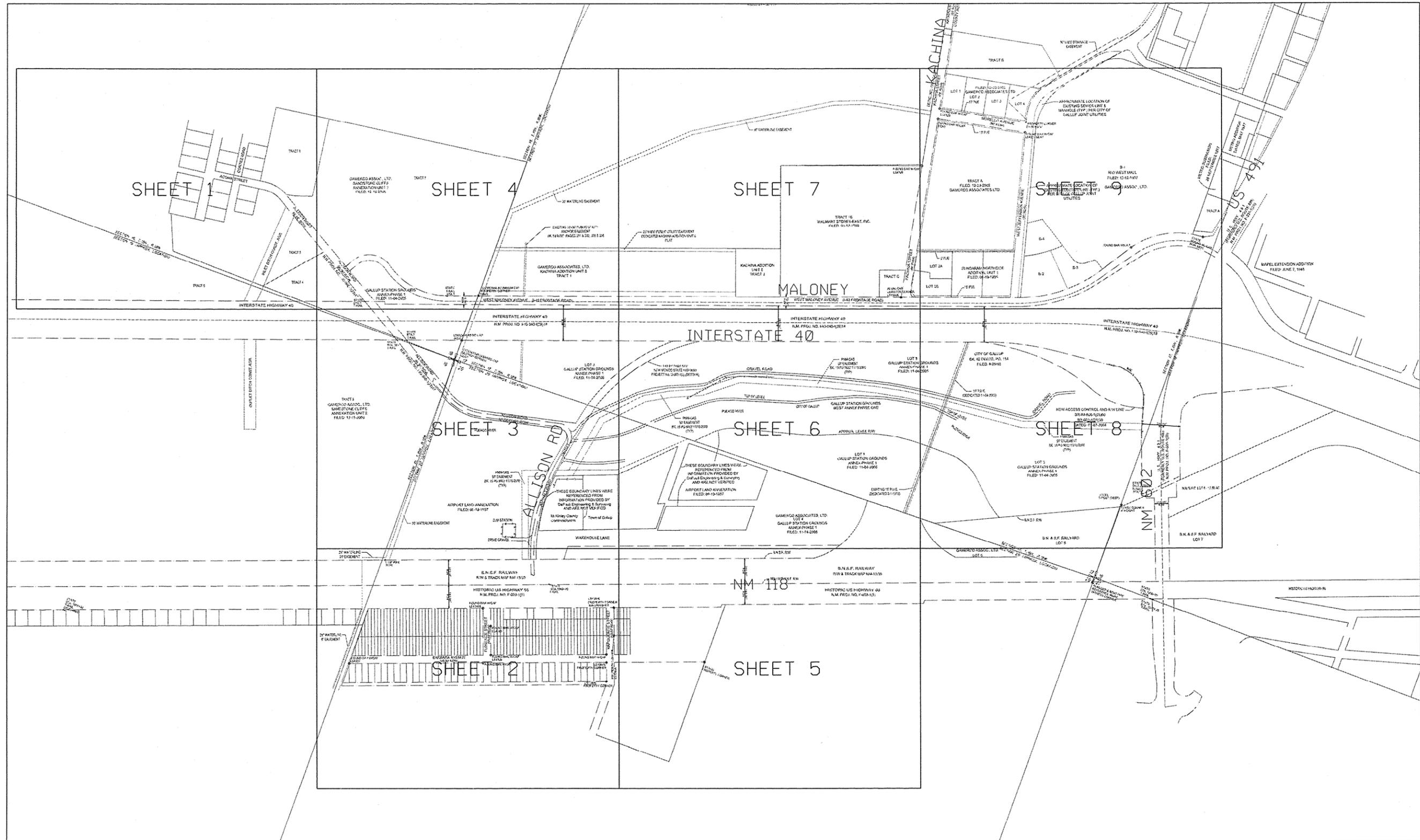


Figure B-47: Nodes Worst Movement LOS Configuration 11 (Allison with Local links, 1-way Frontage pair, Interchange)



Figure B-48: Nodes Worst Movement LOS Configuration 12 (Allison with Local links, 2-way Frontage pair, Interchange)

APPENDIX C – RIGHT OF WAY MAPS



ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY

EXISTING ROW LOCATION

Bohannon & Huston
 Courtyard | 7500 Jefferson St. NE | Albuquerque, NM 87109-4335
 ENGINEERING • SPATIAL DATA • ADVANCED TECHNOLOGIES



KEY MAP

mmcdy
 8/1/16
 \$DGN_NAME\$

LIST OF USED DOCUMENTS:

ROW MAPS:

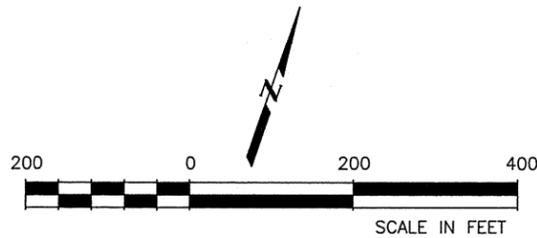
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- BR-IM-666-1955000 & BR-602-1(31)30, FILED: 05-15-2003
- F-003-1(5)
- U-003-1(3) DETOUR
- HG-040-1(29)18
- HG-040-1(18)15
- F-031-1(22)

PLATS:

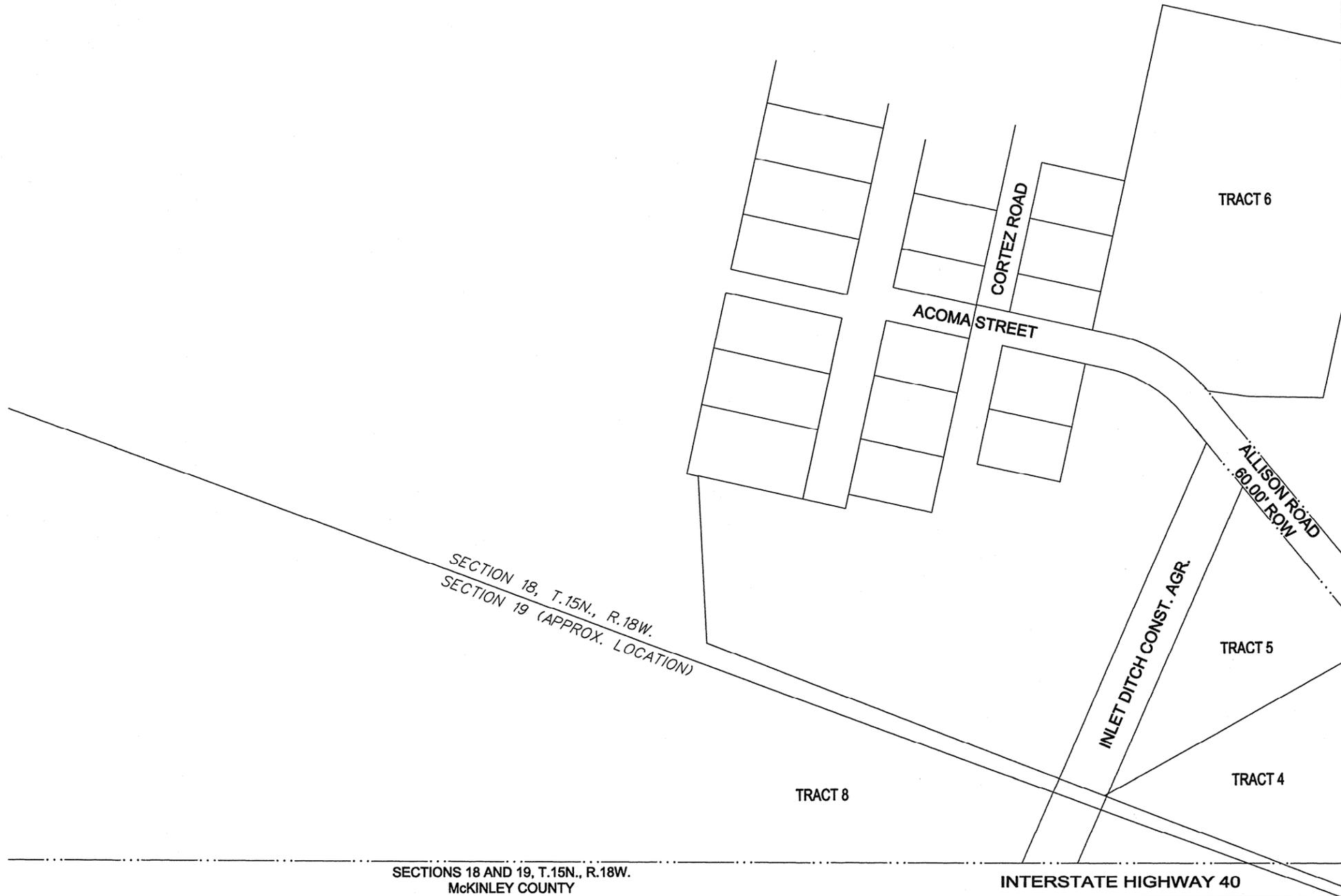
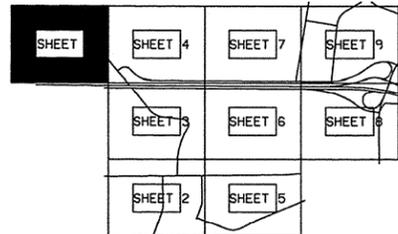
- LEBECK-ATKINS SUBDIVISION, DATED: 03-02-1950
- GALLUP STATION GROUNDS WEST ANNEX - PHASE 1, FILED: 11-04-2005
- SANDSTONE CLIFFS ANNEXATION - UNIT 2, FILED: 12-15-2006
- REPLAT NO. 1 OF TRACT 1A OF KACHINA ADDITION - UNIT 5 AND 7, FILED: 01-12-1999
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- LOT 3A-SUNDARAM NORTHSIDE ADDITION - UNIT 1, FILED: 01-23-2004
- SUBDIVISION OF FORTY LOTS IN AIRPORT SUBDIVISION, FILED: 09-19-1960

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5. EXISTING PUBLIC RW LOCATED AND DEPICTED HERE ON FROM DOCUMENTS USED.



KEY MAP



ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY

SECTIONS 18 AND 19, T.15N., R.18W.
MCKINLEY COUNTY

INTERSTATE HIGHWAY 40

SHEET 1



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LIST OF USED DOCUMENTS:

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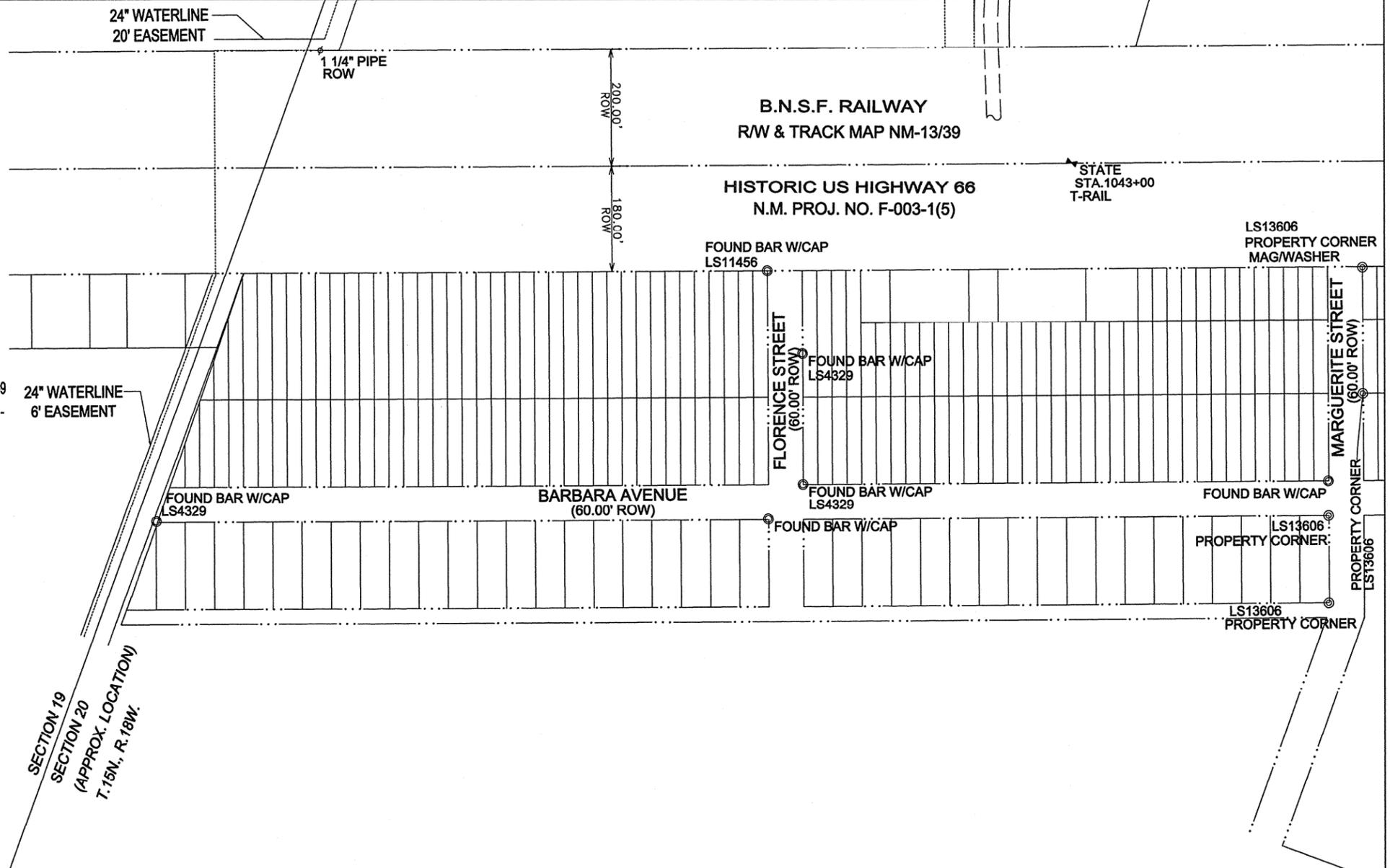
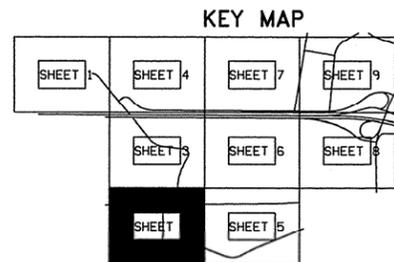
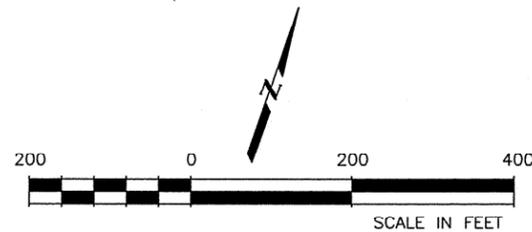
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- F-003-1(5)
- U-003-1(3) DETOUR
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SECTION 20, T. 15N., R. 18W.
MCKINLEY COUNTY

ALLISON CORRIDOR &
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Behannan & Huston
Courtyard | 7500 Jefferson St. NE Albuquerque, NM 87109-4335
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SHEET 2

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LIST OF USED DOCUMENTS:

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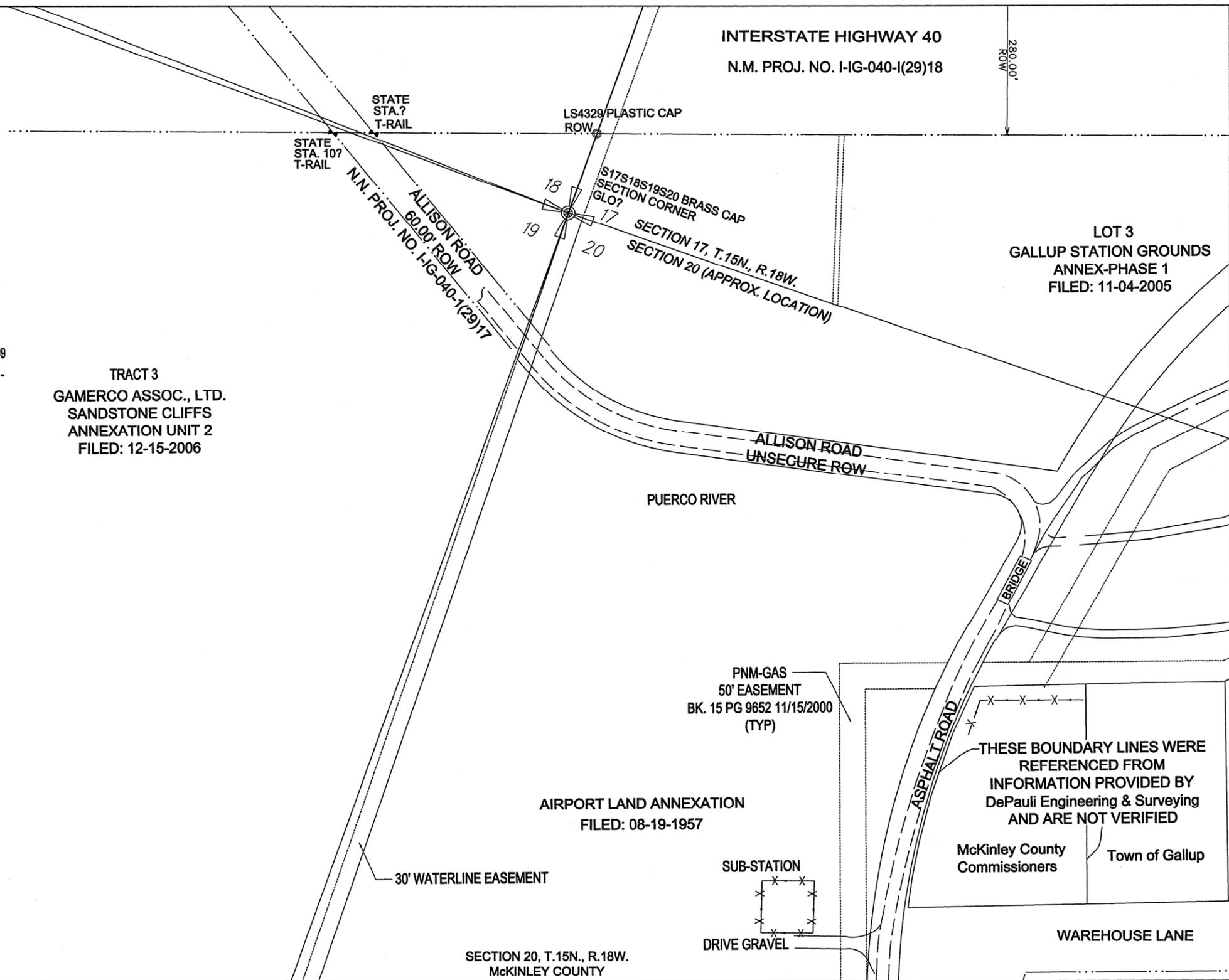
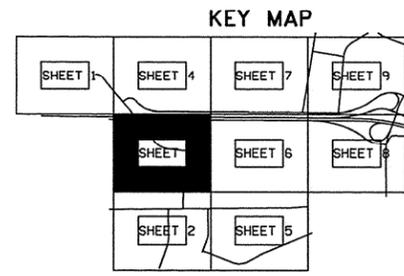
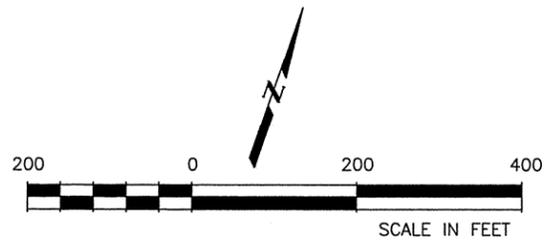
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- BR-IM-666-1955000 & BR-602-1(31)30, FILED: 05-15-2003
- F-003-1(5)
- U-003-1(3) DETOUR
- HG-040-1-(29)18
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nmaddy
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**ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY**

Behannan & Huston
Courtesy: 7500 Jefferson St. NE Albuquerque, NM 87109-4205
 ENGINEERING • SPATIAL DATA • ADVANCED TECHNOLOGIES



SHEET 3

SECTIONS 18 AND 19, T.15N., R.18W.
McKINLEY COUNTY

LIST OF USED DOCUMENTS:

ROW MAPS:

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- BR-IM-666-1955000 & BR-602-1(31)30, FILED: 05-15-2003
- F-003-1(5)
- U-003-1(3) DETOUR
- HG-040-1(29)18
- HG-040-1(18)15
- F-031-1(22)

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- LEBECK-ATKINS SUBDIVISION, DATED: 03-02-1950
- GALLUP STATION GROUNDS WEST ANNEX - PHASE 1, FILED: 11-04-2005
- SANDSTONE CLIFFS ANNEXATION - UNIT 2, FILED: 12-15-2006
- REPLAT NO. 1 OF TRACT 1A OF KACHINA ADDITION - UNIT 5 AND 7, FILED: 01-12-1999
- REPLAT NO. 1 OF KACHINA ADDITION - UNIT 4 AND TRACT 2 OF KACHINA ADDITION - UNIT 5, FILED: 12-23-2002
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GAMERCO ASSOC., LTD.
SANDSTONE CLIFFS
ANNEXATION UNIT 2
FILED: 12-15-2006

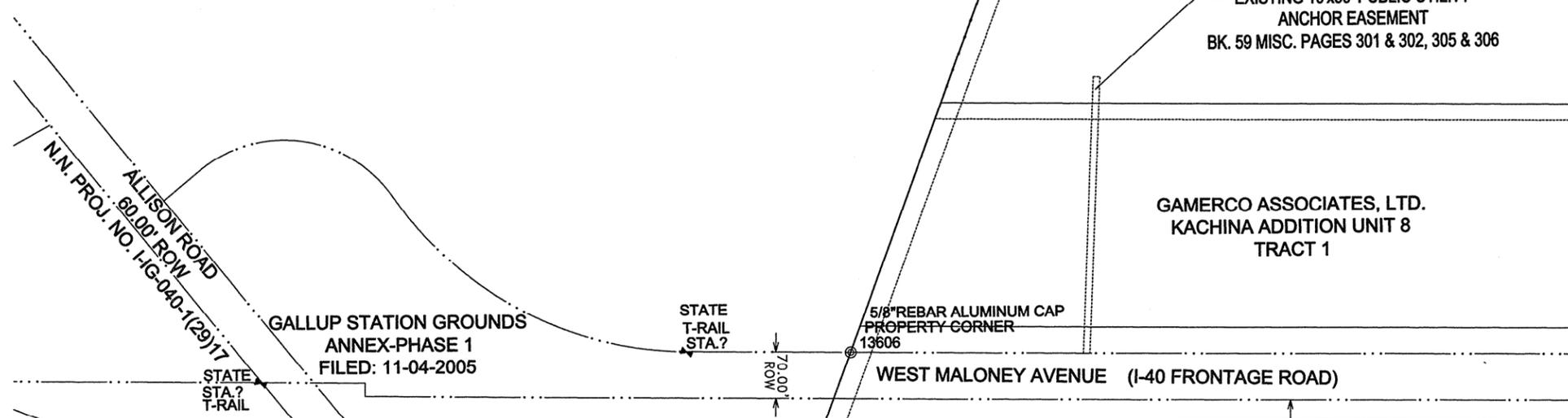
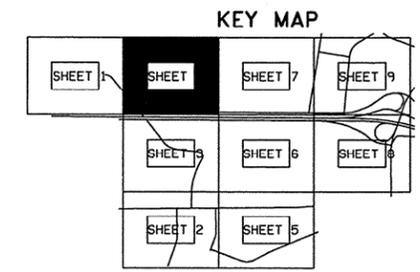
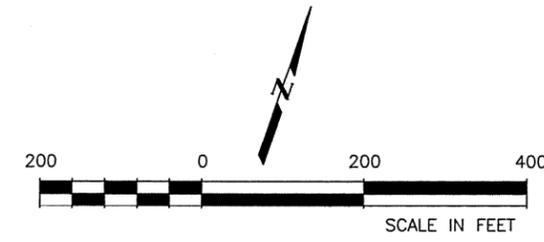
TRACT 7

SECTION 18, T.15N., R.18W.
SECTION 17 (APPROX. LOCATION)

30' WATERLINE EASEMENT

EXISTING 10'x50' PUBLIC UTILITY
ANCHOR EASEMENT
BK. 59 MISC. PAGES 301 & 302, 305 & 306

GAMERCO ASSOCIATES, LTD.
KACHINA ADDITION UNIT 8
TRACT 1



ALLISON CORRIDOR &
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SHEET 4

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LIST OF USED DOCUMENTS:

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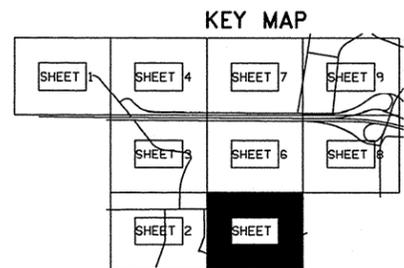
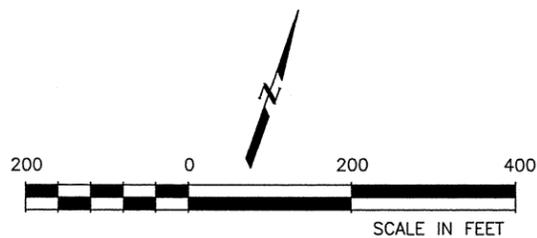
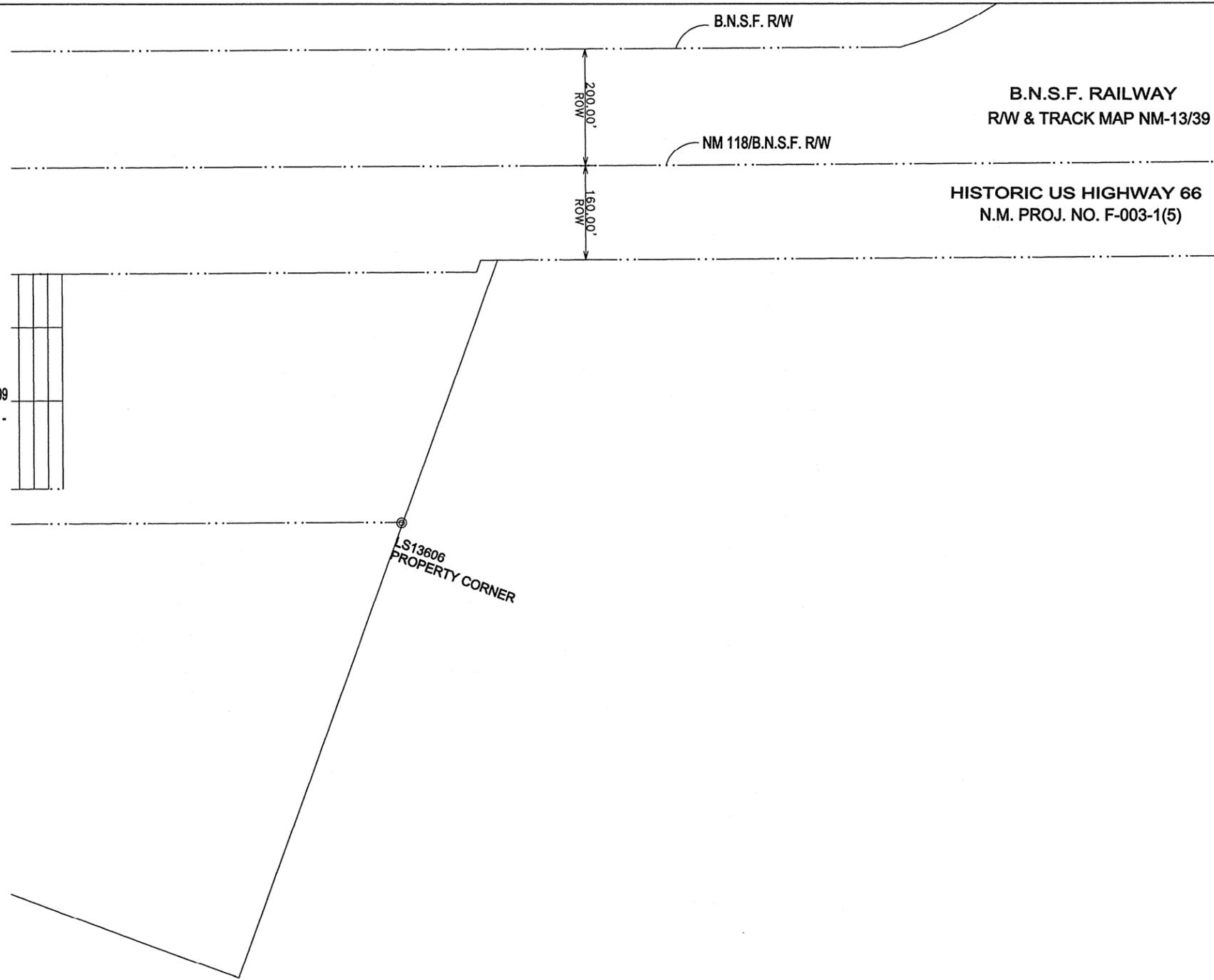
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SECTION 20, T.15N., R.18W.
McKINLEY COUNTY

ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY

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SHEET 5

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LIST OF USED DOCUMENTS:

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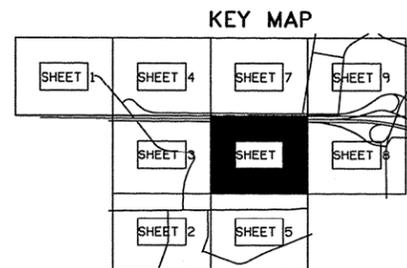
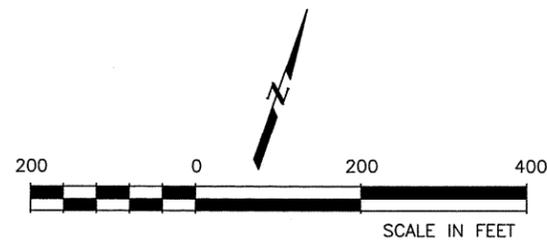
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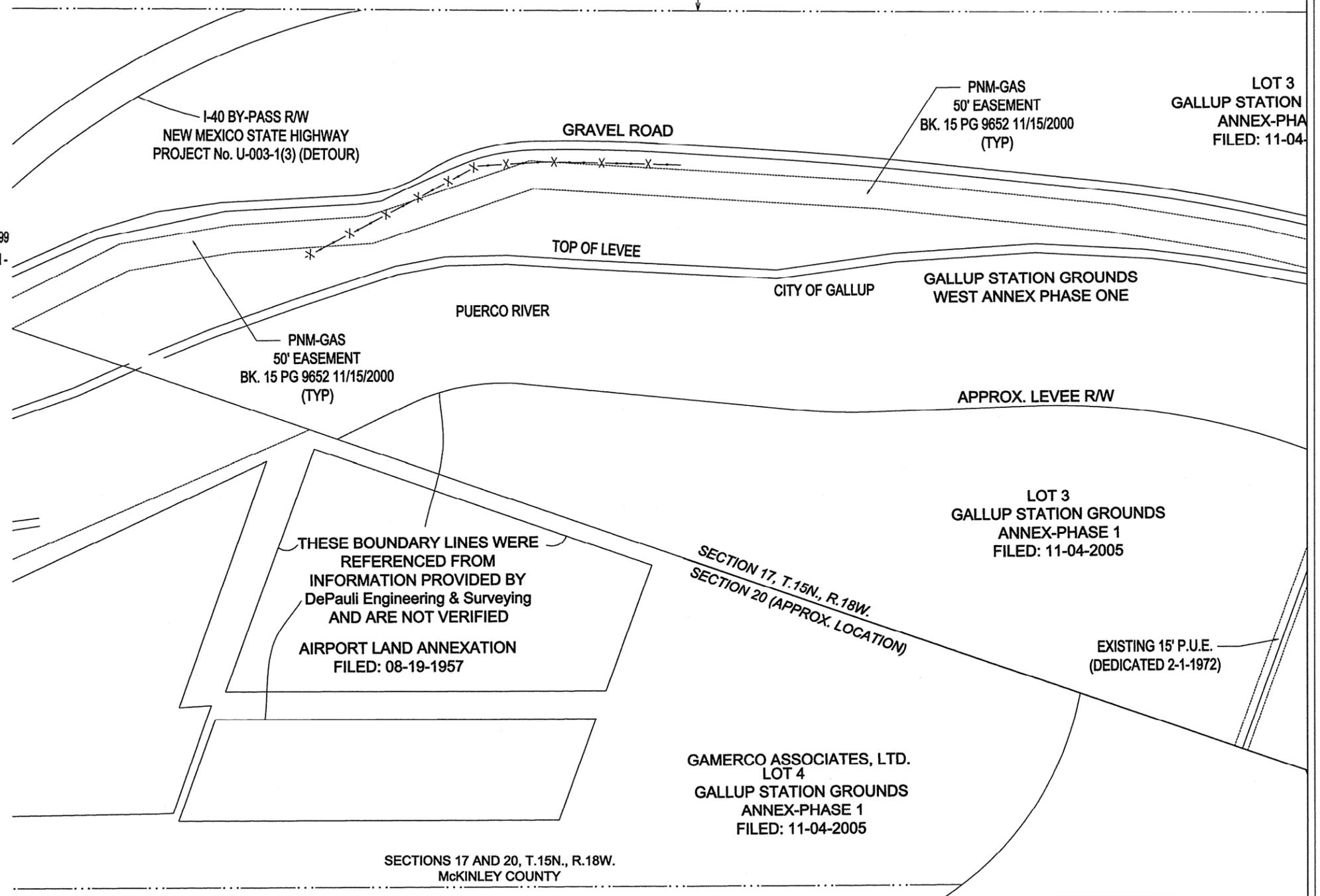
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INTERSTATE HIGHWAY 40
N.M. PROJ. NO. I-HG-040-I(29)18

280.00'
ROW



ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY



SHEET 6

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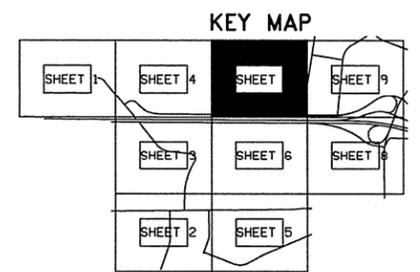
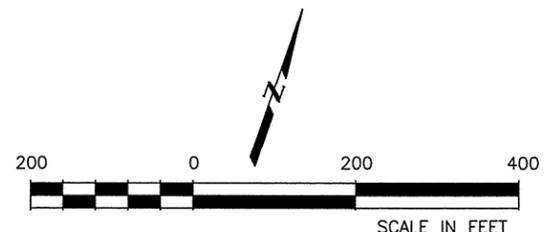
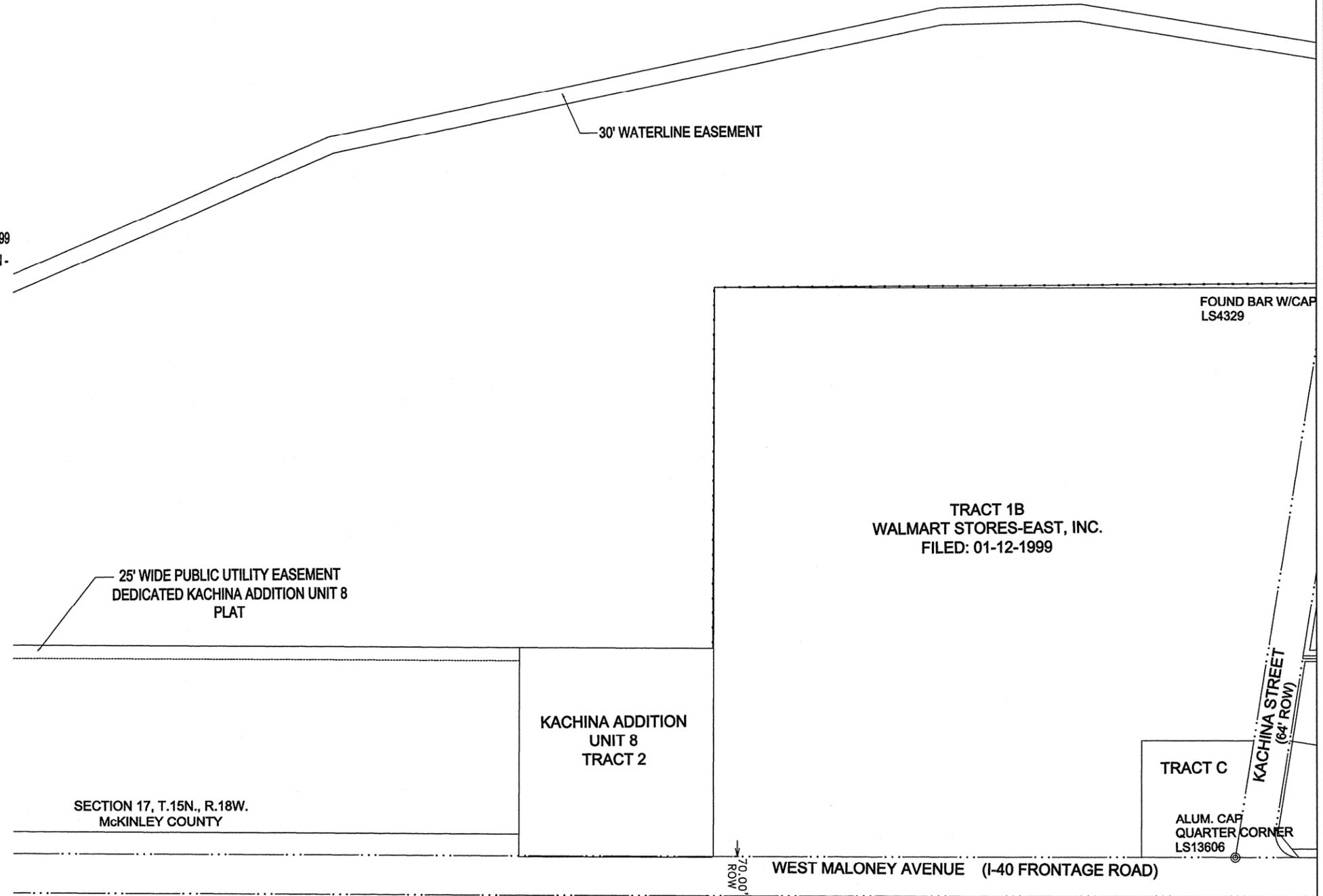
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- BR-IM-666-1955000 & BR-602-1(31)30, FILED: 05-15-2003
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SHEET 7

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LIST OF USED DOCUMENTS:

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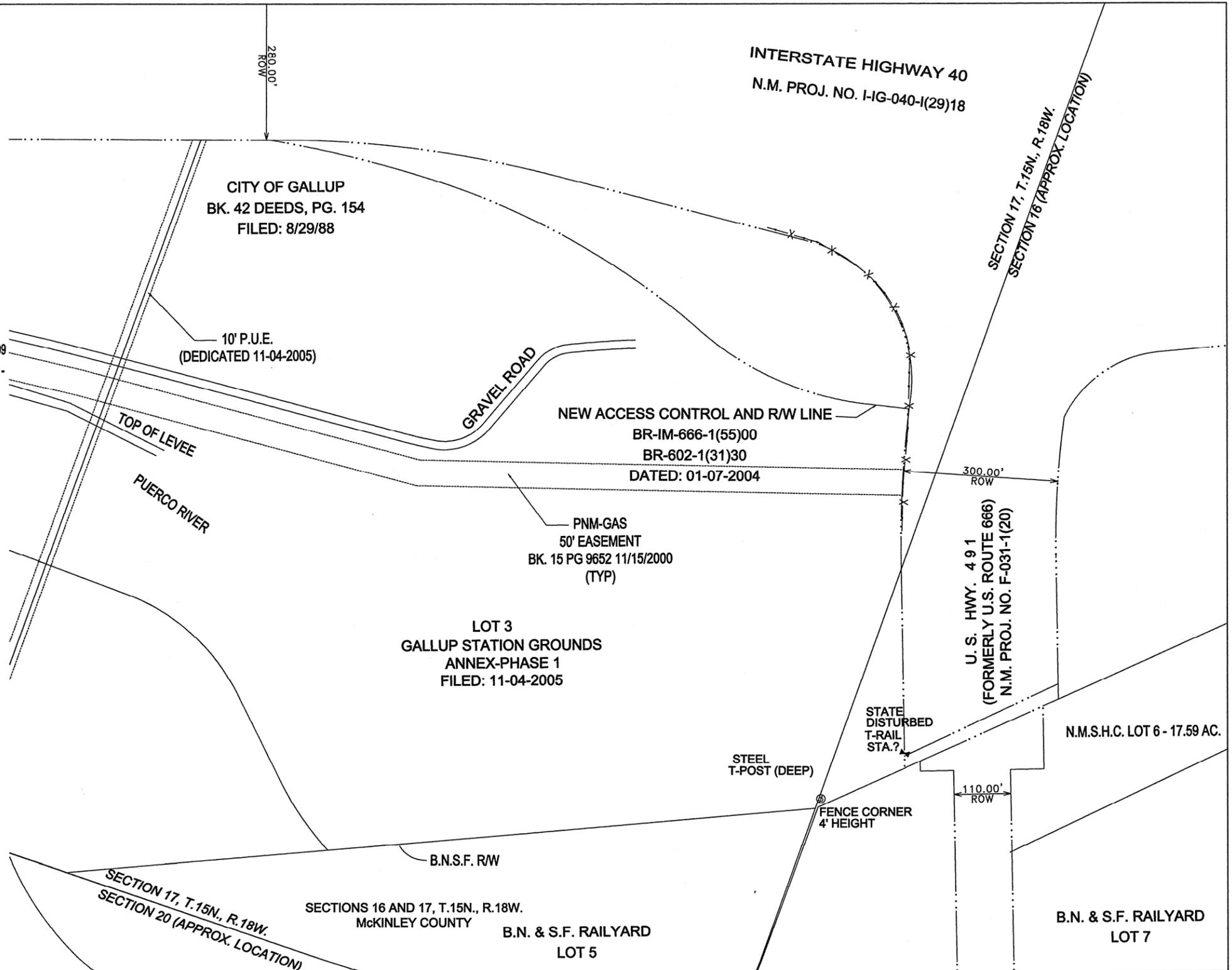
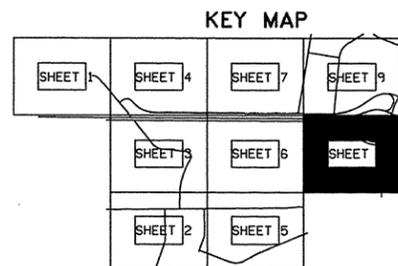
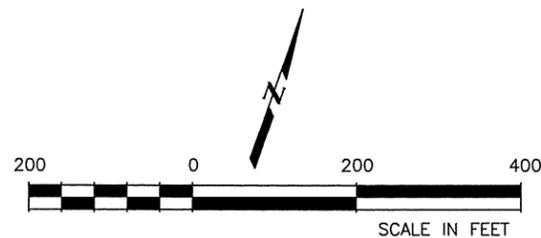
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ALLISON CORRIDOR & I-40 INTERCHANGE STUDY

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 Surveyors 7500 Jefferson St. NE Albuquerque, NM 87109-4335
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SHEET 8

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LIST OF USED DOCUMENTS:

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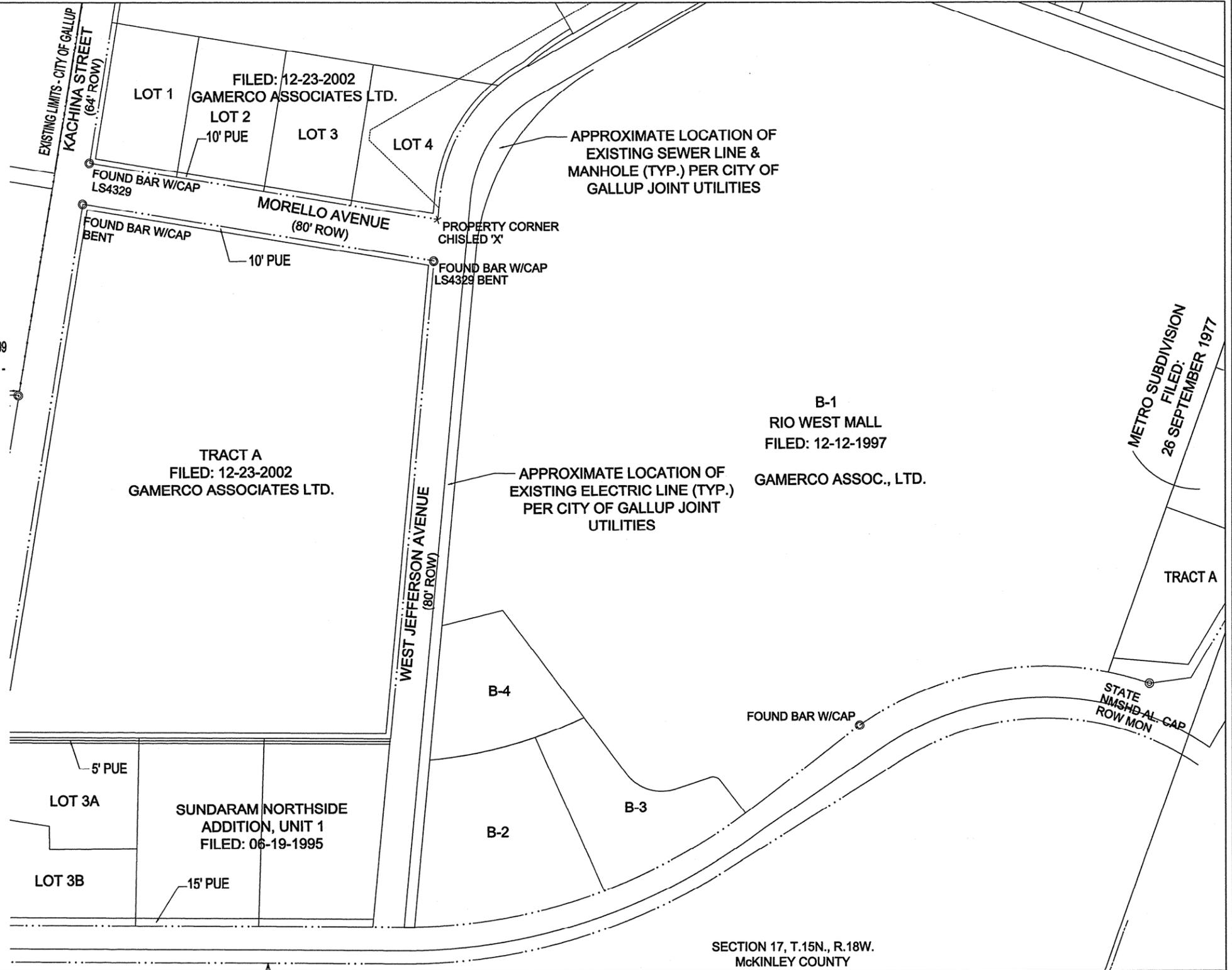
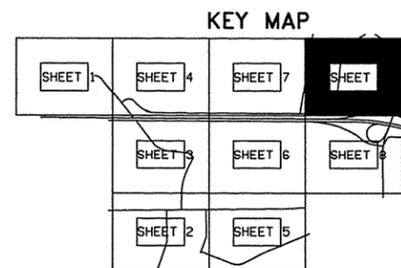
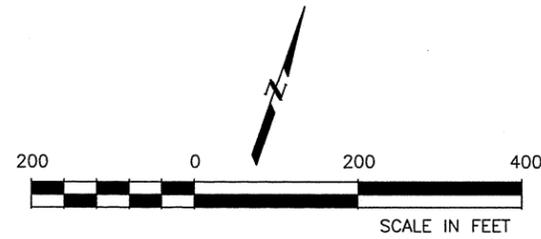
- BR-IM-666-1955000 & BR-602-1(31)30, FILED: 01-07-2004
- BR-IM-666-1955000 & BR-602-1(31)30, FILED: 05-15-2003
- F-003-1(5)
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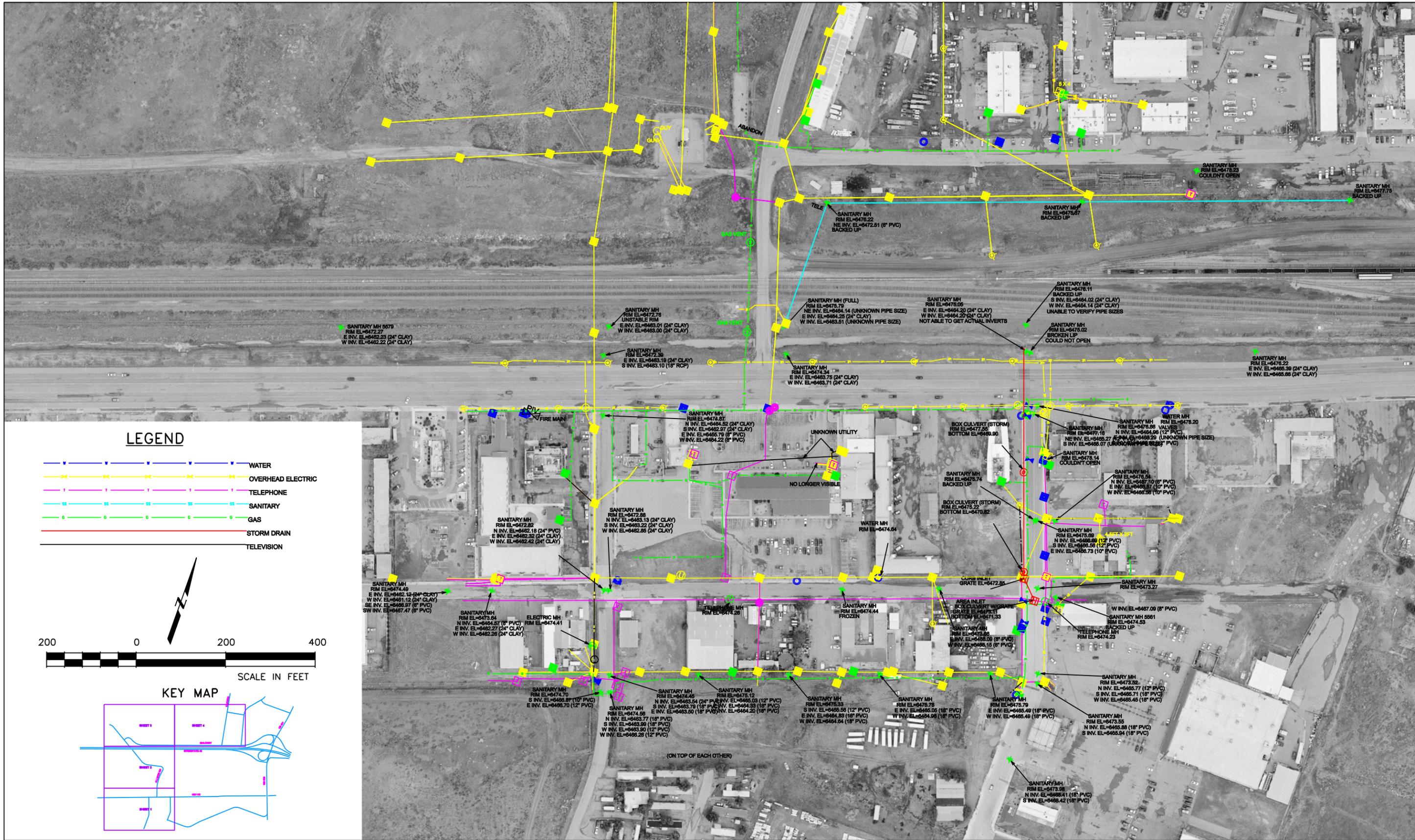
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SECTION 17, T.15N., R.18W.
McKINLEY COUNTY

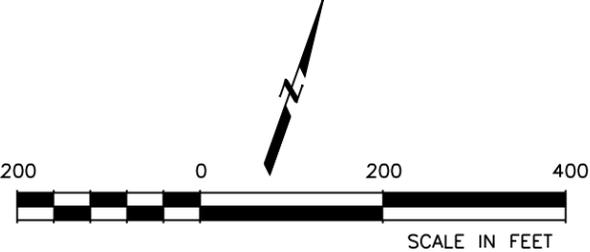


APPENDIX D – UTILITY MAPS

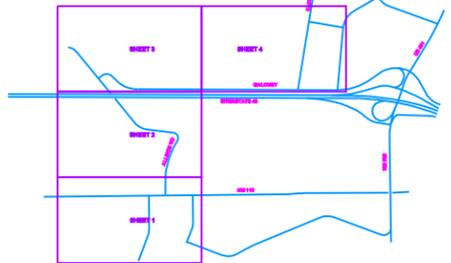


LEGEND

- WATER
- OVERHEAD ELECTRIC
- TELEPHONE
- SANITARY
- GAS
- STORM DRAIN
- TELEVISION



KEY MAP



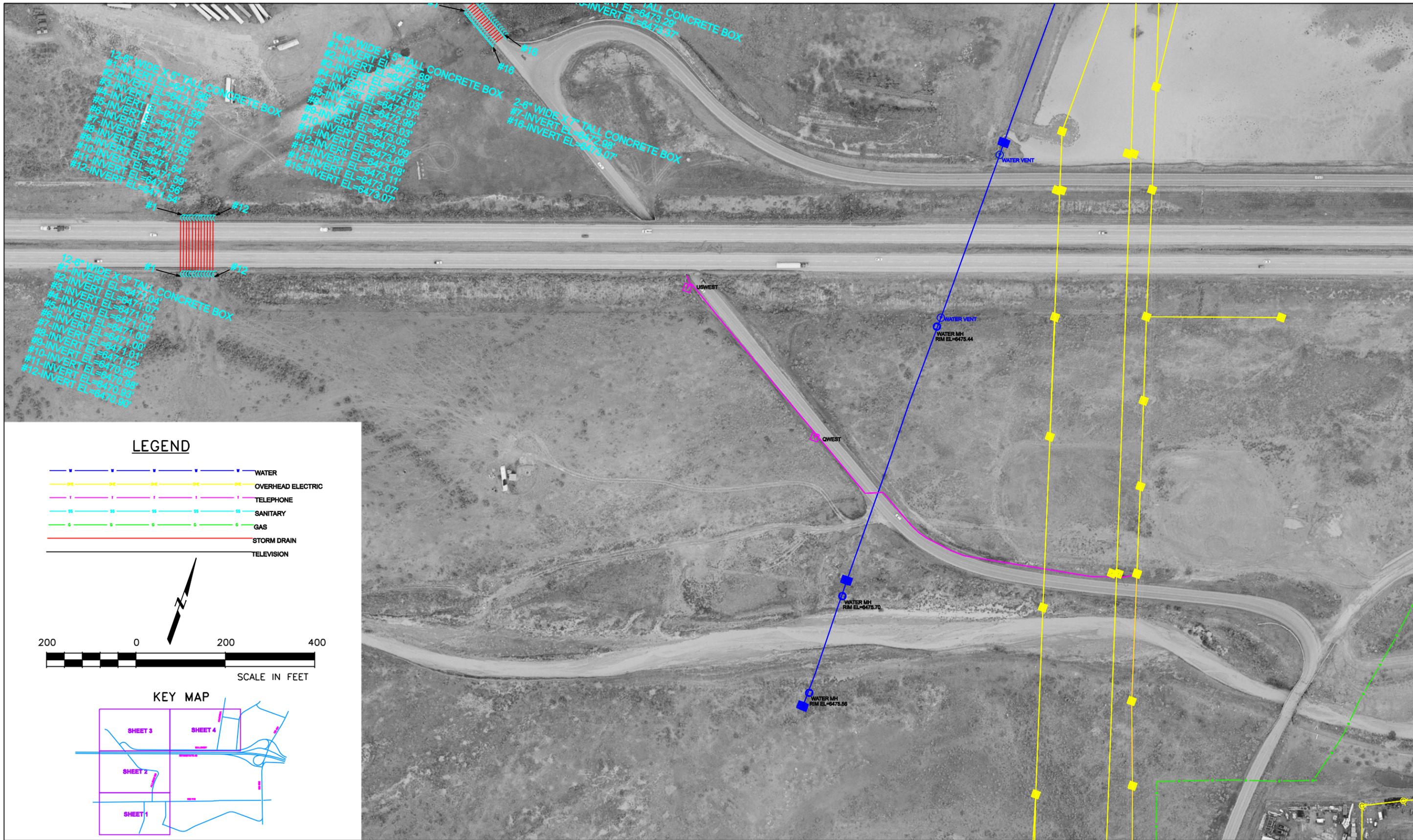
ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY



EXISTING UTILITIES
SHEET 1

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\$time

\$DCN_NAME\$



nmddy
\$time

\$DGN_NAME\$

ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY

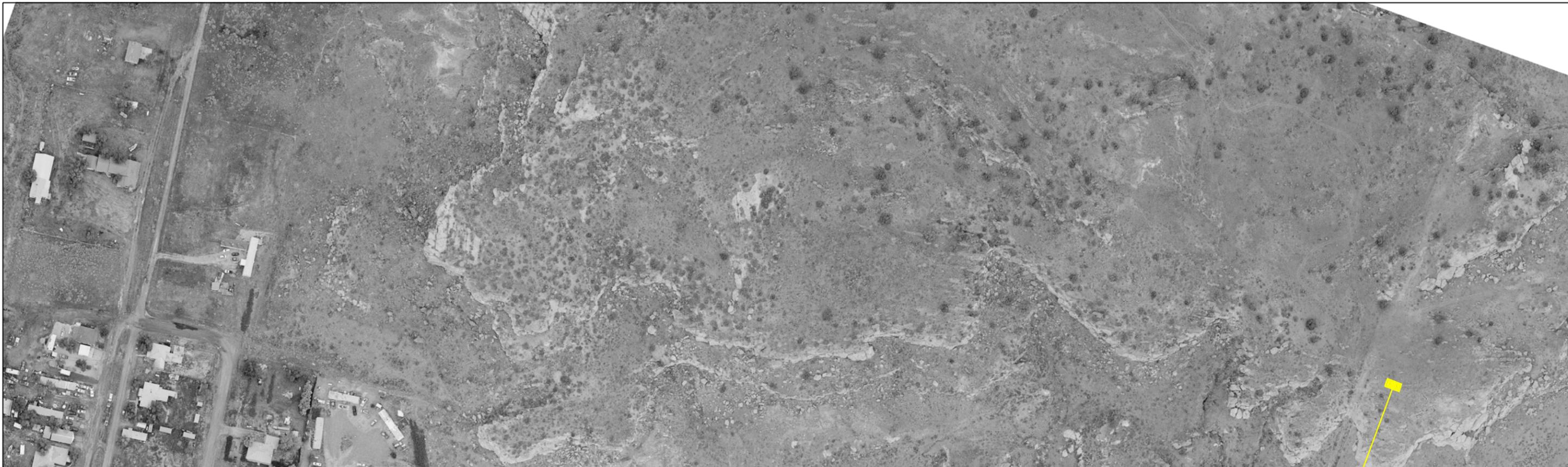
Parametrix

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U.S. Department of Transportation
Federal Highway Administration

EXISTING UTILITIES
SHEET 2

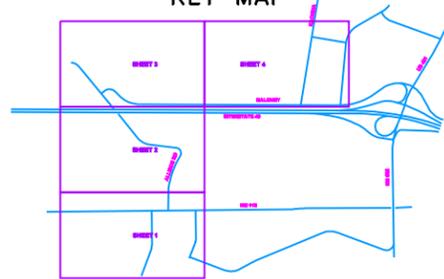


LEGEND

-  WATER
-  OVERHEAD ELECTRIC
-  TELEPHONE
-  SANITARY
-  GAS
-  STORM DRAIN
-  TELEVISION

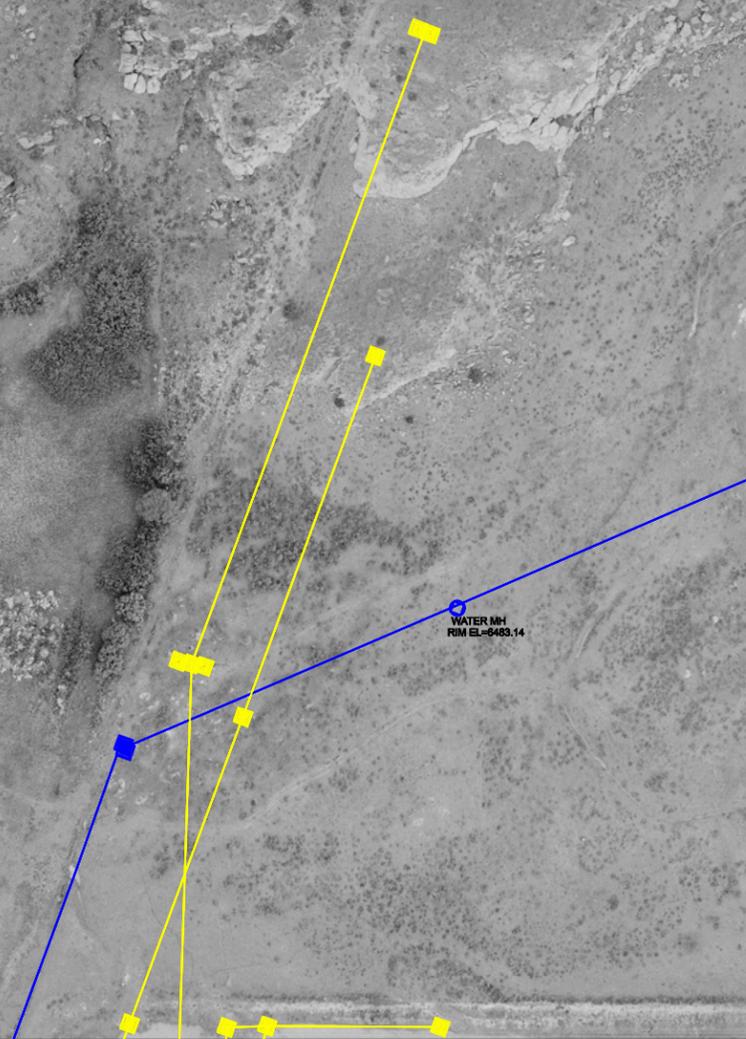


KEY MAP



14-6" WIDE X 5" TALL CONCRETE BOX
 #1-INVERT EL=6473.19'
 #2-INVERT EL=6473.22'
 #3-INVERT EL=6473.24'
 #4-INVERT EL=6473.27'
 #5-INVERT EL=6473.27'
 #6-INVERT EL=6473.29'
 #7-INVERT EL=6473.29'
 #8-INVERT EL=6473.29'
 #9-INVERT EL=6473.26'
 #10-INVERT EL=6473.26'
 #11-INVERT EL=6473.26'
 #12-INVERT EL=6473.26'
 #13-INVERT EL=6473.33'
 #14-INVERT EL=6473.33'
 #15-INVERT EL=6473.34'
 #16-INVERT EL=6473.37'

2-6" WIDE X 7" TALL
 #7-INVERT



mmdddy
\$time

\$DGN_NAME\$

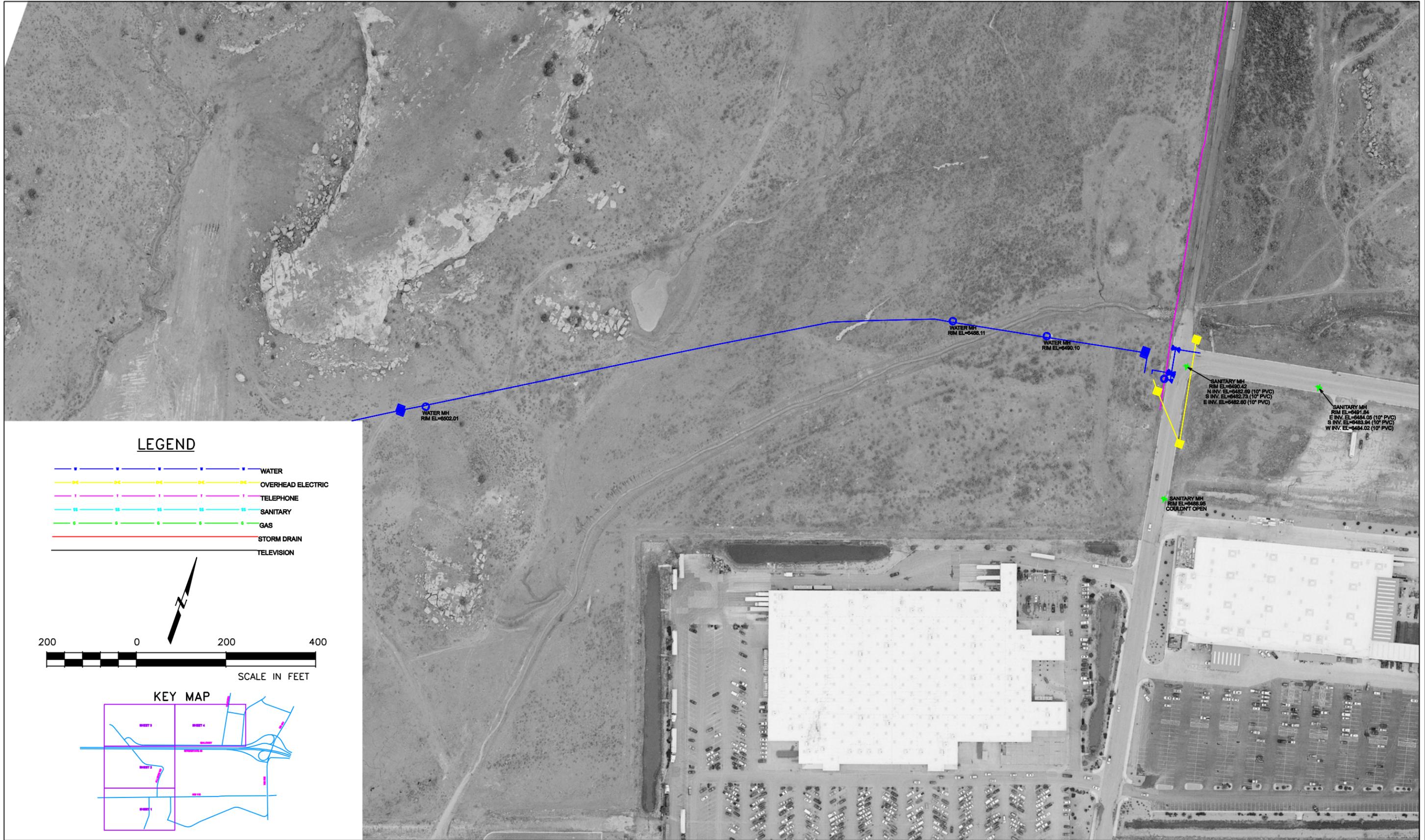
ALLISON CORRIDOR &
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EXISTING UTILITIES
SHEET 3



ALLISON CORRIDOR &
I-40 INTERCHANGE STUDY



EXISTING UTILITIES
SHEET 4

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APPENDIX E – PUBLIC INVOLVEMENT MINUTES

August 5, 2010

Allison Road (Rd) Corridor and I-40 Interchange Study
NMDOT Project Numbers: SP-GA-5459(201), SP-GA-5459(202)
NMDOT Control Numbers: C7G801, C7G802
Public Meeting Minutes, City of Gallup City Hall Council Chambers,
110 West Aztec Ave, Gallup NM 87305
July 22, 2010, 6:00 Open House, 6:30 Presentation

Prepared by: Sarah Gilstrap, Parametrix

SUMMARY

Display boards were provided for the public to view during the open house period from 6:00-6:30pm that displayed the project corridor location, described the New Mexico Department of Transportation (NMDOT) *Location Study Procedures*, and described the National Environmental Policy Act (NEPA) process. Study team members were available to answer questions about the display boards and the Allison Rd corridor and I-40 interchange study during the open house. Handouts of the meeting agenda and comment sheets were made available to meeting attendees.

Stephen Lopez, Project Development Engineer (PDE), NMDOT Central Region Design began the meeting at 6:30 pm with introductions of the Study team, agency members, and public dignitaries present, and provided an overview of the corridor study information to be presented. Study team members – Albert Thomas, Jim Poorbaugh, and Sarah Gilstrap gave portions of the presentation on the technical components. The PowerPoint presentation included an overview of the project, scope of the Phase A study process, description of the alternatives investigated by the Study team during Phase A, a summary of the evaluation conducted on the alternatives, and the resulting findings and conclusions. The public provided input regarding their transportation needs and concerns within the corridor. Approximately 21 members of the public, city, and state officials and project Study team representatives attended the meeting. The meeting concluded at 8:00pm.

MEETING ATTENDEES:

Study Team Members present:

Albert Thomas, BHI
Jim Poorbaugh, BHI
Stephen Lopez, NMDOT Central Region Design
Sarah Gilstrap, Parametrix

Members of the public and public officials:

Marlene Custer, City of Gallup
Gary Custer
Peter Kelly, City of Gallup Economic Development Director
Louie Leyba, City of Gallup
Stanley Henderson, City of Gallup Public Works
G.J. Garcia Jr., Speedway Towing
Frank Mraz, Gamarco Associates TIC

John McBreen, Millenium Media
Don Casuse, Casuse Rentals
Frank H. Kozeliski, Kozeliski Consulting
Mary Jean Christensen
Jay Azua, City of Gallup Councilor, District 4
E. Bryan Wall, City of Gallup Councilor, District 3
WC Moorhead
Bob Kuipers, Northwest New Mexico Council of Governments
Bill Donovan, Gallup Independent
Bernie Dotson, Gallup Independent

MEETING NOTES:

Steve Lopez, Central Region Design PDE introduced members of the Study team and local dignitaries present. He also explained how this particular study was initiated by the City of Gallup, in cooperation with the NMDOT, with legislative funding. The presentation will include the findings from the Phase A project development process.

[Refer to the PowerPoint for clarification]

Albert Thomas, BHI Project Manager, gave a comprehensive overview of what will be discussed during the meeting including the project development process, the project purpose and need, alternatives that were explored, the evaluation of these alternatives, the environmental progress, and an opportunity for the public to ask questions and provide input. He also emphasized that the Study team wants to hear back from the community in order to determine what issues need a closer look in Phase B of the project development process. In regard to project scope, the Study team was charged by the NMDOT to identify issues with the existing corridor conditions, what will this area may look like in the future, and also evaluate a future interchange location based on the findings from the Phase A project development process.

In regard to purpose and need, the Study team evaluated seven factors that may establish the need for transportation improvements including: safety, physical deficiencies, travel demand and congestion, system connectivity, access, economic development, and legislative mandate. During Phase A, the Study team evaluated system connectivity and how the Allison Rd corridor currently connects to the rest of the existing transportation system and future connections that will enhance system connectivity in western Gallup. Another factor that the Study team reviewed was how this project would impact economic development. The City of Gallup growth management plan identified areas of potential growth within western Gallup and the Allison Rd corridor is one of these areas. In regard to access, there is a need for emergency vehicle access in the corridor as well as access to the industrial areas adjacent to Allison Rd.

Albert Thomas also provided an overview of the NMDOT Location Study Procedures (LSP) and the National Environmental Policy Act (NEPA). The NMDOT LSP includes three distinct phases as follows: Phase A consists of the initial evaluation of alternatives, Phase B is the detailed evaluation of alternatives, and Phase C consists of environmental documentation and processing. After the preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) is complete and then reviewed and approved by the NMDOT, a Finding of no Significant Impact (FONSI) is signed by the Federal Highway Administration (FHWA). At this point the project moves into the preliminary and the final design phase. The Study team will also evaluate project phasing relative to available construction funding for this project (NMDOT and City of Gallup). During the design phases potential right-of-way acquisitions will be identified for the appraisal process. Public involvement will continue throughout the project development process and the Study team anticipates that through public outreach the potential problems and issues within the existing Allison Rd corridor may be resolved. Regarding the project

schedule, it is anticipated that after including the input from tonight's meeting into the Phase A report the Study team will place a copy on the internet for review and comment and provide copies at local libraries and at the City of Gallup.

Jim Poorbaugh, BHI Assistant Project Manager, gave a presentation about the analysis and evaluation of alternatives during the Phase A process. Four factors that have the most impact on the Allison Rd corridor include physical deficiencies, improving safety, system connectivity, and economic development. The physical deficiencies within the Allison Rd corridor that were analyzed include the S curve north of the Rio Puerco bridge, the Rio Puerco bridge that is obsolete by current design standards, and the Allison Rd/I-40 underpass that is also deficient by current design standards. Regarding safety, there are three categories to analyze existing roadway conditions including normative, operative, and perceived safety. The Allison Rd corridor is a main north/south route that connects to east/west streets in western Gallup. Improvements to this corridor could provide key connectivity opportunities as the City of Gallup continues to grow. There is prime real estate potential between I-40 and the BNSF crossing within the corridor for which improved access will be necessary.

The alternative evaluation process includes the development and evaluation of the alternatives and then the elimination of alternatives that do not meet the project purpose and need. There were three alternative corridor locations including Alternate 1 located halfway between the Munoz interchange and the West Gallup interchange, Alternate 2 located 1.5 miles from the West Gallup interchange, and Alternate 3 located 1.5 miles from the Munoz interchange. There are positive and negative factors to consider for each of these alternatives. As part of the alternative evaluation, it is necessary to evaluate whether the alternative satisfies the purpose and need and whether it addresses stakeholder/community and environmental issues. During Phase B the Study team will conduct the detailed evaluation of these alternatives carried forward and do an assessment of benefits and impacts for each alternative, and move forward with the selection of the preferred alternative to be further evaluated and designed in Phase C. This additional evaluation is contingent on continued community involvement. The Phase A conclusions and recommendations were to eliminate Alternative 1 and Alternative 2 from further consideration and advance Alternative 3 into Phase B for the Detailed Evaluation of Alternatives. During Phase B the Study team will conduct a detailed evaluation of Alternative 3 and assess the benefits and impacts of this alternative. If construction funding is identified for a phase of the corridor, the selection of the preferred alternative would be further evaluated in Phase C and then in the preliminary design phase.

Sarah Gilstrap, Parametrix Project Manager, provided an overview of the National Environmental Policy Act (NEPA) process, the NMDOT *Location Study Procedures*, and Context Sensitive Solutions/Context Sensitive Design. Environmental factors that are evaluated during the NEPA process were presented. Potential environmental issues for the Allison Rd. Corridor and I-40 Interchange Study include Waters of the U.S., wetlands, cultural resources including BNSF, Route 66 (NM 118), and historic buildings, hazardous materials, and noise. These environmental criteria will be further evaluated during Phase B for potential impacts from the proposed alternatives. Areas identified during Phase A of little or no concern include wildlife and vegetation, soils, and visual consistency.

Please fill out a comment form tonight or take one home with you and send it to me at the following address. We really appreciate your input. We will now open up the meeting to questions and comments.

Question and Answer period

1) The Army Corps of Engineers stopped up the Rio Puerco and moved it for the construction of I-40, which is causing those wetlands to form. Can we straighten out the ditch? Or put up soil cement and then put in the bridge?

Answer: The Study team will look at drainage improvements as part of Phase B. There are also private livestock ponds and other items that are also contributing to the drainage issues in that area. We will look at alleviating existing conditions during the drainage analysis.

2) At which point will we get to see the final product? As well, there are traffic problems from US 491 to WalMart. If you end up on Aztec, you are going to eventually have to redo Aztec. Are you asking WalMart to contribute and or match any funds for this project since they are going to be benefitting from the improvements?

Answer: The Study team will do a cost analysis once we have identified priorities. We will look at private funding, TIDs, federal and State funding, and bonding programs as options to fund this project.

In regard to the traffic problems at US 491 and Maloney, if the study determines that a new interchange at Allison is warranted, that will hopefully take off pressure from US 491 and West Maloney. We will also look at a frontage road system, connectivity to Route 66 and Aztec, and look at traffic movements and mobility to address concerns. The traffic counts and traffic model conducted as part of Phase A do show congestion points. The Study team will use the traffic model to predict how to improve the situation or how to improve the design.

3) What about the additional traffic these improvements will produce?

Answer: As this area grows with further industrial and commercial interests, the proposed design must be able to accommodate the projected growth.

4) If you design the connection onto US 491 further north, that would be better.

Answer: The Study team will look at how this project will fit into regional connectivity and how we could connect to Kachina St, Gamerco Rd, or Coal Basin Rd.

5) There are currently school buses that go over the railroad, have you considered this?

Answer: The Study team is looking at a potential structure that would go over the tracks with a bridge and then would tie back to NM 118. We are looking at safety concerns for buses, pedestrians, and bikes. We are very aware of the school bus route and this project will try to increase the mobility for buses in the regional system.

6) What is the time period for construction?

Answer: Priorities for this project will likely be the replacement of the bridge over the Rio Puerco and the realignment of Allison. We will look at phasing for this project, because an estimate for the entire project is possibly \$40-60 million so it will probably need to be implemented in phases. It is possible that a portion of this corridor could be constructed in 2012/2013 if funding became available.

7) Should we go directly to our congress members to get money for this?

Answer: You should ask your State representatives to support this project.

8) Would the new bridge be located at the same location?

Answer: The new bridge will probably be shifted to the east.

9) The overpass needs to be a priority because there are big trucks that can't get through.

Answer: Comment noted.

10) When going north all the way to Gamerco, there is a lot of traffic at Munoz going north.

Answer: Comment noted.

11) Are the TIDs tax increment districts or regional transportation districts being looked at for funding this project?

Answer: Both are likely for consideration, also public improvement districts may be a possibility. TIDs have not been used in NM before but there are good examples in other states.

12) What about federal involvement for this project?

Answer: We will be working on getting this project into the local TIP and then the STIP. There will be some level of federal assistance but the State will have to contribute matching funding.

13) If you got started now when would you be done?

Answer: If we had 5 million dollars per year and did this project in phases it could take up to 25 years to complete. If we had the entire funding available at once it could be completed in less than 5 years.

14) Will City of Gallup residents have any input during the planning process for funding?

Answer: This is up to the local, State, and federal agencies and is done in a regional planning process.

15) Are you considering this to be a civil defense route?

Answer: Not at this time but this could become part of a potential future loop system.

16) Have you seen a tax mechanism used before?

Answer: Rio Metro in the central Rio Grande corridor has been considering using a local tax to fund projects but has not used it on specific projects yet.

17) How many miles apart are Munoz and Allison?

Answer: Approximately 1.5 miles apart.

Albert Thomas gave the closing remarks and Steve Lopez thanked everyone for coming to the meeting and asked attendees to please send in their comments. The Study team will conduct a series of meetings during Phase B and would appreciate all attendees to spread the word to neighbors, friends, family, anyone who would have an interest in this project. We hope to have the final Phase A report available to the public within the next month.

The meeting concluded at 8:00pm.

MEMORANDUM

TO: Stephen Lopez, Project Development Engineer (PDE)
New Mexico Department of Transportation

CC: Project Management Team (PMT) Members

FROM: Sarah Gilstrap, Parametrix

DATE: November 2, 2010

RE: Allison Road (Rd) Corridor and I-40 Interchange Study
Project Management Team Meeting Minutes
October 14, 2010
Project Management Team Meeting #5

Project:

Allison Road (Rd) Corridor and I-40 Interchange Study
SP-GA-5459(201), SP-GA-5459(202)
C7G801, C7G802
Phase B – Detailed Evaluation of Alternatives
Consultant: Bohannon Huston, Inc. (BHI)
NMDOT PDE: Stephen Lopez
NMDOT District 6 (D6)

General Summary

The fifth Project Management Team (PMT) meeting was held on October 14, 2010 at 10:30 a.m. at the City of Gallup City Manager's conference room. The purpose of this meeting was to address the following Study tasks:

- The finalization of the Phase A – Initial Evaluation of Alternatives Report
- The development of the first draft of the Phase B report and
- Input on proposed Phase B design alternatives to determine which alternatives will move forward for further design analysis by the PMT and recommendation of a preferred alternative(s) in the Phase B report for Phase C – Environmental Documentation.

The next PMT meeting is scheduled for November 22nd, 2010 in Albuquerque at the BHI office. The meeting agenda and the sign-in sheet are attached.

Meeting Attendees

Jim Poorbaugh, BHI
Jeanette Walther, BHI
Stanley Henderson, City of Gallup Public Works
Lance Allgood, City of Gallup Joint Utilities
Stephen Lopez, NMDOT Central Region Design
Jolena Palau, FHWA
Bryan D. Peters, NMDOT D6
Anthony Griego, NMDOT D6
Ron Romero, NMDOT D6
Jeff Sanchez, NMDOT D6
Joe DeHerrera, NMDOT D6
Frank Salazar, NMDOT D6
Lori Walton, NMDOT Env Division, Human/Natural Bureau
Sharon Brown, NMDOT Env Division, Cultural Resource Bureau
Steve Pouliot, WCI
Tyler Ashton, WCI
Robert Fierro, WCI
Robert Kuipers, NWRPO
Sarah Gilstrap, Parametrix

Overview of Agenda

The main focus for this meeting was to determine the evaluation criteria, operational, technical, and environmental analysis of the alternatives in order to select the feasible alternatives that can be carried forward in the Phase B report. The deadline for the final Phase B report is December 4th, 2010 and will include the preferred alignment(s) for Phase C with suggested project phasing that meets the current District 6 project funding program.

Discussion of Alternatives

Jeanette Walther from BHI discussed the design options for the alternatives and the pros and cons of each. Alternatives are being systematically developed. The first decision that Jeanette discussed was the need to decide if the I-40 crossing was going to be a overpass or an underpass. Secondly, a consensus was needed on if the new Allison Corridor was going to be a regional connection or a local roadway system.

1) Overpass/Underpass

Jeanette reviewed vertical alignments showing the geometrics that would be required for both an overpass and underpass of the interstate. While geometrically it is possible to develop an underpass with I-40, the elevation of the roadway is below the high water elevation of the existing floodplain that this roadway transverses. Furthermore, the construction of an underpass would have potential to require some reconstruction of I-40.

It was decided to move forward with alternatives that have an I-40 overpass in the vicinity of the existing Allison Road alignment with connectivity to the existing and future local and regional road systems.

2) Regional vs. Local

The discussion then focused on if the proposed corridors should be developed for just local connections or to be developed to serve as regional connections. Based on the operational analysis it was determined that all corridors should be developed to accommodate regional connectivity.

3) Corridor Alignment Alternatives

a. Center Alignment

This alternative would include a new bridge over the Rio Puerco and a new bridge over the BNSF railroad and NM 118. This alignment will affect access to NM 118, Florence Street, and the southwest corner of Barbara Street. The access to the mobile home park located on the south end of the corridor will also be taken into consideration. Overall, the PMT agreed this is a feasible alignment

b. West Alignment

This alignment will also require the same bridges as the Center Alignment does and will not be able to make a connection between Acoma St. and Allison Rd. north of I-40. The bridge over the BNSF railroad and NM 118 would require demolition of Shalimar Inn in order to tie back to Florence St. At-grade improvements providing access to the airport will be evaluated. Impacts to the FAA airport safety zone will be considered in the evaluation of this alternative.

c. East Alignment (Allison Rd.)

This alignment will also require the same bridges as the Center and West Alignments. It will also require construction of an access road through the City of Gallup Yards to connect to Warehouse Lane which is the existing access to these Yards. The bridge over the BNSF railroad and NM 118 would require right-of-way takes at the existing Sonic restaurant and Pow Wow Jewelry.

d. Combination of West and Central Alignments

This alignment is not feasible vertically because it would require going over the mesas/badlands north of I-40. The soil in the vicinity of these alignments consists of highly expansive shale that is unsuitable for fill material.

Regarding interchange options, the tight diamond interchange option is considered the most feasible at this point versus a regular diamond or partial over-leaf interchanges. Brad Julian (not present) has stated in other meetings that the FHWA interchange spacing requirement favors a tight diamond interchange for the connection to I-40 for each alternative. It was discussed that the Center alignment has more space to work with than the West alignment for an interchange.

Regarding utilities, the PMT needs to know the location of the proposed City of Gallup utility corridor in order to proceed forward with the development of the preferred alignment. Lance Allgood stated that it is located along Kachina St. where existing utilities are located and future developments to the north as part of the Gallup/Navajo water supply project. Lance will get this information to BHI.

The PMT proposes the development of a phased project on the preferred alternative, with the Rio Puerco bridge improvements being the first priority, the BNSF railroad and NM 118 overpass improvements the second priority, and the interchange on I-40 third priority for construction.

In order for the preferred alignment to meet the stated project purpose and need, the potential for economic development needs to be evaluated. The PMT does not want to limit the potential for economic development with our alignment decisions. For example, several parcels are available for development north of I-40 near Wal-Mart; therefore, there is an advantage with going forward with the West/Center combination alignment. Stan Henderson said the West/Center combination will provide access to fill material needed for the area near Wal-Mart and could eventually increase future economic development opportunities there. Because this area is located within the 100-year floodplain, drainage impacts will be closely evaluated for this alternative because the fill slopes for the roads would be close to the cut slopes.

Operational Analysis

Steve Pouliot, traffic engineer with Wilson and Company (WCI), compared 12 different alternatives having local and regional links in order to compare and contrast the pros and cons of each alternative. Factors taken into consideration for the model included local and regional connectivity, Level Of Service (LOS) with and without an interchange, and with and without frontage roads. The location of the interchange did not matter in the model analysis but having the interchange with regional connections resulted in less traffic volumes between the two existing interchanges (West Gallup and Munoz). There was not much change in LOS on the network as a result of the frontage roads and there was little impact regionally. There are long-term LOS impacts with a combination of multi-layered improvements to the City of Gallup road system. The northern section of the corridor has the potential for advantageous impacts from the model factors.

Drainage

The HEC-RAS analysis will be repeated in order to confirm the FEMA floodplain map designations. It will be important to determine how the potential impacts by proposed economic development within the floodplain will be mitigated. Options discussed included filling the culverts at the intersection of Allison Rd. and W. Maloney Blvd., dredging the Rio Puerco in the vicinity of the existing Allison Rd. bridge, and improving the regional levee system. Tyler Ashton from WCI discussed how there are major impacts attributed to the privately-owned cattle ponds downstream of the W. Maloney Blvd. culverts that are preventing the natural water flow from draining properly, creating the wetlands and causing siltation of these culverts. There is no clear outfall to the Rio Puerco from this drainage. The PMT discussed whether or not it is possible to lower the outlet elevations of these cattle ponds or to construct a new outflow around them

Environmental

An individual USACE Section 404 permit is anticipated for the proposed drainage improvements for the new Rio Puerco bridge to be included in the phasing of the preferred alternative as well as coordination will be necessary with the USACE for wetland mitigation. Once the proposed alignments are refined, the Parametrix cultural resource team will survey the project area in order to determine any potential impacts to cultural resource sites and properties. It is expected that there will be extensive reporting due to crossing historic Route 66 and a historic segment of the BNSF. Proposed right-of-way takes will need to be evaluated as well during the environmental process. There is potential for soil erosion and soil loss impacts from the proposed combination alignment.

Action Items

The next PMT meeting is tentatively set for November 17th, 2010, which is subject to change (meeting will be held on 11/22/10 in Albuquerque). There was discussion as to which agency is responsible for maintaining Allison Rd. (NMDOT or City of Gallup). District 6 stated that the Allison Rd bridge replacement project was taken out of the STIP and there is no funding currently in the STIP for the project. Phasing the project in \$5M segments is the only way District 6 could possibly fund this project.

MEETING MINUTES

Project Name: Allison Corridor & Interstate 40 (I-40) Interchange Study **Project No.:** 5635356014
Location: BHI **Meeting Date:** November 22, 2010 **Time:** 10:30 -12:30
Minutes by: Sarah Gilstrap and Denise Weston
Attendees: See below **Company:** Parametrix

Subject: **PMT meeting**

General Summary

The sixth Project Management Team (PMT) meeting was held on November 22, 2010 at 10:00 a.m. at the BHI conference room in Albuquerque, NM. The purpose of this meeting was to address the following Study tasks:

- Corridor Alternatives discussion
- Drainage Analysis overview
- Structural Alternatives overview
- Alternative comparison and screening

The next PMT meeting is scheduled for December 9th, 2010 in Albuquerque at the BHI offices.

Meeting Attendees

Bert Thomas, BHI
Jim Poorbaugh, BHI
Amanda White, BHI
Stanley Henderson, City of Gallup Public Works
Hooshang Tavanaiepour, NMDOT CRD
Leslie Fortier, NMDOT CRD
Jolena Palau, FHWA
Brad Julian, NMDOT Traffic Tech Support
Jane Lucero, FAA
Larry Maynard, NMDOT D6
Lisa Vega, NMDOT D6
Ron Romero, NMDOT D6
Lori Walton, NMDOT Env Division, Human/Natural Bureau
Sharon Brown, NMDOT Env Division, Cultural Resource Bureau
Tyler Ashton, WCI
Robert Fierro, WCI
Robert Kuipers, NWRPO
Denise Weston, Parametrix

Meeting Minutes (continued)**Project Overview and Status**

In regard to the interchange analysis, we wanted to make sure that if an interchange was needed, the proposed design alternatives would not preclude an interchange within the Study corridor in the future. Bert stated that overall, within the 20 year horizon it may not require an interchange but we want to set it up for an interchange in the future; therefore it is important to preserve land use for the preferred alternative and enhance the system connectivity of the existing road network.

The green alignment (Marguerite) was eliminated because it does not meet the minimum urban interchange spacing requirement relative to the Munoz interchange. The minimum urban interchange spacing requirement is shown in the FHWA 8 points policy; however another alternative has come back into the picture due to the concern over the West Alignment connecting to Barbara Ave. (yellow alignment) and the West-Center alignment connecting to S. Florence St. with regard to the Runway Protection Zone (RPZ) of the Gallup Municipal Airport.

The RPZ restrictions, as stated in Federal Aviation Administration (FAA) policy, do not allow a connection to south to Florence St. The FAA RPZ policy and the location of the RPZ of the Gallup Municipal Airport conflicts with the location of the southern termini of the West Alignment. An alternative option is to connect the southern termini of this alignment with Barbara St. and direct drivers east to Marguerite St, to access Mendoza Rd. .

Regarding the West-Center Alignment connection to S. Florence St, the FAA guidelines do not strictly preclude roads in the airport RPZ, so there may be a way to work through this alternative. The alignment alternative with S. Florence St. as the southern termini will require coordination between the City of Gallup (COG) and the FAA to get the alignment approved. A concern exists if the Study indicates additional traffic on this alignment in the future, clipping the corner of the RPZ may be allowed by the FAA.

Jim's concern with the southern termini at S. Florence St. is the need to evaluate the risk involved with coordinating this connection with the FAA. The COG and NMDOT can't take the risk that FAA will not allow the future extension of S. Florence St. through the RPZ. FAA representative Jane Lucero stated that it is too early to determine whether or not this would be allowed in the future. Discussions between the COG and FAA now will only be preliminary without any commitments.

As a side note, the removal of the trailer park is in the Master Plan for the City of Gallup, which includes improvements to the airport, and have been provided to the FAA.

Corridor Alternatives

Future funding opportunities for improvements to the existing road system within the COG must be considered when developing an interchange alternative for the Study . A Corridor Study for interchange on I-40 was requested by the COG to the Legislature and the Study should provide the best possible location for a future interchange, which is needed in order to receive future funding for the design and construction of an interchange and connecting roads to it.

All proposed alternatives must be phased to match the funding currently available for design and construction, therefore phasing was considered for all alternatives with this in mind. A phasing plan will be provided for the alternatives chosen for Phase C with a phasing goal to develop projects that do not exceed \$5 million in design and construction costs.

The first priority for the preferred alternative of the Study would be a phase to replace the bridge over the Rio Puerco because it has load and width restrictions and is nearing the end of its design life.

Meeting Minutes (continued)

The proposed COG utility corridor at the northern end of the corridor needs to be reviewed for feasibility of connections to existing COG utilities heading south with few economic development opportunities north of I-40.

The future classification of Allison Rd as an urban minor arterial would require a design exception at Barbara Ave. if a signalized intersection is warranted there due to the 6% profile grade of the vertical alignment of the structure over NM 118 and the BNSF railroad tracks. The profile grade of Barbara Ave. would have to be raised to tie into Allison Rd. which would limit access to existing development in this area.

East Alignment - Marguerite – Green

A bridge structure would be needed over Warehouse Lane, the BNSF railroad, and NM 118 to avoid impacts to County facilities there in order to tie to Marguerite St. Access to Warehouse Lane would be provided by a ramp off of Allison Rd.

The feasibility of straightening out the existing Rio Puerco channel at this location was discussed. The channel realignment would have an adverse effect on the Rio Puerco drainage upstream and downstream and would require extensive coordination with the USACE. A separate project by the COG should be developed for this purpose. The advantage of this undertaking would result in the least potential to impact the RPZ. The fatal flaws of this proposed alternative alignment are as follows:

- the distance from the existing I-40/Munoz interchange is less than a mile,
- It would need to use the developable land north of Interstate 40 and,
- It would be harder to phase to meet the \$5M cost of construction requirement. Therefore, this alignment is eliminated.

East Central Alignment – Marguerite – Purple

The advantages of this alignment are that it provides access to Marguerite St. and Mendoza Rd. to the south and avoids the RPZ. The disadvantages of this alignment are as follows:

- It would impact existing COG maintenance facilities, including taking out large buildings on Warehouse Lane,
- It will require bridge structures on vertical curves, and
- It would be harder to phase to meet the \$5M cost of construction requirement. It would be necessary to build bridges over the Rio Puerco, Warehouse Lane, the BNSF railroad, and NM 118 at the same time in the first phase for this proposed alignment.

Center Alignment – S Florence St – Blue

The advantages to this alignment are:

- The potential to provide an east-west connection south of Barbara St. to Marguerite St.
- It would be easier to phase to meet the \$5M cost of construction requirement because the bridges over the Rio Puerco and Warehouse Lane, the BNSF railroad, and NM 118 could be built in separate phases.
- It would also be possible to clip the eastern edge of the airport RPZ, as previously discussed.

The disadvantages to this alignment are:

- that there is potential to take out the mobile home trailer park,
- It would impact the eastern edge of the RPZ, and
- The profile grade of the bridge structures and approaches to them are a bit steeper than desired.

Meeting Minutes (continued)

West Center Alignment – S Florence St – Magenta

This proposed alignment would tie-in at S Florence St. The advantages of this alignment are:

- It will not go through the Shalimar hotel property and
- it provides connections to Barbara St.

The disadvantages of this alignment are:

- Existing road connections to the south to avoid the RPZ,
- It would be hard to phase, and
- The same objective could be met with the Center Alignment. Therefore this alignment is eliminated.

West Alignment – Barbara Ave – Yellow

The advantage to this proposed alignment is that spacing with the Munoz interchange is adequate.

The main disadvantage of this alignment is that it cannot tie to existing COG roads to the south due to the RPZ of the airport. Therefore, this alignment is eliminated.

Drainage Overview

All proposed drainage improvements for the replacement of the Rio Puerco bridge would have to handle 20,000 cubic feet per second (100-yr. volume in cfs) down the Rio Puerco.

All alignment alternatives will require an individual CWA 404 permit for the replacement of the Rio Puerco bridge.

The diversion channel north of Allison Rd. to the existing concrete box culverts (CBCs) is proposed for all alternatives. The twelve CBC's under I-40 have sediment deposits of between 1-foot to 28-inches. This sedimentation has created drainage issues upstream from the CBC's, especially in regard to the wetland adjacent to W. Maloney Ave. Drainage easements will be required between W. Maloney Ave. and I-40 to obtain a clear outfall to the Rio Puerco, which doesn't exist now. Due to lack of change in existing profile grade available along Allison Rd (+/- 0.5%) limits the drainage options available to address this issue. All previous drainage studies in this area show that a diversion channel was recommended.

A clear route for the storm water to get across I-40 to the Rio Puerco does not exist because the profile grades existing culverts (on Allison Rd.) flow south to north, opposite the required direction of flow to the Rio Puerco. Options to address this issue include a larger bridge to replace the existing CBC's or a diversion channel with similar costs. The longer bridge option would consist of 1 to 2 million dollars. Bert is recommending the longer bridge.

Another recommendation is to lower the stock ponds by a foot or two which would then eliminate the sedimentation issue. Stock pond improvements would need to happen in Phase 1. Further drainage improvements (diversion channel) could happen in later phases. However, it would still be necessary to improve outfall to the Rio Puerco and protect the existing wetlands, which consist of approximately 2 acres north of the CBC's on W. Maloney Ave.

The Recommended Alternative from Wilson & Co. (WCI) is a diversion channel parallel to Allison Rd. to route runoff to the west to use existing crossings (culverts under I-40). These alternatives will be included in the drainage report to be provided by WCI for the Study.

Meeting Minutes (continued)

Structural Concepts

The proposed bridge structures are similar for each alternative with the exception of the East Central Alignment over NM 118 and the railroad tracks because of the curved horizontal alignment on the bridge and its location. All alignments will be elevated over the BNSF railroad, lowered to the Rio Puerco bridge, then raised for the /grade separation/interchange. The study will consider bridge height issues. A mechanically stabilized earth (MSE) retaining wall structure or raised embankment will be necessary for an alignment between NM 118 and I-40 on fill.. There is a need for more than 100 ft of ROW to contain these embankments. The embankments between NM 118, the Rio Puerco, and I-40 are of most concern. Pre-stressed concrete girders will be utilized on all bridge structures. Jane Lucero - NMDOT Aviation, stated that an aeronautical study will be required on all bridge structures in the vicinity of the RPZ. Jim said this study could occur at the conclusion of Phase C or in the preliminary design phase.

Screening and Selection of Alternatives

The final draft report of the study is due December 8th and the Phase B report will be finalized the first part of January 2011.

The remaining information to be obtained includes the earthwork analysis, the cost estimate of the MSE walls, the interchange conceptual layouts, and to redefine the profile through the RPZ.

Brad Julian stated that the NMDOT is really concerned with the proposed signalized intersection at Barbara St. and S. Florence St. because of queuing; therefore the alignments need more detailed study south of this intersection.

Hooshang wanted to know whether or not an evaluation matrix would be included in Phase B and the design categories that would go into the matrix. Jim stated that the evaluation matrix will be developed for inclusion in the Phase B report.

Bert stated that the major component of the matrix will include system connectivity which was used to eliminate the Western and Eastern Alignments. The West-Central Alignment could also be eliminated because it is more difficult to establish a southern connection, which leaves the East-Central and Central Alignments for further study.

BHI stated that they would prefer for the cultural resource surveys to be conducted between December 8th and mid-January 2011. There is no established schedule for these surveys yet.

Regarding the Evaluation Matrix, the December 9th meeting will be held to consider the items to be included in it.

It is anticipated that there will be \$5 million set aside in the 2014 STIP for a project on the alignment alternative selected during Phase C.

A Value Engineering Study is in the scope of the Study. BHI could have it completed at the beginning of 2011 if needed.

MEETING MINUTES

Project Name: Allison Corridor & Interstate 40 (I-40) Interchange Study **Project No.:** 5635356014
Location: BHI **Meeting Date:** December 9, 2010 **Time:** 1:00-2:30
Minutes by: Sarah Gilstrap
Attendees: See below **Company:** Parametrix

Subject: PMT meeting

General Summary

The Project Management Team (PMT) meeting was held on December 9th, 2010 at 1:00 p.m. at the BHI training room in Albuquerque, NM. The purpose of this meeting was to address the following Study tasks:

- Overview of Alignments
- Alternatives Evaluation Matrix
- Construction Phasing: East Central Alignment and Central Alignment
- Drainage Analysis Update
- Alternative Selection

Meeting Attendees

Bert Thomas, BHI
Jim Poorbaugh, BHI
Stanley Henderson, City of Gallup Public Works
Steve Lopez, NMDOT CRD
Lisa Vega, NMDOT D6
Ron Romero, NMDOT D6
Frank Salazar, NMDOT D6
James Belanger, NMDOT D6
Lori Walton, NMDOT Env Division, Human/Natural Resource Bureau
Sharon Brown, NMDOT Env Division, Cultural Resource Bureau
Tyler Ashton, WCI
Robert Fierro, WCI
Robert Kuipers, NWNMCOG
E. Williams, NWNMCOG
Sarah Gilstrap, Parametrix

Overview

Jim gave an overview of the meeting agenda, emphasizing the need to reduce the number of proposed alignments from the three taken from the initial Phase B PMT meeting to one alternative to be recommended in the Phase B

Meeting Minutes (continued)

report. The Phase B proposed alignments were reviewed, including the two preferred options determined from the previous PMT meeting, the East Central Alignment and the Central Alignment.

The proposed timeline for final submittal of the draft Phase B report is the first part of January 2011. The focus will be on the Central and East Central Alignments and the submittal will include proposed interchange and frontage road layouts. A public meeting will be held at the end of January 2011 to present the Phase B findings. It is anticipated that the Phase B report could be finalized by the second week of February 2011.

Alternatives Evaluation Matrix (see Alternative Development Matrix)

As previously discussed, the preferred alternative must be an overpass option due to the high cost of re-constructing I-40 for an underpass option.

The driving factor in eliminating the East Alignment was that the distance from the existing I-40/Muñoz interchange is less than a mile. There would also be considerable impacts to the City and County yards on Warehouse Lane and impacts to the west end of the BNSF switching yard. The proposed alignment would not address the replacement of the Allison Rd. bridge over the Rio Puerco. .

The flaws of the West Central Alignment include having to adjust the location of the southern termini to avoid the Gallup Airport Runway Protection Zone (RPZ), the difficulty in trying to tie an Allison underpass on I-40 with the Rio Puerco bridge due to the need to raise the profile grade of Allison Rd. approaches to the proposed replacement bridge over the Rio Puerco to allow passage of the 100-yr. design flow. This alignment was eliminated.

The main flaw of the West Alignment was that it cannot tie to existing City roads to the south because the connection would pass through the RPZ; therefore, this alignment was eliminated.

The East Central Alignment avoids the RPZ and provides a direct connection to Marguerite St. The advantage of this alignment is the connectivity to City roads to the south. The disadvantage of this alignment is that it would impact the City and County yards on the west end of Warehouse Lane. There would be significant impacts of placing three bridge piers within the BNSF railroad property; however, they would not be located within the clear zone of the railroad track.

The Central Alignment could be extended to the south. The realignment of Allison Rd. and the approaches to the Rio Puerco bridge, requires a 15 degree skew of the bridge in order to maintain a 45 mph design speed. It is outside of this project's scope to design connections to City roads south of Barbara Street.

In order to span the City and County yards, the proposed bridge structure would have to be approximately 32 feet in the air with 2-3% approach grades to it from Allison Rd. Two typical sections were analyzed, using the NMDOT standard cut and fill and Mechanically Stabilized Earth (MSE) walls from the railroad tracks north to I-40. A Construction Maintenance Easement (CME) for 10 feet on each side of Allison Rd. would need to be requested from adjacent property owners for the NMDOT standard cut and fill typical section.

Construction Phasing

The East Central Alignment north connection works well but it also impacts the City and County yards on Warehouse Lane. The interim connections to Warehouse Lane include building a south leg at 4-5% profile grade and northern leg at 2-3% profile grade. Due to these additional design and construction impacts, the East Central Alignment is eliminated. The Central Alignment is the alignment preferred by the PMT for the Phase B report.

The estimated cost for the first phase of the Central Alignment (the replacement of the Allison Rd. bridge over the Rio Puerco) is \$4.5-6 million and the estimated cost for the first phase of the East Central Alignment is \$6 million

Meeting Minutes (continued)

and up. The total estimate to construct the East Central Alignment is \$25-30 million and on the Central Alignment estimate is \$16-20 million.

The potential for hazardous materials within the City and County yards would have to be assessed further with a more detailed study such as an Initial Site Assessment (ISA). The need for an ISA would be determined by the NMDOT Environmental Geology Bureau during Phase C. Construction funding has not been identified by the City or the NMDOT D6 to allow the Study to proceed to Phase C and subsequent design phases. Currently there are no EPA designated sites or leaking underground storage tanks located within the yards.

Drainage Analysis update

The proposed roadway and bridge improvements on Allison Rd. for the replacement of the Rio Puerco bridge would be designed to allow passage of 20,000 cubic feet per second (100-yr. volume in cfs) down the Rio Puerco. All alignment alternatives will also require an individual CWA 404 permit for the replacement of the Rio Puerco bridge. The proposed roadway and bridge improvements would be the same for both the Central and East Central Alignments.

A diversion channel north of I-40 parallel to the northern segment of the proposed Alignments that connects to the existing concrete box culverts (CBCs) on W. Maloney Ave. is one of the drainage options proposed for all alternatives. The twelve CBC's under I-40 have sediment deposits of between 12 to 28-inches. There is a current diversion ditch located just north of the WalMart commercial development. The construction of stormwater detention ponds in the vicinity of the northern segment of the proposed Alignments is the second drainage option. The construction of the proposed ponds would require right-of-way takes from the property owners in this area. These ponds are not considered jurisdictional by the Office of the State Engineer. However, the construction of the diversion ponds would require extensive coordination with the USACE due to potential for additional sediment load into the Rio Puerco. Right-of-Way (R/W) for a CME would need to be acquired from private landowners between I-40 and the Rio Puerco. The construction of sediment basins may be required to minimize the amount of sediment load into the Rio Puerco.

Alternatives Selection

BHI recommended eliminating the East Central Alignment to the PMT and moving forward with the Central Alignment as the preferred alternative of the Phase B report that includes the NMDOT standard cut and fill and no MSE walls.

The City and District 6 concurred to move forward with the Central Alignment. Regarding Patricia Lundstrom's request for costs of the alternative selected as the preferred alternative of the Phase B, funding for R/W acquisition to allow corridor preservation is recommended from the northern to southern termini of the Center Alignment. The preliminary and final design phases of this alignment would include the bridge replacement over the Rio Puerco.

The proposed frontage road layouts would tie into the alternative developed by BHI for the proposed interchange on I-40.

Regarding the future environmental clearance for Phase C for the selected alternative, it is recommended to include the entire corridor from the northern to southern termini of the Center Alignment and the Phase 1 bridge replacement in the scope of the Environmental Assessment. This will preserve the proposed corridor for future improvements as funding is identified for the design and construction of the project by the City and NMDOT D6.

MEETING MINUTES

Project Name: Allison Rd Corridor & I-40 Interchange Study **Project No.:** 5635356014
Location: NMDOT Environmental Design Division, Santa Fe **Meeting Date:** January 26, 2011 **Time:** 11-12
Minutes by: Sarah Gilstrap
Attendees: Sharon Brown, Lori Walton, Jeff Fredine, Blake Roxlau, Steve Lopez, Jim Poorbaugh, Sarah Gilstrap, Denise Weston **Company:**

Subject: Phase C discussion

The purpose of this meeting with the NMDOT Environmental Design Division was to discuss how to proceed with Phase C in regard to the level of effort, scope, and the phasing for the proposed project. Jim Poorbaugh, BHI Project Manager, gave an overview of the corridor study and the preferred alternative that was chosen based on the NMDOT Location Study Procedures within Phase A/B. There is a need to preserve the ultimate project corridor with the hope of future funding for a proposed interchange. A planning/environmental document would be helpful for the City of Gallup if and when they can secure the estimated \$5 million in funding for the proposed Allison bridge improvements. The logical termini for the ultimate corridor project would be Barbara Ave. to the south and just north of Kachina St. BHI would commit to a 30% design for the ultimate corridor clearance.

As well, there is an immediate need to address the Allison Rd bridge that is structurally deficient and for which replacement is warranted. The decision needs to be made as to whether the ultimate project corridor would be cleared in an EA and the bridge identified as a phase in the EA, or if the proposed bridge improvement project would be cleared as a separate utility with its own environmental documentation. If the bridge were cleared separately it would serve an individual utility and would not limit future construction of the full corridor improvements.

In regard to Section 106 compliance for cultural resources, Blake Roxlau stated that the whole corridor should be surveyed and cleared and then phased segments can be pulled out of this clearance with a Finding of No Significant Impact (FONSI). There was further discussion on the preparation of a programmatic agreement (PA) with SHPO, the NMDOT, and the City of Gallup. This would allow separate phases to be cleared under one project which would ensure that the undertaking would not be broken up. The City of Gallup hopes to acquire funding for the proposed bridge improvements from the current legislative session and the NMDOT District would not be able to match the funding amount (at the earliest) until next year's financial cycle. There is a small amount of money available in the current contract between BHI and the NMDOT for value engineering at the end of Phase B. As far as funding for the proposed interchange is concerned, it will realistically be 10-15 years before the interchange can happen.

Meeting Minutes (continued)

The potential environmental constraints that were identified, analyzed, and evaluated during Phase A and Phase B were similar for each of the proposed alignment alternatives. For example, each of the proposed alignments traverses the Rio Puerco, the BNSF railway line, and Historic Route 66 (NM 118). Mitigation actions per each alignment would be the same for all three of these resources. The additional potential environmental issues located within the limits of the preferred alternative include the following: designated wetland located adjacent to Maloney Ave, potential cultural resources that could be located within the bluffs to the north of I-40, and potential hazardous materials that could be located within the City/County yards.

Jeff stated that it is awkward to just pull out the bridge as a separate clearance after doing Phase A and Phase B as part of a corridor study; therefore it has been recommended to clear the proposed corridor improvements in its entirety and identify the bridge as a phase. As well, the project proponent is really taking a risk starting Phase C without first securing funds. FHWA wants to see the project funding identified in the STIP before they will sign off on the EA. As well, it is necessary to specify in the STIP what you plan to do with the funding and identify the bridge as a phase of a larger project.

July 15, 2011

Allison Road (Rd) Corridor and I-40 Interchange Study
NMDOT Project Numbers: SP-GA-5459(201), SP-GA-5459(202)
NMDOT Control Numbers: C7G801, C7G802
Phase B Public Meeting Minutes, City of Gallup City Hall Council Chambers,
110 West Aztec Ave, Gallup NM 87305
June 21, 2011, 5:30 Open House, 6:00 Presentation

Prepared by: Sarah Gilstrap, Parametrix

SUMMARY

Display boards were provided for the public to view the preferred alignment developed from Phase B of the Corridor Study for Phase C during the open house period from 5:30-6:00 pm as described in the New Mexico Department of Transportation (NMDOT) *Location Study Procedures*, and described the National Environmental Policy Act (NEPA) process. Study team members were available to answer questions about the display boards and the Corridor Study during the open house. Handouts of the meeting agenda and comment sheets were available to meeting attendees.

Stephen Lopez, Project Development Engineer (PDE), NMDOT Central Region Design, began the meeting at 6:00 pm with introductions of the study team, agency members, and public dignitaries present, and gave an overview of the presentation agenda. Study team members Jim Poorbaugh and Sarah Gilstrap gave portions of the presentation on the technical components. The PowerPoint presentation included findings from the Phase B project development process, the project background and the project description, the purpose and need summary, the corridor alternatives, the alternatives evaluation and selection, and the environmental process. The public provided input regarding their transportation needs and concerns within the corridor. Approximately 17 members of the public, city, and state officials were present. The meeting concluded at 8:00pm.

MEETING ATTENDEES:Study Team Members present:

Jim Poorbaugh, BHI
Stephen Lopez, NMDOT Central Region Design
Sarah Gilstrap, Parametrix

Members of the public and public officials:

Don and Phyllis Casuse
Esco Chavez
Robert Trujillo
Evan Williams, NWNMCOG
LJ Delre, City of Gallup
Tim Hagaman, NMEDD
Allan Landavazo, City of Gallup Councilor
Stanley Henderson, City of Gallup Public Works
John McBreen, Millenium Media

Mary Jean Christensen
Bryan Wall, City of Gallup Councilor, District 3
WC Moorhead
Frank Mraz, Gamerco Associates
Bob Kuipers, Northwest New Mexico Council of Governments
Bryan Peters, Technical Support Engineer, NMDOT D6
Bernie Dotson, Gallup Independent

MEETING NOTES:

Stephen Lopez, Central Region Design PDE, introduced members of the Study team and local dignitaries present. The presentation included a discussion on the findings from the Phase B project development process, the project background and the project description, the purpose and need summary, the corridor alternatives, the alternatives evaluation and selection, the environmental process, and will include an opportunity for questions and comments.

Jim Poorbaugh, BHI Project Manager, first discussed the NMDOT Location Study Procedures, which includes the study phase, the design phases, and the construction phase. The Study phases consists of Phase A - Initial Evaluation of Alternatives, Phase B - Detailed Evaluation of Alternatives, and Phase C Environmental Documentation and Processing. The design phases consist of the Phase D, Preliminary Design and Phase II - Final Design. Public involvement is maintained throughout the entire project development process.

In regard to project background, there were three major previous transportation studies conducted within the project corridor including the 1992 Master Transportation Plan for the City of Gallup, the NMDOT 1997 NM 602/US 666 Corridor Study, and the Grade Separation Study for the Allison Road Crossing completed in 2007.

In regard to purpose and need, the study team evaluated seven factors that may establish the need for transportation improvements in the Western Gallup area including: safety, physical deficiencies, travel demand and congestion, system connectivity, access, economic development, and legislative mandate. The four main components of the project purpose and need are to mitigate deficiencies, improve safety, provide system connectivity, and facilitate economic growth.

The existing conditions of the project corridor were discussed. The major concerns for the project corridor includes the congestion within the I-40 Munoz (Exit 22) interchange, the at-grade crossing of Allison Road and the BNSF railroad tracks, the Allison Road bridge over the Rio Puerco, the sight distance issues, the Allison Road underpass at I-40, and the safety concerns (normative, operative, and perceived safety).

The alternative evaluation process included three alternative corridor locations including Alternate 1, located halfway between the I-40 Munoz interchange and the I-40 West Gallup (Exit 16) interchange, Alternate 2 located 1.5 miles from the I-40 West Gallup interchange, and Alternate 3 located 1.5 miles from the I-40 Munoz interchange. There were pros and cons to each of these alternatives. The Phase A Study conclusions and recommendations were to eliminate Alternative 1 and Alternative 2 from further consideration and advance Alternative 3 into Phase B of the Study.

During Phase B, a detailed evaluation of Alternative 3 was conducted including the analysis of five distinct alignments; the West Alignment, the West-Center Alignment, the Central Alignment, the East-Center Alignment, and the East Alignment. The Central Alignment was selected as the preferred alignment because of factors such as right-of-way, roadway geometrics, financial, and environmental concerns. This alignment would include three proposed structures as follows: a grade separation over the

BNSF railroad, a bridge over the Rio Puerco, and an overpass over I-40. There would be connections to City of Gallup routes to West Maloney Ave. on the north and Barbara Ave on the south. It is expected that the total cost of the Central Alignment project would be approximately \$40 to \$50 million. Therefore, project phasing was recommended by NMDOT District 6. This would require implementing the project construction in reasonably sized projects with the immediate priority to replace the existing bridge over the Rio Puerco. Replacing the bridge over the Rio Puerco would also require tying into existing roadways and preserving future right-of-way for the corridor for the preferred alignment. The next priority project would be to replace the at-grade BNSF railroad crossing with a grade separation, then the third priority would be to replace the existing grade separation of I-40 over Allison Road with a new grade separation, and the next priority would be to complete the roadway network north of I-40 to tie Allison Road to US 491. The last phase would be providing a new interchange on I-40 to enhance access and mobility.

The next steps for this project include completing the environmental documentation, completing the preliminary design, completing the final design, and acquiring and programming construction funding for the first priority project. .

Sarah Gilstrap, Parametrix Project Manager, gave an overview of the National Environmental Policy Act (NEPA) process, the NMDOT *Location Study Procedures*, and Context Sensitive Solutions/Context Sensitive Design. Environmental factors that were evaluated during Phase A and Phase B were presented. Potential environmental issues for the preferred alignment include Waters of the U.S., wetlands, cultural resources including BNSF, Route 66, and historic buildings, hazardous materials, and noise. Areas of little or no concern include wildlife and vegetation, soils, and visual consistency. These environmental criteria will be further evaluated during Phase C that will consist of biological resources and cultural resources investigations and the production of an Environmental Assessment (EA). A public hearing will be held at the end of Phase C that will consist of an official record of the proceedings and an official documentation of public concerns and input by a court reporter.

Please fill out a comment form tonight or take one home with you and send it to me at the following address. We really appreciate your input.

Question and Answer period

1) Bryan Peters, NMDOT D6 TSE: This design team is one of the best in the State and has a good PDE. Please describe the utility corridor that has been previously discussed?

Answer: The water pipeline project has already completed construction. The preferred alignment will be located 100 feet away from the pipeline.

2) What about right-of-way impacts?

Answer: The Study Team is trying to minimize right-of-way impacts. Access points are still conceptual at this point and we do not have a definite answer yet as to right-of-way that will need to be acquired.

3) Is this project being sold as an off-ramp from I-40?

Answer: This project has to go through the FHWA justification process which includes 12 criteria to be analyzed and evaluated. By demonstrating a parallel route, and if we can improve Allison to upgrade its classification to an arterial roadway, then the corridor may warrant an interchange someday. The replacement of the at-grade separation will be the best use of current monies.

4) Will BNSF benefit from this project? Are they engaged?

Answer: BNSF funded the 2007 Grade Separation Study. They have been contacted about the project but there has not been much involvement yet until we move into the preliminary design and final design phases.

5) Is there such a thing as severance tax money?

Answer: Yes, this is appropriated at the legislative level per county. It is a political process.

6) Will the environmental mitigation cost more?

Answer: The environmental mitigation would not incur substantial cost. The contractor, on behalf of the City of Gallup, would have to coordinate permitting with the USACE for impacts to the Rio Puerco and any potential wetland impacts. Cultural resource excavation would incur a significant cost; this is not expected from this project since it is anticipated that there won't be significant impacts to cultural resources from the preferred alignment.

7) Can we claim continuity for the proposed project?

Answer: This is a process through the NWNMCOG. The project is listed in the STIP so it has some continuity.

8) The way projects have been allocated in the past, will the District remain active?

Answer: Since money is decreasing at the District, the priority is currently maintenance, and we cannot afford big projects at the moment.

9) What about the potential impacts to wetlands?

Answer: A positive wetland determination and delineation was conducted for the preferred alignment at the intersection of Allison Road and Maloney. If the preferred alignment will impact this wetland, coordination with the USACE will be required as well as the production of a wetland mitigation monitoring plan.

A separate stand-alone drainage project for West Maloney that consists of outfall to the Rio Puerco includes 404/401 permitting with the USACE.

10) The first phase would enlarge Maloney, and then the bridge?

Answer: The West Maloney drainage project is a stand-alone project. Construction for this project started this month. Construction of the proposed bridge improvements would occur approximately two years from now. The environmental documentation and processing should take approximately 6 months.

Jim Poorbaugh gave the closing remarks and thanked everyone for coming to the meeting and asked attendees to please send in their comments. The meeting concluded at 8:00pm.