



I-40 Manuelito  
Interchange Study  
CN 6101600  
Public Meeting  
March 17, 2024



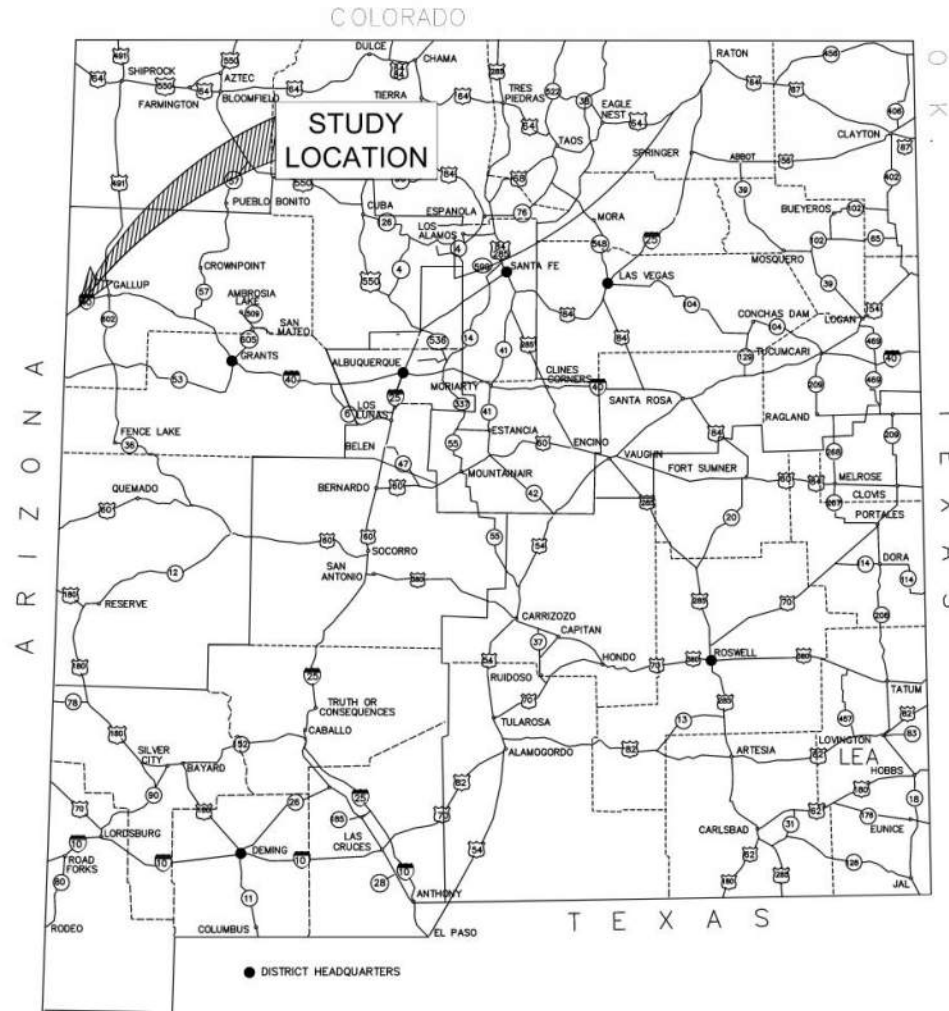
# Agenda

- Introductions
- Study location and area
- Present existing description and conditions
- Needs of the project
- Build alternatives
- Study and project development steps
- Questions

# Introductions

- NMDOT
  - Gabriel Sanchez-Ramos, Project Development Engineer
  - Lisa Vega, PE, District 6 Engineer
  - Arif Kazmi, PE, Assistant District 6 Engineer
  - Steven Gisler, Environmental Specialist
- Consultants
  - Danton Bean, PE, Project Manager
  - Ravi Sripada, PE, Roadway Engineer
  - Andrew Wong, PE, Drainage Engineer
  - Maria Altemus, Environmental Planner
  - Victoria Romejko, Public Involvement Specialist

# Study Location



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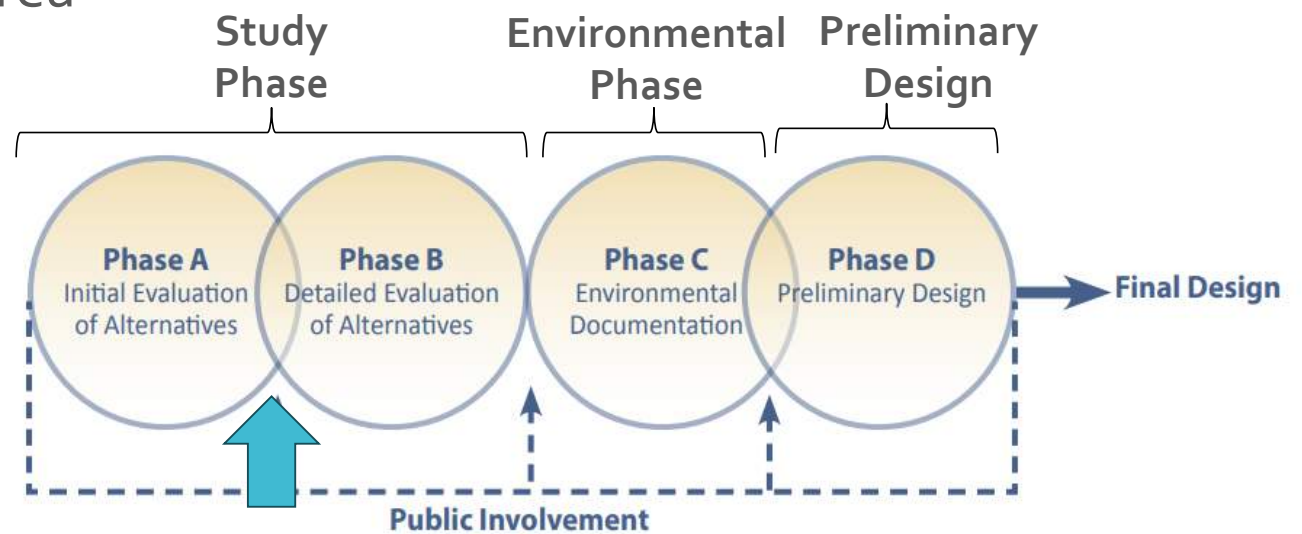
Study Area



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## What is the purpose of this meeting?

- Review recent study developments
- Inform the public on study status
- Solicit public feedback and insights of the study area



*We are here.*

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# Existing Conditions

## Bridge

### Bridge No. 6502

- Constructed in 1963
- Single barrel concrete box
- 26 feet wide by 14 feet high



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# Existing Conditions

## Bridge

### Bridge No. 6502

- Limited height and width clearance for large commercial vehicles



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# Existing Conditions

## Bridge



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# Existing Conditions

## Bridge



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## I-40/NM-118 Traffic Interchange

1. Limited sight distance on NM 118
2. Limited stopping distance on I-40 exit ramps
3. Limited acceleration distance on I-40 entrance ramps
4. Unusual traffic interchange

Existing  
Conditions  
  
Roadway



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## Existing Conditions

## Roadway

### I-40 Mainline (Eastbound and Westbound)

- 2-12 ft. lanes
- 4 ft. Inside shoulder
- 10 ft. outside shoulder
- Posted speed 75 mph



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## Existing Conditions

## Roadway

### NM -118

- 2-12' lanes
- No usable shoulders
- Posted speed 30 mph
- Deficient horizontal sight distance
  - Supports ~ 25mph



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## Existing Conditions

## Roadway

### I-40 Exit Ramps

- Stop controlled at NM 118
- Inadequate deceleration lane length
  - Eastbound exit ramp ~ 183 ft (705 ft is required)
  - Westbound exit ramp ~ 240 ft (705 ft is required)



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## Existing Conditions

## Roadway

- **I-40 Entrance Ramps**

- Entrance ramp controlled by yield sign
- Limited view of oncoming traffic
- Inadequate acceleration lane length
  - Eastbound Entrance Ramp ~ 290 ft (1,750 ft is required)
  - Westbound Entrance Ramp ~ 342 ft (1,750 ft is required)



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## Existing Conditions

## Roadway

### Roadway Summary

- Limited Sight Distance for
  - NM-118 through the box culvert
  - I-40 Exit Ramps
  - I-40 Entrance Ramps
- Inadequate Acceleration Distance
  - I-40 Entrance Ramps
- Inadequate Deceleration Distance
  - I-40 Exit Ramps
- Unconventional Traffic Interchange
  - Does not meet driver expectations and design standards



Crashes from  
2017 to 2021

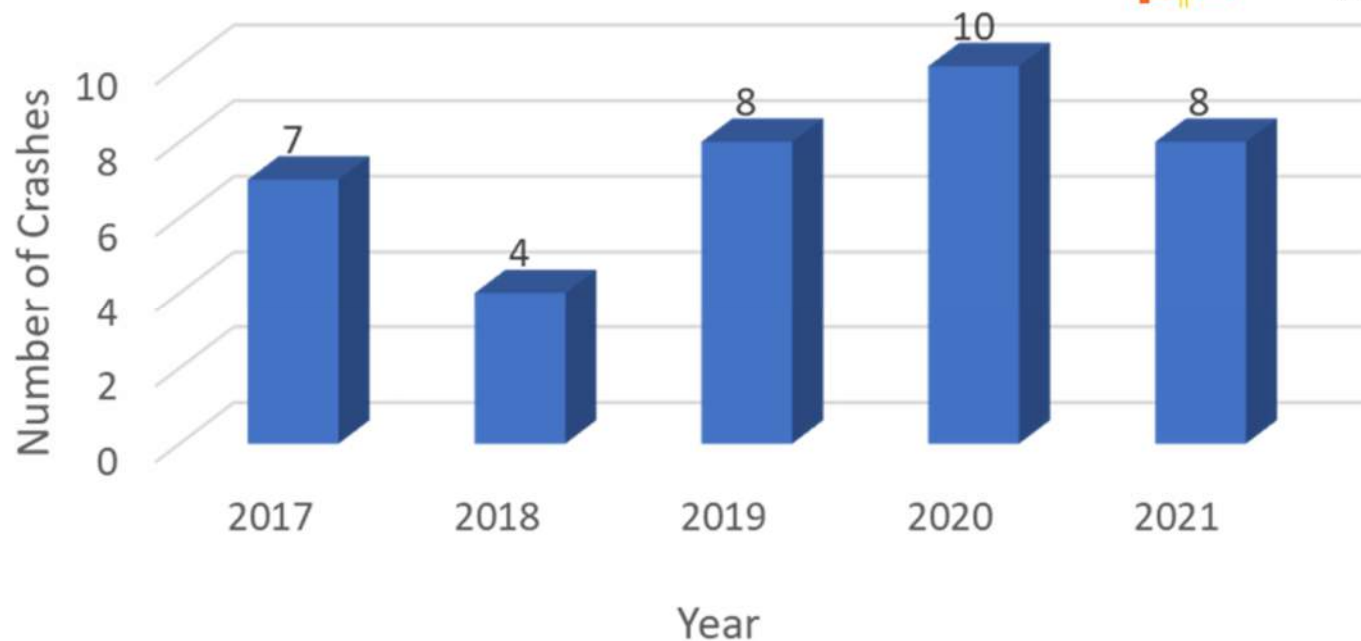
Traffic



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# Crashes from 2017 to 2021 (Cont.)

## Traffic



- 27 property damage only crash
- 9 injury crash
- 1 fatal crash

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## Crashes from 2017 to 2021 (Cont.)

### Traffic

Top four types of crashes are:

- Fixed object (32%)
- Other vehicle (23%)
- Animal (15%)
- Overturn/rollover (12%)

51% of crashes occurred at dark

24% of crashes occurred during snow

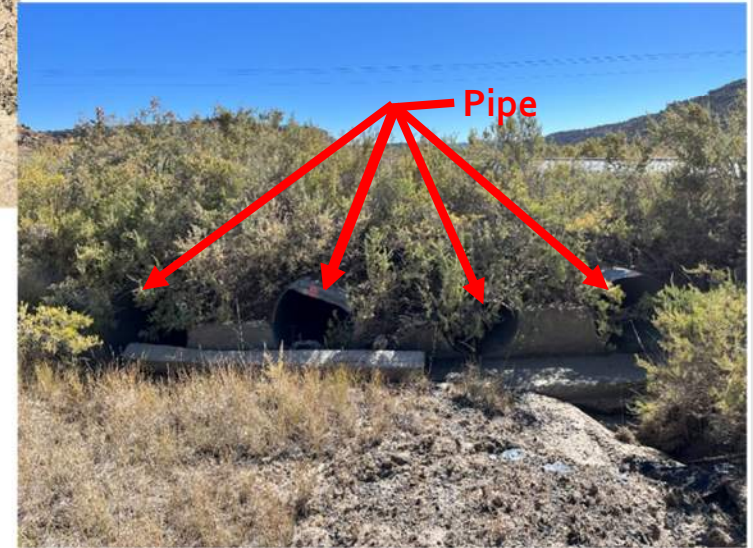
Existing  
Conditions

Drainage



Corrosion, scour,  
and  
sedimentation

Corrugated  
metal pipes  
(CMPs)



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Existing  
Conditions

**Drainage**



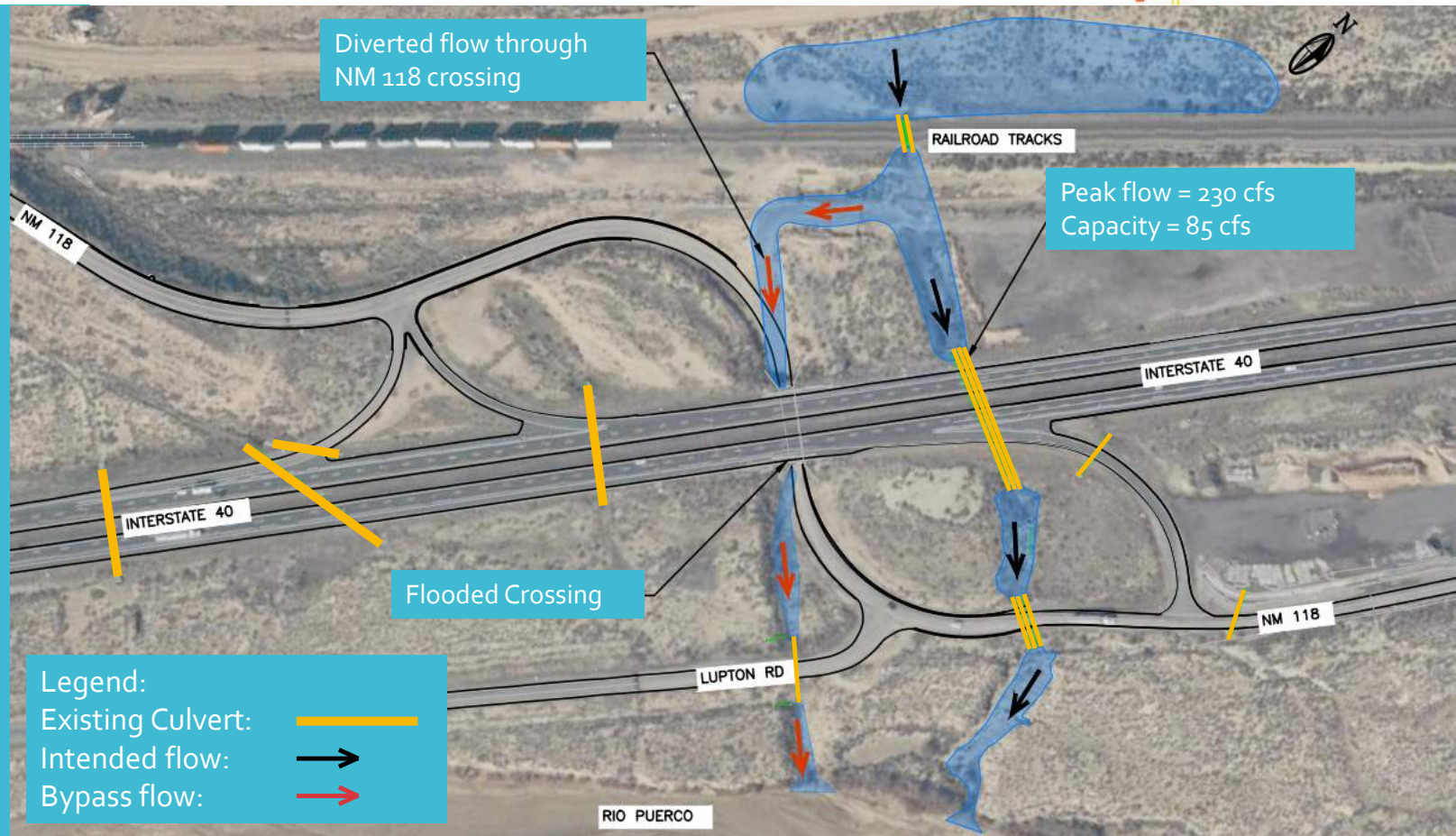
Corrosion, scour,  
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# Existing Condition Drainage

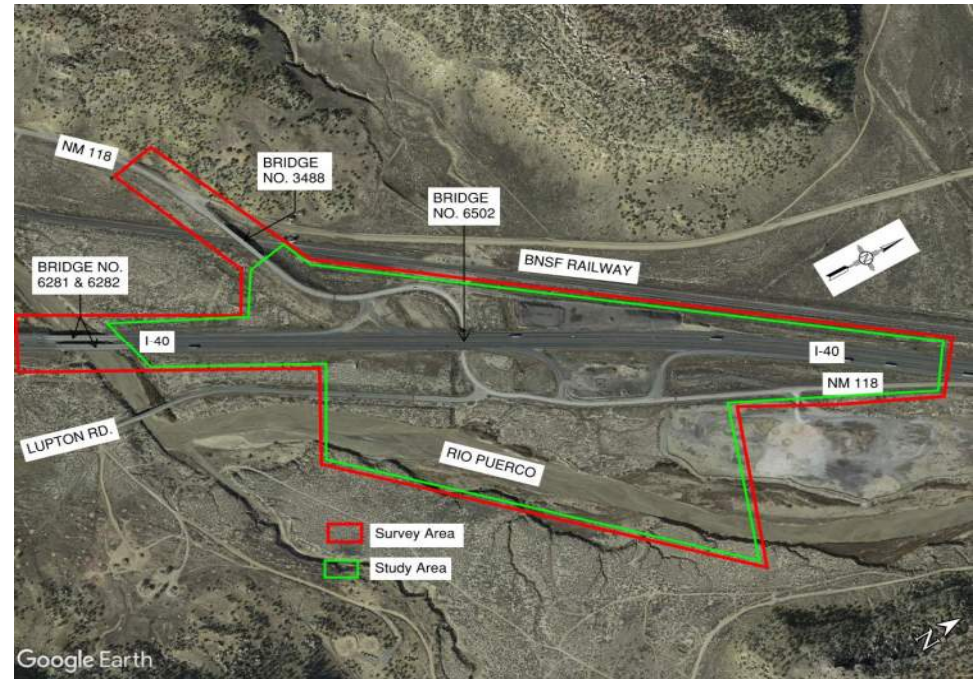


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Existing  
Conditions

## Environmental

Natural resources  
Water resources  
Historic and  
cultural resources  
Section 4(f)  
Noise  
Air quality  
Visual resources  
Farmlands  
Floodplains  
Social resources



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## Needs & Purpose

### Needs:

- Aged, dilapidated and deficient bridge
- Poor stopping sight distance on exit ramps and NM 118
- Deficient exit ramps
- Deficient entrance ramps
- Unstable side slopes
- Undersized and damaged drainage structures
- Obsolete interchange layout that does not meet drive expectations

### Purpose:

- Improve the safety and operations of the I-40 Manuelito interchange and improve NM 118 as a viable truck route for incident management on I-40

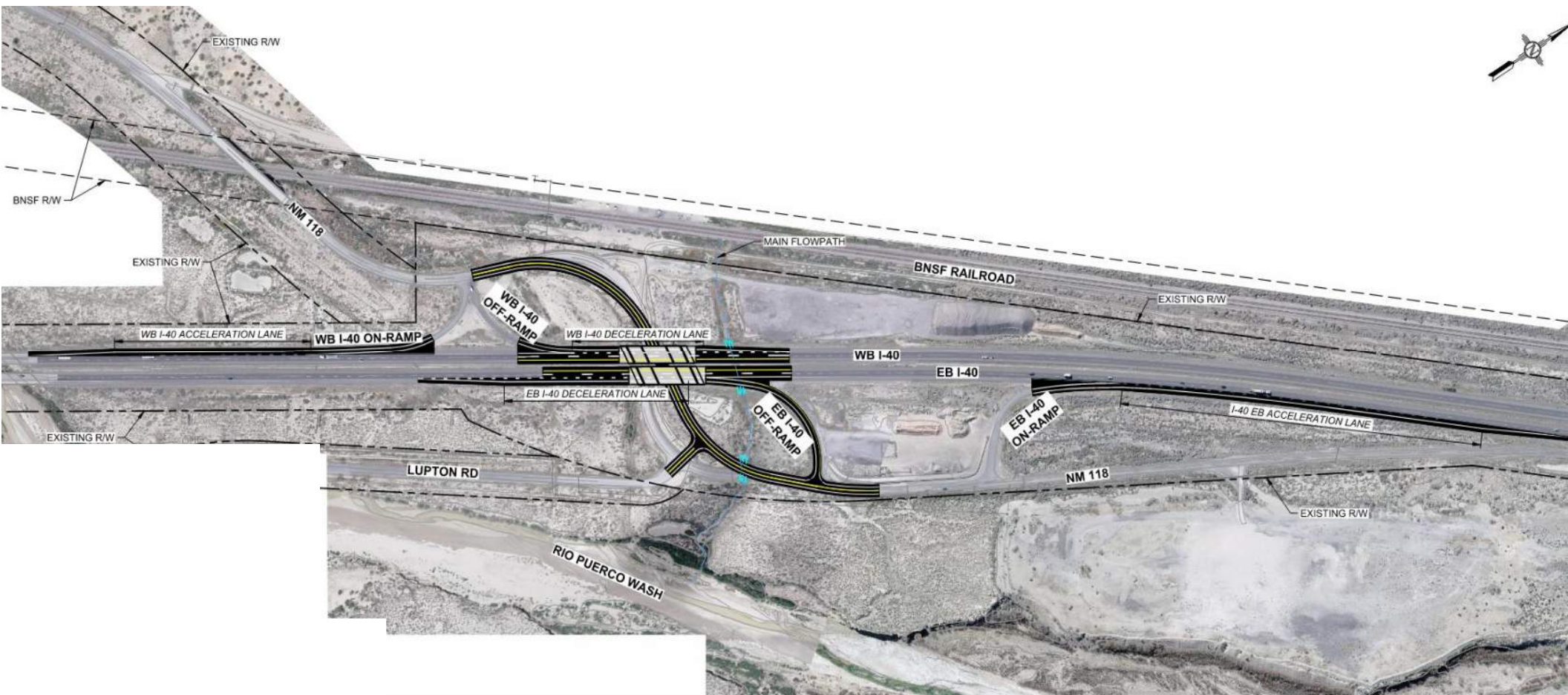
## I-40 Manuelito Interchange Study



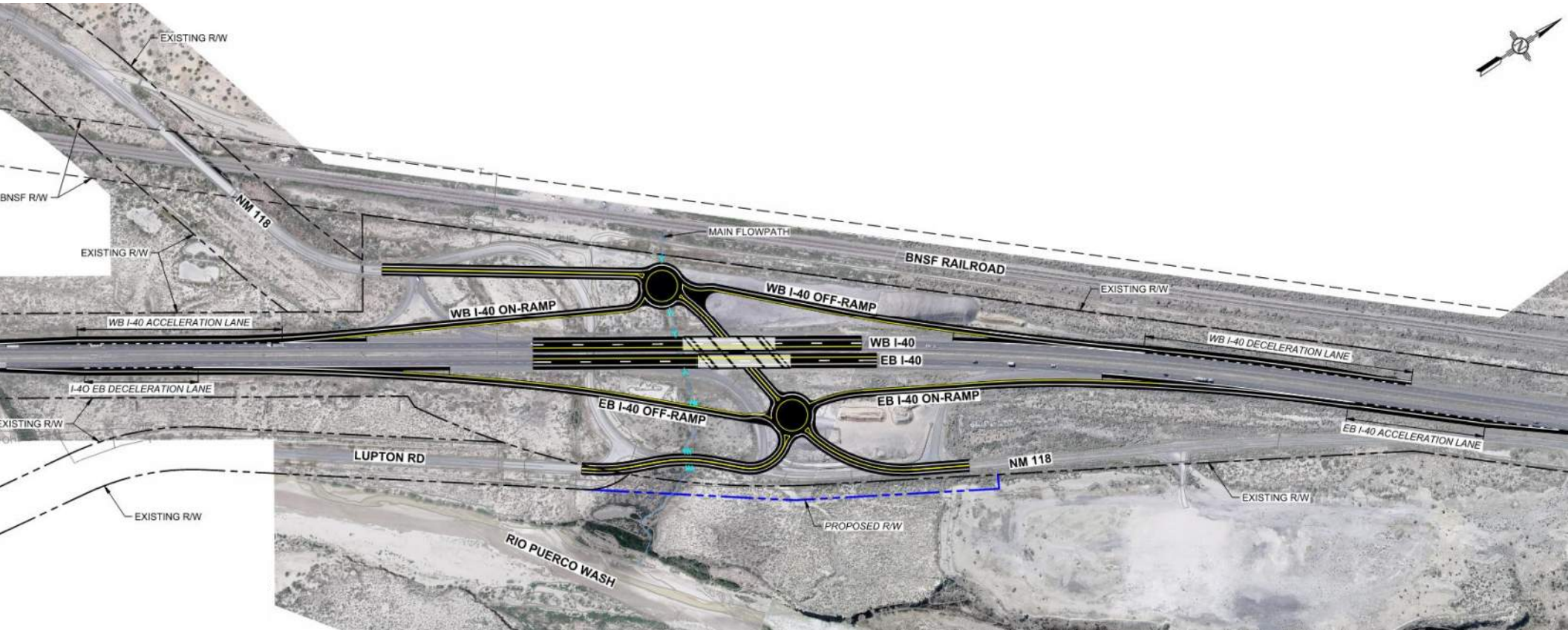
## Proposed Alternatives

- No-build
- Build alternatives:
  - Alt. No. 1: Enhanced Existing Interchange
  - Alt. No. 2A: Diamond Interchange (NM 118 under I-40) and roundabouts.
  - Alt. No. 2B: Diamond Interchange (NM 118 over I-40)
  - Alt. No. 3: Tight Diamond Interchange

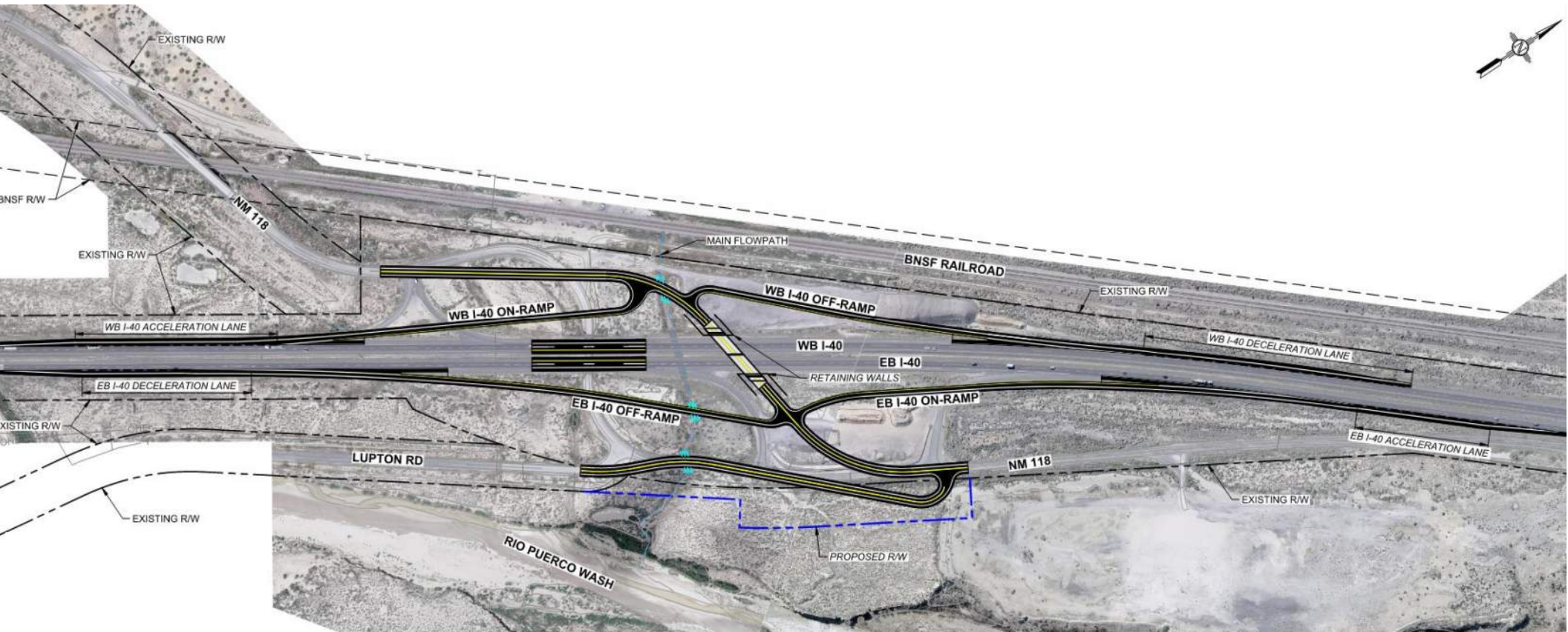
# Build Alternative – Alt. No. 1: Enhanced Existing Interchange



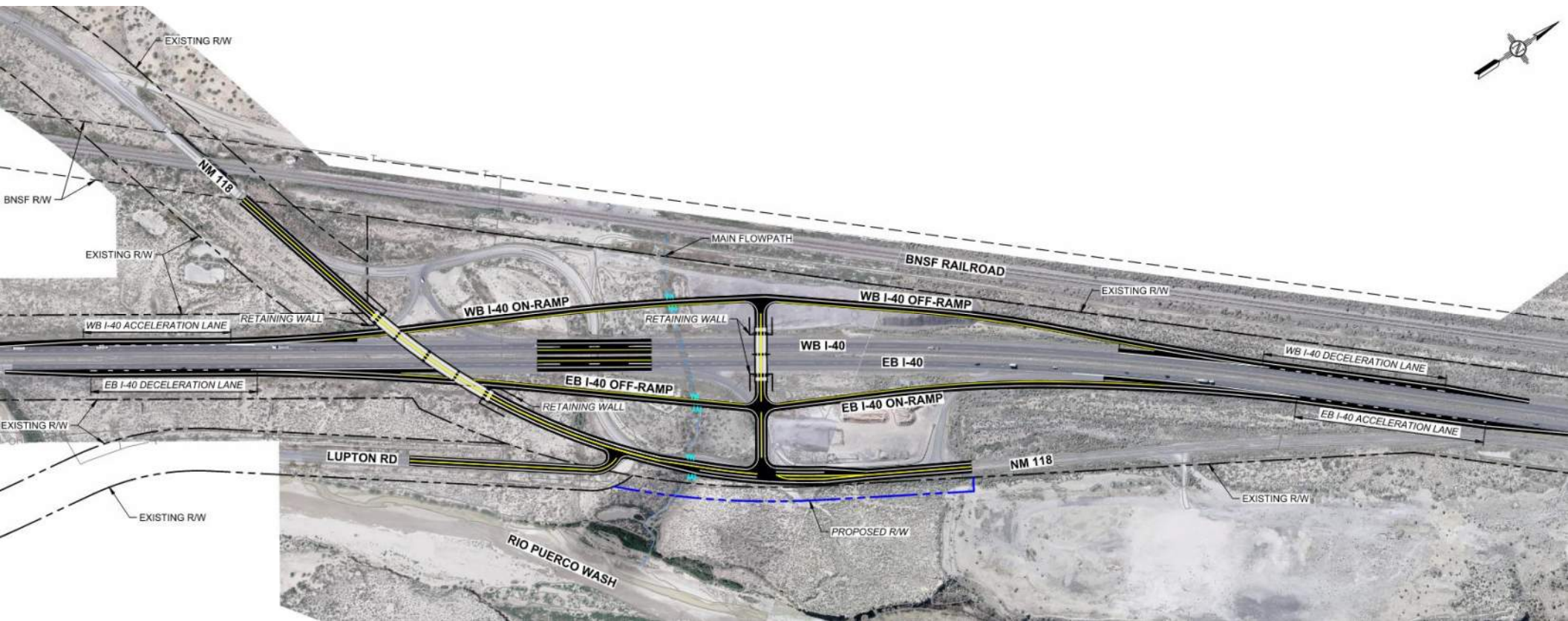
# Build Alternative – Alt. No. 2A: Diamond Interchange (NM 118 under I-40) with roundabouts



# Build Alternative – Alt. No. 2B: Diamond Interchange (NM 118 over I-40)



# Build Alternative – Alt. No. 3: Tight Diamond Interchange



## Next Steps

- Second public outreach effort: Summer 2024
- Finalize study document : Summer/Fall 2024
- Preliminary design (Phase I-D): Fall/Winter 2024
- Environmental documentation: Winter/Spring 2025
- Final design (Phase II): TBD
- Construction (Phase III): TBD

## How to Provide Input

- Website Comments:  
[www.dot.nm.gov/projects/i40manuelitointerchange/](http://www.dot.nm.gov/projects/i40manuelitointerchange/)
- Call: 505-357-7327
- Email: [i40manuelitointerchange@hdrinc.com](mailto:i40manuelitointerchange@hdrinc.com)
- Mail:
  - I-40 Manuelito Interchange Study
  - c/o HDR Engineering
  - 2155 Louisiana Blvd NE, Ste 3000
  - Albuquerque, NM 87110

***Comments should be received by April 16, 2024***

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- Questions?

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THANK YOU  
FOR YOUR TIME

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