

**US 60 – SOCORRO
PUBLIC INVOLVEMENT MEETING
CN 1102050
October 2023**



MOLZENCORBIN



STUDY TEAM

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HDR





STUDY PROCESS

**Phase
A/B**

Evaluation
of
Alternatives

Phase C

Environmental
Documentation

Phase D

Preliminary
Design

Public Involvement



PHASE A/B PROCESS



Identify Existing
Conditions



Public Involvement
Plan



Establish Purpose
and Need



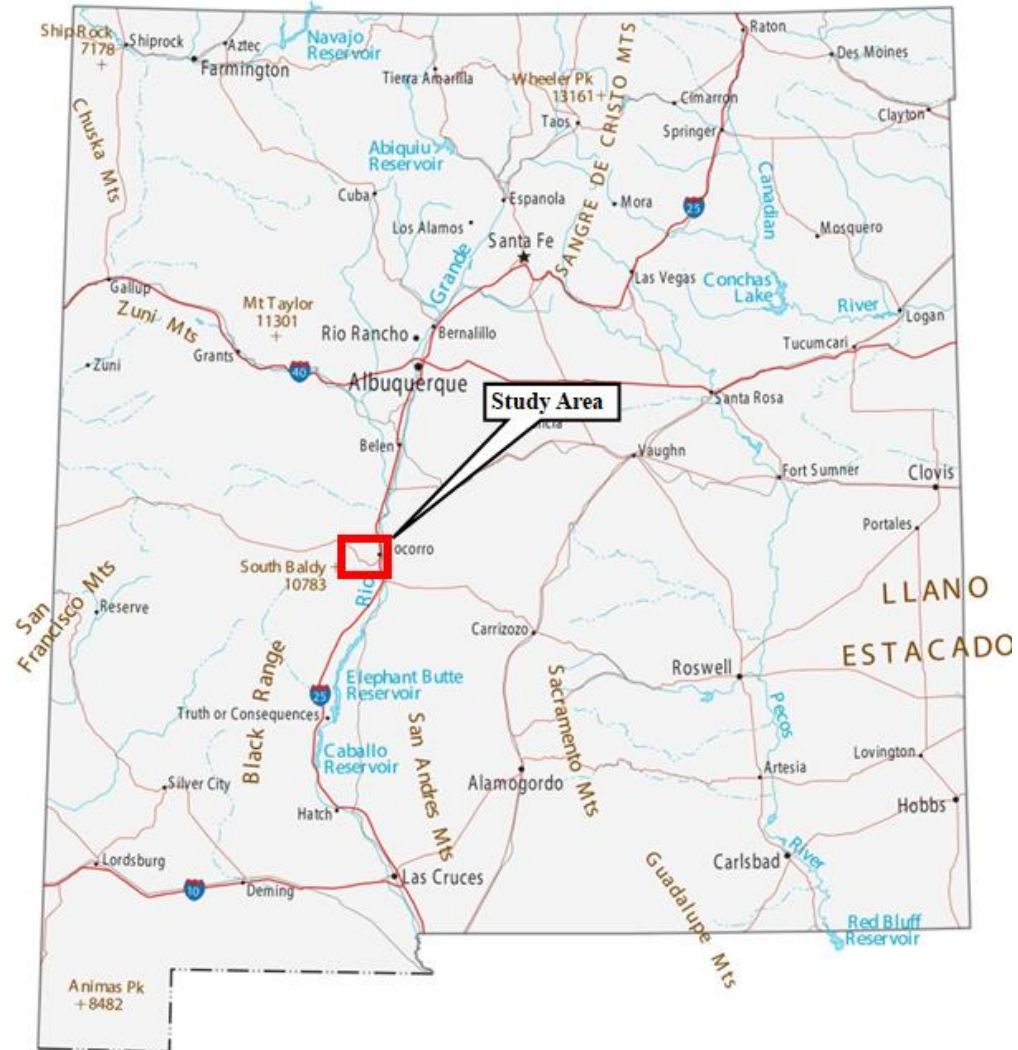
Identify
Alternatives



Initial Screening of
Alternatives

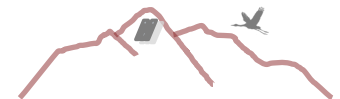
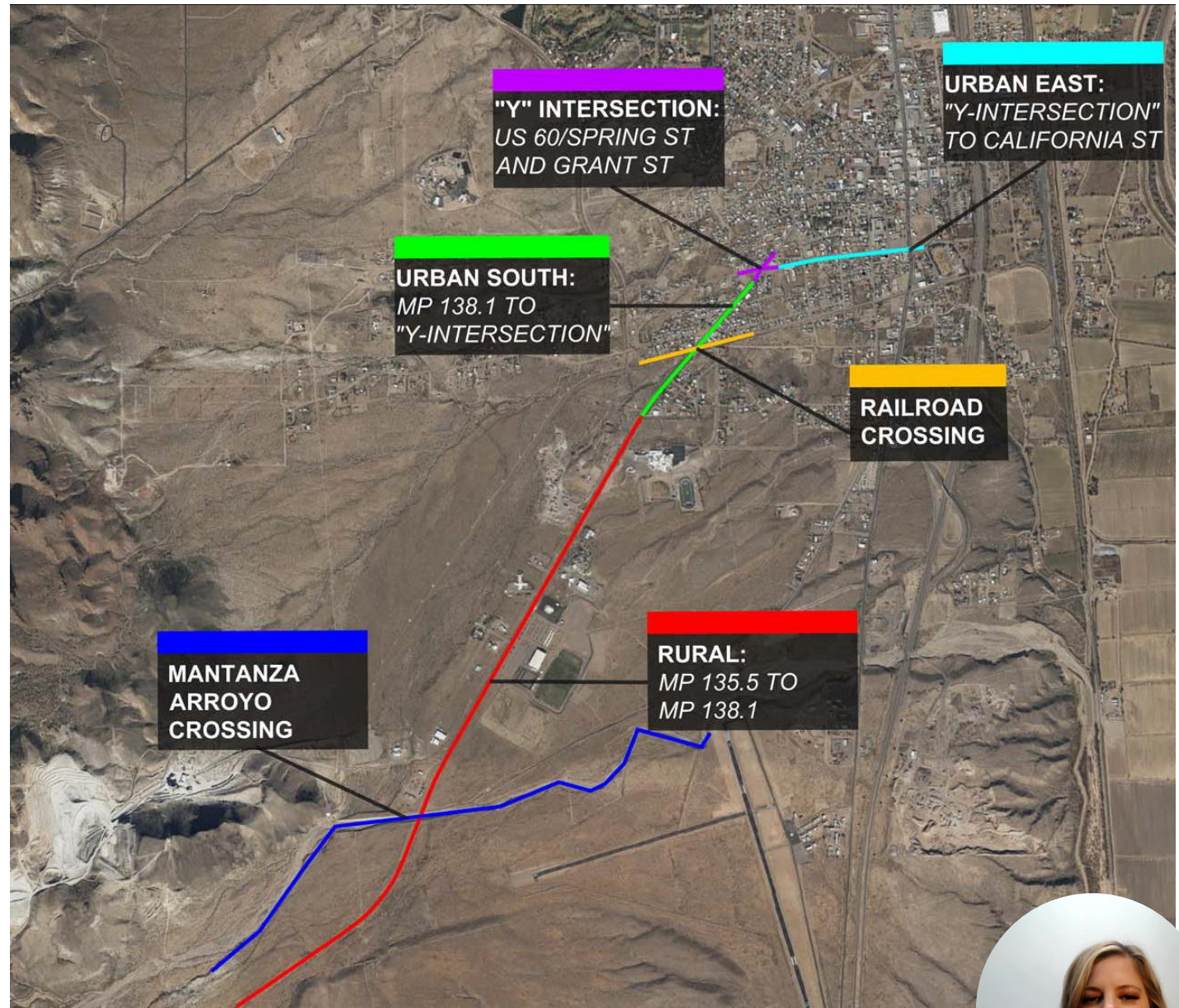


STUDY AREA



LOCATION

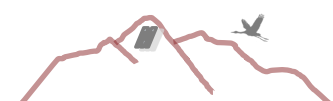
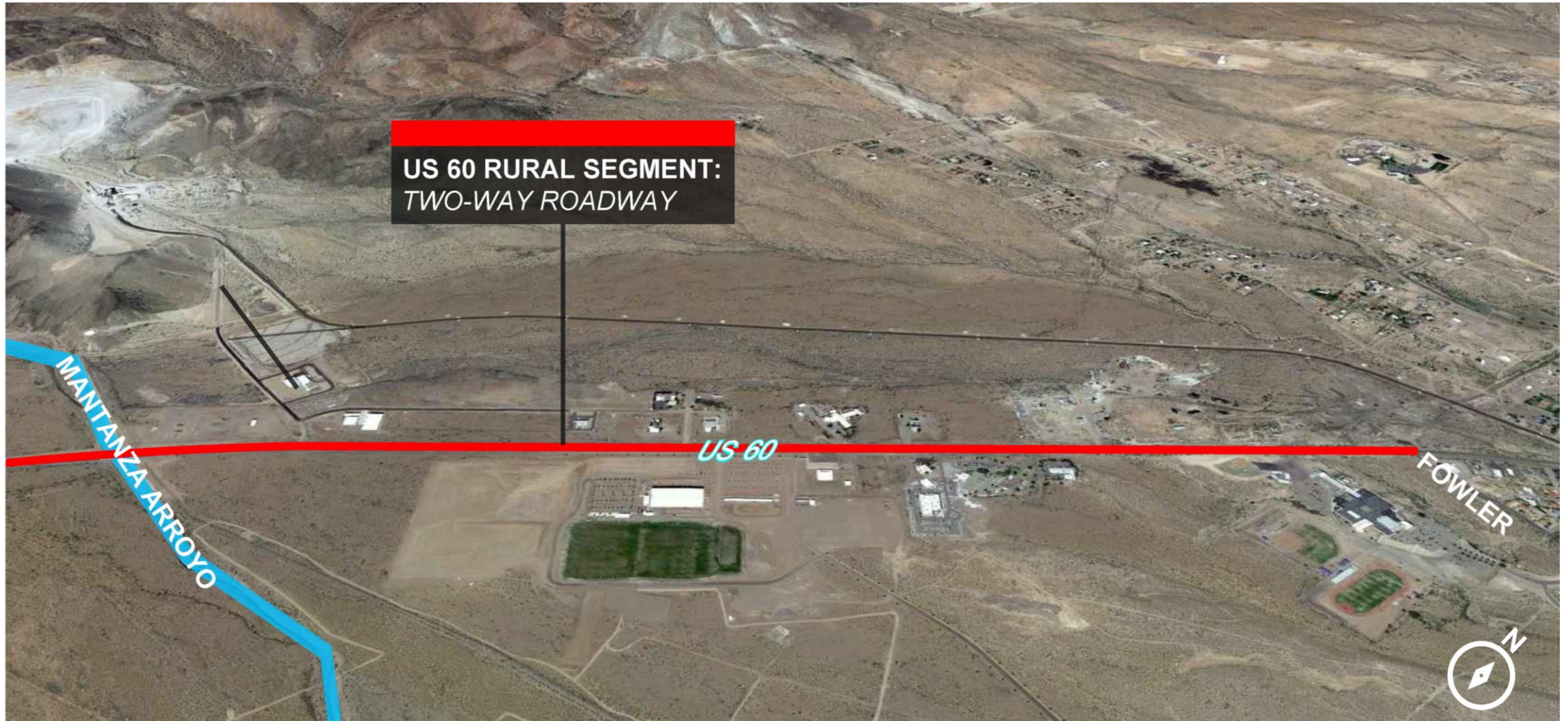
- US 60 from Mile Post 135.5 to 139
- Includes 5 Segments
- Rural Segment
- Urban South Segment
- “Y” Intersection
- Urban East Segment
- California St/Spring St





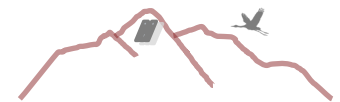
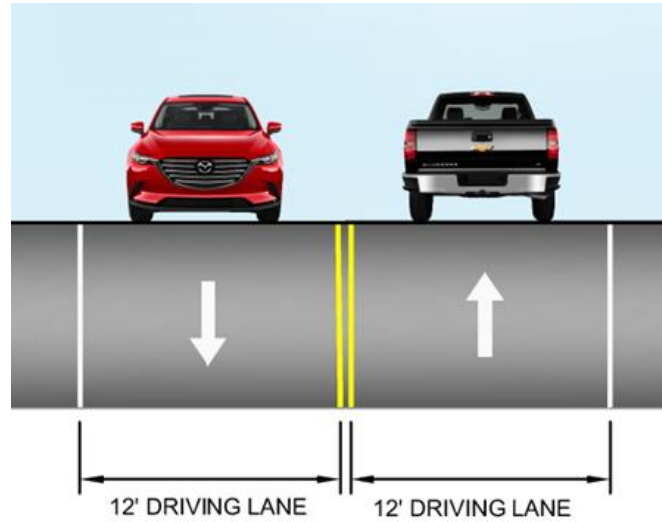
EXISTING CONDITIONS

RURAL SEGMENT



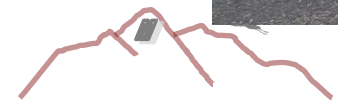
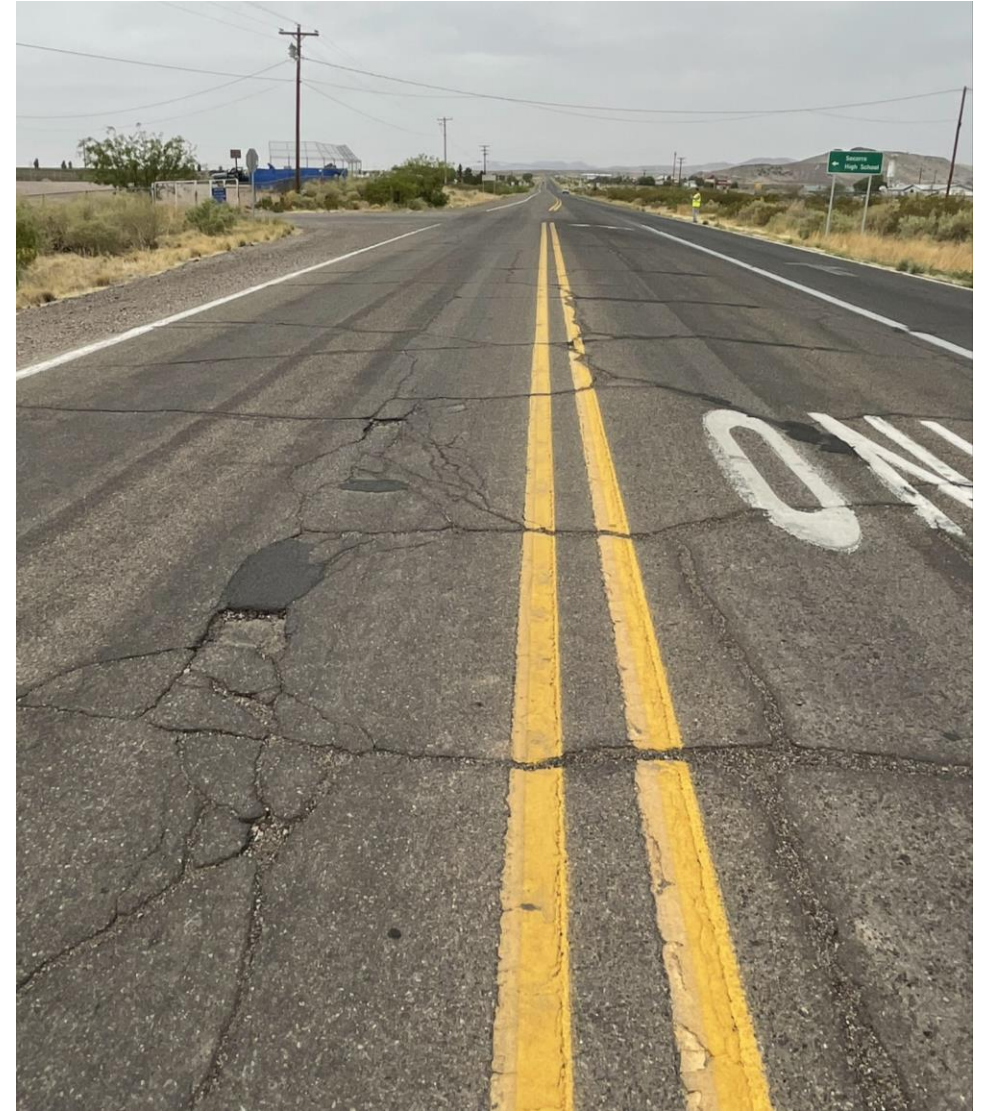
EXISTING RURAL CONDITIONS

- 1.4 miles
- 2-lane undivided roadway
- 35/45/55 Miles Per Hour
- Varying shoulder width
- 19+ driveways
- No lighting

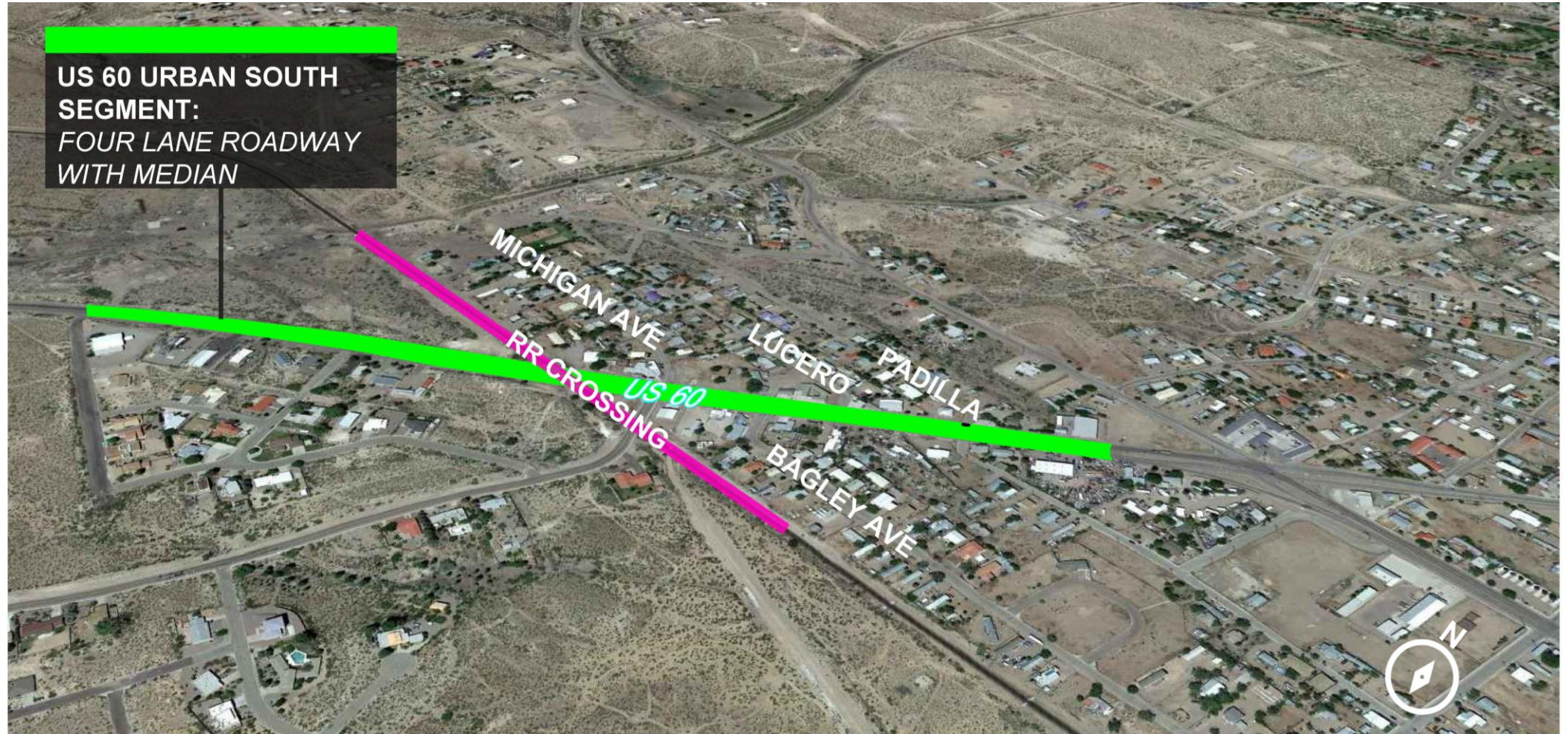


EXISTING RURAL PAVEMENT CONDITION

- Fair to poor condition
- Deteriorating quickly

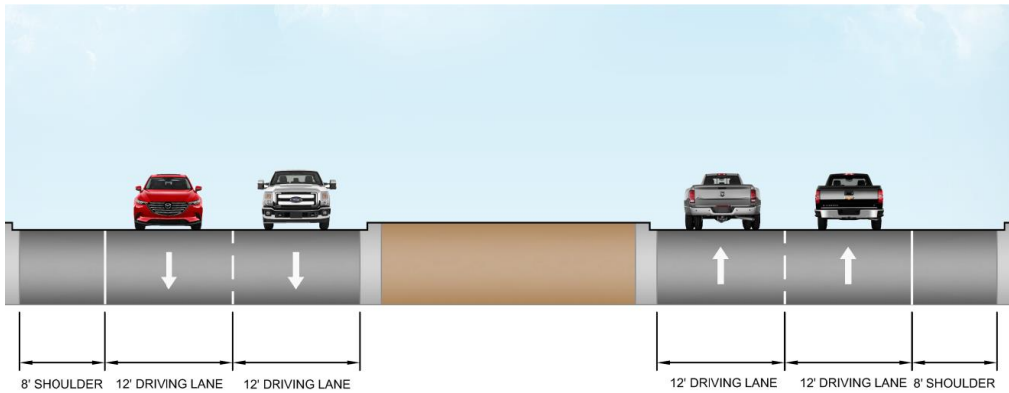


URBAN SOUTH SEGMENT



EXISTING URBAN SOUTH CONDITIONS

- 0.65 miles
- 4-lane divided roadway
- 12-foot lanes
- 35 MPH
- Skewed rail crossing



EXISTING URBAN SOUTH CONDITIONS

- Not ADA compliant
- On-street parking
- 36 driveways
- Limited lighting



EXISTING URBAN SOUTH PAVEMENT CONDITIONS

- Fair conditions
- Quickly deteriorating



EXISTING "Y" INTERSECTION

- Four way stop controlled
- 12-foot lanes
- Needs ADA improvements

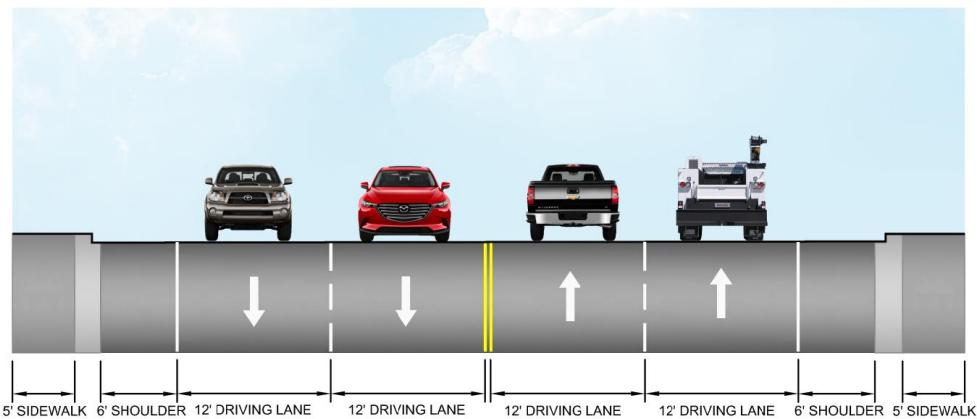


URBAN EAST SEGMENT



EXISTING URBAN EAST CONDITIONS

- 0.5 miles
- 4-lane undivided roadway
- 12-foot lanes
- 35 MPH
- 34 driveways
- Limited lighting



EXISTING URBAN EAST PAVEMENT CONDITIONS

- Fair condition
- Quickly deteriorating



CALIFORNIA ST AND SPRING ST

- Signalized intersection
- 12-foot driving lanes
- Varying shoulder width
- Free right
- Needs ADA improvements
- Median lighting



EXISTING DRAINAGE CONDITIONS



EXISTING DRAINAGE CONDITIONS



EXISTING UTILITIES

- Overhead Electric
- Underground Power
- Water
- Communication Fiber Optic
- Gas
- Sanitary Sewer



EXISTING RAILROAD CROSSING

- Skewed at-grade single track crossing
- Ships material from Dicaperl Perlite Mine west of Socorro
- Used approximately 3 times a week
- NMDOT Rail Bureau and BNSF Coordination



BRIDGE ACROSS MANTANZA CHANNEL

- Two-Span Bridge
- Good Condition

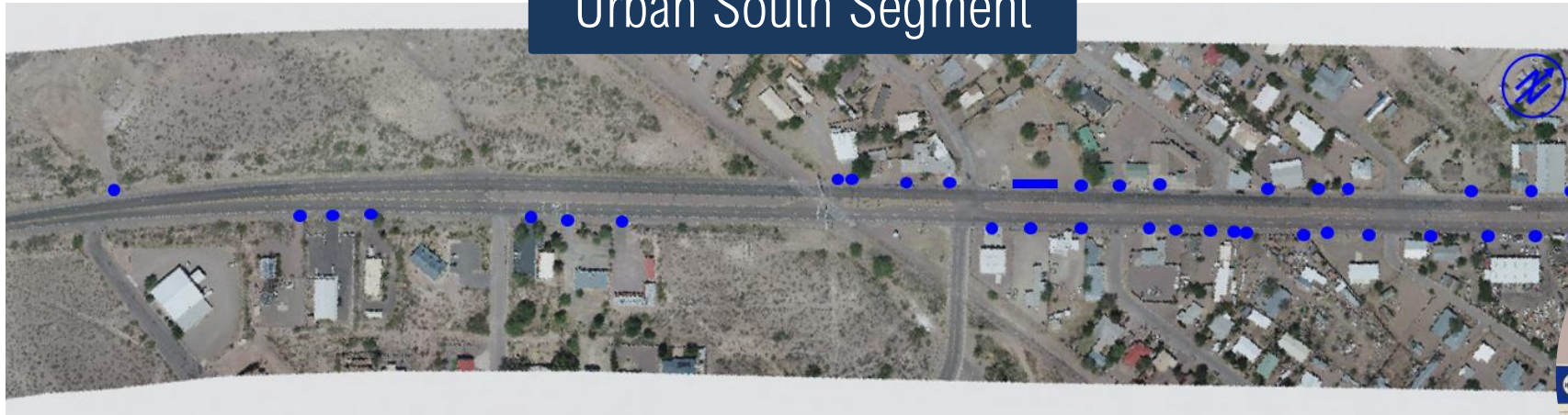


EXISTING ACCESS LOCATIONS

Rural Segment

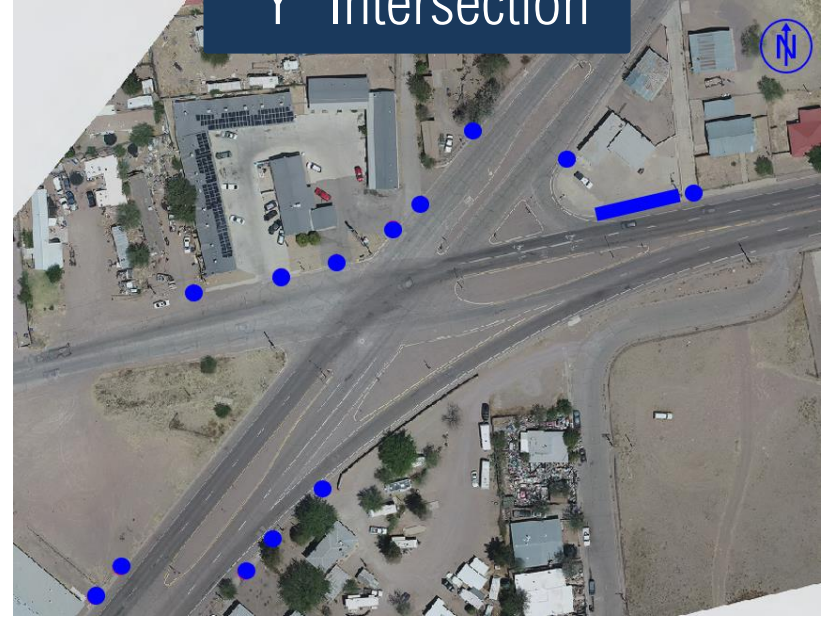


Urban South Segment

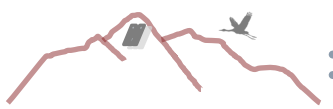


EXISTING ACCESS LOCATIONS

“Y” Intersection



Urban East Segment



2022 TRAFFIC VOLUMES

INTERSECTION	TIME	NORTH	SOUTH	WEST	EAST
California Street/ US 60	24 HR ADT	9,820	8,154	6,912	1,902
	AM Peak	317	255	263	68
	PM Peak	423	342	326	86
Spring Street/ Grant Street	24 HR ADT	1,912	6,035	1,555	5,659
	AM Peak	89	256	62	232
	PM Peak	95	299	82	264
Socorro High School	24 HR ADT	3,778	2,802	-	-
	AM Peak	188	108	-	-
	PM Peak	197	132	-	-



2042 TRAFFIC VOLUMES

INTERSECTION	TIME	NORTH	SOUTH	WEST	EAST
California Street/ US 60	24 HR ADT	14,592	12,116	10,271	2,827
	AM Peak	471	379	391	102
	PM Peak	628	508	485	128
Spring Street/ Grant Street	24 HR ADT	2,841	8,968	2,311	8,408
	AM Peak	132	380	93	344
	PM Peak	142	445	121	393
Socorro High School	24 HR ADT	5,614	4,163	-	-
	AM Peak	279	161	-	-
	PM Peak	293	196	-	-



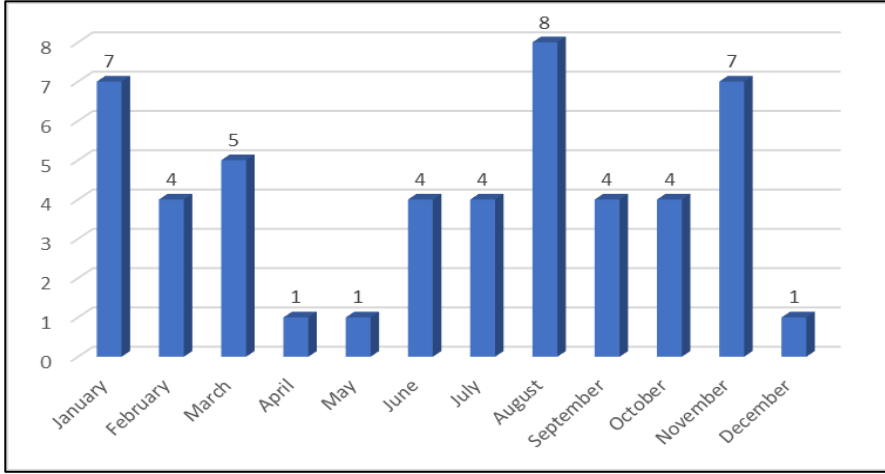
LEVEL OF SERVICE

INTERSECTION			2022 EXISTING		2042 HORIZON NO BUILD SCENARIO	
			DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
California Street/ US 60	AM Peak	EB	13.5	B	16.5	B
		WB	11.9	B	13.4	B
		NB	12.2	B	12.0	B
		SB	15.6	B	15.2	B
	PM Peak	EB	17.2	B	16.9	B
		WB	14.0	B	12.9	B
		NB	12.7	B	16.6	B
		SB	16.7	B	21.4	C
Spring Street/ Grant Street	AM Peak	EB	10.5	B	13.5	B
		WB	12.4	B	19.9	C
		NB	11.9	B	23.3	C
		SB	10.8	B	14.6	B
	PM Peak	EB	10.9	B	14.5	B
		WB	11.9	B	16.9	C
		NB	15.5	C	81.8	F
		SB	10.4	B	13.2	B
Socorro High School	AM Peak	WB	10.3	B	11.7	B
		SB	7.6	A	8.1	A
	PM Peak	WB	9.8	A	10.7	B
		SB	7.8	A	8.1	A

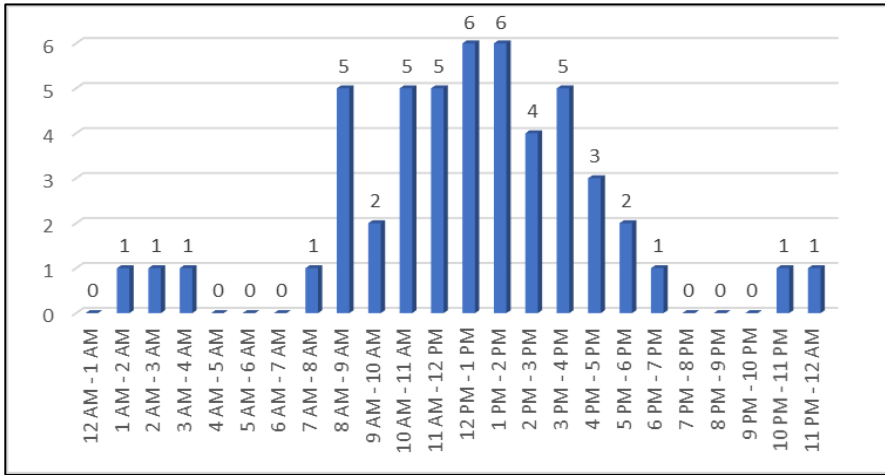


SAFETY

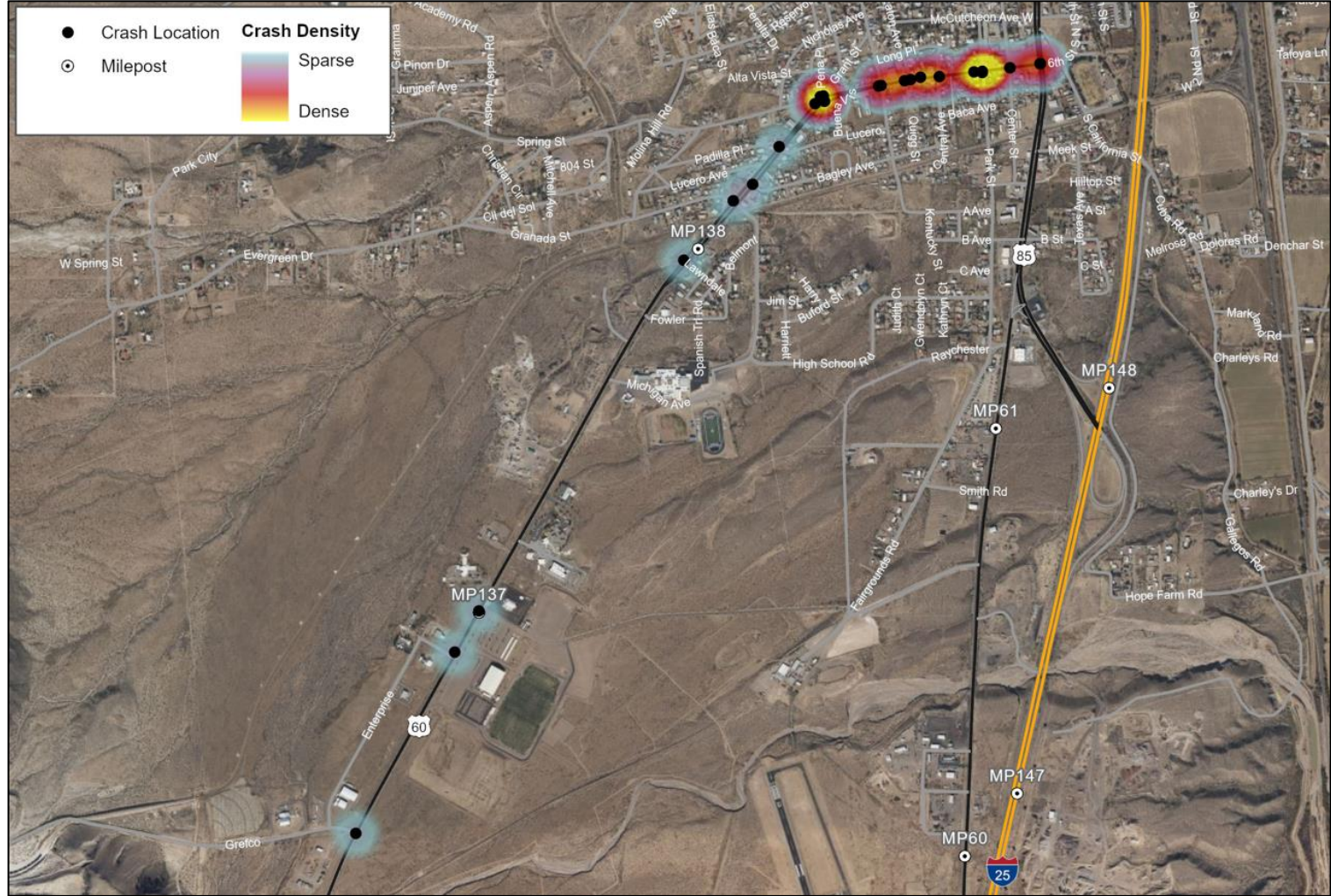
50 CRASHES OCCURRED ON US 60 BETWEEN MILEPOST 135.5 AND MILEPOST 139 DURING 2015-2020



CRASH DISTRIBUTION BY MONTHS OF YEAR

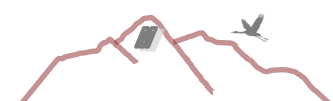
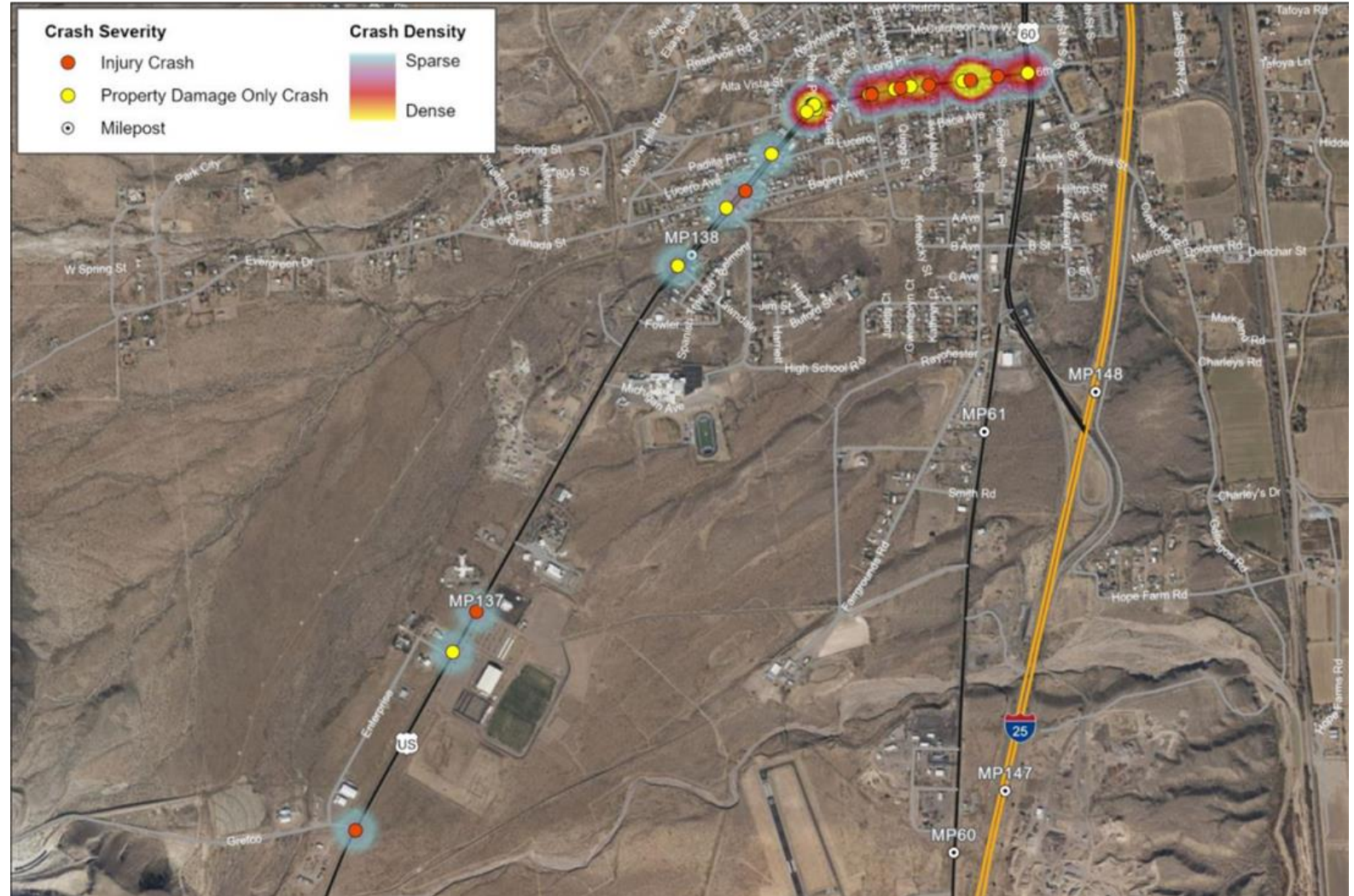


CRASH DISTRIBUTION BY TIME OF DAY

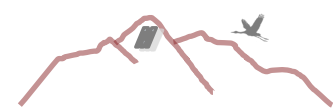
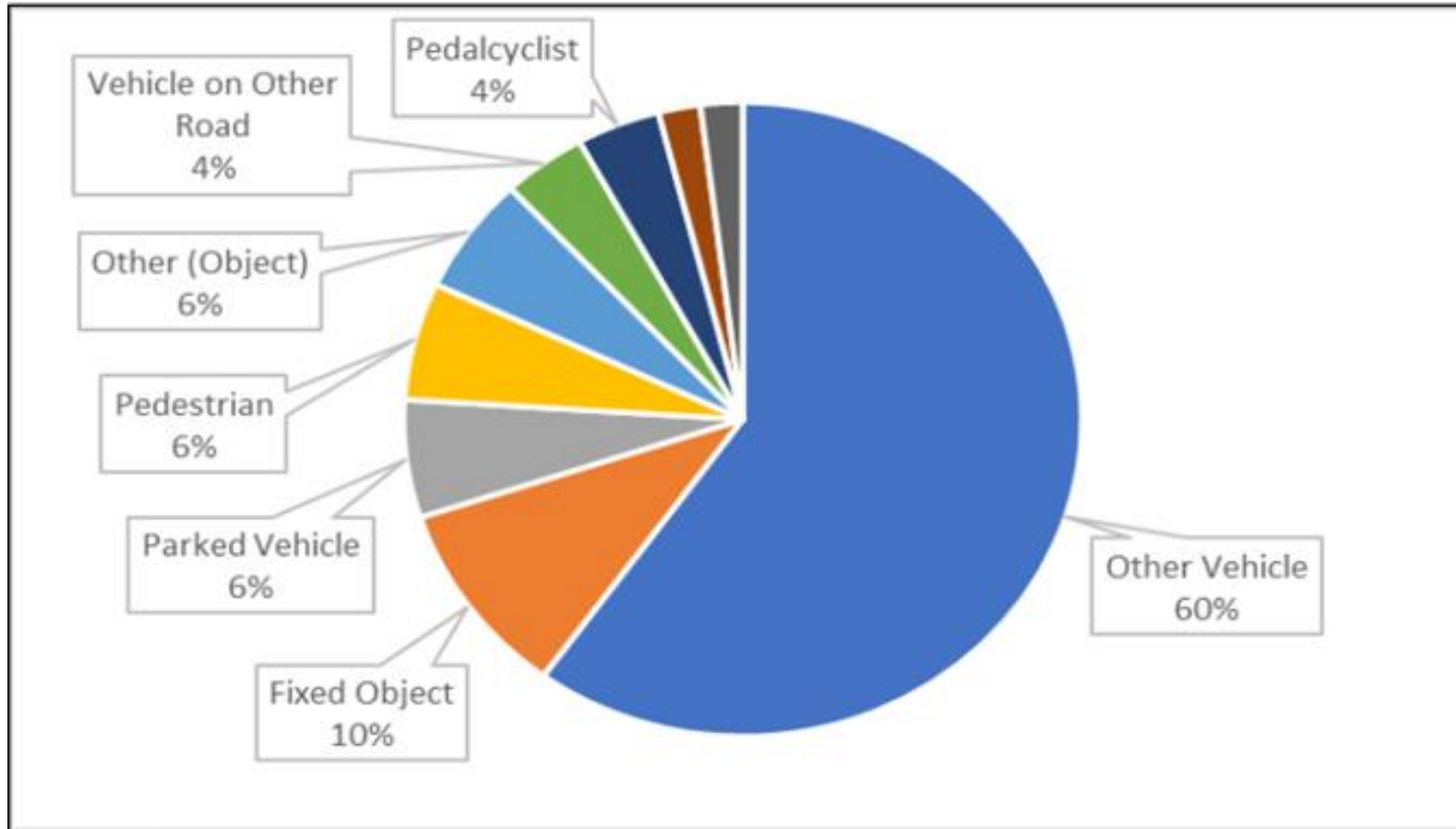


CRASH SEVERITY

11 CRASHES ENDED WITH INJURY ON US 60 BETWEEN MILEPOST 135.5 AND MILEPOST 139 DURING 2015-2020



CRASH TYPE



PURPOSE AND NEED

The purpose of the reconstruction of US 60 is to address safety issues while improving structurally deficient pavement, improving substandard geometry, access control improvements, drainage deficiencies, and ADA deficiencies. These improvements are necessary to accommodate improved safety and growth in the region.





ALTERNATIVES

DESIGN CRITERIA

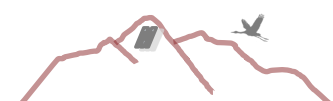
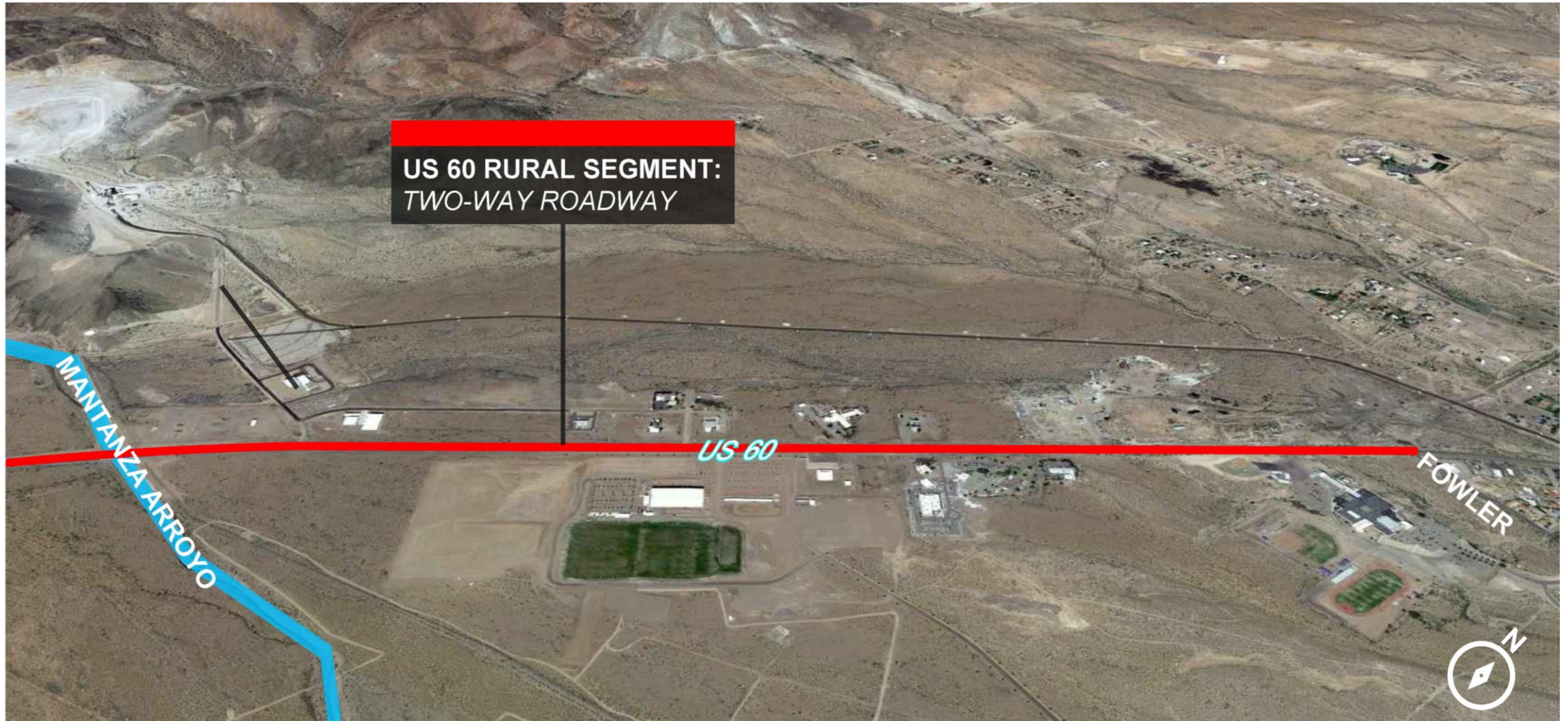
Rural

- Design speed: varies 40-60 MPH
- Superelevation: 6% maximum

Urban South and East

- Design speed: 40 MPH
- Superelevation: 6% maximum

RURAL SEGMENT

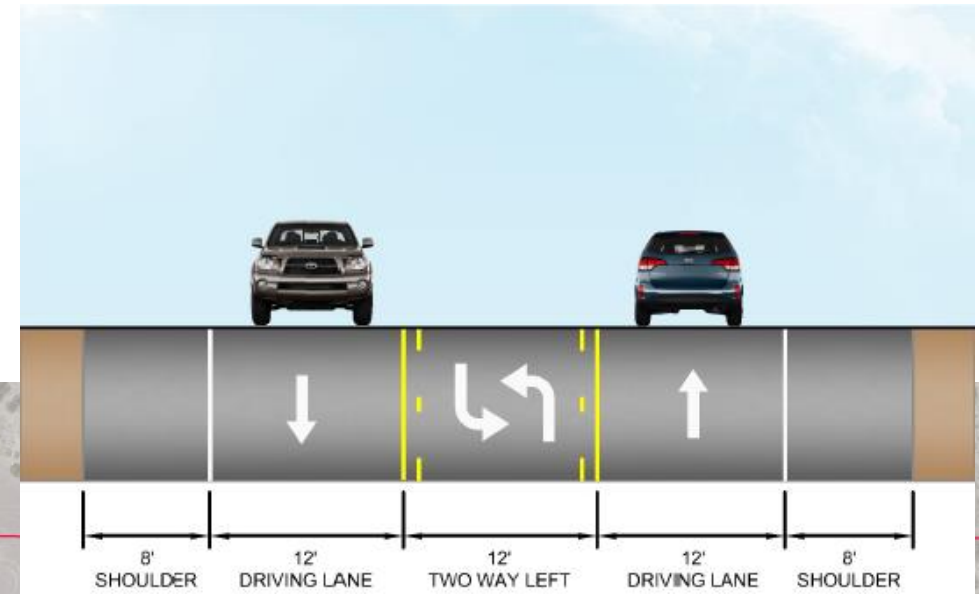


RURAL – NO BUILD

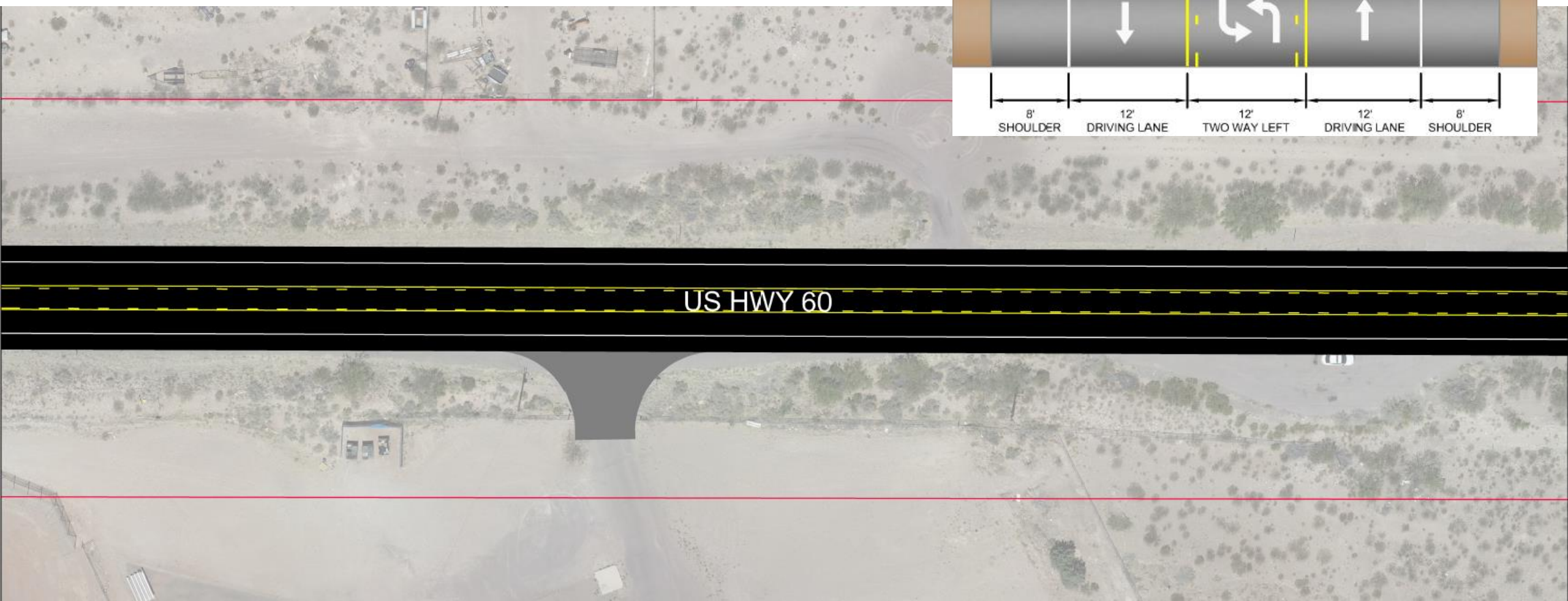
The no build alternative consists of no improvements to US 60



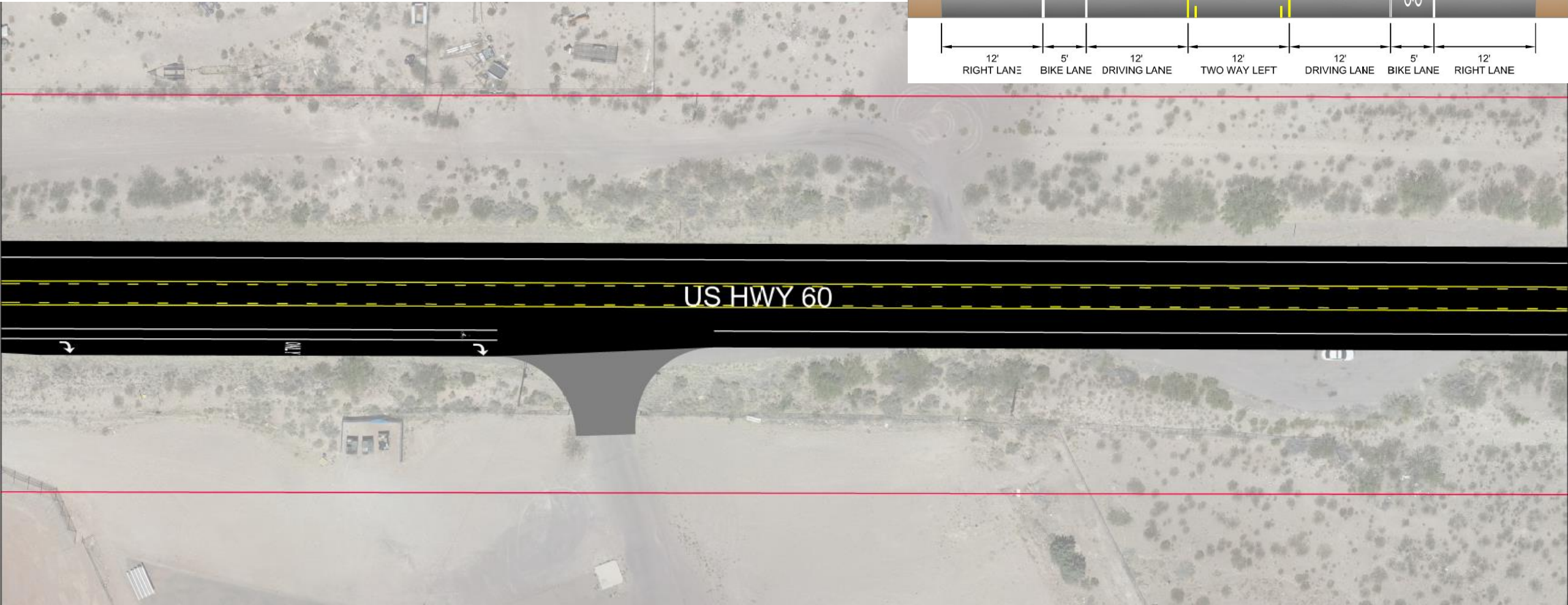
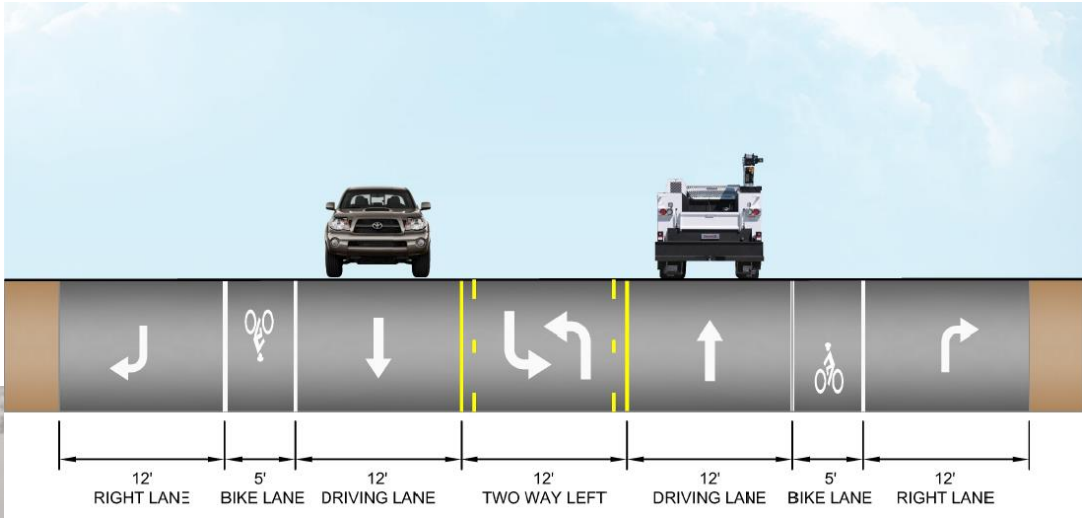
RURAL - ALTERNATIVE A



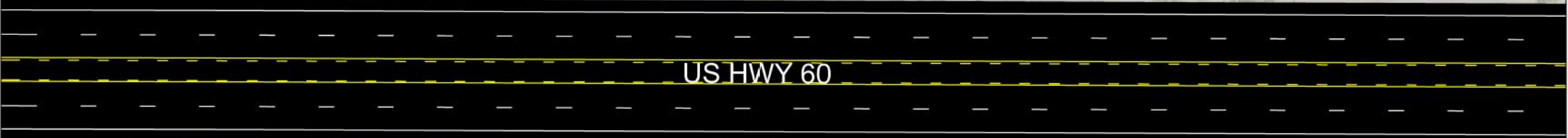
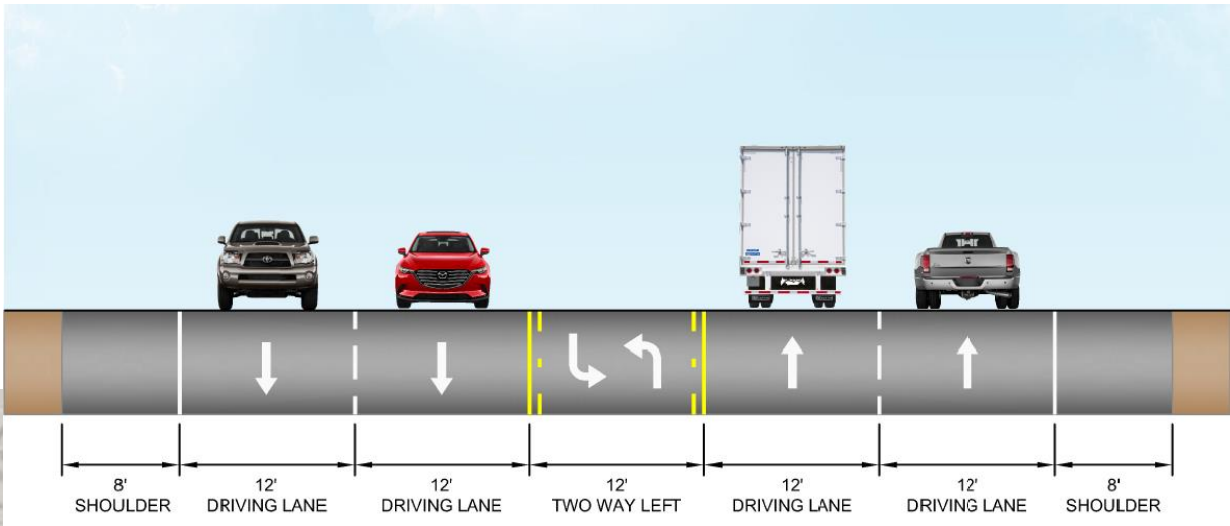
US HWY 60



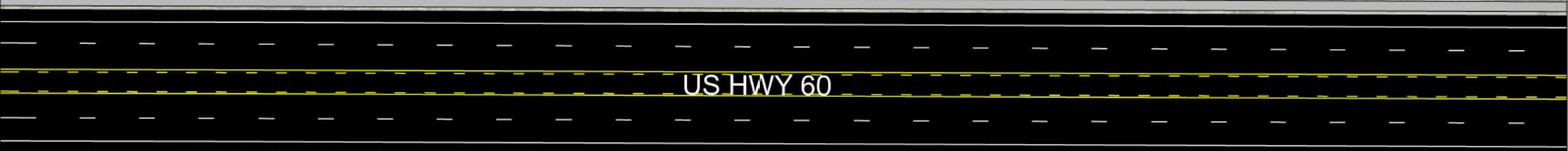
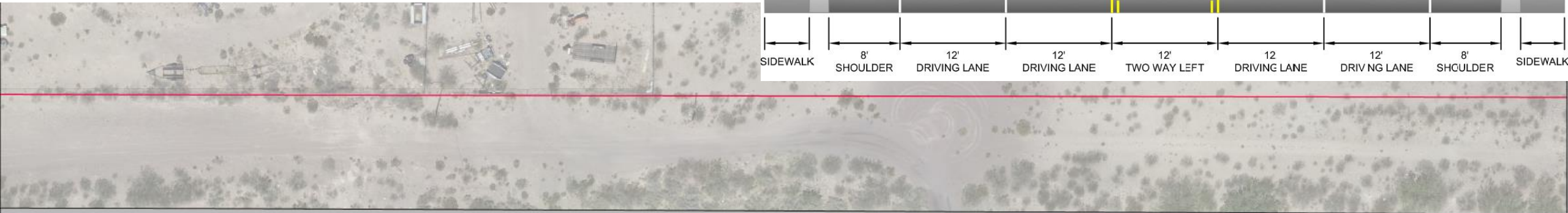
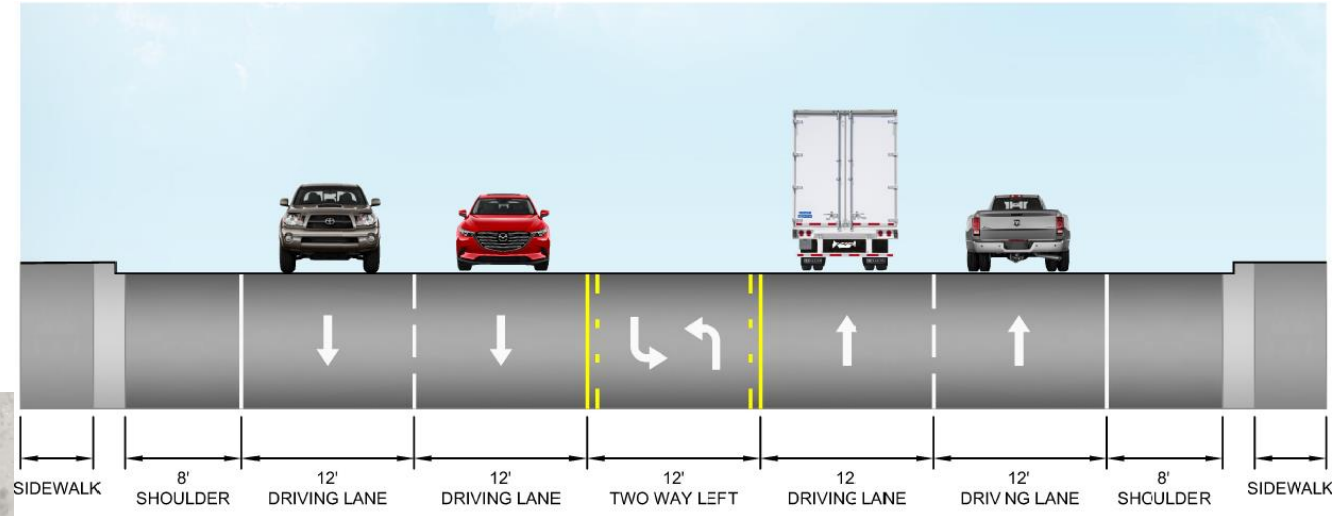
RURAL - ALTERNATIVE B



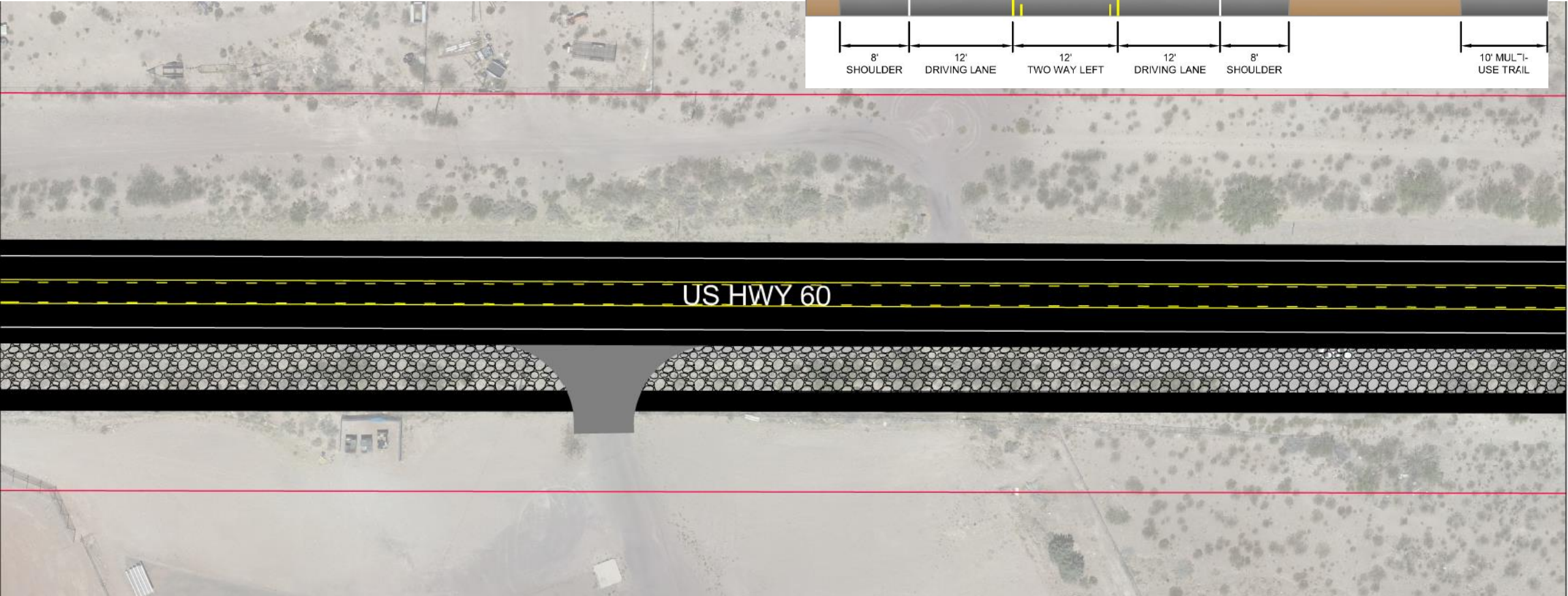
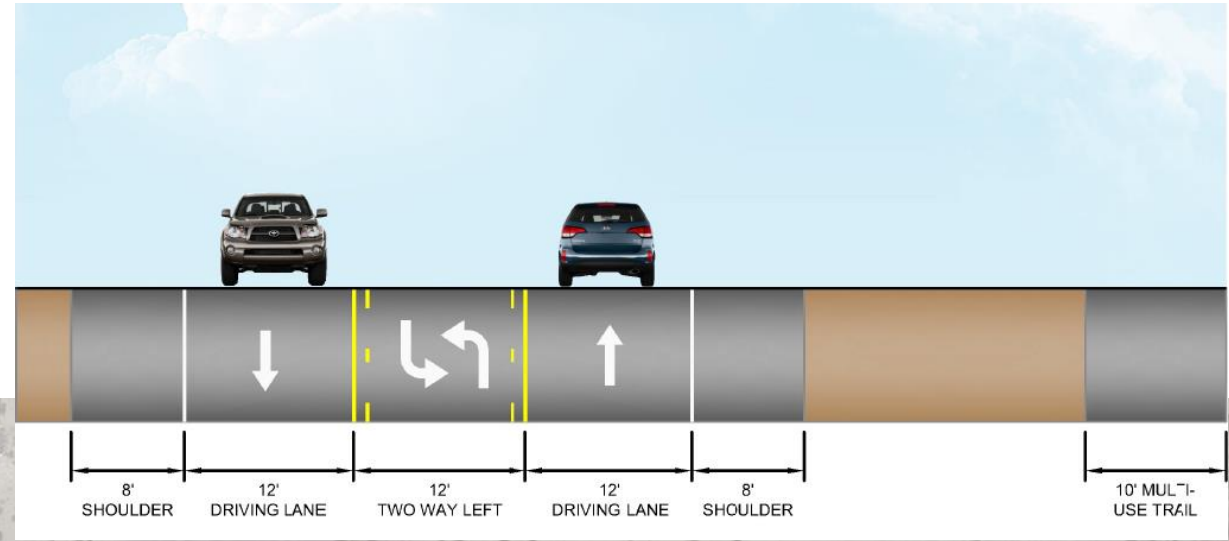
RURAL - ALTERNATIVE C



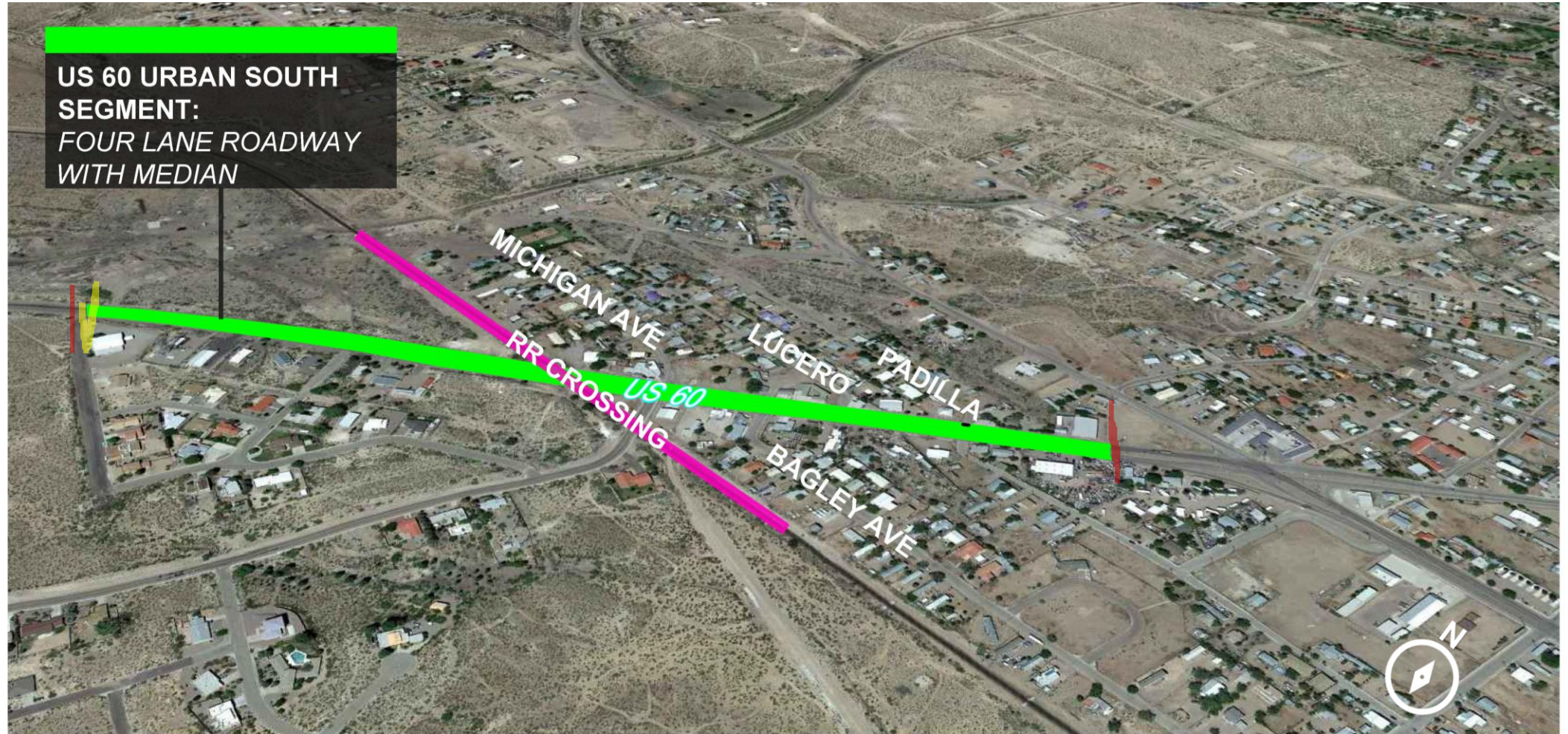
RURAL - ALTERNATIVE D



RURAL - ALTERNATIVE E



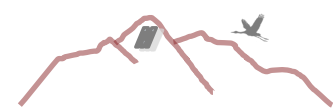
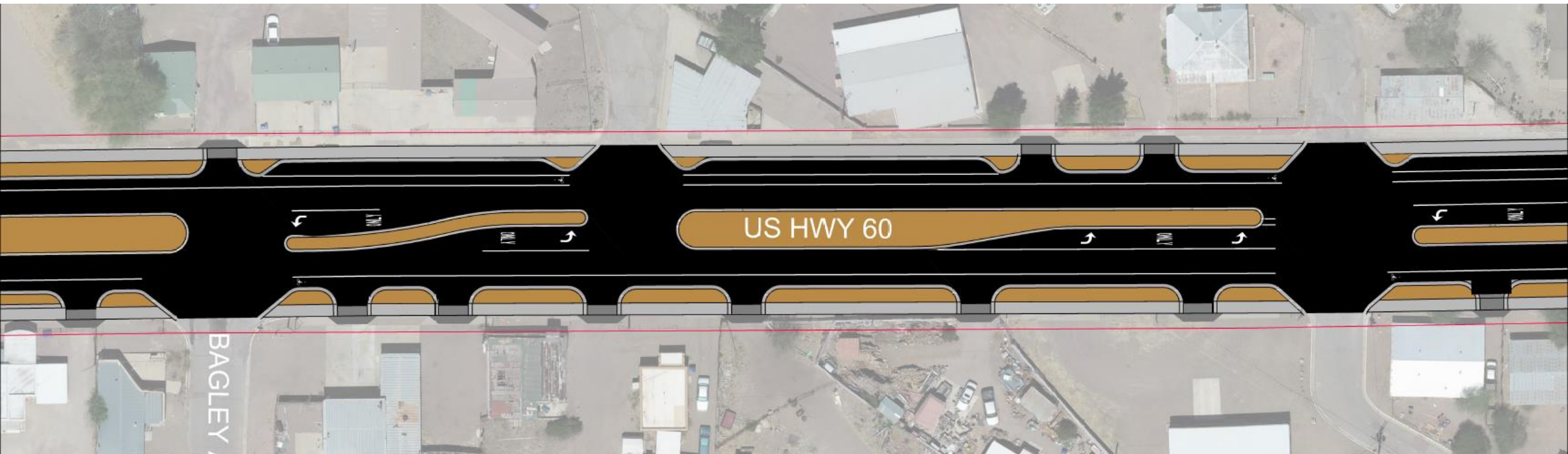
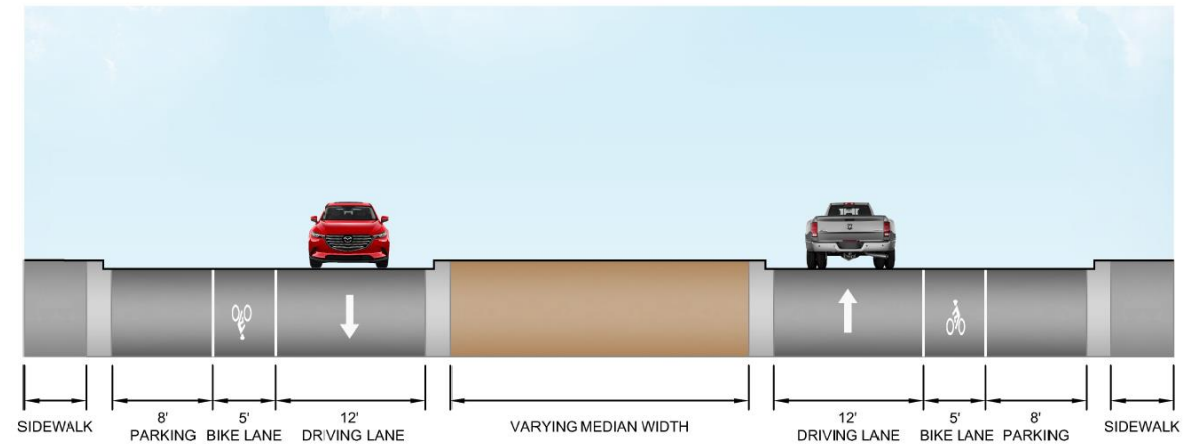
URBAN SOUTH SEGMENT



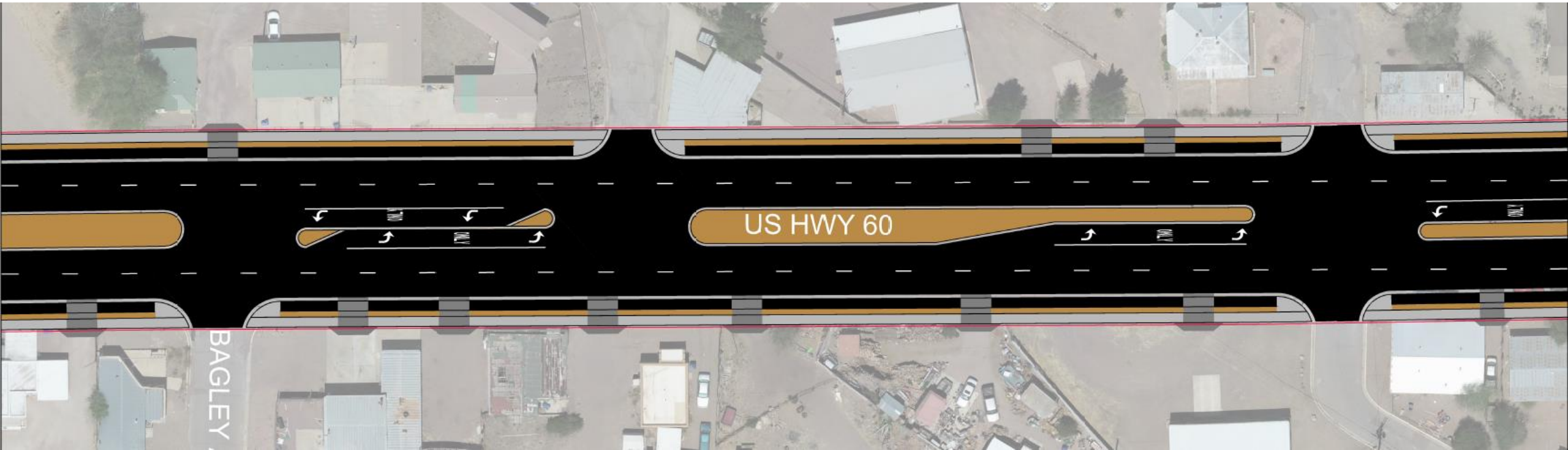
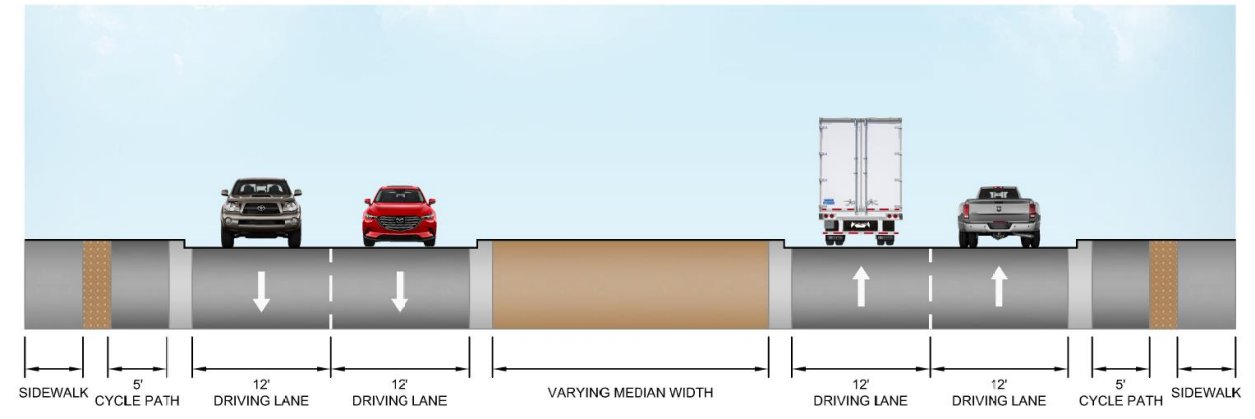
URBAN SOUTH – NO BUILD

The no build alternative would provide no improvements to US 60

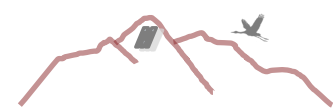
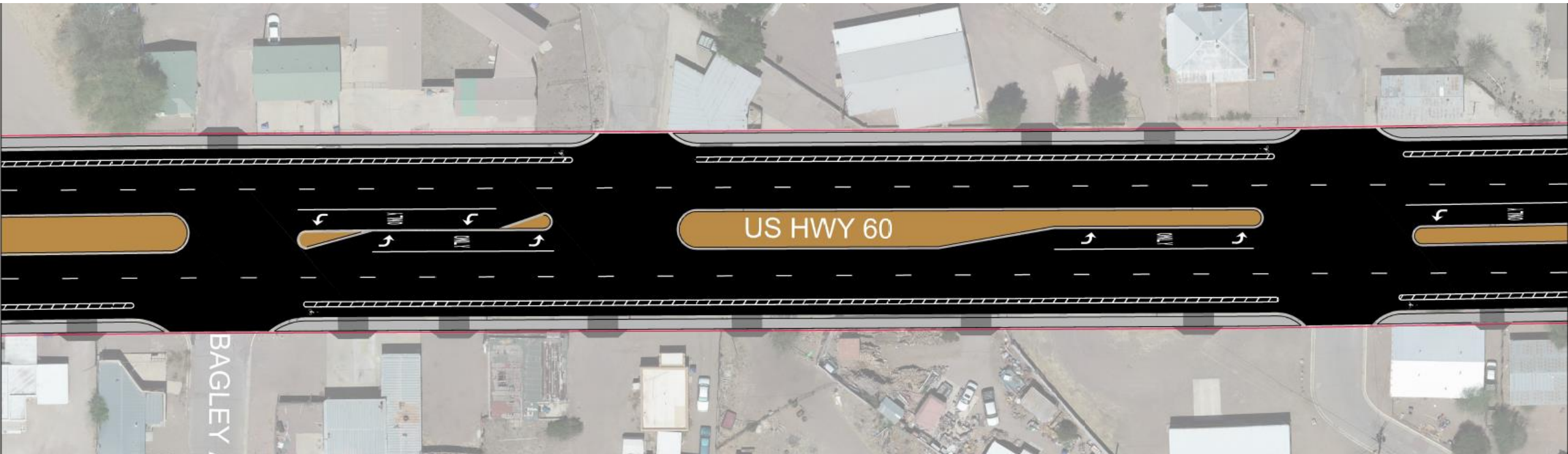
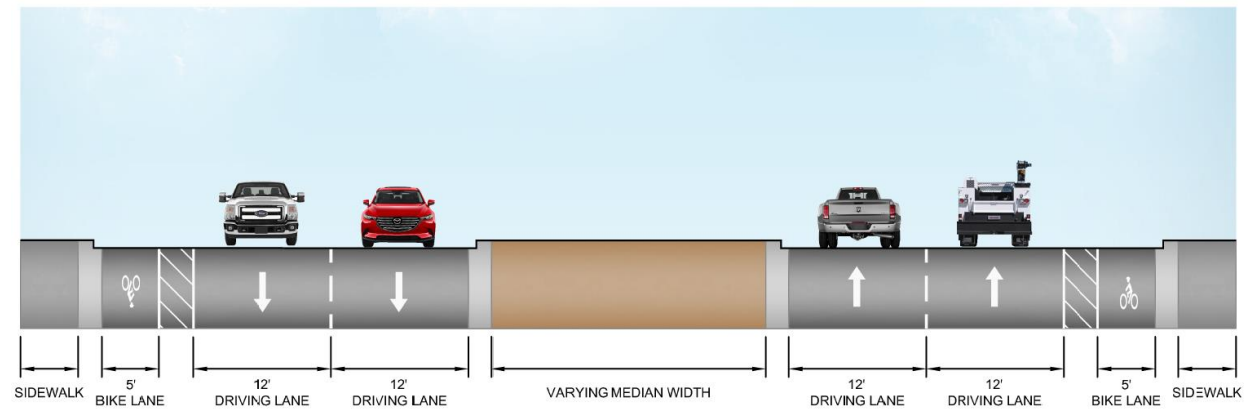
URBAN SOUTH - ALTERNATIVE A



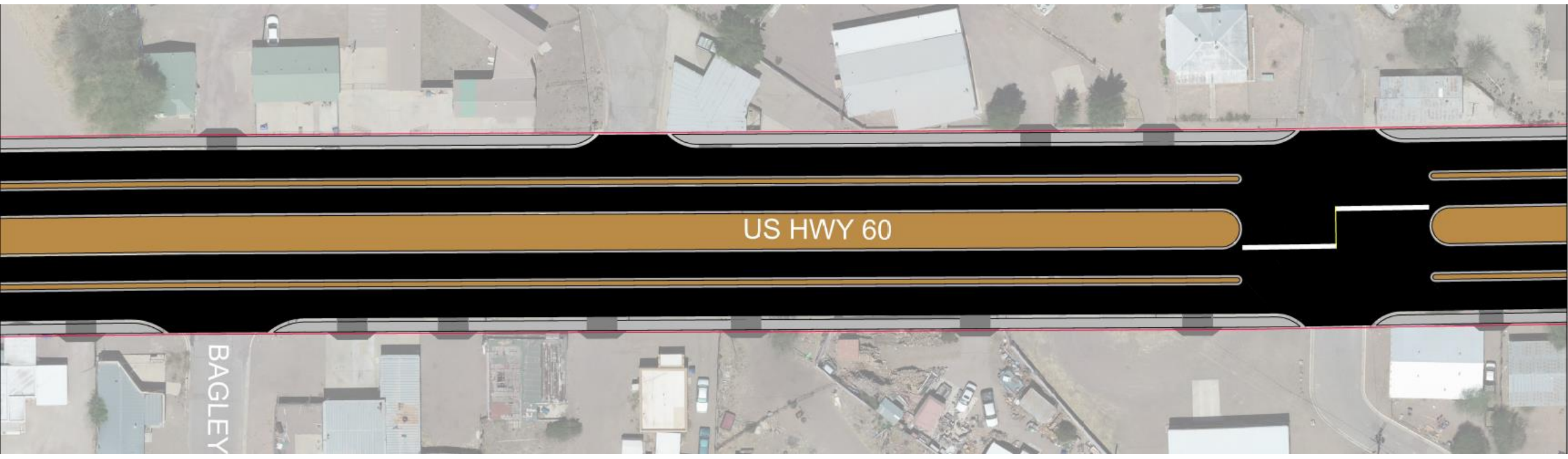
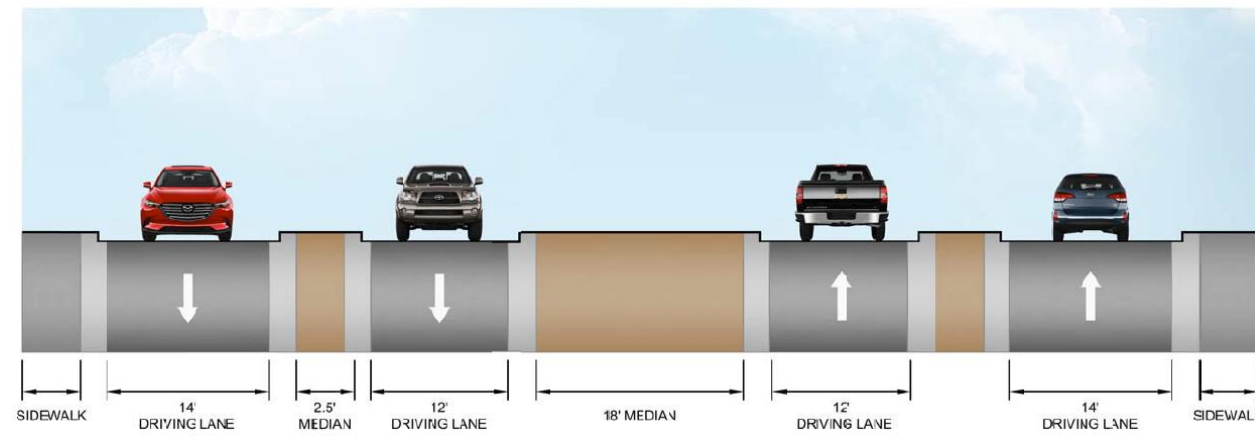
URBAN SOUTH - ALTERNATIVE B



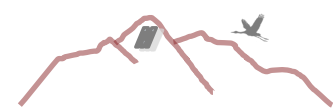
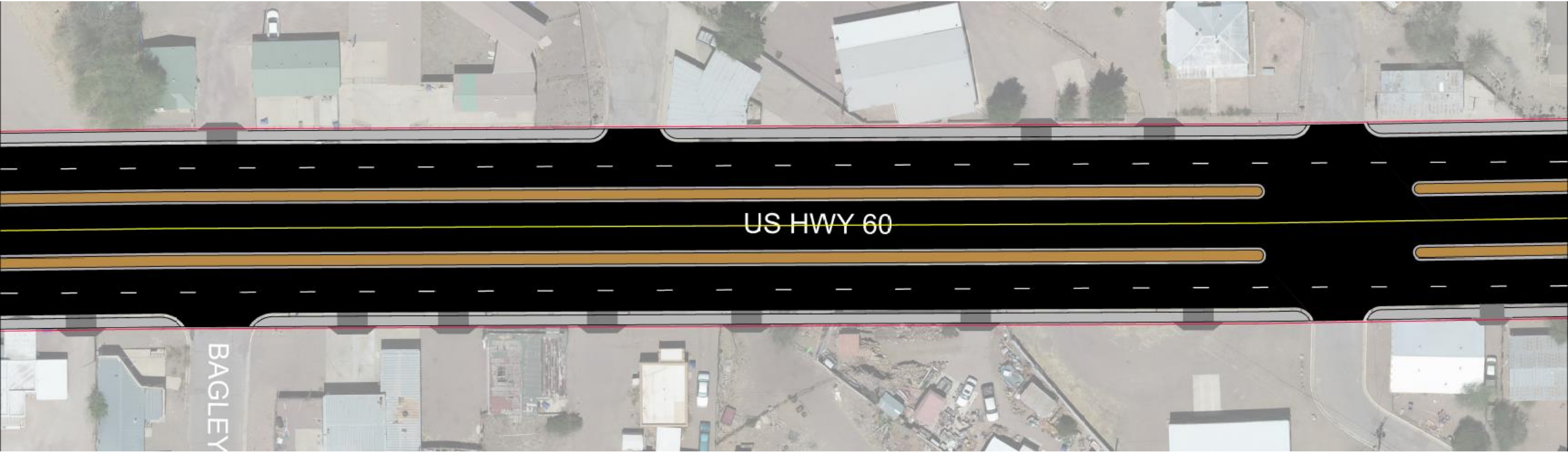
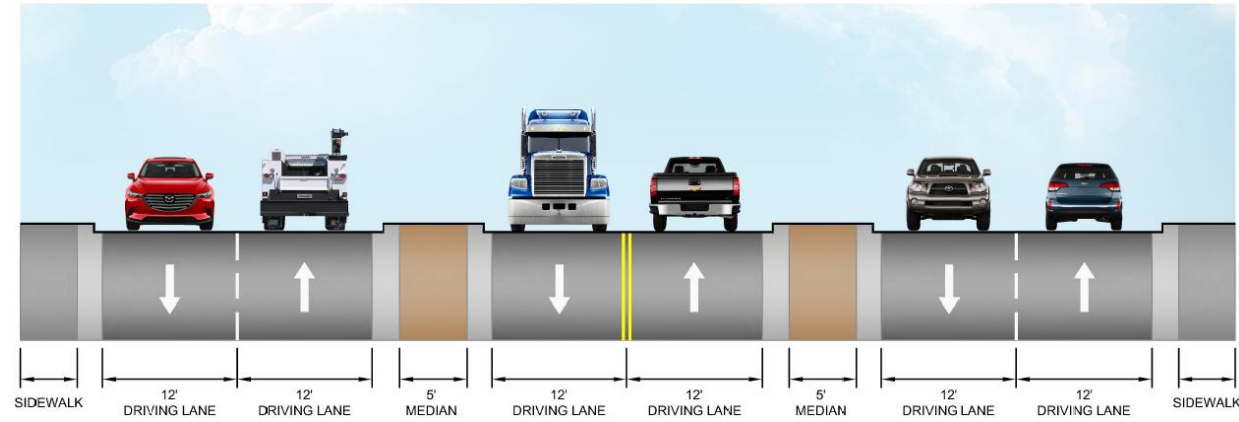
URBAN SOUTH - ALTERNATIVE C



URBAN SOUTH - ALTERNATIVE D



URBAN SOUTH - ALTERNATIVE E

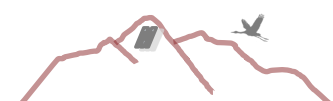
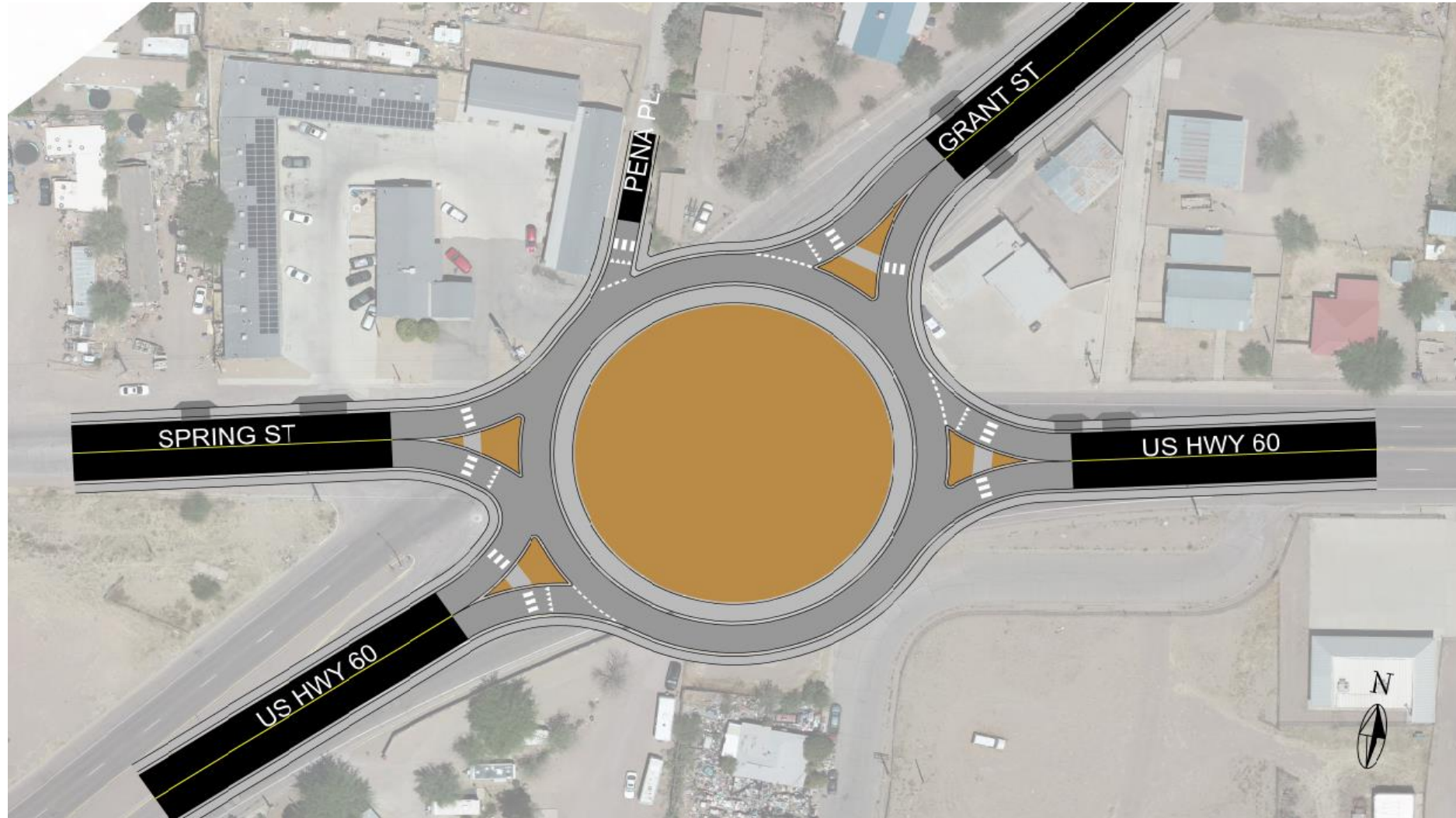




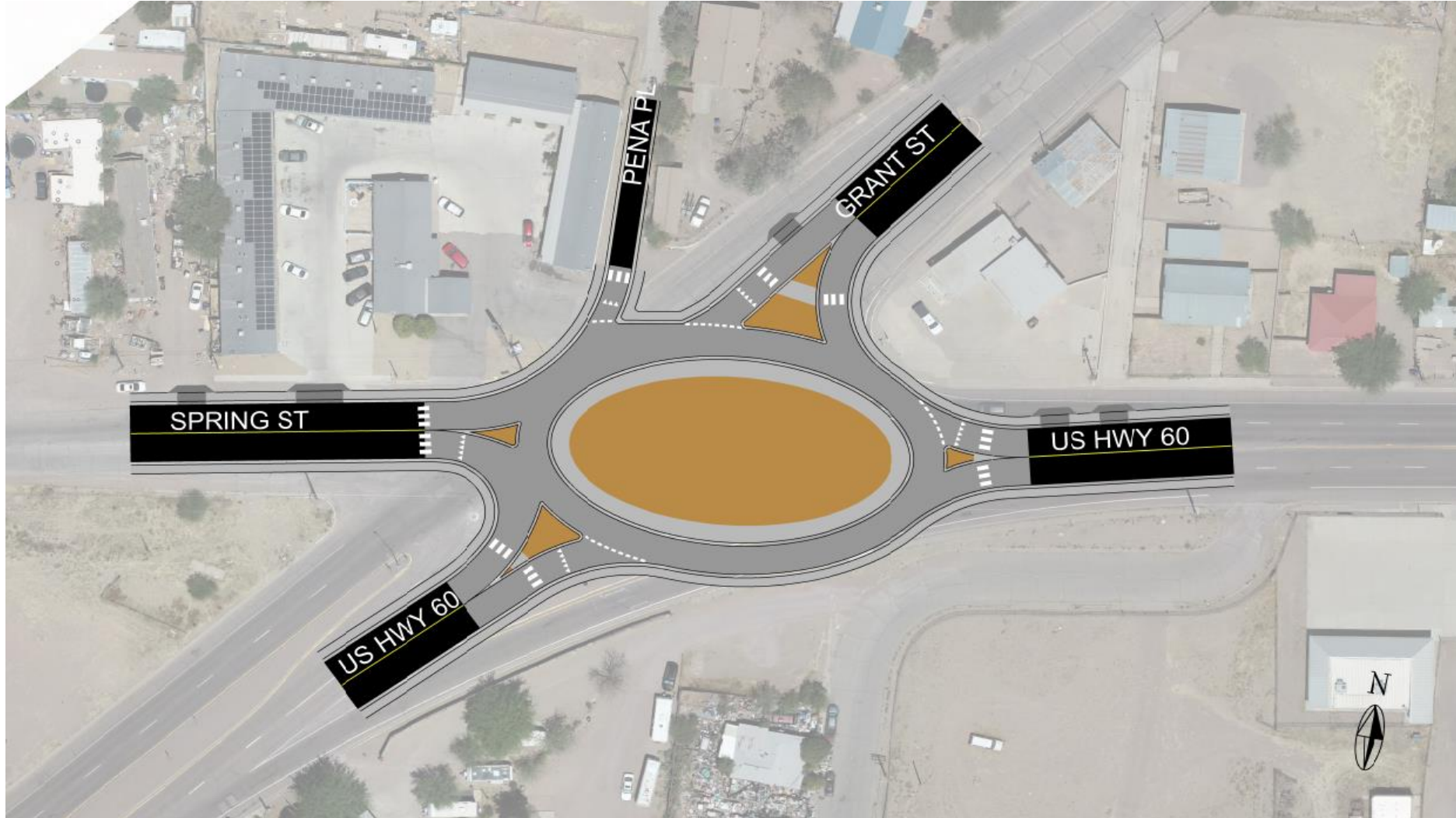
“Y” INTERSECTION – NO BUILD

The no build alternative consists of no improvements to US 60

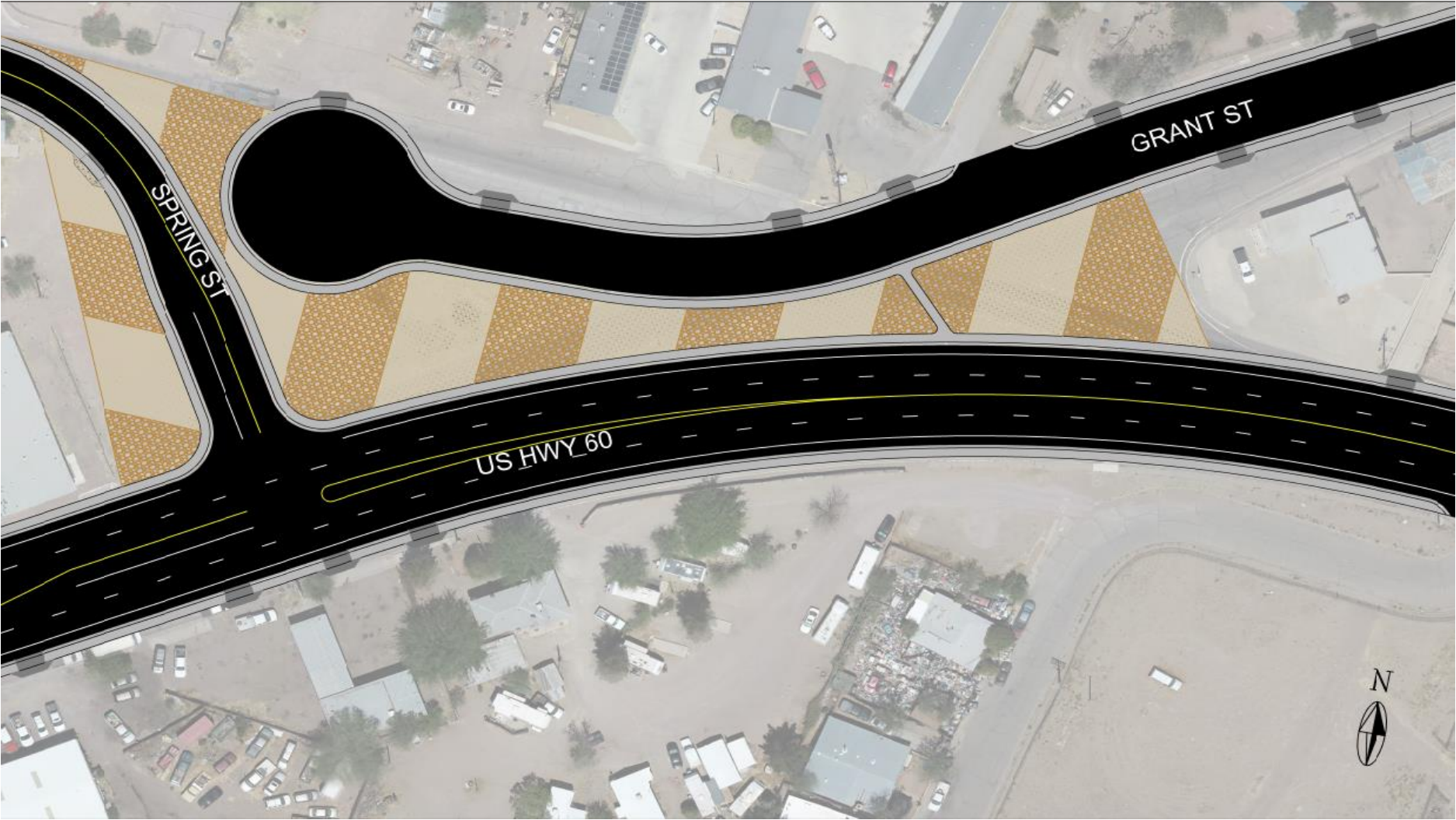
“Y” INTERSECTION – ALTERNATIVE A



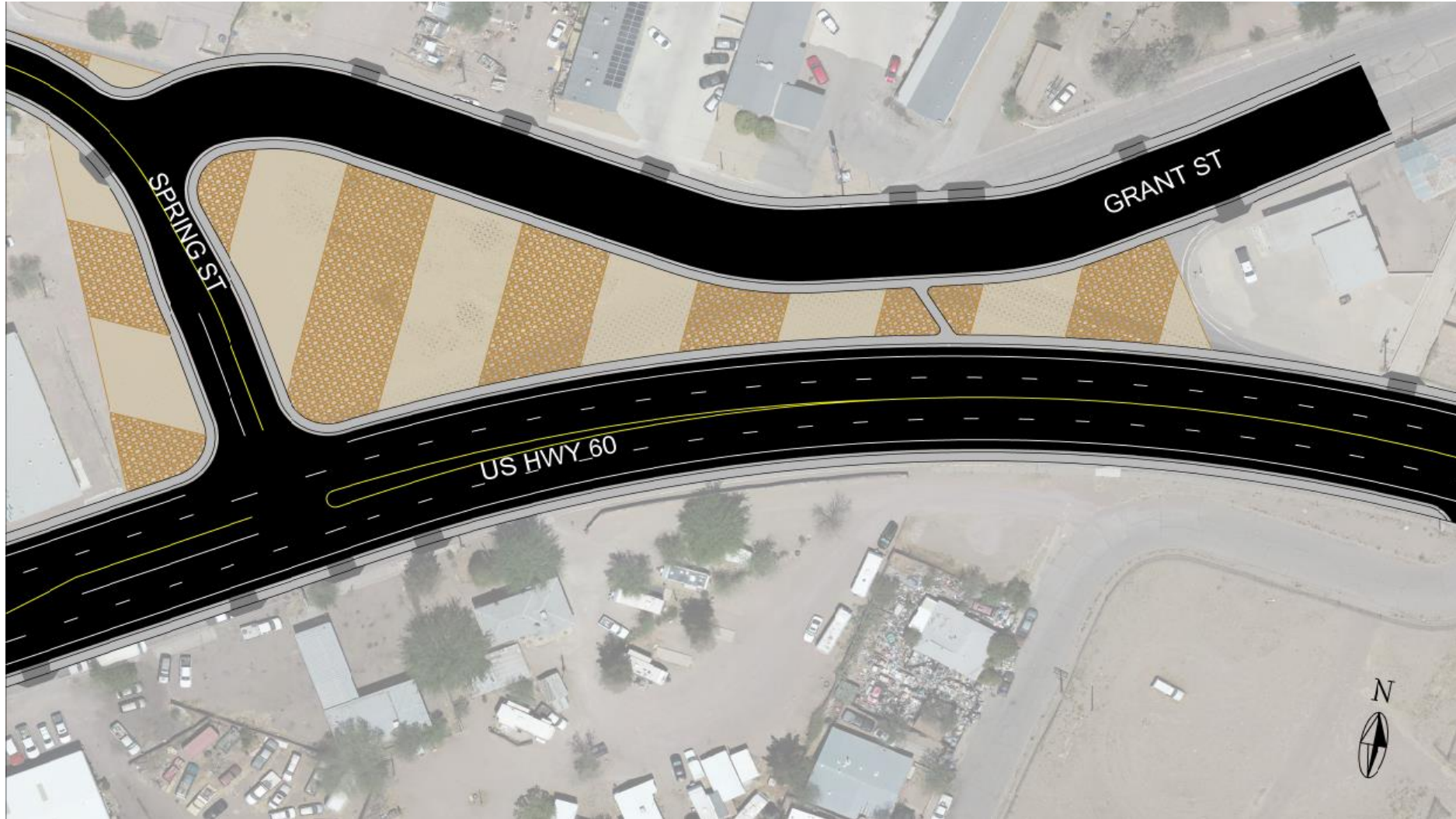
“Y” INTERSECTION – ALTERNATIVE B



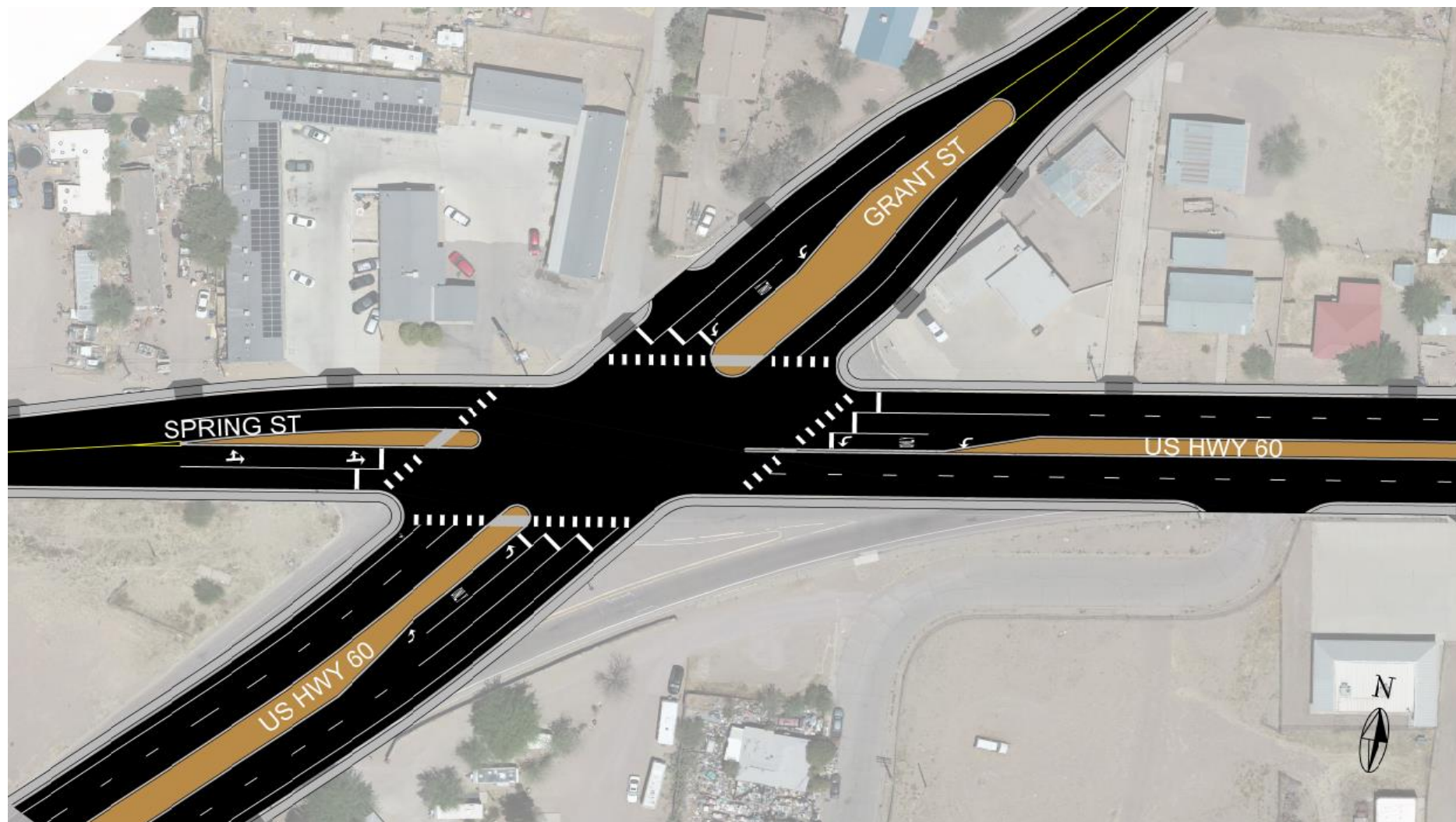
“Y” INTERSECTION – ALTERNATIVE C



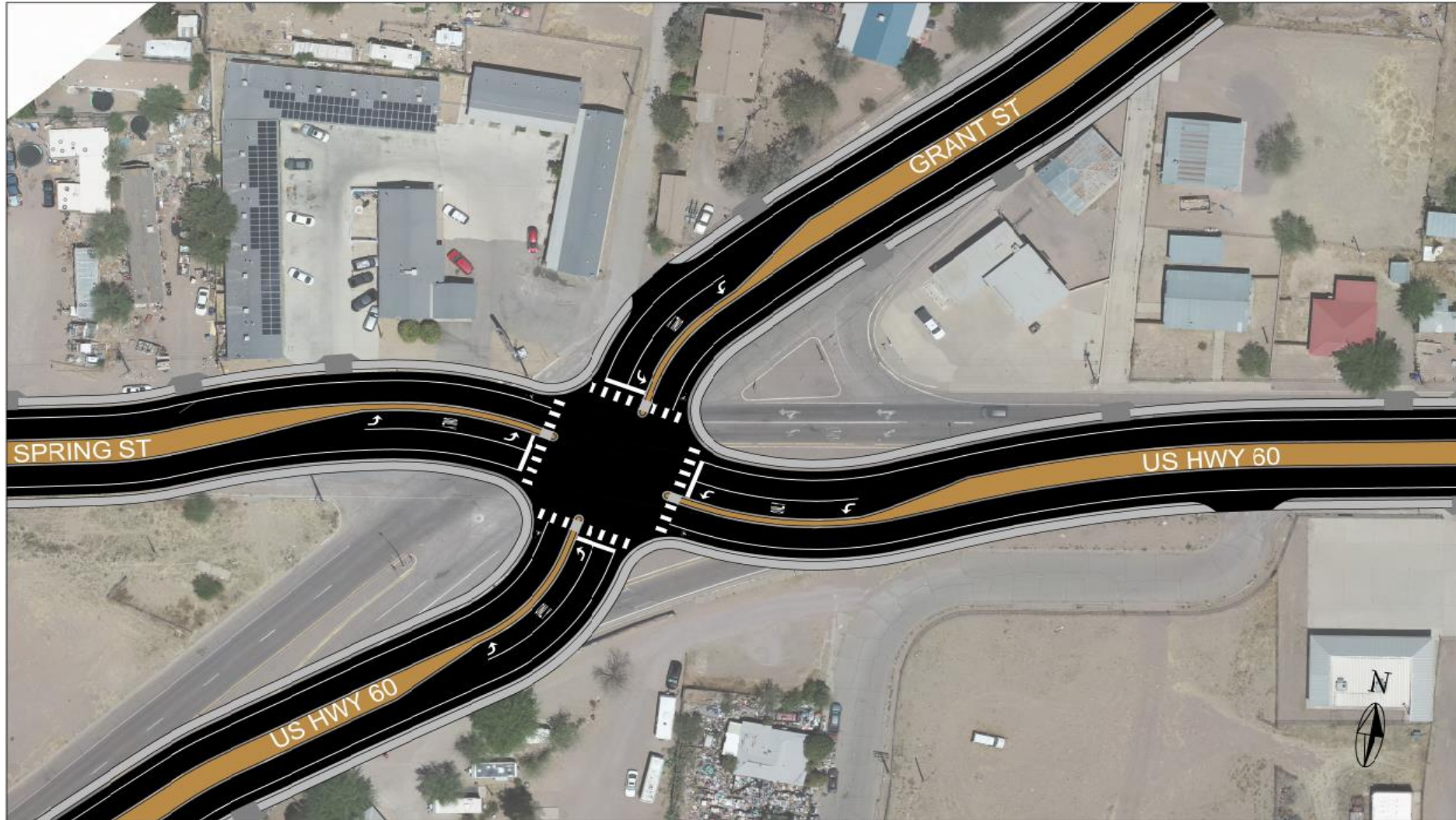
“Y” INTERSECTION – ALTERNATIVE D



“Y” INTERSECTION – ALTERNATIVE E



“Y” INTERSECTION – ALTERNATIVE F



URBAN EAST SEGMENT

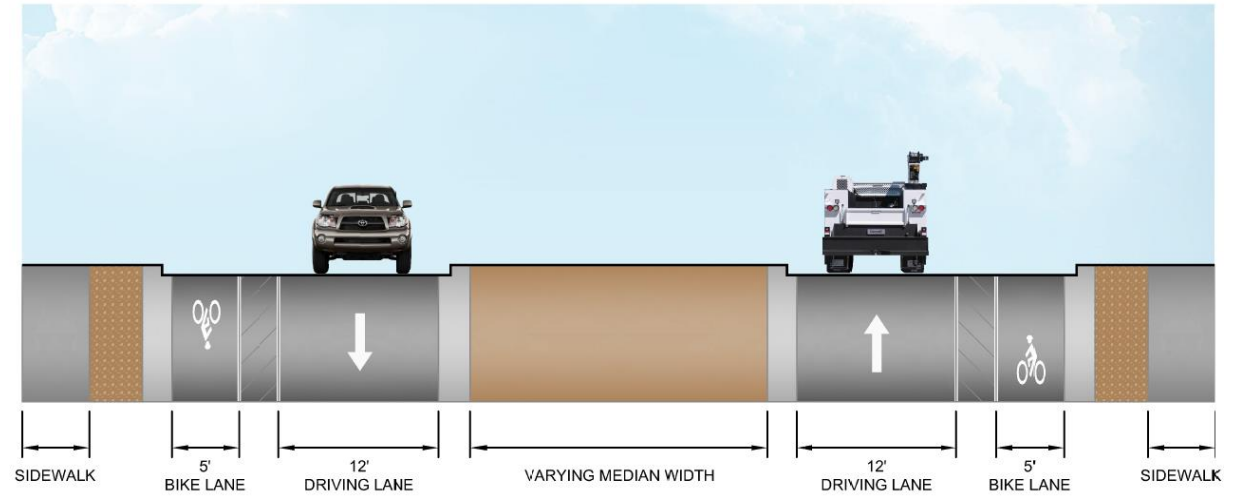


URBAN EAST – NO BUILD

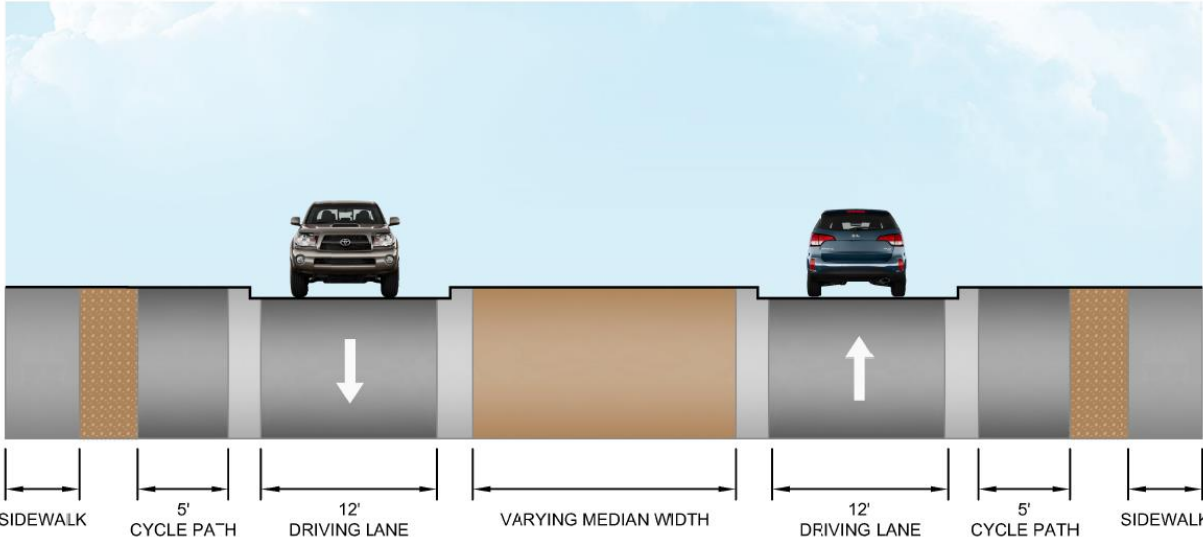
The no build alternative would provide no improvements to US 60



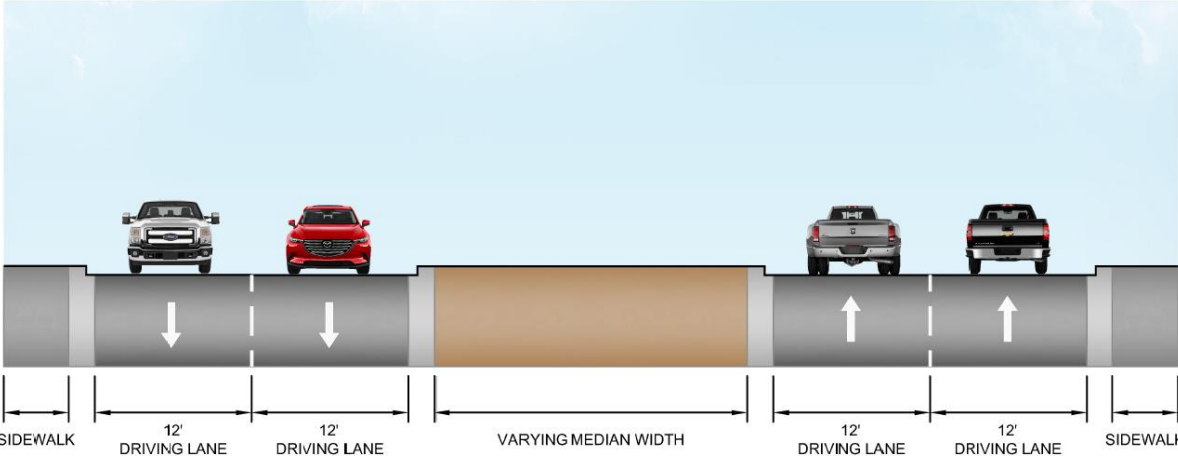
URBAN EAST - ALTERNATIVE A



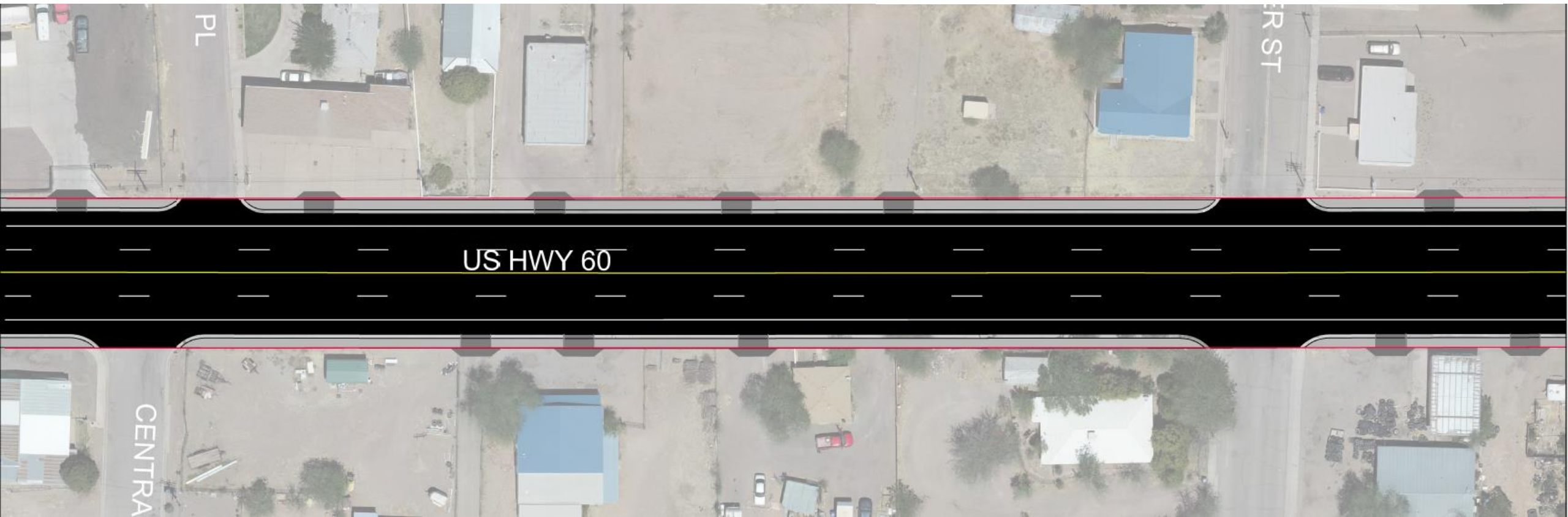
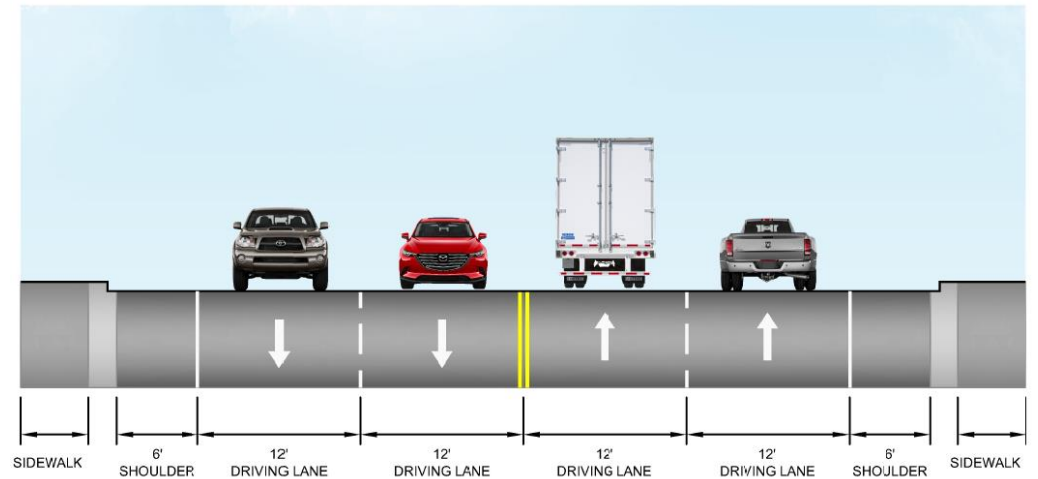
URBAN EAST - ALTERNATIVE B



URBAN EAST - ALTERNATIVE C



URBAN EAST - ALTERNATIVE D

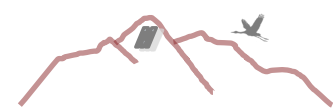
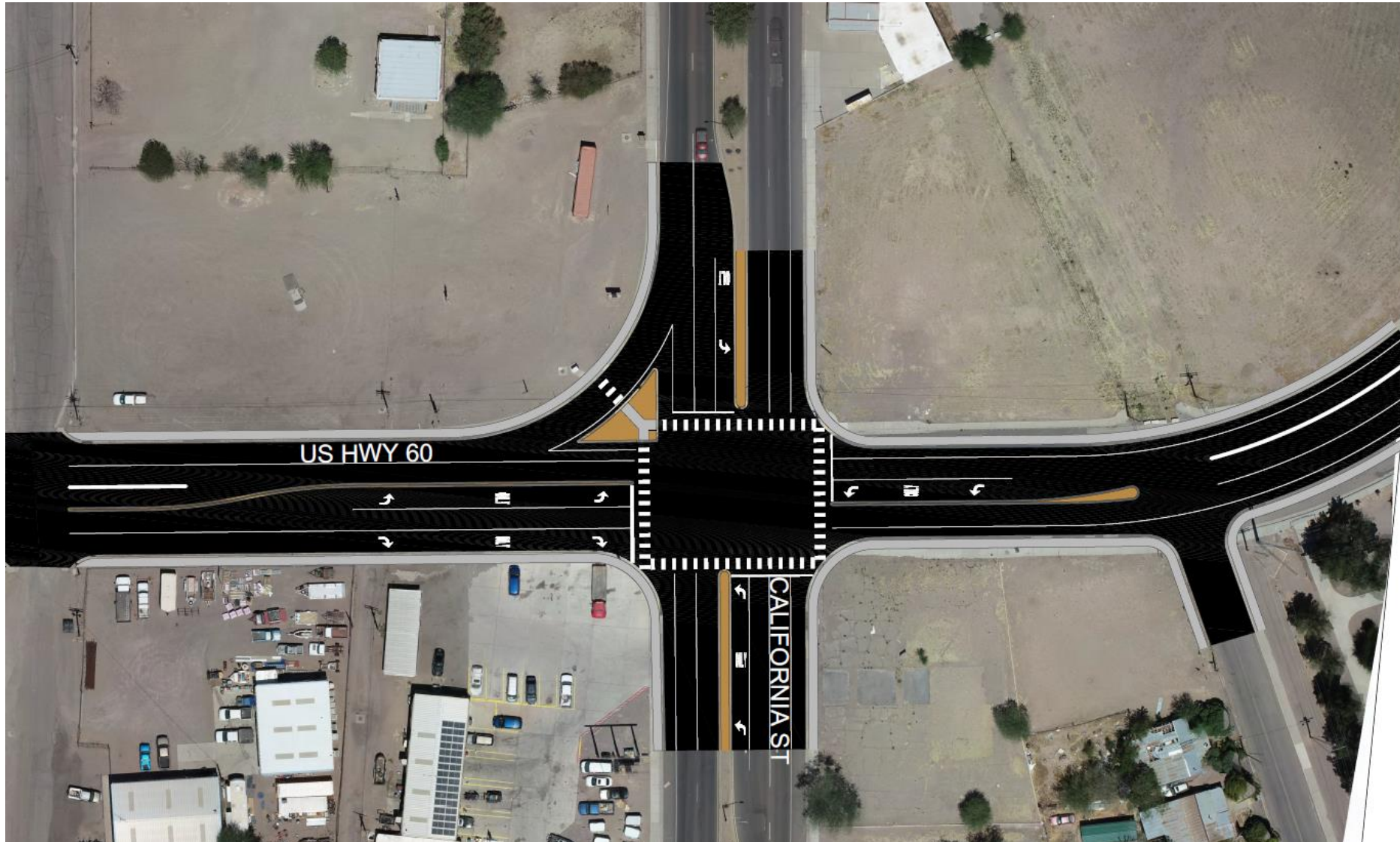


An aerial photograph of a multi-lane intersection. The main road is a multi-lane highway with a median. A side street crosses it from the left. There are traffic lights at the intersection. Several cars and trucks are visible, including a white car in the intersection and a red truck. A large red box is on the right side of the road. The text 'CALIFORNIA ST / SPRING ST' is overlaid in large blue letters. Below it, a red box contains white text: 'The no build alternative would provide no improvements to US 60'.

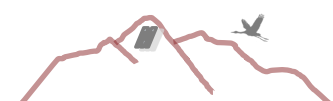
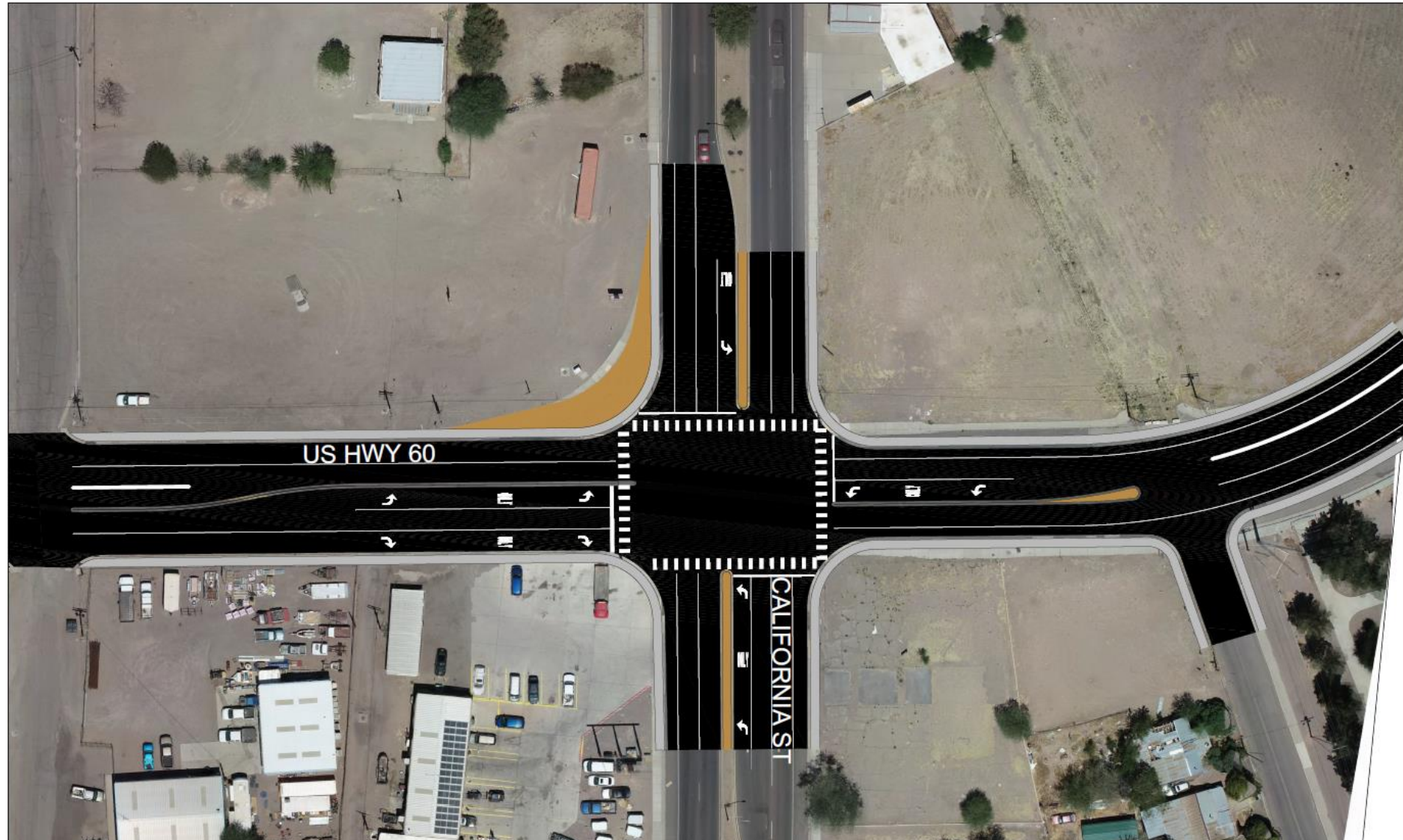
CALIFORNIA ST / SPRING ST

The no build alternative would provide no improvements to US 60

CALIFORNIA ST/SPRING ST- ALTERNATIVE A

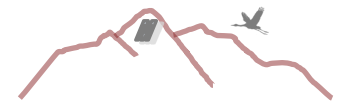


CALIFORNIA ST/SPRING ST- ALTERNATIVE B



ALTERNATIVE ANALYSIS

- ✦ Safety
- ✦ Traffic Operations
- ✦ Geometric Compliance
- ✦ Cost
- ✦ Driver Expectations
- ✦ Constructability
- ✦ Environmental
- ✦ Drainage
- ✦ Right of Way

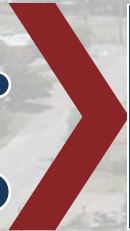


WHERE ARE WE IN THE PROJECT?



Public Meeting

We are here!



Comment Period

30 days to submit comments



Refine Alternatives

Step 3



Select Preferred Alternative

Step 4



Finalize A/B Report

Step 5



Phase C and Phase D

MC is not contracted for these phases yet



SUBMIT COMMENTS

VISIT OUR WEBSITE

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