



# Virtual Public Meeting #2 Summary

I-25 San Antonio Interchange Study

CN 1102060

New Mexico Department of Transportation

June 2023

#### Prepared by:

HDR Engineering, Inc. 2155 Louisiana Blvd NE, #3000 Albuquerque, NM 87110

**In cooperation with:** NMDOT FHWA

# Contents

Introduction	3
I-25 San Antonio Interchange Study	3
Public Involvement Process	4
Virtual Public Meeting	4
Notifications	4
Newspaper Advertisements	4
Meeting Notification Banner	5
Direct Mailer	5
Local Radio Stations	5
Social Media	5
Project Webpage	6
Public Meeting Materials	6
Presentation	6
Fact Sheet	6
Public Comments	6
Virtual Meeting Questions and Answers	7
Additional Comments/Questions	7

#### Appendices

Appendix A: Public Meeting Notification Appendix B: Public Meeting Materials Appendix C: Public Comments Appendix D: Media Coverage

#### Introduction

The New Mexico Department of Transportation (NMDOT) is evaluating improvement alternatives 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 10 miles south of Socorro, New Mexico.

#### I-25 San Antonio Interchange Study

The purpose of the study is to correct geometric roadway deficiencies, enhance drainage structures and protections to diminish scour and erosion, and provide a safe and efficient interchange that meets user expectations.



#### Public Involvement Process

I-25 connects with US 380, which is the main road into the nearby community of San Antonio. Due to the study's location, there is a unique set of stakeholders that need to be engaged through the public involvement efforts including commuters, emergency services, schools and school transportation, agencies, and the traveling public among others. Ultimately, the goal of these 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.

#### **Virtual Public Meeting**

The study team, including NMDOT staff, held the second virtual public meeting of the study on Thursday, May 18, 2023, at 6 p.m. via Zoom. To participate, the public was invited to log in to the meeting using the Zoom application, web browser, or via telephone.

The meeting provided an overview of the study area, the study purpose and need, a summary of feedback received from the first public meeting held in November 2022, the proposed alternatives, the recommended alternative, and the next steps. 19 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 gave 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 and were published in both English and Spanish:

- El Defensor Chieftain (May 4, 2023)
- Albuquerque Journal (May 4, 2023)

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

#### **Meeting Notification Banner**

Banners were created and posted at the I-25 San Antonio/US 380 interchange in May 2023. The banners listed details on how to attend and participate in the virtual public meeting. A copy of the banners 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 May 2, 2023. 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 May 4, 2023. The emails were sent to the following radio stations:

- KUNM 89.9 FM
- KXFR 91.9 FM
- KKOB 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 <u>www.dot.nm.gov/i25-san-antonio-study/</u> was updated in April 2023 and included information about the study and a link to the event webpage with full meeting details. An event webpage was created at <u>www.dot.nm.gov/event/i25-san-antonio-public-meeting/</u>, 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 added to the webpage to allow the public to watch the meeting at their convenience and continue to provide comments through June 17, 2023.

#### **Public Meeting Materials**

#### Presentation

A PDF of the presentation was made available to the public through the study webpage on May 19, 2023. In addition to the presentation, a link to the recording of the virtual public meeting was posted to the study webpage on May 26, 2023. A copy of the presentation is available in Appendix B – Public Meeting Materials.

#### Fact Sheet

A PDF of the study fact sheet was made available to the public through the study webpage on May 18, 2023. A copy of the fact sheet is available in Appendix B – Public Meeting Materials.

#### Public Comments

Public comments were accepted from May 4 – June 17, 2023 in the following ways:

- Live at the virtual public meeting
- On the study webpage: <a href="http://www.dot.nm.gov/i25-san-antonio-study/">www.dot.nm.gov/i25-san-antonio-study/</a>
- Via email: <u>I25SanAntonio@hdrinc.com</u>
- Via phone: 505.357.7327
- Via mail: I-25 San Antonio Study C/O HDR Engineering

2155 Louisiana Blvd NE, #3000, Albuquerque, NM 87110

In total, 28 comments were received throughout the comment period. The comments focused on safety, construction timelines, drainage, potential road closures, flooding, and business impacts. Of the 28 comments received, four were received live during the virtual public meeting.

#### Virtual Meeting Questions and Answers

Four questions/comments were submitted by attendees during the virtual public meeting and were responded to live by the study team on May 18, 2023. These comments ranged from support of the project to specific questions about construction materials and subcontractors. A summary of those questions and answers can be found in Appendix C – Public Comments.

#### **Additional Comments/Questions**

24 additional questions/comments were received during the comment 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.

#### Media Coverage

An article about the study was published in the El Defensor Chieftain on May 29, 2023. A copy of the article can be found in Appendix D – Media Coverage.

#### Appendix A – Public Meeting Notification

**Newspaper Advertisements** 

**Meeting Notification Banner** 

**Direct Mailer** 

**Radio Station Emails** 

**Social Media** 

# Join Us!

TRANSPORTATION

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

#### **OFHWA**

#### **Second Virtual Public Meeting**

The New Mexico Department of Transportation (NMDOT) is evaluating improvement alternatives on the Interstate 25 (I-25) San Antonio 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 go over the improvement alternatives developed and the study team's recommendations. We appreciated your involvement in the first meeting this past November; however, we want to hear your thoughts on the alternatives and study recommendations! Please join us on Thursday, May 18, 2023, starting at 6:00 p.m. to learn more and share your input!



#### **How To Participate**

#### Thursday, May 18, 2023 | 6:00 p.m. (MT)

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

#### **ONLINE OR CALL-IN** English

- Link: bit.ly/i25sastudy
- Phone: 669-900-6833
- Webinar ID: 964 6290 8836
- Password: NMDOTI25 (15847150 from phones)

#### **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.

#### We Want to Hear From You!

#### Comments are being accepted through June 17, 2023.

#### You can comment in the following ways:

- Attend the virtual meeting
- Email: I25SanAntonio@hdrinc.com
- Call: 505-357-7327
- Visit the project website:

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

• USPS Mail to: I-25 San Antonio Study c/o HDR 2155 Louisiana Blvd. NE, # 3000 Albuquerque, NM 87110

To request meeting assistance, language translation, or ADA accommodations, please contact Victoria Romejko at 505-357-7327 or I25SanAntonio@hdrinc.com by May 11, 2023.



### **© FHWA**

Estudio sobre la intersección de San Antonio en la interestatal 25 (CN 1102060)

#### Segunda reunión pública virtual

El Departamento de Transporte de Nuevo México (New Mexico Department of Transportation, NMDOT) está evaluando alternativas de mejora en la intersección de San Antonio en la interestatal 25 (I-25), que se encuentra aproximadamente a 0.5 millas al oeste de San Antonio, Nuevo México entre Milepost (MP) 139 y MP 140. La I-25 conecta con la US 380, que es la carretera principal hacia la comunidad cercana de San Antonio. El propósito de esta reunión es repasar las alternativas de mejora desarrolladas y las recomendaciones del equipo del estudio. Apreciamos su participación en la primera reunión del pasado mes de noviembre; sin embargo, queremos escuchar sus opiniones sobre las alternativas y las recomendaciones del estudio. Acompáñenos el jueves 18 de mayo de 2023 a partir de las 6:00 p.m. para obtener más información y compartir su opinión.

#### Cómo participar

#### Jueves 18 de mayo de 2023 | 6:00 p.m. (MT)



Participe en la reunión pública virtual en directo desde su computadora, teléfono inteligente o tableta mediante el siguiente enlace o llame por teléfono:

#### En línea o por teléfono

#### **Español:**

- Enlace: bit.ly/i25sastudyesp
- Teléfono: 669-444-9171
- ID del seminario web: 920 4239 6094
- Contraseña: I25ESP (456419 desde teléfonos)

#### ¿No puede asistir?

Si no puede participar en la reunión virtual, el evento se grabará y publicará en el sitio web del proyecto poco después de la reunión.

#### Queremos escucharlo

Se aceptan comentarios hasta el 17 de junio de 2023.

Puede hacer comentarios de las siguientes maneras:

- Asistir a la reunión virtual
- Correo electrónico: I25SanAntonio@hdrinc.com
- Teléfono: 505-357-7327
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- Correo postal de USPS dirigido a: I-25 San Antonio Study c/o HDR 2155 Louisiana Blvd. NE, #3000 Albuquerque, NM 87110

Para solicitar asistencia para reuniones, traducción de idiomas o adaptaciones de la ADA, comuníquese con Victoria Romejko al 505-357-7327 o envíe un correo electrónico a I25SanAntonio@hdrinc.com antes del 11 de mayo de 2023.

Advertiser : HDR INC Ad Number : 000156955002

ALBUQUERQUE JOURNAL

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THURSDAY, MAY 4, 2023 A5

# Join Us!

#### **Second Virtual Public Meeting**

TRANSPORTATION

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Interstate 25 San Antonio Interchange Study (CN 1102060)

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#### English

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Estudio sobre la intersección de

#### **© FHWA**

#### San Antonio en la interestatal 25 (CN 1102060)

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Advertiser : HDR INC Ad Number : 000156955001

dchieftain.com

#### Local

MAY 4, 2023 • 3

# Cond Virtual Public Meeting

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# Virtual Public Meeting May 18, 2023 6:00 pm (MT) **Connect with us:** Email: I25SanAntonio@hdrinc.com Call: 505-357-7327 Visit the project website: www.dot.nm.gov/i25-san-antonio-study/

# Interstate 25 San Antonio







Interstate 25 San Antonio Interchange Study (CN 1102060)

# May 18, 2023 | 6:00 pm (MT)

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Connect with US: Email: 1255 = whitenie@hdrinc.com Call: 50° 357-7327 VIEW (ne project website: www.dot.nm.gov/i25-san-antonio-study/ Interstate 25 San Antonio Interchange Study (CN 1102060)

# Virtual Public Meeting

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May 18, 2023 ( 6:00 pm (M))



Connect with us: Email: 1255anAntonio@hdrinc.com Call: 505-357-7327 Visit the project website: www.dot.nm.gov/i25-san-antonio\_study/

#### **Join us!** Interstate 25 San Antonio Interchange Study (CN 1102060)



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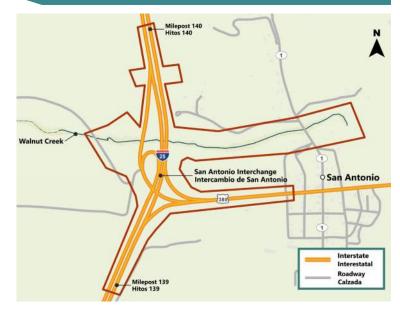
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#### Cómo participar Jueves 18 de mayo de 2023 | 6:00 p.m. (MT)

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Address and barcode clearance area

Indicia clearance area

From:	<u>I25 San Antonio</u>
То:	<u>125 San Antonio</u>
Cc:	Policar, Randy; Mullins, Jennifer, NMDOT; Bean, Danton
Subject:	NMDOT Second Virtual Public Meeting for the I-25 San Antonio Traffic Interchange Study- Thursday, May 18, 2023
Date:	Thursday, May 4, 2023 1:03:39 PM
Attachments:	NMDOT I-25 San Antonio Public Meeting 2 Direct Mail Postcard.pdf

Good afternoon,

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.

NMDOT invites the public to participate in the second virtual public involvement meeting on **Thursday, May 18, 2023, starting at 6 p.m**. to learn more about and share input on the study. The purpose of the second meeting is to go over the improvement alternatives developed and the study team's recommendations.

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

Victoria Romejko Senior Communications Coordinator

I-25 Sa	n Antonio	o Interchange Study – Social Media P	lan	
Date	Outlet	Content	Graphics	Links
May 4	Facebook	NMDOT invites you to participate in a virtual public meeting on Thursday, May 18, starting at 6 p.m. to learn about and share your input on the Interstate 25 San Antonio Interchange Study (CN 1102060). Join the virtual public meeting through Zoom on your computer, phone, or tablet. Visit: https://www.dot.nm.gov/i25-san-antonio-study/	Interstate 25 San Antonio Interchange Study (CN 1102060) VIRTUAL PUBLIC MEETING Thursday, May 18, 2023   6:00 p.m. (MT)	https://www.dot.nm. gov/i25-san-antonio- study/
May 9	Facebook	Don't miss the virtual public meeting for the Interstate 25 San Antonio Interchange Study (CN 1102060) happening Thursday, May 18, starting at 6 p.m. Visit the link below to see how you can join through Zoom. <u>https://www.dot.nm.gov/i25- san-antonio-study/</u>	Interstate 25 San Antonio Interchange Study (CN 1102060)	https://www.dot.nm. gov/i25-san-antonio- study/

May 12	Facebook	<ul> <li>Public comments are being accepted through June 17 for the I-25 San Antonio Interchange Study. Public comments can be made in several ways:</li> <li>Attend the virtual meeting</li> <li>Email: I25SanAntonio@hdrinc.com</li> <li>Call: 505-357-7327</li> <li>Visit the project website: https://www.dot.nm.gov/i25-san- antonio-study/</li> <li>USPS mail to: I-25 San Antonio Study c/o HDR 2155 Louisiana Blvd. NE, Suite 3000 Albuquerque, NM 87110</li> </ul>	Interstate 25 San Antonio Interchange Study (CN 1102060) COMMENTS ACCEPTED THROUGH JUNE 17 https://www.dot.nm.gov/i25-san-antonio-study/	https://www.dot.nm. gov/i25-san-antonio- study/
May 15	Facebook	REMINDER: Join us for the virtual public meeting for the Interstate 25 San Antonio Interchange Study on Thursday, May 18, starting at 6 p.m. Click the link to learn more: https://www.dot.nm.gov/i25-san-antonio-study/ Call-in/Online through Zoom: English: •Link: bit.ly/i25sastudy •Phone: 669-900-6833 •Webinar ID: 964 6290 8836 •Password: NMDOTI25 (15847150 from phones) Español: • Enlace: bit.ly/i25sastudyesp • Teléfono: 669-444-9171 • ID del seminario web: 920 4239 6094 • Contraseña: I25ESP (456419 desde teléfonos)	Interstate 25 San Antonio Interchange Study (CN 1102060) VIRTUAL PUBLIC MEETING Thursday, May 18, 2023   6:00 p.m. (MT)	https://www.dot.nm. gov/i25-san-antonio- study/

May 17	Facebook	TOMORROW: Join us for the virtual public meeting for the Interstate 25 San Antonio Interchange Study starting at 6 p.m. Click the link to learn more: <u>https://www.dot.nm.gov/i25-san- antonio-study/</u> Call-in/Online through Zoom: English: •Link: bit.ly/i25sastudy •Phone: 669-900-6833 •Webinar ID: 964 6290 8836 •Password: NMDOTI25 (15847150 from phones) Español: • Enlace: bit.ly/i25sastudyesp • Teléfono: 669-444-9171 • ID del seminario web: 920 4239 6094 • Contraseña: I25ESP (456419 desde teléfonos)	Interstate 25 San Antonio Interchange Study (CN 1102060) VIRTUAL PUBLIC MEETING Thursday, May 18, 2023   6:00 p.m. (MT)	https://www.dot.nm. gov/i25-san-antonio- study/
May 18	Facebook	TONIGHT: Join us for the virtual public meeting for the Interstate 25 San Antonio Interchange Study starting at 6 p.m. Click the link to learn more: https://www.dot.nm.gov/i25-san-antonio- study/ Call-in/Online through Zoom: English: •Link: bit.ly/i25sastudy •Phone: 669-900-6833 •Webinar ID: 964 6290 8836 •Password: NMDOTI25 (15847150 from phones) Español: • Enlace: bit.ly/i25sastudyesp • Teléfono: 669-444-9171	Interstate 25 San Antonio Interchange Study (CN 1102060) VIRTUAL PUBLIC MEETING Thursday, May 18, 2023   6:00 p.m. (MT)	https://www.dot.nm. gov/i25-san-antonio- study/

		<ul> <li>ID del seminario web: 920 4239 6094</li> <li>Contraseña: I25ESP (456419 desde teléfonos)</li> </ul>		
May 25	Facebook	REMINDER: Your feedback is important! Don't forget to submit your comments on the Interstate 25 San Antonio Interchange Study before June 17. Visit the link below to see how you can provide your comments <u>https://www.dot.nm.gov/i25-san-antonio-study/</u> .	Interstate 25 San Antonio Interchange Study (CN 1102060) <b>VOUR COMMENTS</b> <b>ARE IMPORTANT!</b> https://www.dot.nm.gov/i25-san-antonio-study/	https://www.dot.nm. gov/i25-san-antonio- study/
June 1	Facebook	REMINDER: Your feedback matters! Don't forget to submit your comments on the I-25 San Antonio Interchange Study. The public comment period closes on June 17. Visit the link below to find out the different ways you can comment. <u>https://www.dot.nm.gov/i25-san-antonio-study/</u>	Interstate 25 San Antonio Interchange Study (CN 1102060) <b>YOUR FEEDBACK</b> MATTERS! https://www.dot.nm.gov/i25-san-antonio-study/	https://www.dot.nm. gov/i25-san-antonio- study/

 $\label{eq:Appendix} A-Public\ Meeting\ Notification-Social\ Media\ Calendar$ 

June 8	Facebook	REMINDER: We want to hear from you! The I-25		https://www.dot.nm.
		San Antonio Interchange Study comment period	TRANSPORTATION	gov/i25-san-antonio-
		closes on June 17. You can provide your		<u>study/</u>
		<ul> <li>comments in several different ways:</li> <li>Email: I25SanAntonio@hdrinc.com</li> <li>Call: 505-357-7327</li> </ul>	Interstate 25 San Antonio Interchange Study (CN 1102060)	
		<ul> <li>Visit the project website:</li> </ul>	WE WANT TO HEAR	
		<u>https://www.dot.nm.gov/i25-san-</u> antonio-study/	FROM YOU!	
		<ul> <li>USPS mail to: I-25 San Antonio Study c/o HDR</li> </ul>	https://www.dot.nm.gov/i25-san-antonio-study/	
		2155 Louisiana Blvd. NE, Suite 3000 Albuquerque, NM 87110		
June 12	Facebook	Public comments are being accepted through June 17 for the I-25 San Antonio Interchange Study. Public comments can be made in several	TRANSPORTATION	https://www.dot.nm. gov/i25-san-antonio- study/
		ways:	Interstate 25 San Antonio	
		<ul> <li>Email: 125SanAntonio@hdrinc.com</li> <li>Call: 505-357-7327</li> </ul>	Interchange Study (CN 1102060)	
		Visit the project website:	COMMENTS ACCEPTED	
		https://www.dot.nm.gov/i25-san- antonio-study/	THROUGH JUNE 17	
		• USPS mail to: I-25 San Antonio Study c/o HDR	https://www.dot.nm.gov/i25-san-antonio-study/	
		2155 Louisiana Blvd. NE, Suite 3000 Albuquerque, NM 87110		

June 16	s A 1 P	TOMORROW IS THE DEADLINE! Don't forget to submit your comments on the Interstate 25 San Antonio Interstate Study before tomorrow, June 17. Visit the link below to see how you can provide your comments <u>https://www.dot.nm.gov/i25-san-antonio-study/</u> .	Interstate 25 San Antonio Interchange Study (CN 1102060) <b>YOUR COMMENTS</b> <b>ARE IMPORTANT!</b> https://www.dot.nm.gov/i25-san-antonio-study/	https://www.dot.nm. gov/i25-san-antonio- study/
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ilepost 140 **Interstate 25** San Antonio Interchange Walnut Creek .25 San Antonio Interchange San Antonio Study 380 (CN 1102060) Interstate Milepost 139 Roadway



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

# WE WANT TO HEAR FROM YOU!

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





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

# COMMENTS ACCEPTED THROUGH JUNE 17

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





# Interstate 25 San Antonio Interchange Study (CN 1102060)

# VIRTUAL PUBLIC MEETING

Thursday, May 18, 2023 | 6:00 p.m. (MT)





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

# YOUR COMMENTS ARE IMPORTANT!

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





#### 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







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

Second Virtual Public Meeting

May 18, 2023

The public meeting will begin shortly.





- All participants have been muted to avoid background noise
- This meeting will be recorded
- Para acceder a la reunión en español, marcar
  669-444-9171 y usar código de reunión
  920 4239 6094 y contraseña 456419
- Following the meeting presentation, we will take questions and comments online and by phone Instructions will be provided on how to participate



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# I-25/US 380 (San Antonio) Interchange Study CN 1102060 Second Virtual Public Meeting May 18, 2023



# Agenda

- Introductions
- Purpose and Need
- What We Heard in November 2022 Public Meeting
- Proposed Alternatives Evaluated
- Recommended Alternative
- Next Steps
- Questions

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

New Mexico department of TRANSPORTATION



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# Introductions

#### • NMDOT

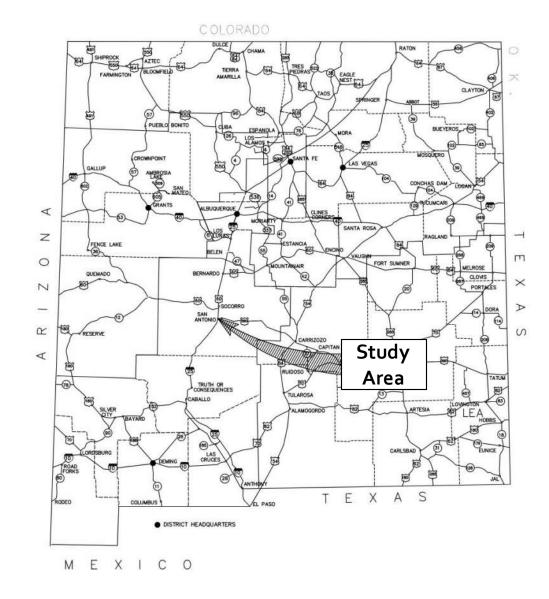
- Mark Salazar, PE, Project Development Engineer
- Aaron Chavarria, PE, Interim District 1 Engineer
- Harold Love, PE, Assistant District 1 Engineer
- Gene Paulk, PE, Assistant District 1 Engineer
- Joshua Holguin, Environmental Liaison
- Consultants
  - Danton Bean, PE, Project Manager
  - Ravi Sripada, PE, Roadway Engineer
  - Andrew Wong, PE, Drainage Engineer
  - Randy Policar, Public Involvement Specialist
  - Maria Altemus, Environmental Planner

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





# Study Location



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



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## Study Area



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

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#### Purpose and Need

#### • Needs:

- Deficient acceleration and merge lanes for entrance ramps
- Deficient roadway superelevation geometry
- Problematic drainage elements
- Aged and dilapidated bridge structures

• Purpose: Improve safety



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#### **Deficient Acceleration Lane Length**

- 150 ft available
- 1,160 ft required



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

## Existing Description and Condition

# Roadway





Existing Description and Condition

Roadway

#### Summary

- Deficient acceleration lanes for Northbound and Southbound onramps
- Deficient superelevation for I-25 Northbound and Southbound lanes

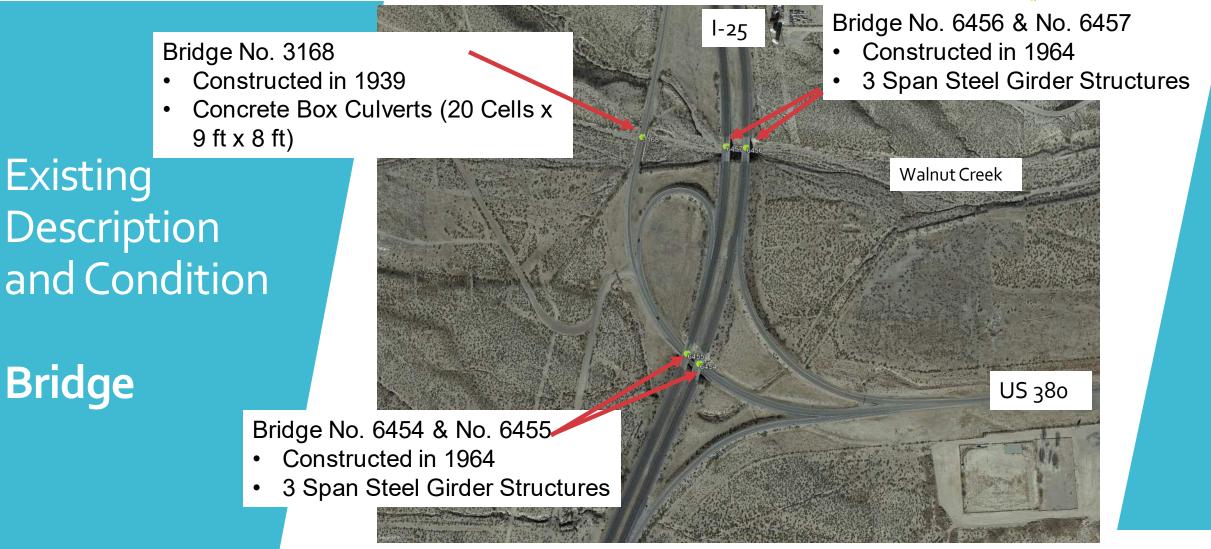
I-25/US 380 (San Antonio) Interchange Study

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Existing Description and Condition

Bridge



#### Summary

•All five bridge structures are reaching the end of their design life.







## Drainage Structure Summary

19 Crossings

25 Culverts

3 Bridges to convey Walnut Creek

Scour and sediment issues





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#### 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 19,000 cubic feet per second

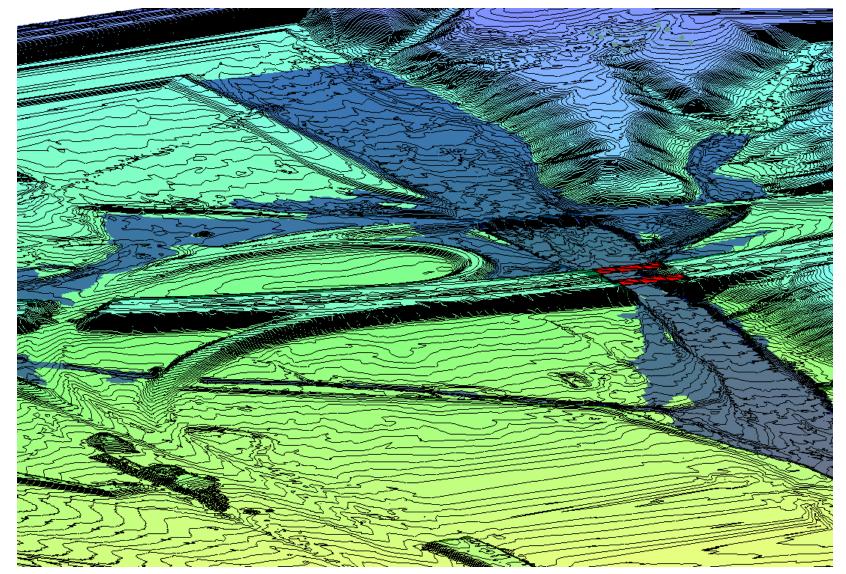


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#### Hydraulic Analysis

- 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





Stakeholder Meeting November 9, 2022

Public Meeting November 16, 2022

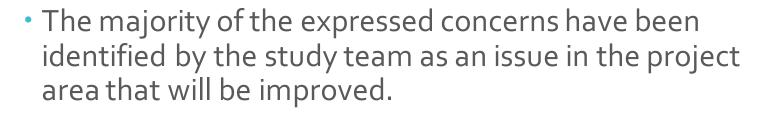
Comment Period closed December 15, 2022



- 41 Total Comments/Questions Received
  - 12 at the virtual public meeting
  - 24 via email
  - 5 via phone call
- General Comment Themes
  - Driver safety concerns with existing roadway
  - Ramp geometry concerns
  - Concerns about Northbound on-ramp
  - Flood control



#### Response to Comments



- Plans for traffic and traffic control will be developed in Final Design.
- Intent is to limit closures and traffic restrictions.

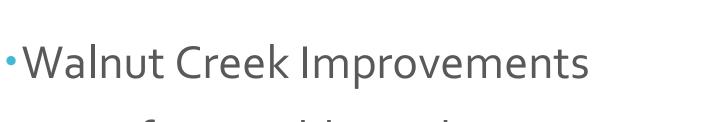


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### NMDOT Update



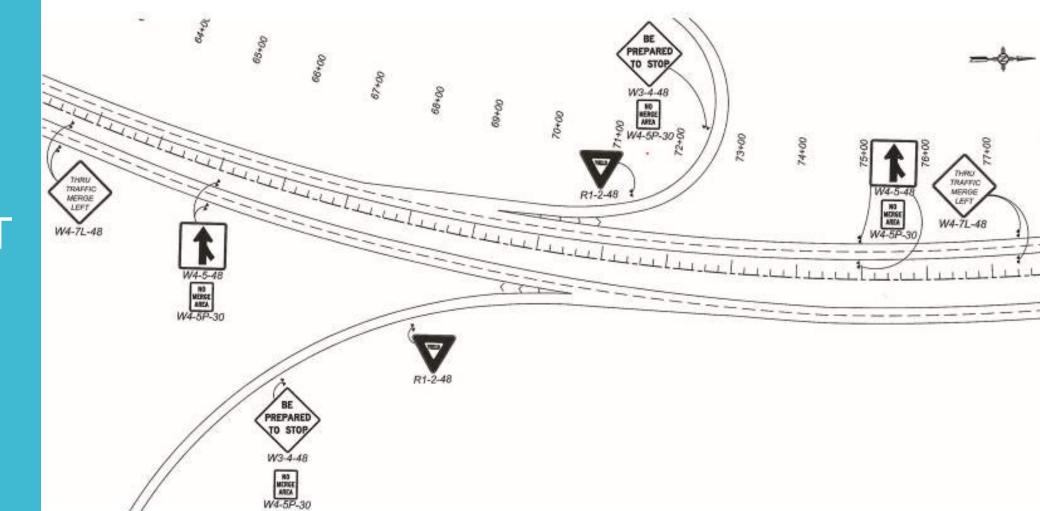
- Signs for Northbound movements
- Pavement Preservation











### NMDOT Update









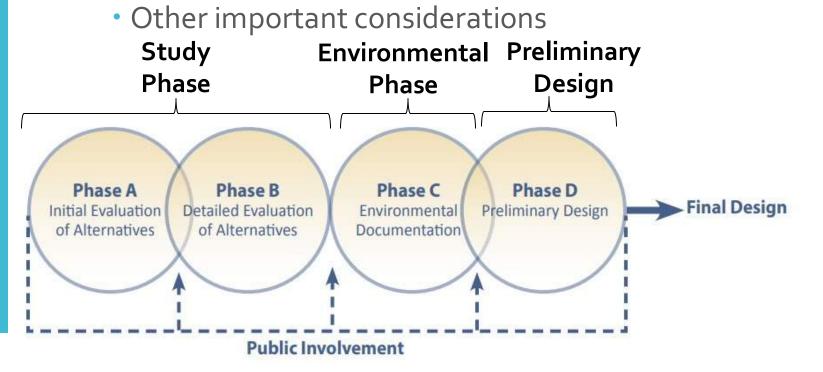
## NMDOT Update





What is the purpose of this meeting?

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





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

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• Needs:



- Deficient roadway superelevation geometry
- Problematic drainage elements
- Aged and dilapidated bridge structures

• Purpose: Improve safety







## Proposed Alternatives

#### • No-Build

- Build Alternatives
  - Alternative 1: Enhancement to the existing geometry
  - Alternative 2: Tight Diamond Interchange geometry
    - Match Existing US 380 alignment
  - Alternative 3: Tight Diamond Interchange geometry
    - Adjust US 380 alignment

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

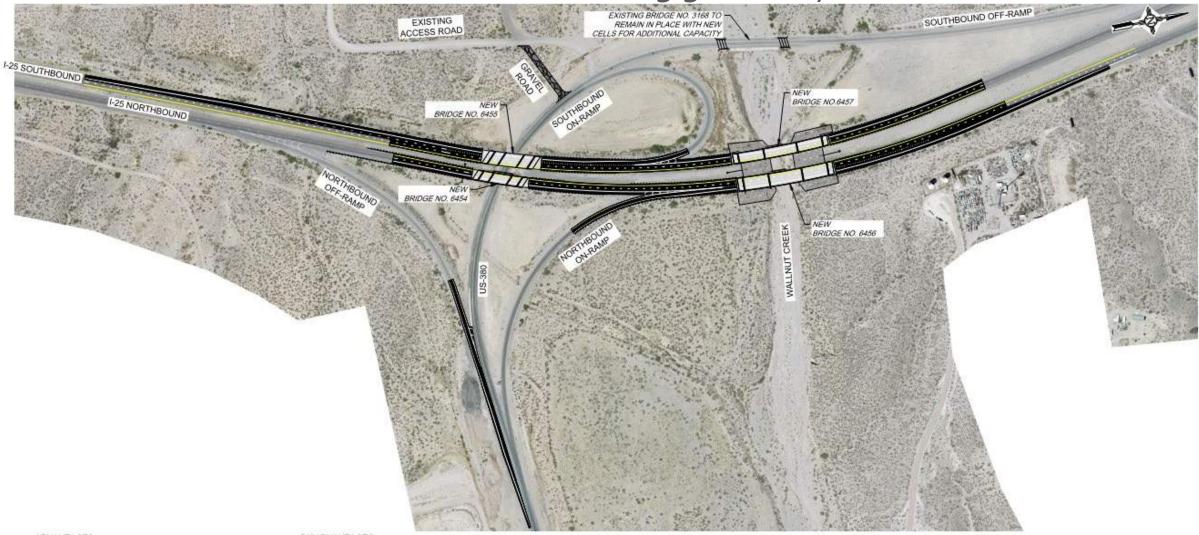
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#### • Alternative 1: Enhancement to the existing geometry









### Evaluation

## Alternative 1

#### ADVANTAGES

- Minimized construction cost
- No need for new right-of-way
- Maintains existing user expectations
- Eliminates Northbound and Southbound entrance ramp issues
- Replaces I-25 bridges
- Improves drainage conveyance of Walnut Creek

#### DISADVANTAGES

- Potential flood conditions involving the concrete box culvert crossing at Walnut Creek would remain
- Increased drainage improvement costs to expand bridge No. 3168 to meet design standards

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# Alternative 2: Diamond Interchange Match existing US 380 alignment





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



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### Evaluation

## Alternative 2



- Interchange configuration meets typical user expectations
- Removes bridge No. 3168 from the inventory
- Removal of bridge No. 3168 reduces risk of flooding by removing structure from waterway
- Replaces I-25 bridges over Walnut Creek
- Improves drainage conveyance of Walnut Creek
- DISADVANTAGES
  - An increased construction cost when compared to Alternative 1
  - Requires temporary closures of US 380 during construction of the bridges

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• Adjust US 380 alignment









### Evaluation

# Alternative 3

#### • ADVANTAGES

- Interchange configuration meets typical user expectations
- Removes bridge No. 3168 from the inventory
- Removal of bridge No. 3168 reduces risk of flooding by removing structure from waterway
- Replaces I-25 bridge over US 380 and over Walnut Creek
- Improves drainage conveyance of Walnut Creek under the I-25 bridges
- Does not require US 380 closures during construction

#### DISADVANTAGES

- An increased construction cost when compared to Alternative 1 and Alternative 2
- Additional right-of-way will be required

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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
- Expand or remove 20-box culvert bridge to mitigate risk of flooding down US 380
- Reconfigure drainage depending on proposed drainage layout
- Design new Walnut Creek bridge to mitigate scour concerns



# Evaluation of Alternatives

#### Evaluation Analysis Categories

- Purpose and Need
- Cost
- Engineering Factors
- Environmental Factors

#### Evaluation Scoring

- ++ = very positive effects
- + = positive effects
- o = negligible or no effects
- = negative effects
- - = very negative effects





## <u>Evaluation of</u> <u>Alternatives</u>

#### Purpose and Need

• **Purpose:** improve the level of safety, correct deficiencies, and replace the aged infrastructure to provide a safe and efficient interchange that meets user expectations

No Build	Alternative 1	Alternative 2	Alternative 3
	+ +	+ +	+ +





## Evaluation of Alternatives

Cost

	No Build	Alternative 1	Alternative 2	Alternative 3
Construction	\$0.00	\$60,500,000	\$74,400,000	\$75,400,000
Right-of-Way	\$0.00 No ROW needed	\$0.00 No ROW needed	\$0.00 No ROW needed	2 Acres
Maintenance	High due to aged infrastructure	High due to Bridge No. 3168	Low due to new construction	Low due to new construction
Analysis Value	- Due to Maintenance Cost	- Due to Construction and Maintenance Cost	Due to Construction Cost	Due to Construction Cost

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Evaluation of Alternatives

Engineering Factors

	No Build	Alternative 1	Alternative 2	Alternative 3
Traffic Operations and Safety		+ +	+ +	+ +
Maintenance of Traffic	0		+	+ +
Constructability	0	0	-	
Access Management		-	+ +	+ +
Geology and Soils	0	0	0	0
Right-of-Way	О	0	0	-
Utility Conflicts	0	0	-	-
Bridge Design	О	0	-	-
Maintenance		-	+ +	+ +
Drainage		+	+ +	+ +



Evaluation of Alternatives

Engineering Factors

	No Build	Alternative 1	Alternative 2	Alternative 3
Traffic Operations and Safety		+ +	+ +	+ +
Maintenance of Traffic	Ο		+	+ +
Constructability	0	0	-	
Access Management		-	+ +	+ +
Geology and Soils	Ο	Ο	Ο	0
Right-of-Way	0	0	0	-
Utility Conflicts	0	0	-	-
Bridge Design	0	0	-	-
Maintenance		-	+ +	+ +
Drainage		+	+ +	+ +

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

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Evaluation of Alternatives

Environmental Factors

	No Build	Alternative 1	Alternative 2	Alternative 3
General	0	0	-	-
Natural Resources	0	-	-	-
Cultural Resources	0	-	-	-
Section 4 (f)	0	0	0	0
Noise	0	-	-	-
Air Quality	0	-	-	-
<b>Visual Resources</b>	0	-	-	-
Farmlands	0	0	0	0
Floodplains	0	0	0	0
<b>Social Resources</b>	-	+	+	+
Hazardous Materials	0	-	-	-





• Adjust US-380 alignment







## Next Steps

• Begin Study Phase (I-A/B): Spring 2022

- 1st Public Meeting: Nov. 16, 2022
- 2nd Public Meeting: May 18, 2023
  - Need Public Input
- Complete Study Phase: <u>Summer</u> 2023
- Preliminary Design Phase (I-D) and Environmental Documentation Phase (I-C): Summer 2024
- Final Design Phase (II): TBD
- Construction Phase (III): TBD

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

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# **Questions?**



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How to Provide Input

- Website Comments: www.dot.nm.gov/i25-san-antonio-study
- Call: 505-357-7327
- Email: I25SanAntonio@hdrinc.com
- USPS Mail:

I-25 San Antonio Study c/o HDR 2155 Louisiana Blvd. NE, Suite 3000 Albuquerque, NM 87110-5483

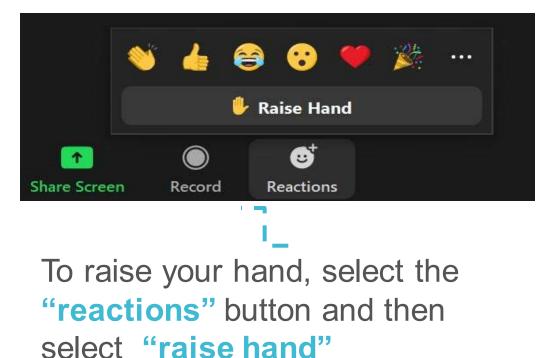
Comments should be received by June 17, 2023







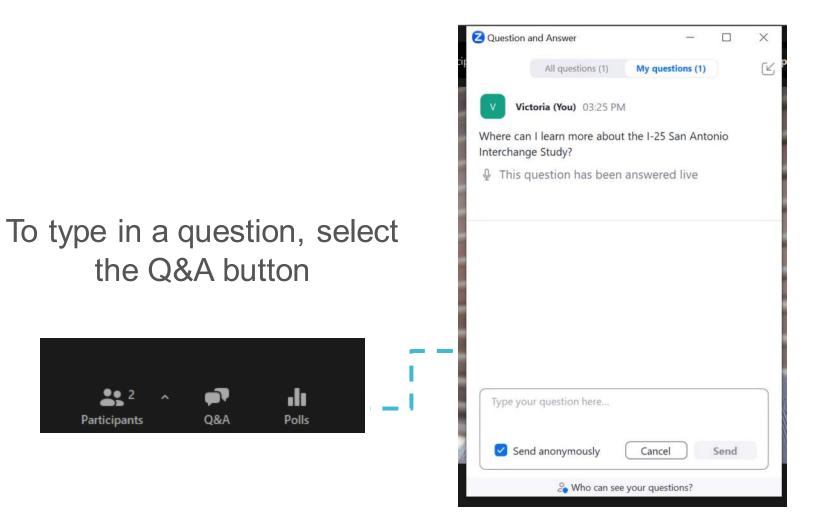
To verbally ask a question, please raise your hand.



If you are joining by phone, press \*9 to raise your hand. When your name is called, press \*6 to unmute your line when prompted. When you are finished speaking, press \*9 again to lower your hand.



## Asking a Question



Enter your question into the Question and Answer box and click send.





# THANKYOU FORYOURTIME

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



#### Appendix C – Public Comments

Virtual Meeting Q&A

**Comment Period Comments** 

### Public Meeting Questions and Comments

May 18, 2023

Number	Question/Comment	Response
]	Does the New Mexico Department of Transportation have a priority list for projects that are going on throughout the state? If so, how is it decided which projects are at the top of the list?	We're following a program from the state transportation improvement plan, this is a public document that you can follow on the NMDOT website. Within that plan we identify ongoing projects that the NMDOT has programmed. It shows you in the next 4 years, which of these projects are actually obligated for funds and will be leading on with construction. The prupose of the study we're doing right now is to identify the necessary funds needed to address the improvements. This money is not currently programmed but with the results from study, it allows us to go out and look for grants, look for funding sources with the results being the justification that these improvements are warranted. On the website you can see which projects are currently on the bid or going out to construction.
2	Will you be using a Partnering Consultant to facilitate the resolution of disputes during the project?	We hope that there are no disputes during construction and we don't foresee that.

		During the construction of a project of this magnitude, we typically have a consultant on board to assist during the construction period and we would work closely with them and the member of the public that has a question or a dispute. We'd work together to resolve that.
3	I don't have a question at this time, but wanted to express support formally from Bosque del Apache National Wildlife Refuge for pursuing alternative 3.	Thank you.
4	Does NMDOT already have the necessary building materials to complete the project? If not, do you think that might be an issue holding the project up?	Thank you. That's a great question. At this point, the acquiring of building materials is up to the contractor that bids on the project. We don't expect any supply issues. Some of the items needed on projects do require some lead time, but at this time we're not anticipating any issues with that. Some of those issues are subject to the climate of economics, gas fluctuations, and those types of things always have an influence and some of that is unknown this far out. We're too early in the development stage to identify any issues concerning materials. But at this moment, we don't see an issue but time goes on and we get more specific on what materials are needed we'll be further along in the process.

## Public Comments

#### Comment Period: May 4 – June 17, 2023

#	Date Received	Received Via	Question/Comment	Follow Up Response
1	5/5/23	Email	As it has been stated, the bridges are ripe for replacement. Do that and make them wider to enable including sane merge lanes; particularly, of course, the northbound entry, the one that kills people. Everything else is frosting on the cake. This is the cake.	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. The preferred alternatives does replace the bridge structures and improve the entrance ramps. 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/.
2	5/11/23	Email	The ramp from San Antonio, New Mexico onto I-25 frightens me. I've spent many days at the Bosque del Apache NWR, and I have friends in Socorro. Every time I use that entry ramp I'm scared. The car joining traffic needs a lot longer lane, or something.	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. The preferred alternative does plan to improve the entrance ramps to improve safety.

			It feels like I have a fraction of a second to check my rear view mirror, and there is no way to know if oncoming traffic is going 50 mph or 90 mpg.	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/.
3	5/11/23	Email	It does not take a traffic engineer to know that the entrance lane is too short and the grade too steep to see oncoming traffic.	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. The preferred alternative does plan to improve the entrance ramps to improve safety. 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 www.dot.nm.gov/i25-san-antonio-study
4	5/11/23	Email	Thank you for being open to public input as you consider improvements at I-25/San Antonio exit in regard to entrance and exit pathways and dangerous intersecting with the adjacent access road. Please do all you can to safely improve road travel at this confluence.	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. The preferred alternative does plan to improve the ramps and safety. We appreciate your input and will continue to coordinate with this critical community to

			My son attended New Mexico Tech, which introduced me to the wonders of Socorro, San Antonio (not so much a wonder in itself and certainly not a major hub of activity!), and to the Bosque. I still visit the Bosque numerous times a year and am aware of road hazards associated with that journey. But the Bosque notwithstanding, this is a road confluence area that needs mitigation, so I thank you for looking into this matter and look forward to seeing it slated as an upcoming project.	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 www.dot.nm.gov/i25-san-antonio-study
5	5/11/23	Email	This short ramp is truly dangerous particularly in light of the heavy traffic from the ride rode onto I25. Please modify this dangerous ramp.	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. The preferred alternative does improve the ramps and safety. 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 www.dot.nm.gov/i25-san-antonio-study

6	5/11/23	Email	I can not attend the MNDOT Meeting on May 18 @ 6pm, but just a comment that I hope the the dept. study being conducted on I- 25 between milepost 139 and milepost 140 at the US Hwy 380 interchange results in improvement and alternatives that are less dangerous for drivers.	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. The preferred alternative does improve safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
7	5/11/23	Email	I am a member of the Friends of Bosque del Apache NWR. I have visited the Refuge a number of times and plan to visit again in the future. I stay in Socorro and travel back and forth on I-25 several times each day. The San Antonio interchange is extremely dangerous. Each time I have used it I have felt that I am risking my life. I sincerely hope that changes to this interchange can be made to eliminate its dangerous features.	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. The preferred alternative does improve safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
8	5/11/23	Email	I have lived around and traveled a great deal of the Interstate Highway System. I always considered the short	Thank you for your interest in the I-25 San Antonio Interchange Study. Your comment

			shoot of Central Expressway in Dallas to be the most dangerous I have ever encountered. The only reason the Bosque interchange is not as dangerous is because there are fewer vehicles. At night I go slow approaching it and the lights approaching help me in evaluating the situation but during the day this is not possible as I can not swivel my head enough to know if there is traffic coming on my left and just inch out and take a chance. I think most drivers move over to accommodate oncoming traffic but sometimes that is not possible. Lighted signs warning of a dangerous entrance would be the minimum that should be considered. I have been coming to Bosque for ten years and have only had one close call and am super cautious because of that.	has been received and will be shared with members of the study team. The preferred alternative does improve safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
9	5/11/23	Email	I am unable to attend the online meeting regarding the I-25 San Antonio Interchange Project on May 18. I support the need to increase acceleration lanes when entering I-25 from San Antonio. The current entry is extremely dangerous. There's no	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. The preferred alternative does plan to improve the ramps and safety in the interchange.

			room to get up to speed and safely merge into traffic. This is exacerbated by the fact that you are entering from a curve, and the traffic heading north is coming around a curve, so very difficult to see. There is a continual risk of losing control while trying to get up to speed and look for oncoming traffic. Please ensure that the plan implemented removes this	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 www.dot.nm.gov/i25-san-antonio-study
10	5/11/23	Email	safety hazard. Thank you Just a quick comment on the I25 ramps at San Antonio. Heading north from San Antonio to, say, Socorro is not safe at all. The entrance ramp is too short onto I25 and visibility for oncoming traffic is horrible. We visit Bosque del Apache NWR at least twice a year from Colorado and I absolutely hate that north bound on ramp. Fix It!	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. The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
11	5/12/23	Email	The primary thing to me at this site is that the north bound on-ramp enters on a curve and sometimes the sight view is not very good for on-ramp	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.

			entering vehicles. There should be an entry lane to the 2 lanes north bound. Same thing is true for the south bound lane. At times there is a lot of traffic (weekends with people headed to Elephant Butte Lake) that makes it more difficult for eighteen wheelers, motor homes, large vehicles to enter. I hope something can be done to reduce the change of major accidents. Thank you.	The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
12	5/12/23	Email	As a constant visitor to the Bosque, I am always a little nervous about going home to Albuquerque. You can not see oncoming traffic well enough and there is no room to merge. It definitely needs to be changed.	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. The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
13	5/14/23	Email	Hello. I'm writing as a concerned driver in regards to the San Antonio on ramp to I-25.	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.

It is very dangerous. Because I have traveled to the Bosque for many years, improve the ramps and safety in the I'm especially aware and careful of getting on to I-25 at that location. For people who are unfamiliar with it, it is a downright accident waiting to happen.

One expects there to be a merging lane to gain access to the highway, but there is not one of sufficient lenath.

Neither is there a sign giving drivers a heads up. The merge sign is too little too late.

As it is, the on ramp is way too short to pick up the speed needed to safely enter the highway. And so, the only alternative is to merge from a standstill position in which one has to crane their neck over the shoulder to gage correctly (hopefully) the distance and speed of approaching cars. I have had cars come up behind me suddenly because I have not gaged correctly or been able to accelerate fast enough, creating a potentially lethal situation, not to mention the rush of panic, fear and anger for all concerned at a near miss. I count my

The preferred alternative does plan to interchange.

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 www.dot.nm.gov/i25-san-antonio-study

			lucly, stars l've avaded an accident to	
			lucky stars I've evaded an accident to date. Please make improvements to the onramp so that residents and visitors to San Antonio can safely leave the area in confidence while maintaining the good vibe one gets when visiting the Bosque.	
14	5/18/23	Email	Thank you for the second public meeting. Your presentations were clear and helpful. On behalf of Friends of Bosque del Apache, we support Alternative 3 for reconfiguring the current I25/US380 interchange. It should improve safety for the many tourists who visit Bosque del Apache each year and also not interrupt the traffic flow during busy times. On a personal note, I live in Socorro and visit San Antonio/Bosque del Apache frequently. The current interchange is very dangerous and I have had several close calls using the northbound ramp. Thanks for working to make this safer.	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 www.dot.nm.gov/i25-san-antonio-study
15	5/19/23	Email	Thank you for finally trying to address this interchange. I have been driving from Alamogordo to Albuquerque	Thank you for your interest in the I-25 San Antonio Interchange Study. Your comment has been received and will be shared with

since 1969. I have seen the changes that have been made to US 380 over the years to make it a much safer road. This intersection has always 380 heading North onto I-25. I understand why this has been on the backburner. It is just not a path that a lot of politicians travel. Now with the extra funding available prayerfully something will be done before someone else has a serious accident. You have done the studies and know the deficiencies of the intersection. I will not go over those. I want to focus on the different build options. My opinions are below: Option 1-No Build: Totally unacceptable! Alternative 1—Enhancement to existing geometry: While this should have been done many years ago, the traffic increases make this option mute and just plain hazardous. NO Alternative 2—Matching US 380 alignment: While this addresses the on/off ramp acceleration and line of sight issues, it still leaves US 380/I-25 bridge in the same location which has

since 1969. I have seen the changes that have been made to US 380 over the years to make it a much safer road. This intersection has always been a huge concern when leaving US 380 heading North onto I-25. I understand why this has been on the backburner. It is just not a path that a

been shown to be susceptible to flooding. Also, there is really no place to safely divert US 380 traffic during bridge construction. HWY1 does not lend itself to the quantity of semi traffic that would be diverted in either direction. You would also be sending diverted traffic though housing and at-grade water crossings that are dangerous. NO Alternative 3—Readjust US 380 alignment: Although this option is \$1M more expensive than Alternative 2, THIS IS MY PREFERRED REBUILD. It removes the bridge # 3168; it gives much better line of sight for the intersections and ramps; and the proposed new right of way can be reduced or altered, if not available. The other major advantage is that this proposal gets rid of the bridge currently over US 380 that has flooded the town of San Antonio. I understand the costs associated with all of the above options, but by reviewing this intersection and acknowledging the deficiencies of the intersection, you cannot do nothing. This would leave the State of New

			Mexico in such a liability situation if someone were to be injured after a decision to do nothing was rendered. Therefore, the cost difference between the different alternatives is not that significant to do something half-way. If you are going to rebuild, then please do it right and do Alternative 3.	
16	5/19/23	Phone	I think Walnut Creek might be the legal term, but Spanish-speaking people are more familiar with Nogal Arroyo. It was referred to Nogal last time we got a flood three years ago. I would recommend that the small cells that measure 9ft by 9 ft for the water to run through on the westside of the interchange be replaced by a clear span bridge for the south exit over the arroyo. The last time we had a flood that span plugged up and that was part of the problem. I think a clear span over that arroyo would help to alleviate this. Both north and southbound on I-25 onramps, I think they need a least a quarter mile of land lanes so the traffic from 380 to I- 25 can get on safely. There have been several people killed them and almost	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. The preferred alternative does plan to improve the ramps and safety in the interchange. Sorry, the concerns you present about Walnut Creek (Nogal Arroyo) adjacent to the railroad tracks is not within the study area and no improvements are planned to correct your concerns. I expect that Socorro County may be the governing agency for area and may be able to help with your concerns. 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 www.dot.nm.gov/i25-san-antonio-study

a few other fatalities that I know of. You're looking back over your shoulder to try and see the traffic, it's a good thing it's a constant radius curve because you can be distracted for a little bit. When you get onto the I-25 ramp, there's no place to blend and it's the same way going southbound on I-25. Another thing, the Arroyo Nogal runs from 150 wide on the west side of the south exit to the railroad tracks which was not shown on the map and that is a very important part of this. That railroad track had a big steel bridge over it, over the canyon, and then the water would go under that bridge into a flood plain which is a field that I believe it is still owned by Matt Chapel. That information I got from the tax people when I was finding out about this problem with the railroad tracks. He had a small dam built parallel with the railroad tracks and approximately 15 or 18 ft high which to me is illegal to start with and then when the flood came three years ago, it finally soaked through that and washed it out. Then that relieved the water that was

coming on 380, coming down the irrigation ditch, it came into my house, I had 30 inches of water coming into my house. If I didn't live in a hole I wouldn't have a problem but my house was built over 100 years ago when the railroad track was going through San Marcial. That's when the flood happened and the river backed up before Elephant Butte was put in, but I'm not sure. The railroad lost several engines then. When this arroyo runs, it runs a lot of water and it gathers up a lot of debris along the way from trees to cattle, the ranchers that own that and have grazing rights have lost cattle. One of them ended up in the alfalfa field in the irrigation ditch. There was a cow that was dead in the field east of me and all kinds of butane tanks and everything else flooded down in the alfalfa fields. This guy spent the rest of the summer moving the debris and sludge and the stuff that washed down off of his land. I spent the last 2 years cleaning up mine and fortunately I had a lot of help when it first flooded, but that was at first. I still had a lot of things to do

after that. The arroyo starts out at 150 ft at average to the east side of the railroad tracks where it makes a 90 degree turn at 380. Water doesn't usually make its course that way. It makes slow turns and meanders. People rebuilt that dam 20ft higher than the railroad tracks are so Matt Chapel was financed that deal. He is responsible in my opinion for building that dam and when he rebuilt it, he put it up higher, 15-20ft higher than the railroad tracks and that's all the way along the east side of the railroad tracks. Then on highway 380 which is not to scale on the map that was sent out in the mailer, because where it makes that right turn it goes straight out to the south along the track then makes a left-hand turn to San Antonio- it runs down the northside of 380 and there's a dam on the left and there's a dam that was built on the right. The only place for water to go now is to the south where it will take me out and it's also diverting the water if you want to call it diverting, and it's going to go down the highway because there's a bridge east of the

railroad tracks and these dams that block the bridge, the water can't go any place because it's blocked on both sides of the bridge. Right now, it's full of silt and if you go on a little bit further, you'll go down there a little ways, it's like the ditch is a ski jump because they didn't put in any way for the water to cross the irrigation ditch. I don't know how many thousands of cubic feet it will carry, but that is supposed to carry all the water then it's blocked and there's no way for the water to escape that. Before Matt Chapel built the dams, that field was a flood plain and that's nature taking it back. That water wants to seek its best course to the river and there's boulders in there. I got this information from a guy who ran a dozer through there. We're at their mercy and they don't give a hoot about us. The guy that owned A1 ready mix concrete, he said I never could figure out what was keeping San Antonio from being washed off the map when they built that highway because the highway that used to carry all the traffic to TorC used to be

			85/87 and it's called Highway I now. Even without culverts it was alright. As soon as it would be done raining, it would go again. These structures that involve these exits, they've got a lot of thinking to do because the last time it flooded, there was a guy coming through, it picked his vehicle up and turned him around 380 degrees. The water washed him underneath I-25 and finally he got on clear water after the railroad tracks and there was no warning.	
17	5/22/23	Email	Heading north from US380 onto I-25 is a nightmare. If there were any way to improve that ramp thousands of minds would be put at rest. I am astonished that I have never seen an accident there, but I am not there every day or even every month.	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. The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
18	5/22/23	Email	As somebody who has visited Bosque many times over the last 30 years and	Thank you for your interest in the I-25 San Antonio Interchange Study. Your comment

			bitched every time I use that ramp it is remarkable that we haven't seen an accident there. That is one of or the most dangerous that we have found in our travels across the country. It is lucky that traffic is light on that stretch of I 25, blocking off the right lane to thru traffic and giving us a spot to get on without hilling the bridge would be great.	has been received and will be shared with members of the study team. The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
19	5/25/23	Email	Use of the northbound on-ramp is very dangerous. People have died there. The merge lane is too short and the slope blocks the view. It will be a shame to rebuild so much and not address this problem also.	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. The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
20	5/31/23	Email	I live in San Antonio and so have a regular encounter with this interchange.	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.

The supervised and the supervised and the supervised of the supervised and the supervised of the super	The sum formed alternative descendents
There are two main problems, the first,	
and the deadly one, is the	improve the ramps and safety in the
Northbound on-ramp. The reasons	interchange.
being the inability of drivers on I-25	We appreciate your input and will continue to
and the on-ramp to easily see one	coordinate with this critical community to
another until the last moment and the	
lack of space to safely merge.	For more project information or to stay up to
Alternatives 2 and 3 change the	date on how you can get involved, please visit
problem but don't solve it. Here's the	www.dot.nm.gov/i25-san-antonio-study
new problem: you are way below the	
grade of the freeway and can't see on-	
coming traffic, from a standing start,	
accelerate uphill to near freeway	
speed in something like 200 yards, at	
the last moment you get a rear-view	
mirror look at the situation, and again,	
there is no room to safely merge.	
Different problem, same result.	
From a users perspective, here is what	
would help. Lengthen and elevate the	
Northbound on-ramp from US380,	
reduce and make continuous the	
radius of the curve in the on-ramp.	
When the new bridge is constructed,	
make it wider than standard, so there	
is room to merge. The Northbound	
off-ramp could also stand to be	
longer, flatter and larger radius.	

The second main problem is the	
Southbound off-ramp. During the last	
big flow in Walnut arroyo, a debris	
dam formed against the concrete	
boxes of the off-ramp causing a	
significant portion of the flow to	
overbank and divert through the	
underpass and directly into the village.	
The southbound exit as shown in	
alternatives 2 and 3 solve the above	
problem, but create a new one, how	
to decelerate safely from freeway	
speed to a complete stop given the	
bridge constriction/extremely short,	
steep ramp combination. Better to	
modify the off-ramp bridge so it will	
pass debris.	
Has the possibility of disentangling	
the interchange from the arroyo by	
moving it off to the South been	
considered? If not, it ought to be.	
Walnut arroyo produced a flow of	
roughly 35,000 cfs the night of July	
15/16, 2018. This isn't just some	
number, I have an engineering	
degree, collected field data below the	
last constriction, and used the	
Manning equation to estimate flow.	

			It's a matter of when, not if a similar event will occur. So far, nothing has been done to repair the severely damaged rip-rap protecting the bridge abutments. Imagine the chaos and economic impact to the entire State if a Highway I detour were suddenly the major North/South route. It's way past time some at least remedial action was taken.	
21	6/7/23	Email	We go to Bosque del apache at least twice a year. Each time we go from San Antonio back to I25 north I dread getting on the highway. From the on ramp approach you can't see the highway it is uphill & a curve then the merge lane is the shortest merge ever. This is so dangerous I'm going to stop going to Bosque due to this dangerous merge lane. Something needs to be done for the merging traffic & for the cars on 25 heading northbound. I hope you can do something to correct this dangerous situation.	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. The preferred alternative does plan to improve the ramps and safety in the interchange. 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 www.dot.nm.gov/i25-san-antonio-study
22	6/14/23	Email	Thank you for giving us the opportunity to comment on the	

Interstate 25 San Antonio Interchange, which is approximately .5 miles west of San Antonio, New Mexico between Mileposts 139 and 140. Ten years ago, my husband and I retired to the quiet, historic community of San Antonio, New Mexico, one of the top birding sites not only in North America but the world. It is almost impossible to see cars and trucks bearing down as you try to merge onto I-25. I have had to pull over to the side of the bridge to avoid being run over by bottle-necked large trucks in both lanes speeding past. Behind you, local traffic from State Highway 1 is not so much the problem as faster through traffic from U.S. Highway 380. A dangerous situation is made more dangerous by vehicles from U.S. 380, unaware of the impossibly short merge lane with I-25, almost rear-ending you while honking impatiently. This doubly dangerous situation is made triply dangerous during tourist season for the Bosque del Apache with visitors from all over the world descending on our jewel in the National Wildlife Refuge system.

			Thank you for your understanding and your help
23	6/16/23	Email	We live in Colorado but routinely vacation in NM. My wife is an avid birder so we frequent the Las Vegas and San Antonio area especially Bosque Del Apache. I am glad that you are evaluating this interchange because it is incredibly dangerous getting onto I25 north. You can't see the cars coming from the south and because the North bound on ramp is below I25 you the north bound traffic can't see you on the on ramp. Please improve this intersection as quickly as possible b4 there are more accidents there.
24	6/17/23	Email	My final two cents: 1. Some of the alternatives are way overboard. The northbound entrance squeeze (lack of a merge lane because of the narrow bridge just past there) is THE deadly problem. It's been said that all of the bridges are ripe for replacement, and that's fine. 2. Northbound traffic leaving the freeway comes down a ramp at the end of which they are supposed to

yield. That's crazy, partly because at the bottom of the ramp there is a curb that prevents the traffic from moving to the right. It's crazy also because of limited sight of the oncoming traffic from the southbound ramp. Get rid of that curb and make a decent merge lane for traffic ENTERING 380. You will also need to get rid of the piles of ground pavement and dirt that have recently been put in the way of the needed merge lane.

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/ Appendix D – Media Coverage

## San Antonio interchange alternatives presented

3 ideas range from a minimal adjustment to a complete overhaul

#### BY JOHN LARSON

EL DEFENSOR CHIEFTAIN

n a project similar to the renovation of the Interstate 25 Escondida interchange, the New Mexico Department of Transportation is reevaluating the design of the aging San Antonio interchange.

Last Thursday, a second public meeting was held via Zoom with representatives from NMDOT, HDR Engineering, and Molzen-Corbin Architects.

As outlined in a May 5 Chieftain article, the interchange was found to be deficient in acceleration and merge lanes for entrance ramps, roadway superelevation geometry, and drainage elements.

"All five bridge structures in the study are reaching the end of their design life," said Mark Salazar, DOT District 1 Project Development Engineer. "Those 50-plus years old structures are currently showing signs of dilapidation and disrepair."

Citing results from the first public meeting in November, the presenters said most often mentioned by the public were drivers' safety with the existing roadway, ramp geometry concerns, and concerns about the northbound on-ramp.

Flood control was also a significant concern and is a project priority.

The proposed drainage plans aim to ensure proper drainage through the interchange and mitigate the risk of flooding down Highway 380.

Three build alternatives were presented, ranging from a minimal adjustment of northbound and southbound ramp improvements to a complete overhaul of the interchange, including the removal of obsolete bridges.

■ Alternative 1, as presented, would involve enhancing the existing roadway geometry, eliminating the northbound and southbound entrance ramp issues, replacing I-25 bridges, and improving the drainage conveyance of Walnut Creek. Disadvantages are potential flood conditions involving the concrete box culvert crossing at Walnut Creek, which would remain. It would be the least costly.

Alternative 2 would create

a tight diamond interchange geometry and match the existing Highway 380 alignment. This alternative would remove the bridge on the southbound entrance ramp reducing the risk of flooding by removing the structure from the waterway, and replacing the I-25 bridges over Walnut Creek to improve the drainage conveyance of Walnut Creek. This alternative would require temporary closures of Highway 380 during the construction of the bridges.

■ Alternative 3 would also create a tight diamond interchange geometry but also adjust Highway 380's alignment. This involves the removal and replacement of bridges listed in Alternative 2. This alternative does not require Highway 380 closures during construction, although additional rightof-ways will be necessary. There will be an increased construction cost compared to Alternative 1 and 2.

It was pointed out that Alternative 3 would have the most negligible impact on closures, but construction would last more than a year.

Comments or questions on the project may be made at www. dot.nm.gov/I25-San-Antonio-Study. Comments can also be made by calling 505-357-7327 or emailing I25SanAntonio@ hdrinc.com.

The comment period will end on June 17, 2023.

The project's next phase involves environmental documentation, followed by a third public meeting yet to be scheduled. The final phase will produce a preliminary design.