



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# Virtual Public Meeting Summary

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I-25 San Antonio Interchange Study

CN 1102060

**New Mexico Department of Transportation**

December 2022



**Prepared by:**

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2155 Louisiana Blvd NE  
Albuquerque, NM 87110

**In cooperation with:**

NMDOT  
FHWA

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## Appendices

- Appendix A: Public Meeting Notification
- Appendix B: Public Meeting Materials
- Appendix C: Public Comments

# Introduction

The New Mexico Department of Transportation (NMDOT) is conducting a study on the Interstate 25 (I-25) San Antonio Traffic Interchange, which is approximately 0.5 miles west of San Antonio, New Mexico between Milepost (MP) 139 and MP 140 (see figure 1).

Within the I-25 San Antonio Traffic Interchange Study (Study) area, I-25 is a rural, divided four-lane roadway located ten miles south of Socorro, New Mexico.

## I-25 San Antonio Interchange Study

The purpose of the study is to document existing conditions and develop highway improvement alternatives along the I-25 San Antonio Interchange.

**Figure 1: I-25 San Antonio Interchange Study Limits**



# Public Involvement Process

I-25 connects with US 380, which is the main road into the nearby community of San Antonio. Due to this, there is a unique set of stakeholders that need to be engaged through these efforts including commuters, emergency services, schools and school transportation, agencies, and the traveling public among others. Ultimately, the goal of the public involvement efforts is to identify these stakeholders' concerns and values to help guide the development of improvements along this corridor.

There have been no recent studies or evaluations on this interchange or this portion of I-25. During this phase, the study team planned and implemented two virtual public meetings to provide study information and solicit feedback. A summary of those efforts is highlighted below.

## Stakeholder Meeting

The study team, in collaboration with NMDOT, held a virtual stakeholder meeting on Wednesday, November 9, 2022, at 10 a.m. MST via Webex. To participate, stakeholders were invited to log in to the meeting using the Webex application, web browser, or via telephone. The meeting had a total of 16 attendees. The meeting focused on an overview of the study area, the preliminary purpose and need, existing roadway conditions, and proposed highway improvements. Comments and questions were accepted live, following the presentation. There were no comments or questions received.

### Stakeholder Meeting Notification

The team prepared an email meeting invitation that was sent to 36 organizations and invitees. A copy of the stakeholder meeting invitation and list of invitees can be found in Appendix A – Public Meeting Notification.

## Virtual Public Meeting

The study team, including NMDOT staff, held a virtual public meeting on Wednesday, November 16, 2022, at 6 p.m. via Webex. To participate, the public was invited to log in to the meeting using the Webex application, web browser, or via telephone.

The meeting focused on an overview of the study area, the preliminary purpose and need, existing roadway conditions, and proposed highway improvements. Thirty-five



participants attended the virtual meeting. Comments and questions were accepted live, following the presentation. All questions and comments provided at the virtual public meeting were recorded and are included in Appendix C – Public Comments.

## **Notifications**

### **Newspaper Advertisements**

The team developed and distributed two newspaper advertisements for this meeting. The newspaper advertisements provided an overview of the study, invited the public to attend the virtual public meeting, and provided information on how to provide their comments. The advertisements – which included the date, time, and log-in information for the meeting – were distributed in the following publications:

- El Defensor Chieftain (November 3, 2022)
- Albuquerque Journal (November 8, 2022)

Copies of the newspaper advertisements can be found in Appendix A – Public Meeting Notification.

### **Meeting Notification Banner**

A banner was created and posted at the I-25 San Antonio/US 380 interchange in November 2022. The banner listed details on how to attend and participate in the virtual public meeting. A copy of the banner can be found in Appendix A – Public Meeting Notification.

### **Direct Mailer**

A direct mailer was sent to 360 addresses in the study area to inform residents and property owners of the virtual public meeting. The mailer was distributed on November 2, 2022. The mailers were sent to the following postal codes within the study area:

- 87832- H030
- 87832- PBOX

A copy of the direct mailer can be found in Appendix A – Public Meeting Notification.

## **Local Radio Stations**

Copies of the direct mailer were provided electronically to local radio stations within the study area via email on November 4, 2022. The emails were sent to the following radio stations:

- KUNM 89.9 FM
- KXFR 91.9 FM
- KKOZ 96.3 FM
- KYRN 102.1 FM
- KNML 610 AM

A copy of the email can be found in Appendix A – Public Meeting Notification.

## **Social Media**

Social media posts were developed for NMDOT accounts, including details on how to participate in the virtual public meeting, how to comment, and how to watch the recording of the virtual public meeting. Copies of the social media posts can be found in Appendix A – Public Meeting Notification.

## **Project Webpage**

The study webpage [www.dot.nm.gov/i25-san-antonio-study/](http://www.dot.nm.gov/i25-san-antonio-study/) was updated in October 2022 and included information about the study and a link to the event webpage with full meeting details. An event webpage was created at [www.dot.nm.gov/event/i25-san-antonio-public-meeting/](http://www.dot.nm.gov/event/i25-san-antonio-public-meeting/), which included information about the study, how to log in and participate in the meeting, and how to provide comments on the study. Following the meeting, the recording of the event was also placed on this webpage to allow the public to watch the meeting at their convenience and continue to provide comments through December 15, 2022.

## **Public Meeting Materials**

### **Presentation**

A PDF of the presentation was made available to the public through the study webpage on November 10, 2022. In addition to the presentation, a link to the recording of the virtual public meeting was posted to the study webpage on November 10, 2022. A copy of the presentation is available in Appendix B – Public Meeting Materials.

# Public Comments

Public comments were accepted from November 3 – December 15 in the following ways:

- Live at the virtual public meeting
- Study webpage: [www.dot.nm.gov/i25-san-antonio-study/](http://www.dot.nm.gov/i25-san-antonio-study/)
- Email: [I25SanAntonio@hdrinc.com](mailto:I25SanAntonio@hdrinc.com)
- Phone: 602.245.6330
- Mail: I-25 San Antonio Study C/O HDR Engineering  
20 E. Thomas Road, Ste 2500, Phoenix, AZ 85012

In total, 40 comments were received throughout the study period which focused on safety, construction timelines, drainage, potential road closures, flooding, and business impacts. Of the 39 comments received, 39 were study-specific and one was unrelated to the current study.

## Virtual Meeting Questions and Answers

Twelve (12) questions/comments were submitted by attendees during the virtual public meeting and were responded to by the study team on November 16, 2022 during the meeting. These comments focused on the dangers of the current on-ramps, proposed safety improvements and flood protection. A summary of those questions and answers can be found in Appendix C – Public Comments.

## Additional Comments/Questions

Twenty-eight (28) additional questions/comments were received during the comments period and were responded to by the study team. These comments focused on the dangers of the current on-ramps, proposed safety improvements and flood protection. A summary of those comments and responses can be found in Appendix C – Public Comments.

# Appendix A – Public Meeting Notification

**Stakeholder Meeting Invitation**

**Stakeholder Meeting Invitee List**

**Newspaper Advertisements**

**Meeting Notification Banner**

**Direct Mailer**

**Radio Station Emails**

**Social Media**

## Policar, Randy

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**Subject:** I25 Interchange Study Virtual Agency Meeting  
**Location:** <https://meethdr.webex.com/meethdr/j.php?MTID=m4b61f1eb30961bf3aadcee1f93aea18a>

**Start:** Wed 11/9/2022 10:00 AM  
**End:** Wed 11/9/2022 11:00 AM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Policar, Randy

**Required Attendees:** I25 San Antonio

**Optional Attendees:** Coffey, Bryce; Bean, Danton; [gene.paulk@dot.nm.gov](mailto:gene.paulk@dot.nm.gov); [leandro.montoyaiiii@dot.nm.gov](mailto:leandro.montoyaiiii@dot.nm.gov); [ami.evans@dot.nm.gov](mailto:ami.evans@dot.nm.gov); [aaron.chavarria@dot.nm.gov](mailto:aaron.chavarria@dot.nm.gov); [harold.love@dot.nm.gov](mailto:harold.love@dot.nm.gov); [andreas.linnan@dot.nm.gov](mailto:andreas.linnan@dot.nm.gov); [earl.franks@dot.nm.gov](mailto:earl.franks@dot.nm.gov); [joshua.holguin@dot.nm.gov](mailto:joshua.holguin@dot.nm.gov); [ernesto.santillano@dot.nm.gov](mailto:ernesto.santillano@dot.nm.gov); [sherri.holliefield@dot.nm.gov](mailto:sherri.holliefield@dot.nm.gov); [dave.lepre@nmt.edu](mailto:dave.lepre@nmt.edu); [thomas.guengerich@nmt.edu](mailto:thomas.guengerich@nmt.edu); [jason@mrgcd.us](mailto:jason@mrgcd.us); [alexander.rodiguez@state.nm.us](mailto:alexander.rodiguez@state.nm.us); [max.valerio@dot.nm.gov](mailto:max.valerio@dot.nm.gov); [daniel.chavez@nm.state.us](mailto:daniel.chavez@nm.state.us); [raymundo.sanchez@state.nm.us](mailto:raymundo.sanchez@state.nm.us); [marmijo@slo.state.nm.us](mailto:marmijo@slo.state.nm.us); [mark.watson@state.nm.us](mailto:mark.watson@state.nm.us); [michelle.ensey@state.nm.us](mailto:michelle.ensey@state.nm.us); [bob.estes@state.nm.us](mailto:bob.estes@state.nm.us); [nm.shpo@state.nm.us](mailto:nm.shpo@state.nm.us); [safd@co.socorro.nm.us](mailto:safd@co.socorro.nm.us); [dhicks@socorroschools.org](mailto:dhicks@socorroschools.org); [scsfb@socorroschools.org](mailto:scsfb@socorroschools.org); [rhendrix@socorroschools.org](mailto:rhendrix@socorroschools.org); [mhawkes@co.socorro.nm.us](mailto:mhawkes@co.socorro.nm.us); [agonzales@co.socorro.nm.us](mailto:agonzales@co.socorro.nm.us); [warmijo@co.socorro.nm.us](mailto:warmijo@co.socorro.nm.us); [mmatthew@blm.gov](mailto:mmatthew@blm.gov); [christopher.m.parrish@usace.army.mil](mailto:christopher.m.parrish@usace.army.mil); [shawn\\_sartorius@fws.gov](mailto:shawn_sartorius@fws.gov); [greg.heitmann@dot.gov](mailto:greg.heitmann@dot.gov); [usarmy.wsmr.attec.mesg.wsmr-installation-commander@mail.mil](mailto:usarmy.wsmr.attec.mesg.wsmr-installation-commander@mail.mil); [rafer.nichols@bnsf.com](mailto:rafer.nichols@bnsf.com); [arael@sccog-nm.com](mailto:arael@sccog-nm.com)

On behalf of the New Mexico Department of Transportation, we would like to invite you to a virtual agency meeting for the Interstate 25 (I-25) San Antonio Interchange Study on **Wednesday, Nov. 9 from 10:00 a.m. to 11:00 a.m.** on Webex. The meeting will provide a presentation to introduce the study, the project area, the conditions identified and receive agency input. The proposed project area is between milepost 139 to 140 on Interstate 25. The presentation will also include proposed improvements to improve the roadway geometry, increasing the capacity of drainage structures and replacing old and dilapidated bridged structures.

If you or someone from your agency would like to attend, please RSVP to this meeting invite. The meeting will be held virtually on Webex. Login details can be found below.

For more information on the project, please visit this website: <https://www.dot.nm.gov/i25-san-antonio-study/>

If you have any questions or comments prior to the meeting, feel free to email Maria Altemus, Environmental Planner at HDR ([maria.altemus@hdrinc.com](mailto:maria.altemus@hdrinc.com)), or Randy Policar, Strategic Communications Manager at HDR ([Randy.Policar@hdrinc.com](mailto:Randy.Policar@hdrinc.com)).

NMDOT CN 1102060 - Interstate 25 (I-25) San Antonio Traffic Interchange Study Agency Meeting

<https://meethdr.webex.com/meethdr/j.php?MTID=m4b61f1eb30961bf3aadcee1f93aea18a>

Wednesday, Nov. 9, 2022 10 am (MT)

Meeting number: 2489 104 4914

Password: NMDOTI25 (66368425 from phones)

Join by phone: 1-408-418-9388

Access code: 2489 104 4914

We also invite you to the I-25 San Antonio Traffic Interchange Study virtual public involvement meeting being held on **Wednesday, Nov. 16, 2022 at 6:00 p.m.** The purpose of this meeting is to introduce the study and the conditions identified and receive public input.

<https://meethdr.webex.com/meethdr/j.php?MTID=mdbde063d42a8ac0d7aaa1fde50fcfe9>

Meeting number: 2482 100 1408

Password: NMDOTI25 (66368425 from phones)

Join by phone: 1-408-418-9388

Access code: 2482 100 1408

The meeting will also be available in Spanish.

Join by phone: 1-408-418-9388

Access code: 2498 458 9275

## Stakeholder Meeting Invitee List

Type	Name	Title	Agency	Street Address	City, State	ZIP Code	Email address
State	Trent Doolittle	District 1 Engineer	NMDOT	2912 E. Pine St.	Deming, NM	88030	trent.doolittle@dot.nm.gov
State	Gene Paulk	ADE Maintenance	NMDOT	2912 E. Pine St.	Deming, NM	88030	gene.paulk@dot.nm.us
State	Ami Evans	District 1 Public Information Officer	NMDOT	2912 E. Pine St.	Deming, NM	88030	ami.evans@dot.nm.gov
State	Aaron Chavarria	ADE Construction	NMDOT	2912 E. Pine St.	Deming, NM	88030	aaron.chavarria@dot.nm.gov
State	Harold Love	ADE Technical Support	NMDOT	2912 E. Pine St.	Deming, NM	88030	harold.love@dot.nm.gov
State	Andreas Linnan	Technical Support Engineer	NMDOT	2912 E. Pine St.	Deming, NM	88030	andreas.linnan@dot.nm.gov
State	Joshua Holguin	District 1 Environmental Contact	NMDOT, Environmental Bureau	NMDOT Room 205, PO Box 1149	Santa Fe, NM	87504-1149	joshua.holguin@dot.nm.gov
State	Ernesto Santillano	South Regien Design	NMDOT	750 S Solano	Las Cruces, NM	88001	ernesto.santillano@dot.nm.gov
State	Sherri Holliefield	South Regien Design	NMDOT	750 S Solano	Las Cruces, NM	88001	sherri.holliefield@dot.nm.gov
State	Dave Lepre	Communication and Marketing Office	NM Tech				dave.lepre@nmt.edu
State	Thomas Guengerich	Public Information	NM Tech				thomas.guengerich@nmt.edu
State	Jason Casuga	Chief Operations Officer	Middle Rio Grande Conservancy District				jason@mrgcd.us
State	Alex Rodriguez	Socorro District 11	New Mexico State Police				alexander.rodiguez@state.nm.us
FHWA	Max Valerio	FHWA					max.valerio@dot.nm.gov
State	Daniel Chavez	Captain	New Mexico State Police	PO Box 1455, I-25, Exit 152	Socorro, NM	87801	daniel.chavez@nm.state.us
State	Melissa Armijo	ROW Leasing Supervisor	New Mexico State Land Office	310 Old Santa Fe Trail	Santa Fe, NM	87501	marmijo@slo.state.nm.us
State	Mark Watson	Terrestrial Habitat Specialist	NM Department of Game and Fish	PO Box 25112	Santa Fe, NM	87504	mark.watson@state.nm.us
State	Michelle Ensey	Deputy State Historic Preservation Officer/Archaeologist	New Mexico Historic Preservation Division				michelle.ensey@state.nm.us
State	Bob Estes	Historic Preservation Specialist	New Mexico Historic Preservation Division				bob.estes@state.nm.us
State	General		New Mexico Historic Preservation Division				nm.shpo@state.nm.us
Local	Gabriel Garza	Chief	San Antonio Fire District	PO Box 128	San Antonio, NM	87832	saofd@co.socorro.nm.us
Local	Daniel Hicks	Director of Transportation	Socorro Consolidated Schools				dhicks@socorroschools.org
Local	General		Socorro Consolidated Schools				scsfb@socorroschools.org
Local	Ron Hendrix	Superintendent	Socorro Consolidated Schools				rhendrix@socorroschools.org
County	Michael Hawkes	County Manager	Socorro County	PO Box 1	Socorro, NM	87801	mhawkes@co.socorro.nm.us
County	Arthur Gonaes	Road Director	Socorro County, Public Works Road Department	2409 NM State Highway 1, PO Box 1	Socorro, NM	87801	agonzales@co.socorro.nm.us
County	William Armijo	Sheriff	Sheriff's Office, Socorro County	PO Box 581, 200 Church St.	Socorro, NM	87801	warmijo@co.socorro.nm.us
Federal	Mark Matthew	Field Manager	Socorro Field District, Bureau of Land Management	901 S. Hwy 85	Socorro, NM	87801-4168	mmatthew@blm.gov
Federal	Chris Parrish	NM/TX Branch Chief	Albuquerque District Office, USACE	4101 Jefferson Plaza NE	Albuquerque, NM	87109	christopher.m.parrish@usace.army.mil
Federal	Shawn Sartorius	Field Supervisor	New Mexico Ecological Services Field Office, U.S. Fish and Wildlife Service	2105 Osuna NE	Albuquerque, NM	87113	shawn_sartorius@fws.gov
Federal	Greg Heitmann	Environmental/Realty Lead Specialist	Federal Highway Administration	4001 Office Court Drive, Suite 801	Santa Fe, NM	87507-4929	greg.heitmann@dot.gov
Military	Eric D. Little	Brigadier General	US Army White Sands Missile Range	Building 1782	WSMR, NM	88002	usarmy.wsmr.atcc.mesg.wsmr-installation-commander@mail.mil
BNSF	Rafer Nichols	Manager of Public Projects	BNSF Railway				rafer.nichols@bnsf.com
Federal	Virginia Alguire	Assistant Field Manafer Multi-Resources	BLM	901 S. Hwy 85	Socorro, NM	87801	valguire@blm.gov
COG	Angela Rael	Regional Transportation Planning Program Manager	South Central Council of Governments	600 Hwy 195	Elephant Butte, NM	87935	arael@scogg-nm.com





New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# You're Invited!

## Virtual Public Meeting

The New Mexico Department of Transportation (NMDOT), is conducting a study on the Interstate 25 (I-25) San Antonio Traffic Interchange, which is approximately 0.5 miles west of San Antonio, New Mexico between Milepost (MP) 139 and MP 140. I-25 connects with US 380, which is the main road into the nearby community of San Antonio. The purpose of this meeting is to introduce the study and the conditions identified and receive public input.

NMDOT invites you to participate in a live virtual public involvement meeting on **Wednesday, Nov. 16, 2022, starting at 6:00 p.m.** to learn more about and share your input on the study.

### We Want to Hear From You!

Comments are being accepted through  
**Dec. 15, 2022.**

You can comment in the following ways:

- **Attend virtual meeting**
- **Email:** [I25SanAntonio@hdrinc.com](mailto:I25SanAntonio@hdrinc.com)
- **Call:** 602-245-6330
- **Visit the project website:**  
<https://www.dot.nm.gov/i25-san-antonio-study/>
- **USPS mail to:** I-25 San Antonio Study  
c/o HDR, 20 E Thomas Rd.,  
Ste 2500, Phoenix, AZ 85012

### Unable to attend?

If you cannot participate in the virtual meeting, the event will be recorded and posted on the project website shortly after the meeting.

To request meeting assistance, language translation, or ADA accommodations, please contact

**Bryce Coffey at 602-245-6330 or**  
**[I25SanAntonio@hdrinc.com](mailto:I25SanAntonio@hdrinc.com) by Nov. 9, 2022.**

## Interstate 25 San Antonio Interchange Study (CN 1102060)



## How To Participate

**Wednesday, Nov. 16, 2022 | 6:00 p.m. (MT)**

Join the live virtual public meeting on your computer, smart phone or tablet by using the link below, or by calling in on your telephone:

### ONLINE OR CALL-IN

#### English

- **Link:** <https://bit.ly/i-25sa>
- **Phone:** 408-418-9388
- **Meeting number (Access code):** 2482 100 1408
- **Password:** NMDOTI25 (66368425 from phones)

#### Spanish

- **Enlace:** <https://bit.ly/i-25sa>
- **Teléfono:** 408-418-9388
- **Número de Reunión (Código de acceso):** 2498 458 9275
- **Clave:** SanAntonio (72626866 from phones)



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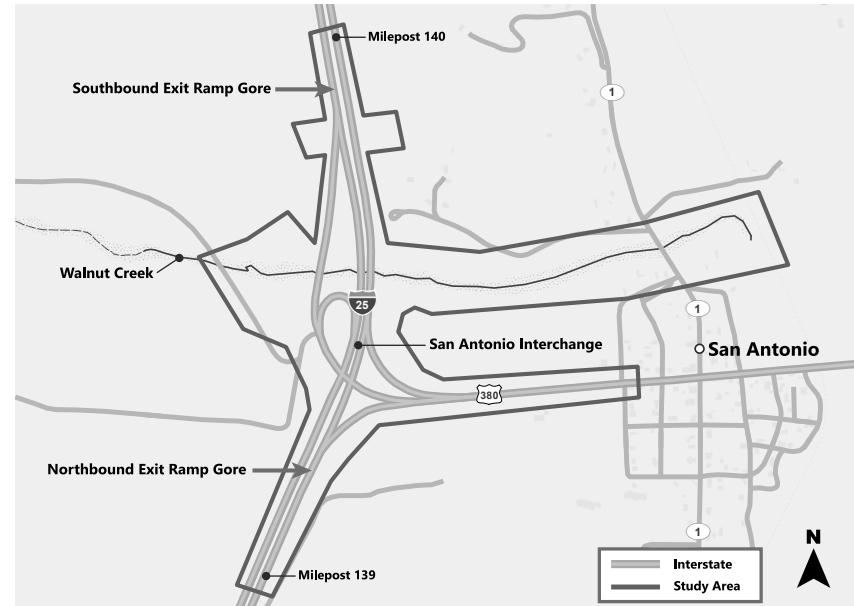
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**Interstate 25 San Antonio Interchange Study**  
(CN 1102060)

**Virtual Public Meeting**

**November 16, 2022, 6:00 pm (MT)**

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Call: 602-245-6330

Visit the project website: <https://www.dot.nm.gov/i25-san-antonio-study/>







Interstate 25 San Antonio Interchange Study  
(CN 1102060)

**Virtual Public Meeting**  
November 16, 2022, 6:00 pm (MT)



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Address and barcode  
clearance area

**From:** [I25 San Antonio](#)  
**To:** [I25 San Antonio](#)  
**Cc:** [Policar, Randy](#); [Coffey, Bryce](#)  
**Bcc:** [kunm@kunm.org](#); [llopez@familyradio.org](#); [minecountry1021kym@gmail.com](#); [Jared.Hart@cumulus.com](#); [newsroom@newsradiokob.com](#)  
**Subject:** NMDOT Virtual Public Meeting for the I-25 San Antonio Traffic Interchange Study- November 16, 2022  
**Date:** Wednesday, November 2, 2022 8:32:47 PM  
**Attachments:** [I-25 San Antonio Public Meeting.pdf](#)

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The New Mexico Department of Transportation (NMDOT) is conducting a study on the Interstate 25 (I-25) San Antonio Traffic Interchange, which is approximately 0.5 miles west of San Antonio, New Mexico between Milepost (MP) 139 and MP 140. I-25 connects with US 380, which is the main road into the nearby community of San Antonio. The purpose of the study is to introduce the roadway conditions identified and receive public input.

NMDOT invites the public to participate in the live virtual public involvement meeting on **Wednesday, Nov. 16, 2022, starting at 6 p.m.** to learn more about and share input on the study.

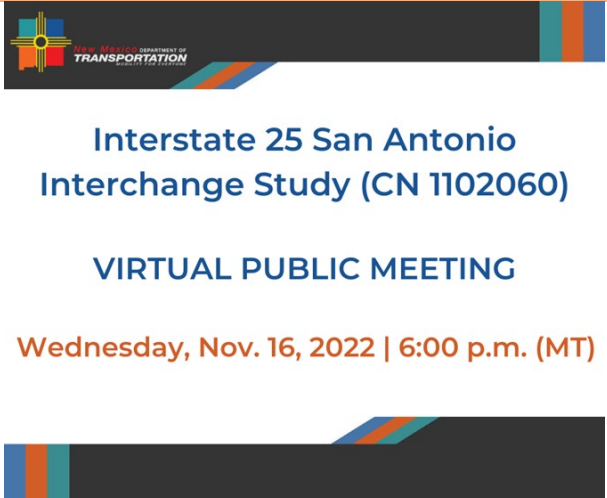
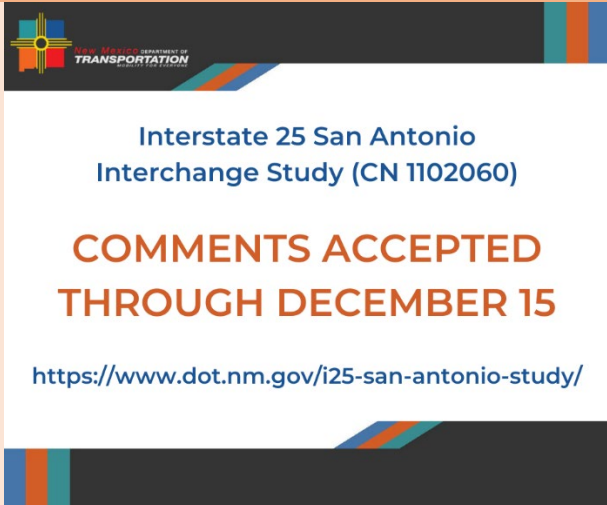
Attached is a copy of the postcard that was sent to residents in the study area about the upcoming virtual meeting. We would appreciate it if you could share details about the meeting with your listeners. Thank you in advance and let us know if you have any additional questions.

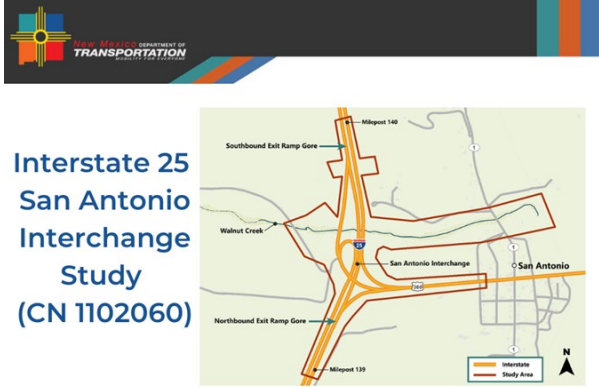
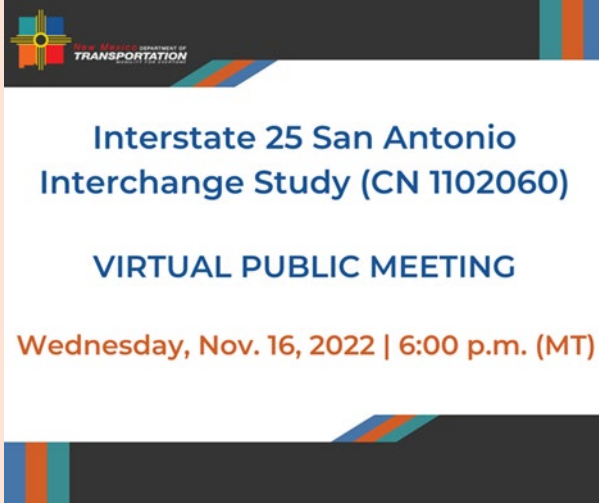
I-25 San Antonio Study Team  
[i25sanantonio@hdrinc.com](mailto:i25sanantonio@hdrinc.com)

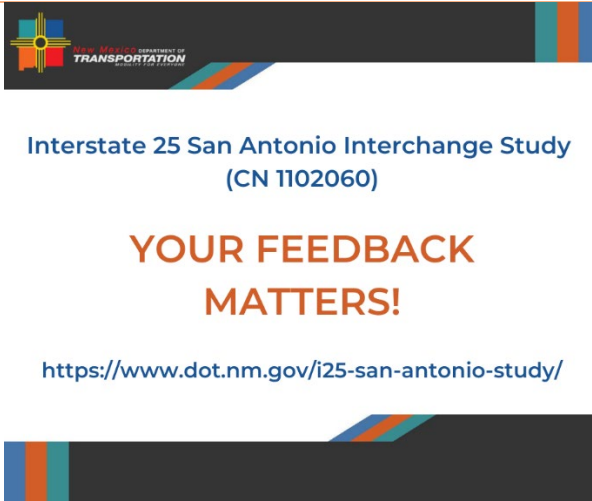

**Randy Policar**  
*Senior Communications Coordinator*



## I-25 San Antonio Interchange Study – Social Media Plan

Date	Outlet	Content	Graphics	Links
Nov. 1	Facebook	NMDOT invites you to participate in a live virtual public involvement meeting on Wednesday, Nov. 16, 2022, starting at 6 p.m. to learn more about and share your input on the Interstate 25 San Antonio Interchange Study (CN 1102060). Join the live virtual public meeting on your computer, phone, or tablet. Visit: <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>		<a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>
Nov. 2	Facebook	<p>Comment Public comments are being accepted through Dec. 15 for the I-25 San Antonio Interchange Study. Public comments can be made in several ways:</p> <ul style="list-style-type: none"> <li>• <b>Attend virtual meeting</b></li> <li>• <b>Email:</b> I25SanAntonio@hdrinc.com</li> <li>• <b>Call:</b> 602-245-6330</li> <li>• <b>Visit the project website:</b> <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></li> <li>• <b>USPS mail to:</b> I-25 San Antonio Study c/o HDR, 20 E Thomas Rd., Ste 2500, Phoenix, AZ 85012</li> </ul>		<a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>

Nov. 9		<p>Don't miss the live virtual public meeting for the Interstate 25 San Antonio Interchange Study (CN 1102060) happening Wednesday, Nov. 16, 2022, starting at 6 p.m. Visit the link below to see how you can join. <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></p>		<a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>
Nov. 15		<p>REMINDER: Join us for the virtual public meeting for the Interstate 25 San Antonio Interchange Study on Nov. 16, starting at 6 p.m. Click the link to learn more: <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></p> <p>Call-in/Online through Webex:</p> <p>English:</p> <ul style="list-style-type: none"> <li>•Link: <a href="https://bit.ly/i-25sa">https://bit.ly/i-25sa</a></li> <li>•Phone: 408-418-9388</li> <li>•Meeting number (Access code): 2482 100 1408</li> <li>•Password: NMDOTI25 (66368425 from phones)</li> </ul> <p>Spanish:</p> <ul style="list-style-type: none"> <li>•Link: <a href="https://bit.ly/i-25sa">https://bit.ly/i-25sa</a></li> <li>•Phone: 408-418-9388</li> <li>•Meeting number (Access code): 2498 458 9275</li> <li>•Password: SanAntonio (72626866 from phones)</li> </ul>		<a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>

Nov. 22	Facebook	<p>REMINDER: Your feedback matters! Don't forget to submit your comments on the I-25 San Antonio Interchange Study. Public comment closes on Dec. 15. Visit the link below to find out the different ways you can comment.</p> <p><a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></p>		<p><a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></p>
Nov. 29	Facebook	<p>REMINDER: We want to hear from you! The I-25 San Antonio Interchange Study, comment period closes on Dec. 15. You can provide your comments in several different ways:</p> <ul style="list-style-type: none"> <li>• <b>Email:</b> I25SanAntonio@hdrinc.com</li> <li>• <b>Call:</b> 602-245-6330</li> <li>• <b>Visit the project website:</b> <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></li> <li>• <b>USPS mail to:</b> I-25 San Antonio Study c/o HDR, 20 E Thomas Rd., Ste 2500, Phoenix, AZ 85012</li> </ul>		<p><a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></p>

Dec. 7		<p>REMINDER: Your comments are important! Don't forget to submit your comments on the Interstate 25 San Antonio Study before Dec. 15. Visit the link below to see how you can provide your comments <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>.</p>		<a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>
Dec. 14	Facebook	<p>LAST CHANCE TO COMMENT: Tomorrow is the last day to provide your comments on the I-25 San Antonio Interchange Study. Provide your feedback before the comment period closes Dec. 15 at &lt;LINK&gt;</p> <p>You can comment in the following ways:</p> <ul style="list-style-type: none"> <li>• <b>Email:</b> I25SanAntonio@hdrinc.com</li> <li>• <b>Call:</b> 602-245-6330</li> <li>• <b>Visit the project website:</b> <a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a></li> <li>• <b>USPS mail to:</b> I-25 San Antonio Study c/o HDR, 20 E Thomas Rd., Ste 2500, Phoenix, AZ 85012</li> </ul>		<a href="https://www.dot.nm.gov/i25-san-antonio-study/">https://www.dot.nm.gov/i25-san-antonio-study/</a>

Graphics:



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# Interstate 25 San Antonio Interchange Study (CN 1102060)





New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

## Interstate 25 San Antonio Interchange Study (CN 1102060)

**WE WANT TO HEAR  
FROM YOU!**

<https://www.dot.nm.gov/i25-san-antonio-study/>



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

## Interstate 25 San Antonio Interchange Study (CN 1102060)

# COMMENTS ACCEPTED THROUGH DECEMBER 15

<https://www.dot.nm.gov/i25-san-antonio-study/>





New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# Interstate 25 San Antonio Interchange Study (CN 1102060)

## VIRTUAL PUBLIC MEETING

Wednesday, Nov. 16, 2022 | 6:00 p.m. (MT)



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

## Interstate 25 San Antonio Interchange Study (CN 1102060)

**YOUR COMMENTS  
ARE IMPORTANT!**

<https://www.dot.nm.gov/i25-san-antonio-study/>



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

## Interstate 25 San Antonio Interchange Study (CN 1102060)

# LAST CHANCE TO COMMENT!

<https://www.dot.nm.gov/i25-san-antonio-study/>



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

## Interstate 25 San Antonio Interchange Study (CN 1102060)

# YOUR FEEDBACK MATTERS!

<https://www.dot.nm.gov/i25-san-antonio-study/>

# Appendix B – Public Meeting Materials

## **Presentation**



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# I-25/US 380 (San Antonio) Interchange Project CN 1102060

## Public Meeting

The public meeting will begin shortly.

If you are having technical difficulties, contact  
Webex Help: 866.229.3239

# Welcome

- All participants have been muted to avoid background noise
- This meeting will be recorded
- Technical difficulties: Call Webex at 866.229.3239
- Following the meeting presentation, we will take questions and comments online and by phone
  - Instructions will be provided on how to participate





New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# I-25/US 380 (San Antonio) Interchange Project CN 1102060 Public Meeting November 16, 2022

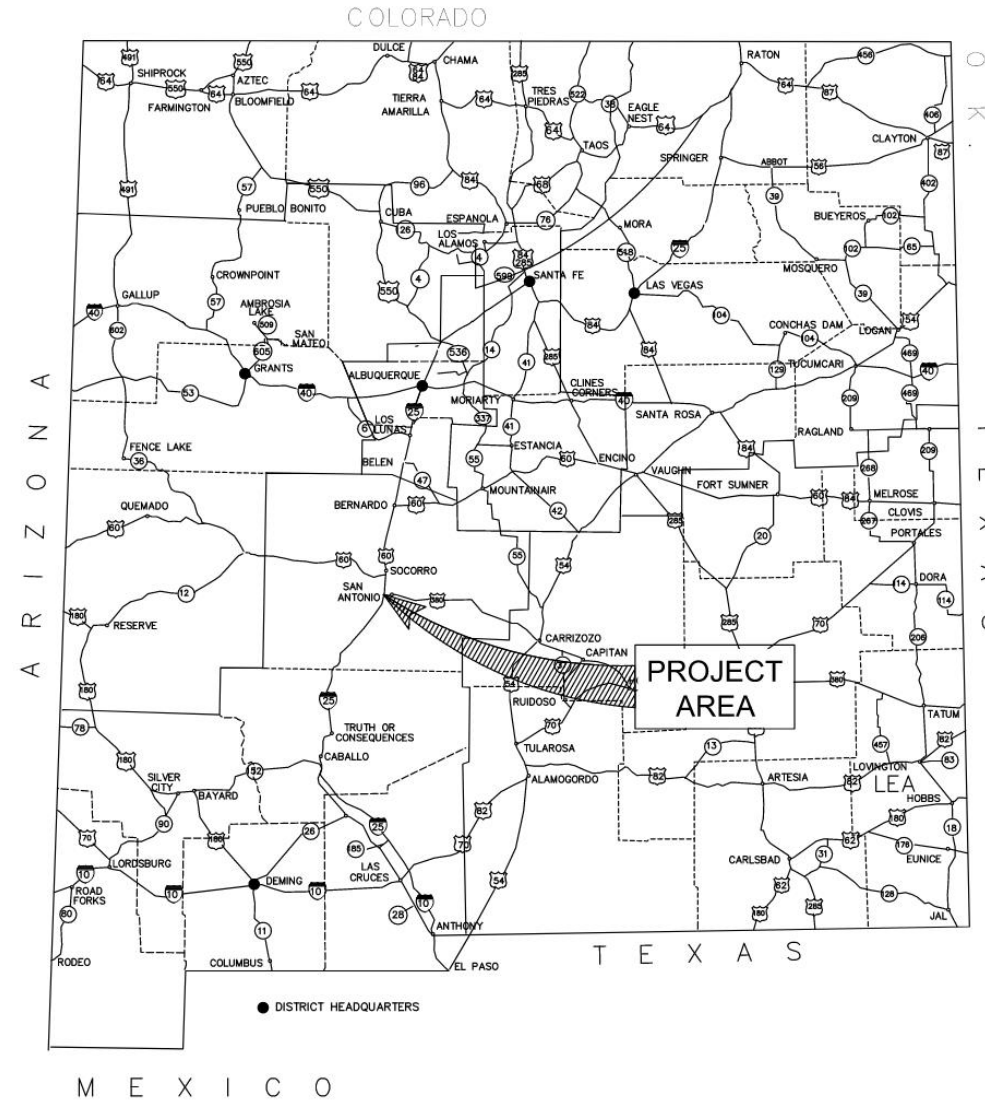
# Agenda

- Introductions
- Project location
- What is the purpose of this meeting?
- Project purpose
- Existing description & conditions
- Proposed alternatives
- Schedule
- Questions

# Introductions: Design team

- NMDOT
  - Mark Salazar, PE, Project Development Engineer
  - Gene Paulk, PE, D1 Interim District Engineer
  - Harold Love, PE, D1 Assistant District Engineer
  - Aaron Chavarria, PE, Assistant District Engineer
  - Joshua Holguin, D1 Environmental Liaison
  - Jennifer Mullins, Public Involvement Specialist
- Consultants
  - Danton Bean, PE, Project Manager
  - Ravi Sripada, PE, Roadway Engineer
  - Sanjay Paul, PE, Traffic Engineer
  - Andrew Wong, PE, Drainage Engineer
  - Randy Policar, Public Involvement Specialist

# Project Location



I-25/US 380 (San Antonio) Interchange Project

# Project Area



I-25/US 380 (San Antonio) Interchange Project

# What is the purpose of this meeting?

- Inform the public on project development and status
- Solicit public feedback and insights of the project area such as:
  - Physical, environmental and operational characteristics
  - Other important considerations

## Project Purpose

- Improve safety by correcting roadway geometry that does not meet current design standards
- Improve safety by increasing the capacity of drainage structures
- Improve safety by replacing old and dilapidated bridge structures

# Existing Description and Condition

## Roadway

- **I-25 Mainline (NB and SB)**
  - 2-12' lanes
  - 4' Inside shoulder
  - 10' outside shoulder
  - Posted speed 75 mph



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

## Roadway

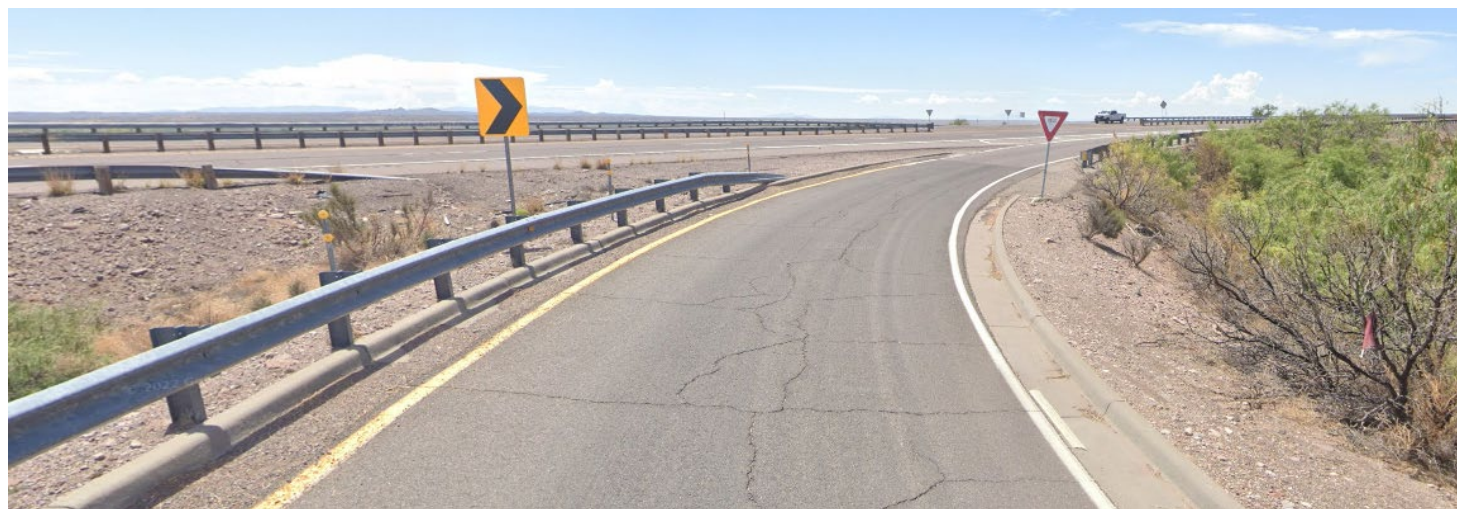
- **I-25 NB On-Ramp**
  - Yield control
  - Deficient geometry
    - Acceleration lane
      - 150' available (1,160' required)



I-25/US 380 (San Antonio) Interchange Project

# Existing Description and Condition Roadway

- I-25 SB On-Ramp
  - Yield control
  - Deficient geometry
    - Acceleration lane
      - 150' available (1,580' required)



I-25/US 380 (San Antonio) Interchange Project

# Existing Description and Condition Roadway

- **I-25 NB Off-Ramp**
  - Yield control at US-380



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition Roadway

- **US-380**
  - 2-12' Lanes (40' wide)
  - Posted Speed 40 mph



I-25/US 380 (San Antonio) Interchange Project

# Existing Description and Condition

## Roadway

- **Summary**

- Deficient acceleration lanes for NB and SB on-ramps
- Deficient super elevation for I-25 NB and SB lanes
- Yield control for NB and SB on-ramps and for NB off-ramp at US 380



# Existing Description and Condition

## Bridge

### Bridge No. 3168

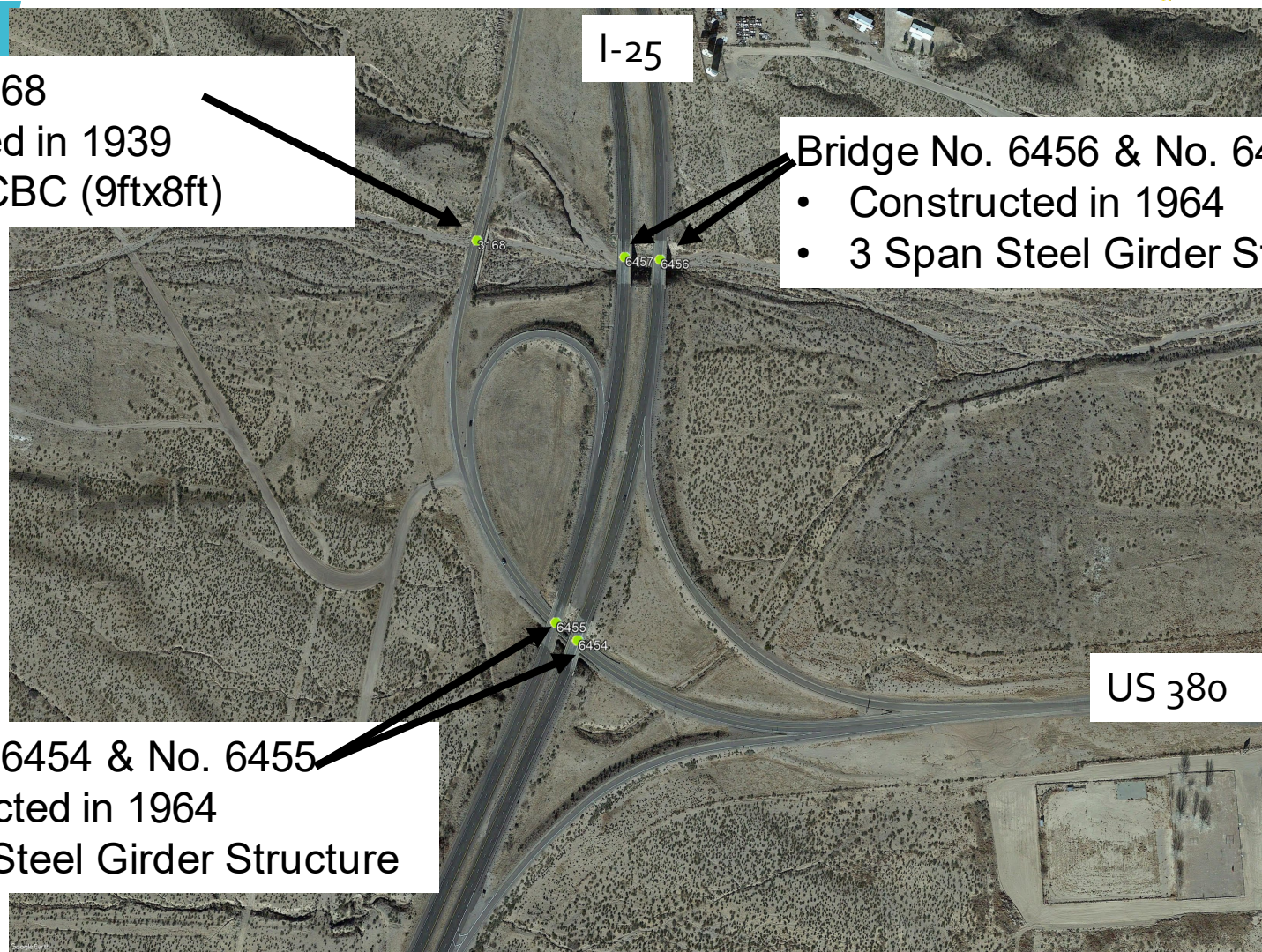
- Constructed in 1939
- 20 Barrel CBC (9ftx8ft)

### Bridge No. 6456 & No. 6457

- Constructed in 1964
- 3 Span Steel Girder Structure

### Bridge No. 6454 & No. 6455

- Constructed in 1964
- 3 Span Steel Girder Structure



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

Bridge No.  
3168

Constructed  
in 1939



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

Bridge No.  
3168



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

Bridge No. 6454  
& 6455

Poor Condition

Constructed in  
1964



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

## Bridge No. 6454 & 6455

- Deck Patches
- Cracks, Spalls  
Delamination



I-25/US 380 (San Antonio) Interchange Project

# Existing Description and Condition

## Bridge No. 6454 & 6455

- Minor rust
- Holes for fatigue cracks



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

Bridge No. 6456  
& 6457

Poor Condition

Constructed in  
1964



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

## Bridge No. 6456 & 6457

- Erosion of  
Abutment  
Slope



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

Bridge No.  
6456 & 6457

- Deck Patches
- Cracks, Spalls  
Delamination



I-25/US 380 (San Antonio) Interchange Project

# Existing Description and Condition

## Bridge No. 6456 & 6457

- Cracks, Spalls  
Delamination
- Holes for  
fatigue cracks



I-25/US 380 (San Antonio) Interchange Project

# Existing Description and Condition

## Bridge

- **Summary**
  - Bridge structure are old and in need of replacement



# Drainage Structure Summary

19 Crossings

25 Culverts

3 Bridges to convey Walnut Creek

Scour and sediment issues





# Hydrologic Analysis

Walnut Creek basin size is 32.1 square miles

Peak flowrate for the 1% annual chance storm of Walnut Creek was calculated to be over 19000 cfs



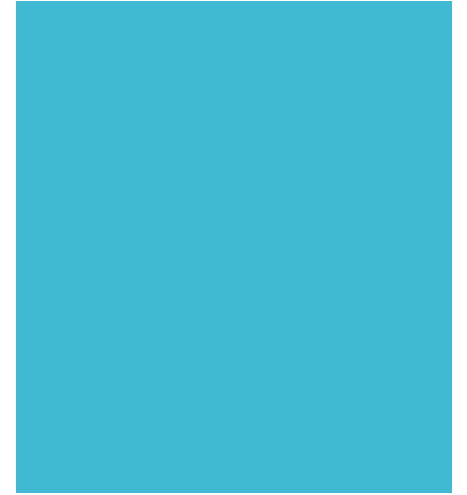
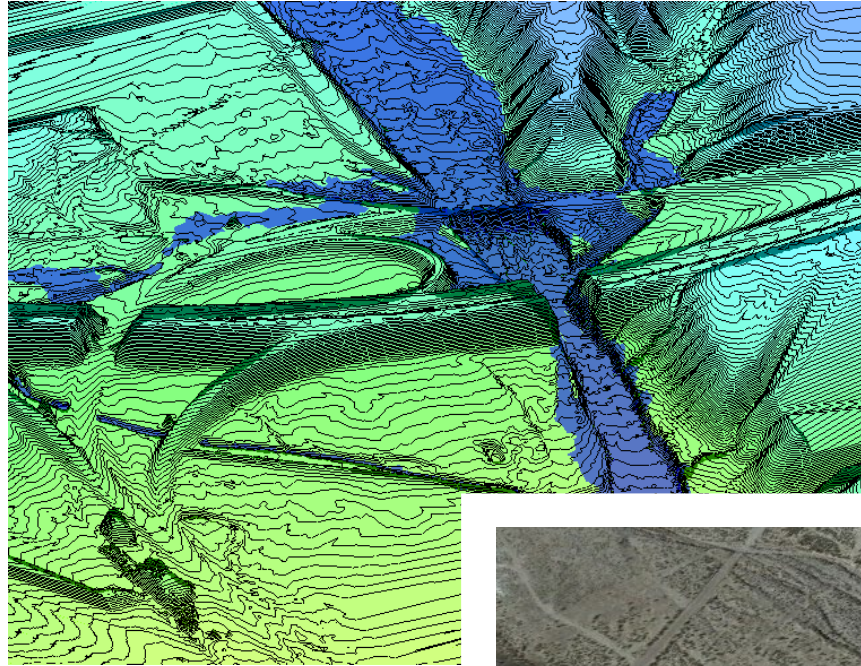


# Hydraulic Analysis

Bridges analyzed with SMS 2D to  
check capacity

Culverts analyzed with HY 8

3 undersized culverts within the area



# Scour Analysis

Preliminary scour analysis  
revealed significant scour issues  
reflecting field conditions.



# Proposed Drainage Improvements

## Priorities:

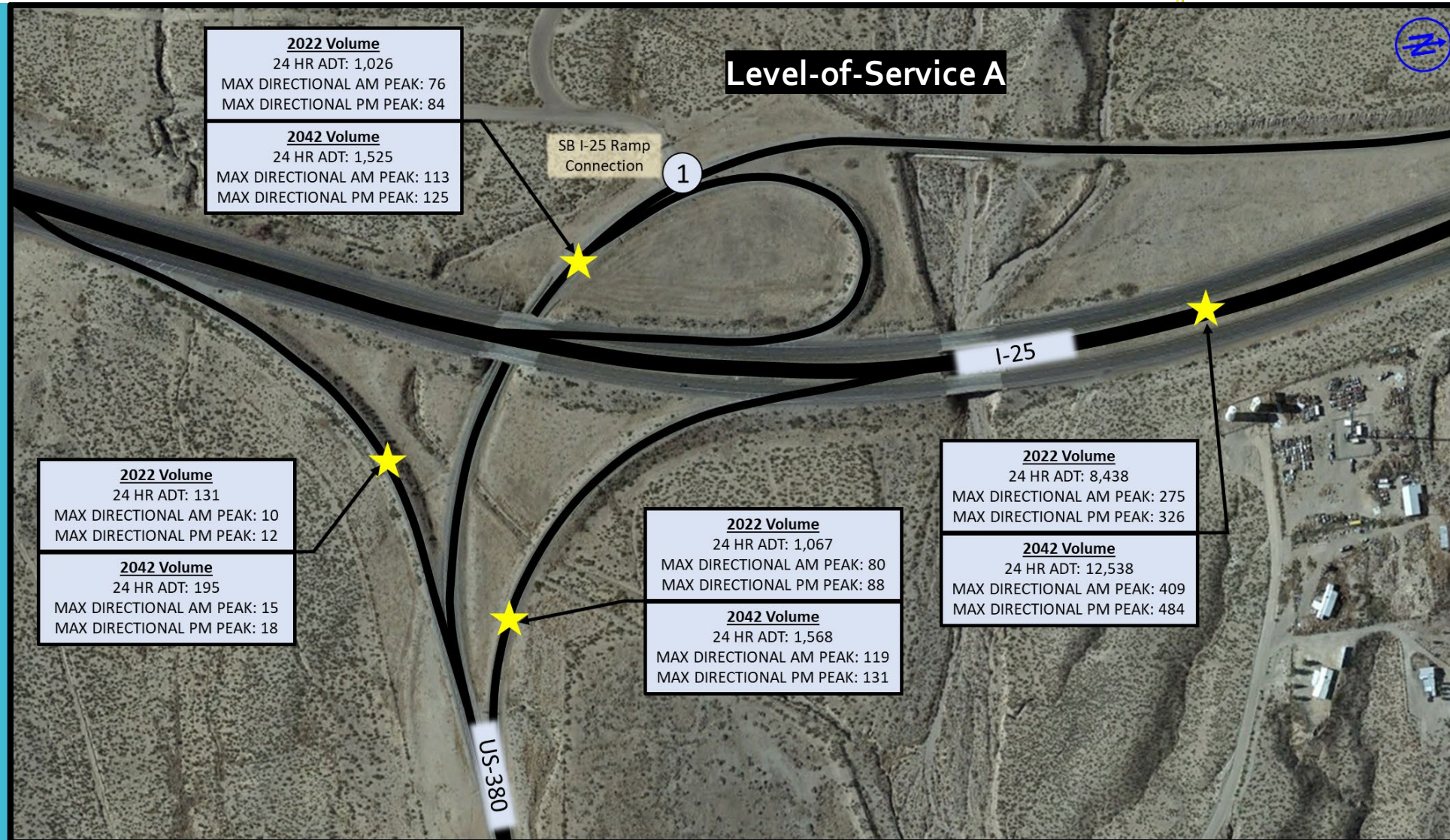
- Maintain existing drainage patterns downstream
- Ensure proper drainage through interchange
- Reduce maintenance due to scour and sedimentation

## Proposed Improvements

- Upgrade any undersized culverts
- Reconfigure drainage depending on proposed drainage layout
- Design new Walnut Creek bridge to mitigate scour concerns



# Existing Description and Condition Traffic – Volumes



I-25/US 380 (San Antonio) Interchange Project



# Existing Description and Condition

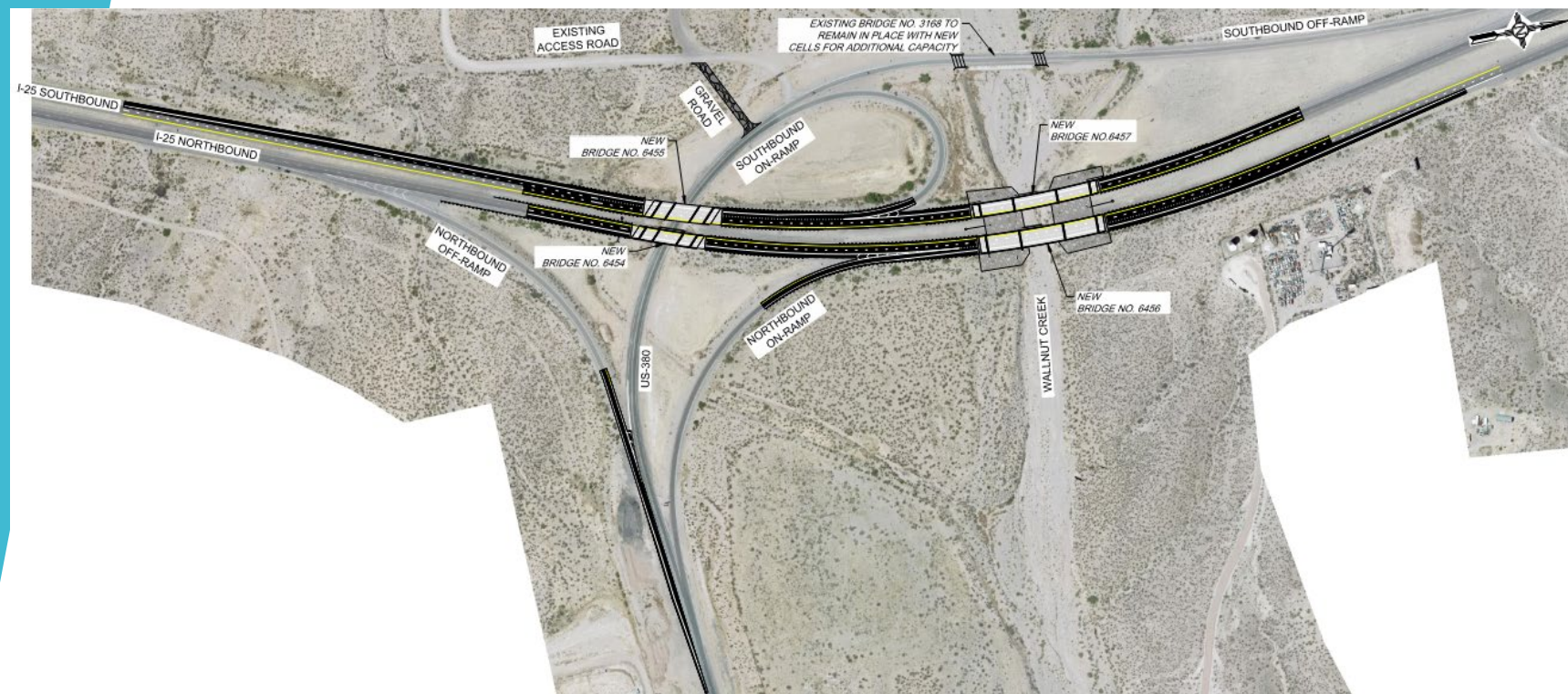
## Traffic – Summary

- **Traffic signs** - good/fair condition, suggest new signs
- **Pavement markings** - deteriorated, need improvements
- **Pavement condition** - cracks, need improvement
- **Traffic demand** - capacity available, minimal delay, Level-of-Service A
- **Heavy vehicle presence** – high 10% on ramps, 30% on I-25, need to be cautious with radius/superelevation, need acceleration lanes
- **Speed** - speeding is a concern
- **Safety** - few crashes, need lighting near gore area, enhance signing

# Proposed Alternatives

- **Alternative - 1: Enhancement to the existing geometry**
- **Alternative – 2: Tight Diamond Interchange geometry**
  - Existing US 380 alignment
- **Alternative – 3: Tight Diamond Interchange geometry**
  - Adjust US 380 alignment

- **Alternative-1**
  - Enhancement to the existing geometry



I-25/US 380 (San Antonio) Interchange Project

# Traffic Interchange (T.I.) Alternatives

# Traffic Interchange (T.I.) Alternatives

- **Alternative-1**

- Pros

- Low-cost alternative
      - Anticipated construction cost: \$58.8 million
    - No right-of-way impacts
    - Eliminates northbound and southbound acceleration issues

- Cons

- Increased cost for drainage improvements
    - Increased bridge maintenance costs for Bridge # 3168



- **Alternative-2**
  - Diamond Traffic Interchange
  - With existing US-380 alignment



I-25/US 380 (San Antonio) Interchange Project

# Traffic Interchange (T.I.) Alternatives

# Traffic Interchange (T.I.) Alternatives

- **Alternative-2**

- Pros

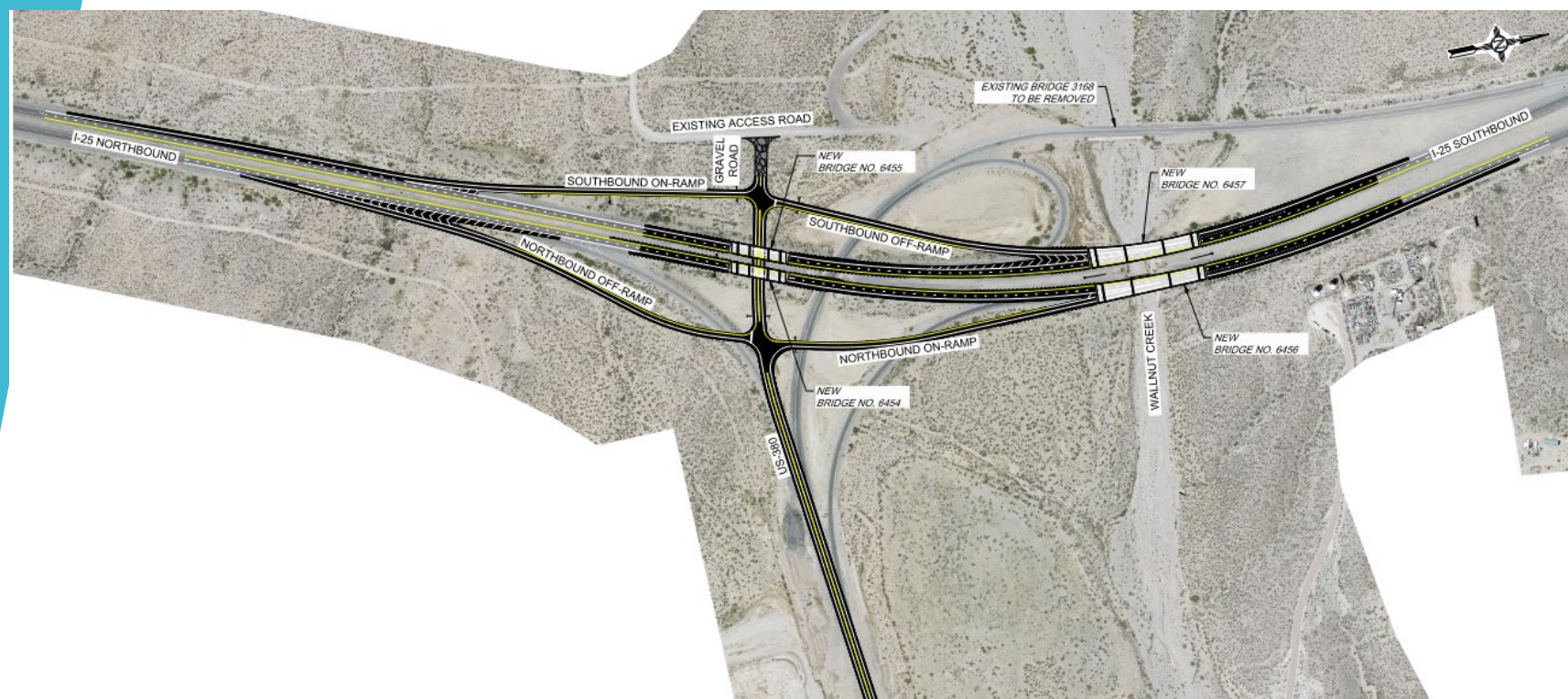
- Eliminates southbound off-ramp bridge
      - Reduces maintenance and inspection costs
    - Improves Walnut Creek drainage
    - Potential for I-25 bridge rehabilitation at US-380
    - Increased local road access to I-25

- Cons

- Increased construction cost
      - Anticipated construction cost: \$72.6 million
    - Stop controlled access between US-380 and ramps
    - Potential closure of US-380 during construction



- **Alternative-3**
  - Diamond Traffic Interchange
  - With new US-380 alignment



I-25/US 380 (San Antonio) Interchange Project

# Traffic Interchange (T.I.) Alternatives

# Traffic Interchange (T.I.) Alternatives

- **Alternative-3**

- Pros

- Eliminates southbound off-ramp bridge
      - Reduces maintenance and inspection costs
    - Improves Walnut Creek drainage
    - Traffic along US-380 can be maintained during construction
    - Increased local road access to I-25

- Cons

- Increased construction cost
      - Anticipated construction cost: \$73.6 million
    - Increased right-of-way acquisition
    - Stop controlled access between US-380 and ramps

# Schedule

- Begin Study Phase A/B: Spring 2022
- 1st Public Meeting: Nov. 16, 2022
- 2nd Public Meeting: Winter 2023
- Complete Study Phase A/B: Spring 2023
- Begin Preliminary Design Phase I-D and Environmental Documentation Phase I-C: TBD
- Final Design Phase II: TBD
- Construction: TBD

# THANK YOU FOR YOUR TIME

I-25/US 380 (San Antonio) Interchange Project



## How to Provide Input

- Website Comments: [www.dot.nm.gov/i-25-san-antonio-study](http://www.dot.nm.gov/i-25-san-antonio-study)
- Call: 602-245-6330
- Email: [I25SanAntonio@hdrinc.com](mailto:I25SanAntonio@hdrinc.com)
- USPS Mail:

I-25 San Antonio Study

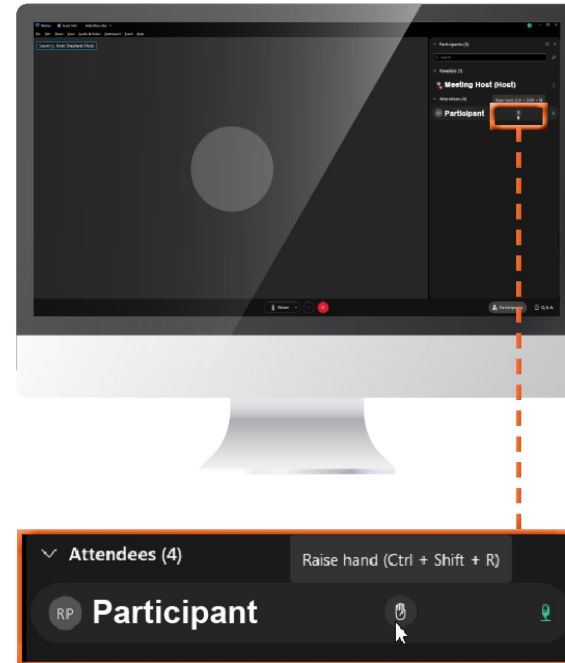
c/o HDR

20 E Thomas Rd., Ste 2500, Phoenix, AZ 85012

***Comments should be received by Dec. 16, 2022***

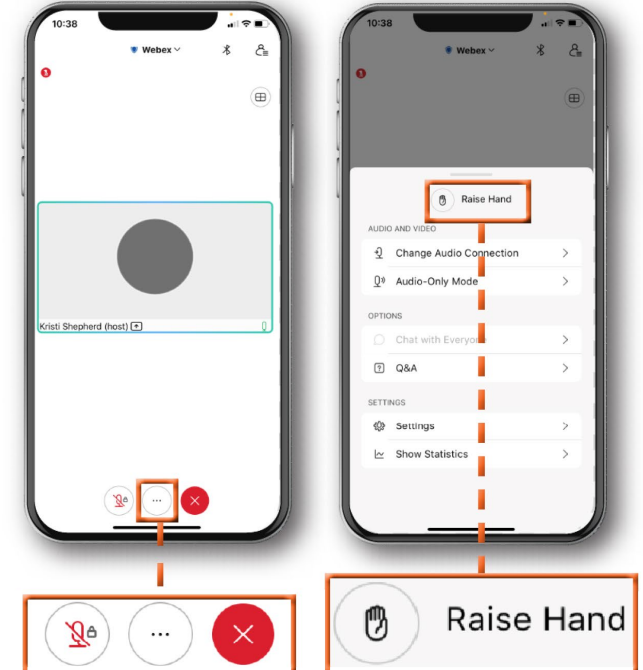
# Raising Your Hand

## Webex App & Online



1. Select "Participant" panel
2. Find your name
3. Click on the "hand" icon (raise/lower)

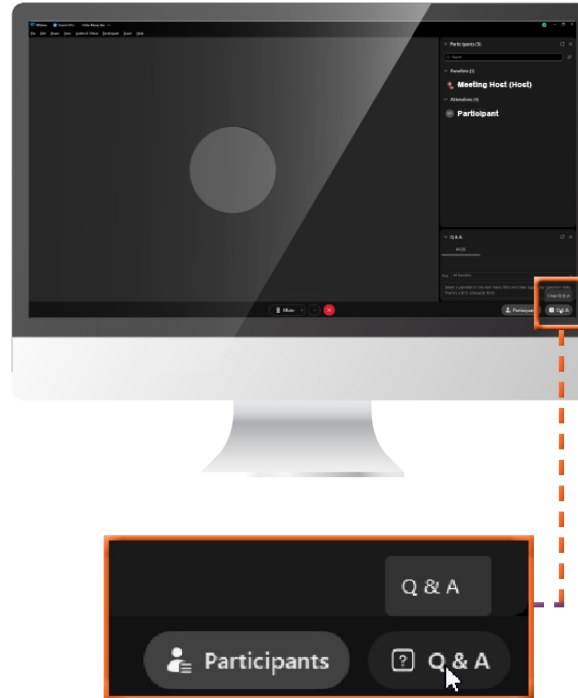
## Mobile App



1. Click three dot menu icon
2. Click "Raise Hand" icon
3. To lower, click icon again

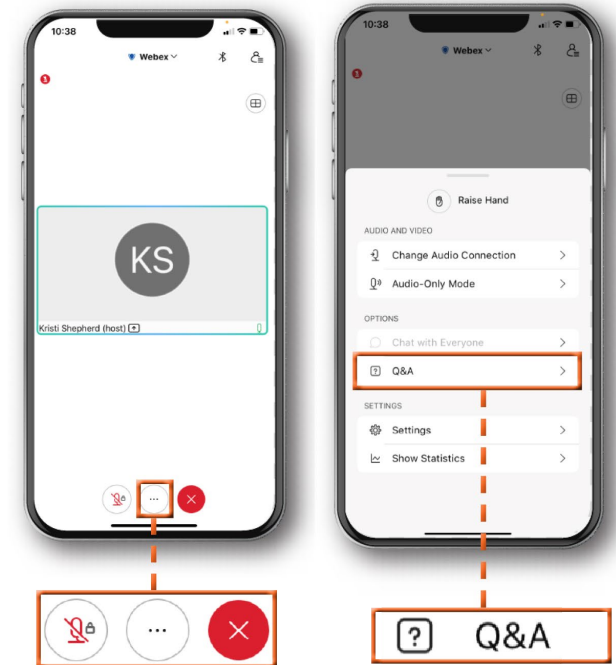
# Asking a Question

## Webex App & Online



1. Open the "Q&A" panel
2. "Q&A" panel will pop up
3. Type your question, hit send

## Mobile App



1. Click three dot menu icon
2. Click "Q&A" tab
3. Type your question, hit send

# Questions?



# Appendix C – Public Comments

## **Virtual Meeting Q&A**

## **Comment Period Comments**

# Public Meeting Questions and Comments

November 16, 2022

Number	Question/Comment	Response
1	I am representing the Friends of the Bosque del Apache. We wanted to go on record noting the heavy traffic volume that comes down to visit Bosque del Apache, both New Mexico residents and out of state tourists, and the dangers that they face on the on ramps. We are very, very concerned. It sounds like a major consideration for the study and we support very, very much. The on ramps are very dangerous for those unfamiliar with the area.	We appreciate the comment. That has been a comment message, that the on ramps are a safety concern. We definitely recognize that.
2	Is the extremely short on ramp from 380 to I-25 north being addressed?	Yes, that's the strong issue that definitely has been recognized and is part of the study. As improvements happen, that will be one that gets attention and gets corrected.
3	I am very happy that the study is happening and that there will be some corrections. That interchange is very dangerous. There's a lot of traffic and it needs to be replaced and fixed. I am also glad that you are addressing the drainage. It has flooded a few times and we'd like to help that from happening. Where can we find all this information and stay up to date on the progress?	The information will be posted on the project website. The recording of the meeting will be posted as well, along with the PowerPoint presentation.

4	<p>I live in San Antonio and have driven the interchange for 35 years. I am really pleased to see it is finally being addressed. Any of the solutions would be better than what we have right now. I am wondering what the estimated construction period would be and would the bridge be completely closed and traffic re-routed?</p>	<p>In regard to closures, that is information that we hope to have in our next public meeting. We will estimate the phasing of these alternatives. The intention will be to leave things open as much as possible to minimize inconvenience to the traveling public.</p> <p>We do not have a construction schedule at this time. The funding for this project is not yet programmed.</p>
---	--	--

- |   |  |   |
|---|--|---|
| 5 | The maps that you're showing are very good but difficult to see. I'm wondering what kind of impact there will be on the businesses and real estate in that area? | There will be some need for additional right of way and that would be additional property for some of those alternatives. But they would not impact any currently developed property. The impacts that may happen to businesses in San Antonio would be if there were some short-term closures of roads during construction. And of course, as I mentioned before, all attempts would be made to minimize those types of closures. If there a closure of a portion of the interchange then detour routes would be developed for those traffic elements. |
|---|--|---|



6	<p>One of the alternatives said that 380 would be closed? Can you tell me specifically, is that just 380 close to the interstate or what does that include?</p>	<p>In the final product, 380 will be left open but during construction there may be temporary closures of US380 depending on the alternative. As I mentioned, there would be detour routes developed when those closures happen. We haven't gotten deep into the development of the phasing of the construction of these alternatives. That's something that we hope to be able to present in more detail at the next public meeting.</p>
7	<p>I'm a farmer here in San Antonio and I'm very glad I've lived here all my life. My dad has lived here all his life. I appreciate you guys looking into the fact that the onramp accessibility and danger have always existed there, especially on northbound from 380. At different times, my dad has almost gone into the guardrail. My mother-in-law almost hit the guardrail because people that are coming from the south do not move over and yield to people coming on, so I'm very glad that you guys are looking into this. Also, the issues with flooding, and rehabilitating the bridges on Walnut Creek. I also have a question because I'm a farmer and have individuals that come from up north and down south to pick up hay. Most of them are pulling trailers, semis, or goosenecks with pickups. How much time would be able to give us in advance for when this is going to happen or find a different way, so they don't have to drive out of the way or encounter a delay.</p>	<p>Those are things that will be organized and developed when the construction plans are put together. Oftentimes the DOT puts a mechanism into the contract where the construction contractor has to make the public aware of their activities and upcoming closures so I would expect that in this project we would do something similar in that nature. Oftentimes you'll see those message boards on project limits that will give you information about upcoming closures or shifting of traffic. These are some of the ways the DOT will notify users of construction activities.</p> <p>Adding to that comment, anytime we have a project you give advance notice, we'll do</p>

		public meetings on when these projects will be underway, what to expect then definitely at any milestones if we have to close bridges. All of that information is sent out days, weeks, or months in advance. We will give detour routes and anything that may be needed.
8	It seems like the on ramp to I-25 north should run parallel longer before you are forced onto the highway. In the meantime, before construction begins, will there be signs warning about the extremely short onramp to north I-25?	Yes. We agree with that. It's definitely needed in the improvements. As for the second part of that question, we've been discussing with the district to see what type of signs maybe we could put in that area. Maybe switching the mainline traffic over to the left so they could be away from the oncoming traffic from the ramp. We're looking into that signage and if and how soon we could do it.
9	Because the money has not yet actually been established for this, is it likely to happen or this still just a theoretical construction?	This is a high priority for the district so they're doing what they can to get fund program after the alternative is developed.
10	Are you going to be presenting some additional information on what you're doing after the waters pass the interstate and go down the highway between the refuge and slopes? Are you going to be doing any bank improvements, so the waters do not flood properties on both sides of the Walnut Creek arroyo that goes up towards the river?	At this point, that is outside of this study area. Currently there is no plan for expected improvements that far away from the interchange.
11	I have a couple of questions. One is a concern about alternatives to entry. As a farmer, I have a lot of hay buyers with trailers and	As far as the merging acceleration of large vehicles getting onto I-25, we definitely

semi-trucks. My concern is they're going to have to stop to get onto the ramp and may not have enough speed to get onto the highway. There's also a lot of RV traffic coming 380 from Ruidoso and Bosque del Apache. My other concern is about the river drainage. The red boxed in area that's part of this project goes all the way down to where that drainage takes a right turn and goes under the railroad tracks, is that part of this or is that not included? Since it's going under the bridge, are you going to ensure it doesn't affect downstream? By widening that out are you going to be allowing more or less water to pass through?

recognize that as something we need to think about. The proposed improvements with alternatives 2 & 3 and even 1, add a significant length for acceleration. The challenge is as you're going up in elevation, you would need a mile or more to get those large trucks up to speed. We really can't add the auxiliary lanes that far but the benefits of those improvements is the auxiliary lane that allows for merging.

In regards to Walnut Creek downstream, we currently do not anticipate improvements. We included that area so we can properly model Walnut Creek and get the comparison of existing to post conditions. We are aware of the flooding down by the railroad tracks, but that's outside the jurisdiction of NMDOT. We do want to make sure that we won't be negatively impacting the conditions that already exist. By widening the bridge, it enables the water to flow a little bit slower so the total flow through there we've modeled the existing conditions and a wider bridge. By the time you reach 300-400 ft downstream, it's completely equalized both in terms of the peak flow and water surface elevation. This is something we'll continue to monitor as we

develop the drainage analysis for the proposed conditions.

The proposed structures for the interstate over Walnut Creek would widen the channel and decrease the speed of water flowing through that area. This will improve the situation and decrease that scour. The scour is primarily caused by the high velocities as well as the depth so by widening, you reduce both of those and the water basically because it's flowing slower and more shallow, it's really about the same amount of water flowing through. Over a period of time, the energy gradeline of the water flowing through there tends to equalize even if you have some modifications.

12 Is there a study that also addresses the poor road conditions of the I-25 pavement in both directions?

At the moment, we are not aware of any longer projects that are looking at the pavement of I-25 nb & sb for larger areas of our project. This is something we can check on with the district and their maintenance to see if that's something they have planned in the near future.



# Public Comments

Comment Period: November 4 – December 15, 2022

#	Received Via	Question/Comment	Follow Up Response
1	Email	Hi I would like to sign up for study updates and be added to the mailing list for the I-25 San Antonio	Thank you for your interest in the I-25 San Antonio Interchange Study. Your email address has been added to our distribution list.
2	Email	I live in San Antonio, over the last 30 years I have had several close calls on the north bound on ramp. It is too short to do a proper merge and right at the critical location the change in slope from right to left tends to throw a driver into the right lane faster when attention is on the rearview mirror or looking over shoulder for traffic. There have been times when unable to merge and having to squeeze between traffic and the guard rail on the bridge. Please do something about this poorly engineered ramp.	Yes, the northbound on-ramp has been identified as an issue in the project area and the study team intends to improve the geometry.
3	Email	After seeing several near misses at this site the Northbound I25 entrance ramp needs to be extended to 1/4 mile in length. This	Yes, the northbound on-ramp has been identified as an issue in the project area and

		<p>interchange handles a lot of traffic not to mention visitors to the Bosque de Apache with large travel trailers and RV's. North bound vehicles heading East on 380 come flying off the exit ramp into a blind merge with traffic below them. This is very dangerous. There is room to extend this merger ramp another 100 yards. Thank you for accepting our input and allowing us to voice our concerns. I would rather come to a meeting about this than go to a funeral</p>	<p>the study team intends to improve the geometry.</p> <p>The northbound exit-ramp merge to eastbound US 380 has also been identified as an issue in the project area and the team intends to improve the geometry.</p>
4	Email	<p>After watching the presentation at the public meeting Nov. 16th, I'd like to slightly modify my comments of yesterday. In my email of Nov. 16, 2022 I wrote "I don't know if moving the interchange to the south is under consideration, but if so I would be strongly opposed, for several reasons." I saw from the presentation that one of the options under consideration, Option 3, would slightly modify Hwy 380's current alignment and probably in a southern direction. However this change looked quite small, at least in the graphic as presented, so I see no problem with that. In fact, of all the choices, Option 3 seems the most favorable, as it would fix the problems and (according to the speakers) probably not require any closure of the current Hwy</p>	<p>The approach for maintaining traffic and the traffic control plans will be developed in the final design phase of the project. Maintaining all of the movements in the interchange will be a priority for the design team and will do all that is possible to limit closures. Closures will be detoured as you described. As always, please notify the NMDOT if the traffic control signing does not meet your expectations.</p> <p>District One has identified this segment of I-25 as a high priority for a pavement preservation project. District One is currently seeking construction funding for this segment of I-25.</p>

380. The “do nothing” option seems like a poor choice. I know there are always more places to spend money, but this intersection is dangerous, the very old bridge under the southbound exit contributed significantly to some locally very damaging floods in recent year (floods that easily could have caused fatalities), and the current amount of erosion could further damage the existing bridge foundations.

One consideration I would like to convey is that any time there will be a closure of the interchange or its component parts, the message boards should be placed intelligently and well ahead of the work zone. As an example, there was work done here a number of years ago, and the closure sign was placed far south of the south entrance to southbound I25 at Socorro. That is the way most of the traffic commutes between jobs or school in Socorro and homes in San Antonio. Thus, any closures need to be clearly marked at the entrance ramps in Socorro so that we will not enter I-25 at Socorro but can take Hwy 1. They should also be marked on I-25 itself so that people can exit the interstate

		<p>in time should they need to detour. Likewise, any closure of the Hwy 380 exit coming from southbound I25 should be signed south of the exit to San Marcial. While this seems obvious, it wasn't always observed in the past.</p> <p>Although not a part of this project, those of us who live in San Antonio would also hope that the NM DOT considers repaving the entire stretch of I-25 between San Antonio and Socorro. The paving is in poor shape and a couple of years ago was subject to a terrible patching job. The "repair" patches are extremely noisy and rough, are not graded well to the underlying paving and I have seen many vehicles swerve as their tires are caught on the edges of those patches. I consider the pavement to be dangerous, and most people avoid it by driving in the left-hand lanes, even the semis. Again thank you for including the public in the discussion of this project.</p>	
5	Email	<p>I'm looking at the map on the invitation to the virtual public meeting and I would like to comment on a few things.</p> <p>1. The exit ramps are both labeled and the entry ramps are not. The biggest problem,</p>	<p>Yes, the northbound on-ramp has been identified as an issue in the project area and the study team intends to improve the geometry.</p>



as I see it, is the northbound entry. The one where recently a Nissan Sentra slammed into another Nissan Sentra and at least one person was killed. We need a merge lane longer than about 30 feet like we have now. Of course you'll need to widen the bridge ahead. Not easy. But what else can you do? I can't imagine how else you can handle this.

2. You have labeled both exit ramps as gores. That's not correct, since the arrows point to places quite apart from the actual gores. A gore is "a small usually triangular piece of land" (Merriam-Webster). In other words it's land between the highway and the ramp.

3. At our exits, as at many outside of California, signs in the gore have the arrow angled up. California abandoned that style long ago, because ambiguity kills people. For a sign before the ramp, up arrow; for the sign after the ramp, down arrow, as in "right here". It's unambiguous. Simply, we need good merge lanes, and 139 northbound is the worst approach around here. While I'm on the subject, 147 southbound is crappy, and there's no constraint from a narrow bridge, so why not just put one in?

6	<p>Email</p> <p>I live near San Antonio NM and have used the highway interchange under study almost daily (2 or 3 times on some days) for 35 years. It is poorly designed, particularly for those trying to enter I25 north from hwy 380. There is insufficient time for travelers on either road to assess oncoming traffic, and the angle of approach is such that neither can see each other unless 1) both vehicles are tall and/or 2) you are coming in at night and can see the glow of headlights. My suggestion would be to make the entry lane onto northbound I25 (to the far right) much longer, carrying over Walnut Creek (aka Nogal creek to those of us who live here) to the north. This would give entering traffic a chance to assess what is on the interstate, and a place for them to stay out of the traffic lanes for enough time to yield and also to pick up speed. Particularly if you are driving a loaded pickup truck, the entry is a challenge because of the relatively immediate need for speed and an uphill grade.</p> <p>The entry to 380 from the south is not as bad but still can be a challenge, as can the entry from 380 to southbound I-25. Those</p>	<p>Yes, the northbound on-ramp has been identified as an issue in the project area and the study team intends to improve the geometry.</p> <p>Yes, the southbound on-ramp has been identified as an issue in the project area and the study team intends to improve the geometry.</p> <p>Yes, the merge between the I-25 northbound traffic to eastbound US 380 traffic has been identified as an issue in the</p>
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	<p>could be helped by making the loop to the west larger so that traffic entering I25 south doesn't have as tight a turn (this entry doesn't get near as much use, in my observation so is less of an issue),</p> <p>and using some of that wide easement south of 380 to make the merge lane longer for the exit from 25NB to 380 EB. This entry is pretty abrupt for some trucks who are supposed to yield to traffic on 380 that's kind of hard to see until it pops out from under the bridge.</p> <p>I don't know if moving the interchange to the south is under consideration, but if so I would be strongly opposed, for several reasons. First, although the surrounding area is rural, that doesn't mean nobody cares about it. As my home and others about the large parcel of BLM land east of I25, south of 380 and west of Hwy 1, I am aware of the value of the land as a buffer for wildlife (I've seen badger, javelina, coyotes, antelope, elk, bear, and of course all manner of small creatures out there), and as a place that is convenient for recreation near to San Antonio (horseback riding, hiking, mountain biking, and ATVs</p>	<p>project area and the study team intends to improve the geometry.</p> <p>Comment was modified above. Not opposed to Alternative No. 3 presented in the public meeting.</p> <p>There is a historic marker location in this area that is not meant to be used as a rest stop. This area is for viewing of the historic marker sign.</p> <p>District One Maintenance has indicated that asphalt milling stockpile on US 380 may be removed within the next couple of years.</p>
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		<p>all occasionally use this land, particularly along the power line easement. It would be difficult to reroute 380 without impinging on a significant amount of land and moving traffic (awkwardly) closer to the elementary school.</p> <p>Also, many people use the 380 easement as an informal rest stop - there is almost always a trucker or two parked along there.</p> <p>Finally, DOT itself has several piles (EXTREMELY UGLY PILES I might add) of road material that it keeps stored in those easements. Thanks for your consideration of these issues.</p>	
7	Email	<p>Hello, I am a retired HS language arts teacher who lives in Socorro. I have four sets of friends that I visit in the San Antonio area, all of whose houses/farms require the use of the on and off ramps on I25 @ San Antonio; I have another friend I visit further south at the 107 exit. When returning to Socorro from 107, it's always safer to be in the left lane and to either slow down so you have no vehicle on your right or speed up to pass a vehicle on your right as you negotiate the San Antonio interchange because the vehicles entering</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>



		<p>I25 going north just can't see any vehicles to their left as the turn is too tight and too steep. If you're entering the freeway there to go north you simply cannot see oncoming traffic because the entrance ramp is too short and steep to check oncoming traffic at the normal 75 mph, not to mention truckers barreling north from the border at El Paso at 80-85 mph. As you know, every year there's a massive influx of out-of-state and international visitors in the fall months who exit and enter San Antonio off I25 to go down to the Bosque del Apache Wildlife Refuge during the annual Festival of the Cranes. This interchange is a fatality— or two or three— waiting to happen, and while such a situation may be the policy of the interstate and state highway departments, it is unconscionable, and it needs to be fixed, sooner than later with my taxes. Thank you.</p>	
8	Email	<p>The entrance ramp from US 380 onto Northbound I-25 is one of, if not the most, dangerous entrance ramps I have ever had this misfortune to use. Approaching the entrance ramp from Westbound US 380 a driver cannot see traffic on I-25 except for the tallest of trucks. This even though I am driving a full size, lifted, 4-wheel drive</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>

		<p>pickup. The entrance ramp curves to the right as it rises up from US 380. Which is well below the surface of I-25, as I-25 runs over US 380. Then there is absolutely no acceleration lane to speak of. Certainly not enough to even come close to matching the 75 MPH speed limit of I-25 from a curved road. At this point I-25 is curving to the left making for the need to go well below the speed limit to be able to safely negotiate what is essentially an S curve. This entrance ramp isn't as widely used as many other entrance ramps in NM. But, the people of San Antonio, tourists visiting the Bosque Del Apache National Wildlife Refuge, as well as people using US 380 to return to I-25 from Ruidoso all would appreciate not having to risk life and limb. Please, fix this major problem.</p>	
9	Email	<p>The rip-rap that was protecting the bridge abutments at MP 139 on I-25 doesn't need to be "studied", it needs to be repaired! Then, decide what to do next. We just finished our 5th monsoon season since the flood of July 15-16, 2018, and nothing of substance has been done. I have lived in this immediate area for 30+ years, during that time there has been another flow comparable to 2018, a frequency of about</p>	<p>Channel erosion control mitigation improvements consisting of grading, installation of concrete drop structures, gabions, riprap, median drop inlets and culvert pipes are currently being designed for Walnut Creek. Construction is anticipated to begin in the fall of 2023. These improvements are to be constructed to mitigate further erosion until construction funding can be secured for a</p>

15 years. So we've used up about 1/3 of our luck. This is not my field, but I do have an engineering degree from NMIMT. After the July 16, 2018 event, I conducted my own "study" and also took a number of aerial photos of the exact area in question. Using survey data taken below the last "box" on Walnut Canyon, the Manning formula and an estimated value of "n", surface roughness, of .04, the flow rate peaked around 46 K cfs. Some other conclusions: a debris dam formed on the upstream side of the southbound off-ramp, this contributed to the partial diversion of water to the underpass leading to San Antonio/Highway 380. Expecting a drainage this large to stay its course, go under the bridges, make a 90 degree turn to the right, go under the tracks and 380 then somehow dissipate involves magical thinking. There needs to be better upstream channelization and a clear path for this drainage to the Rio Grande. If these bridges were to become unusable, there is no viable alternative. Highway 1 in this area would be a dangerous and completely inadequate detour route and have economic consequences far beyond San Antonio, NM.

new interchange. The new interchange will replace existing bridge structures, improve poor ramp geometry as well as the overall interchange drainage conditions.

10	<p>Email</p> <p>This is very important work you are addressing. My comment contains the fact that: Everyone who uses Hwy 380W into the village NEEDS a warning about this exit. I always inform my travelling friends of the Danger to be encountered at the junction of I-25 and the top of that very steeply curved Entrance ramp from San Antonio. Depending on whether travelers come through during daylight or at night-time, my warning will vary. At night, strangers cannot discern clearly that a Bridge is immediately south of this intersection. At best a driver looks way over their left shoulder to see an oncoming headlight in their lane and recognizes that the right-of-way is not clear and the off-shoulder drive runway is ludicrously short and brief. All this is in a split-second as a driver Tops Out on I-25 in the dark. It is too much to compute. In daylight, the bridge stands out in the landscape and is more visible. I tell daytime drivers of the congestion-at-the top, and mention the very brief off-shoulder runway. Then wish them good luck! The best outcome is hoped for this project, that it be added to the NM Highway list of urgent redesign and correction.</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>
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11	Email	Thank you so much for taking the initiative to address this interchange. It is definitely very dangerous coming into traffic on I25 as they don't really see vehicles coming off the ramp. If there are two vehicles on I25, there is no place to speak of to merge into the traffic. I am surprised no one has died on this on-ramp that I know of, but there have been several wrecks. Coming off of I25 from the South is also dangerous as people who are exiting from the North traveling under the underpass have to watch for the South incoming traffic as they ignore the yield sign completely! Whatever is done will be an improvement.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.
12	Email	The northbound ramp at San Antonio on to I 25 is a death trap there is no room to merge On to I 25 I've come close to a crash only by pulling off onto the dirt with no room the tractor trailer had nowhere to go as he had a car in the left lane. This is the scariest on ramp in New Mexico it needs to be fixed.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.
13	Email	Many thanks for the announcement of the I25 interchange study. We have lived in San Antonio for over 14 years, driving into Socorro nearly everyday, and have had multiple scares at that entrance ramp.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.

		<p>I drive a small Honda, and it is often impossible to see other like-sized vehicles in that right hand lane. We have a small Airbnb near the Bosque del Apache, and our guests drive in from all over the country, even some from overseas. Since they are unfamiliar with the area, we always warn them about the danger of that exchange, yet we still worry that one day, there will be a fatality. My husband &amp; I will happily attend the virtual meeting.</p>	
14	Email	<p>As a thirty plus year resident of the San Antonio area I have used the involved interchange extensively.....some 15 years operating fire trucks over same. Involving same I see three problems;  1. The ramp, West bound 380 to Northbound I-25 is far too short to gain speed to merge into Northbound traffic and too difficult to observe approaching Northbound traffic on I-25. Sometimes a driver must stop before attempting a merger. Most all, including your author, keep to the right hugging the Northbound I-25 parking lane for as long as it takes.....problem, sometimes there are pedestrians in the area. So one has two hazards to consider.....traffic on the left, people on the right. To my knowledge one</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>

		<p>person has been killed attempting to gain access to I-25 from 380. A stopped vehicle was rear ended killing a rear seat occupant</p> <p>2. The Westbound 380 to Southbound I-25 ramp involves a reverse turn that is far too tight. First time through can be a problem to the unsuspecting.</p> <p>3. The South bound I-25 off ramp to East bound 380 and the Northbound I-25 off ramp to Eastbound 380, where the two form a junction, and continue East as Eastbound 380 can, also cause problems for the unsuspecting. Both items two and three can be lived with but if the first is to be fixed the other two should follow.</p>	
15	Email	<p>Thank you for hosting the I-25 San Antonio Study meeting last night. Before it is too late, would it be possible to add in a Interstate Camera, one for each direction, for use with NM Roads. This should be a priority when designing roadways and is beneficial to the NMDOT as well as the traveling public. Mr. Charles Remkes would be the best contact to work with should you need any guidelines or specifications.</p>	<p>District One will pursue the inclusion of CCTV cameras to the project through the NMDOT ITS Bureau.</p>
16	Email	<p>The interchange there In San Antonio is very dangerous. I lost a good friend on that</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>

		interchange. It should have been rectified years ago. Please get it done the one in Lemitar is beautiful.	
17	Email	I live north of San Antonio on Highway 1 and have a PO Box in San Antonio. It is convenient to stop in San Antonio and then get on I 25 north to Socorro to run errands. However, getting on the northbound interstate is scary--I can't see oncoming traffic without almost coming to a stop at the point where I should be picking up speed to merge on to the Interstate. I'll often take highway 1 north to avoid this interchange. Likewise, exiting on to Highway 380 from the south is tricky because it is difficult to see traffic that is below me headed east on 380 (just as it is difficult to see traffic above me when I am the traffic headed east on 380 off of I-25). I appreciate that this study is being done and that it is open for public comment. Please let me know if there is anything I can do to help.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.
18	Email	Both North and South bound entrances to I-25 are dangerous. Since the reworking of this bridge northbound traffic is unable to see approaching cars coming up the ramp.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.

		Southbound curves too tight. Looking forward to a rework of these ramps.	
19	Email	<p>I am writing on behalf of the 1000+ members of the Friends of Bosque del Apache. We wish to thank you and NMDOT for your work thus far examining the I-25/US380 interchange, and for your excellent presentation at the virtual public meeting on November 16, 2022. Permit me to repeat the comment I made at the meeting: we are concerned for the safety of visitors to Bosque del Apache as they enter the interchange both northbound and southbound. So many of our visitors are from the Albuquerque area or from out of state, and are not familiar with the interchange or the dangers its current design presents. On a personal note, my spouse and I live in Socorro, visit San Antonio restaurants and Bosque del Apache almost weekly, and use the northbound on-ramp. I have lost count of the number of "near misses" we have had getting on the I-25 at that interchange. Please keep me and the Friends of Bosque del Apache on your list of parties interested in the study you are doing. We look forward to the results and are optimistic that</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p> <p>Thank you for your interest in the study. Your email address has been added to our distribution list.</p>



		NMDOT will eventually modify the interchange to improve safety.	
20	Email	<p>Living in Luis Lopez I use the exchange entrance heading north quite often. Visibility is poor; it is difficult to see vehicles approaching from the south in my small car. There is insufficient room, once one can see what's coming, to accelerate even close to interstate speed. We have thousands of visitors to the Bosque del Apache NWR, hundreds pulling trailers or in RV's which can create/experience even greater hazards given the above. A revised entrance is needed!</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>
21	Email	<p>I live in the City of Socorro and frequently go to San Antonio. I always drive to San Antonio on the interstate but never return by this route. The reason is because I feel the northbound entrance from San Antonio on to I-25 is too dangerous. Therefore, I always drive the back road which takes longer but I feel is safer. I believe it is just a matter of time before there is a serious accident due to poor visibility on the entrance from San Antonio to I-25 North. Thank you for your consideration.</p>	<p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>

22	Email	I noticed Walnut creek is on the I25 comment map. This creek accounted for the flood years ago that damaged many homes in San Antonio not to mention washing out the rail road tracks. Any major highway work in this area should consider the Walnut creek issue before another flood washes San Antonio off the face of the earth. Maybe some type of diversion dam or holding area. Thank you, I will attend the meetings	Yes, the study team has identified the Walnut Creek crossings as an issue in the project area and the team intends to improve the channel.
23	Voicemail	I am calling about the DOT problem in San Antonio New Mexico the offramp or the on-ramp from san Antonio going north to I-25 is very dangerous I've seen numerous accidents. I've lived here since 1975 and I must go through that intersection three times a week, I won't be out at the meeting but boy it's long overdue, very dangerous situation there. Thank you very much.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.
24	Voicemail	If this is the survey I'm really for a new entrance to I-25 in San Antonio, it's dangerous, it's dangerous, it's dangerous	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.
25	Voicemail	I'm complaining about the entrance to I-25 going north from San Antonio it's a very dangerous intersection I go through it about three times a week and I never feel safe, thank you	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.

26	Voicemail	I don't think you are interested in my comments because you haven't answered your phone for four days. I'm calling about the problem with I-25 at San Antonio the on-ramp going north it's very dangerous I go through it three times a week and I am scared every time I enter that intersection but you're not even answering the phone so I mean you really don't want to know do you, thanks for my call	<p>Called back and told her that we have taken a record of her voicemails and have shared her comments with the study team. Told her they will review all comments received during the comment period and take them into account during the study.</p> <p>Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.</p>
27	Voicemail	Hi, I'm just calling to put in my vote for the San Antonio study. I would really like a longer ramp because it is scary, definitely very scary. Not a good on-ramp, thank you bye.	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.
28	Email	The Interchange at I-25 and US-380 West is dangerous. Drivers on US 380 heading north on I-25 are forced to use an on-ramp with hardly any merge lane and severely restricted visibility of oncoming traffic from the south. A curve just south of this interchange prevents a driver attempting to merge onto the interstate from seeing any but the closest vehicles. Finally, with this study residents and visitors to Socorro have reason to hope that the dangerous US	Yes, the ramp geometry has been identified as an issue in the project area and the study team intends to improve the geometry.

		380/I-25 Interchange will be redesigned and made safe.	
29	Email	<p>Thank you for this opportunity to comment. I have lived in San Antonio, NM for 22 years.</p> <p>The GREATEST need we have there, as regards the underpass/overpass, the bridge across our large arroyo (occasionally in-flood), and our on &amp; off ramps IS:</p> <p>— a CRYING need for flood-control!! There is virtually none; and in July 2017, our entire old village was over-washed with a, perhaps, thousand-year event.</p> <p>— PLEASE study the record of that massive and detailed failure of the Interstate's structures to safely convey that volume of water and debris, reaching us from the Magdalena highlands — and plan accordingly!</p> <p>— The freeway would not allow the flood to remain in the arroyo's channel. The results were catastrophic! I am available to tell you</p>	<p>Yes, study team has identified the Walnut Creek crossings as an issue in the project area and the study team intends to improve the channel.</p>

more, in detail, from on-site, detailed observations.

I see you have included "Walnut Creek" (the arroyo) within your study area. Please help re-engineer its carrying capacity and don't do as all other agencies have done in the past (MRGCD, BNSF RR, BurRec, etc): they only make it worse!

*Note: All emails received were responded to with this message: Thank you for your interest in the I-25 San Antonio Interchange Study. Your comment has been received and will be shared with members of the study team. We appreciate your input and will continue to coordinate with this critical community to develop solutions for this stretch of roadway. For more project information or to stay up to date on how you can get involved, please visit <https://www.dot.nm.gov/i25-san-antonio-study/>*