



Public Meeting #2 Summary, I-40 Corridor Study, Arizona to Albuquerque, Milepost 0 to 150, CN 6101580

Prepared for



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ATTACHMENTS

- A Announcement, Advertisements, and Social Media Plan
- B Public Meeting Notes and Presentation

1. INTRODUCTION AND PUBLIC MEETING OVERVIEW

This report provides an overview of the second public meeting that was conducted on April 25, 2023 as part the I-40 Corridor Study. Meeting invitations, advertisements, social media posts, and a press release inviting people to visit the project website, attend the public meeting, and submit comments were provided beginning April 10, 2023. The public meeting was held on April 25, 2023, and the public comment period ran from April 10, 2023 through May 24, 2023. An overview of the public meeting and comments received is provided in this summary, and details are contained in the report attachments. This summary was posted on the I-40 Corridor Study website for people to view in August 2023.

1.1 Advertisements, Announcement, and Social Media Plan

Attachment A contains the advertisements, meeting announcement, radio announcement and plan, and social media plan for the second public meeting held for the I-40 Corridor Study on April 25, 2023. The public meeting was announced through the following media:

- The virtual public meeting, project website, and public comment information were advertised in the *Gallup Independent* on April 10, 2023, and the *Cibola Citizen* on April 12, 2023.
- The NMDOT sent a press release announcing the meeting and the opportunity to provide comment to their media list on April 10, 2023.
- A total of 24 radio advertisements announcing the public meeting and the opportunity to provide input ran on KTNN (AM 660/FM 101.5) and KWRK/KCAZ (FM 96.1 and 99.5) beginning on Tuesday, April 11, 2023 through Friday, April 21, 2023. A total of 12 announcements were made on each radio station; 6 of the announcements were in the Navajo language of Diné and 6 were in English. KTNN's catchment area covers the Navajo Nation and Gallup in the western portion of the study area in McKinley County. KWRK/KCAZ covers the I-40 study area from the Arizona State link to Grants.
- The meeting announcement was emailed to 334 people and was sent via postal mail to 15 people on April 10, 2022. Individuals included in the distribution included representatives from tribes; regional transportation planning organizations; state and local elected leaders; federal, state and local government staff; members from the freight industry; area businesses, and members of the public. In addition, 2 people contacted the project team and requested a hard copy of the public meeting presentation materials. The presentation materials were sent to these individuals as requested.
- A social media plan was developed and implemented through the New Mexico Department of Transportation's (NMDOT's) social media accounts on Facebook and Twitter with multiple messages beginning on April 10, 2023 continuing through May 24, 2023.
- The meeting was also announced via the project website and NMDOT's website.

1.2 Project Website

The I-40 Corridor Study website was updated to provide information on the public meeting and how to provide input on the I-40 Corridor Study. The web updates were launched on April 5, 2023. From April 5, 2023 through May 24, 2023, there were a total of 762 sessions on the website, which included 564

individual users (people who viewed the website), meaning that some people visited the website multiple times.

The website had several avenues by which it could be accessed, the percentage of people accessing the site through these various methods include:

- Direct access (people had a link to the website or typed in the address) = 55%
- About 18% of the site views originated via an organic search of the web (Google or other search).
- Social media was responsible for 18% of the web visits that originated from a link via a social media post.
- Approximately 8% of visitors accessed the site through web referrals, which occurs when people access the I-40 page from another webpage (such as NMDOT's project website).

Web visitors came from many locations, with the highest number, about 22%, coming from Albuquerque. A smaller number of visitors came from Phoenix (7%), Gallup (5%) and Grants (4%). The remaining users came from cities and locations both within New Mexico such as Santa Fe, Rio Rancho, Las Cruces, Los Lunas, and Farmington and outside of New Mexico including Tucson, Las Angeles, San Antonio, Dallas, Las Vegas, and Denver.

During the public comment period, 16 people requested to be added to the project mailing list to receive future project updates. A total of 2 people requested a printed copy of the meeting materials, and the project team sent the materials as requested.

1.3 Virtual Public Meeting

NMDOT hosted the second virtual public meeting discussing the I-40 Corridor Study on April 25, 2023 at 6:30 p.m. Not including the 13 public meeting panelists, 76 people attended the meeting. A total of 12 meeting participants called in via the phone and the 64 remaining participants attended online. Because the meeting was conducted virtually, a formal sign-in sheet was not provided, so full names and contact information are not available.

Of the 76 attendees:

- 4 were elected officials, including New Mexico State Representatives Patty Lundstrom (District 9) and Harry Garcia (District 69) and Grants City Councilmembers Beverly Michael and George Garcia.
- 53 were members of the public
- 6 were agency or tribal staff representatives
- 13 were part of the NMDOT or consultant team

A total of 15 people asked questions or made comments at the meeting. A recording of the meeting was made available on the website for people to view on April 26, 2023. As of May 24, 2023, the meeting was viewed by 39 viewers with an average viewing time of about 14 minutes. **Attachment B** contains meeting notes and the presentation that was made. A summary of the questions asked and responses are provided in Section 2.1.

1.4 Written Public Comments

In addition to questions asked at the public meeting, NMDOT received 8 written public comments during the public comment period from April 10, 2023 through May 24, 2023. The written comments and responses are provided in Section 2.2.

1.5 Public Comment Form

NMDOT provided a public comment form that people could fill out to provide comments. A total of 34 people completed the comment form. Comments received are provided in Section 2.3.

2. PUBLIC COMMENTS

NMDOT invited people to submit questions and comments at the public meeting, by submitting comments in writing, or by completing an online public comment form. A total of 15 people made comments or asked questions at the meeting, 8 people provided comments in writing, and 34 people provided input via the public comment form.

2.1 Public Meeting Questions and Comments

Exhibit 1 provides the public comments received at the public meeting and the responses provided at the meeting the full comments and responses are provided in **Attachment B**.

Exhibit 1. Public Meeting Comments and Responses

#	Theme	Comment	Response
1	Coolidge Construction	<p>What about the corridor at Coolidge, is anyone looking at the construction in this area to see what has been happening over the last year? I live in Thoreau. Sometimes it takes 1.5 to 2 hours to travel 10 miles eastbound from Jamestown toward Albuquerque. There have been so many accidents and potholes, driving in the westbound lanes is like a washboard. Construction was supposed to be done, but it doesn't look like people are working on it. Also, in your presentation you stated that there had been 9 closures, we've had more than 2 dozen closures over the past year. At Fort Wingate you said there was 1 closure last year, that's not true, there have been at least 4 or 5. The NMDOT has huge piles of sand along the roadway in this area on both sides of the road. There are a lot of things happening between Gallup and Thoreau that you are not talking about.</p>	<p>I can understand the frustration of the travelling public. Part of the reason for this study is to look at improvements and practices that can help avoid some of the difficulties that are currently being experienced at Coolidge and elsewhere. Regarding the closures, I agree that there have been more than 9 closures on I-40. The information we presented documented 9 closures that occurred over a specific 2-month timeframe last summer (2022) and does not include closures that occurred in 2023 or other time periods. The NMDOT is aware of other closures that have occurred on I-40 and they are working hard to manage the situation with the resources they have. Part of what we are looking at in this corridor study is how to maintain 2-lanes of traffic during construction so we can avoid 1-lane closures like the one at Coolidge.</p> <p>As for the flood area/location with the piles of sand. There are two projects in the early design phase to improve the flooding conditions. The design phase takes about a year, and it will take two to three years to construct the improvements.</p> <p>NMDOT is aware of the conditions on I-40 and are doing everything we can to make sure that the traveling public is safe and able to get through the Coolidge area during construction. Two overnight closures were done earlier this year to completely overlay pavement in the Coolidge area to fix potholes and pavement conditions and there have not been any closures since that work was done. Some of the work that has been done more recently on the Coolidge project has been temperature sensitive and has had to occur when weather conditions would allow to make sure that quality work occurs and to adhere to the standards and specifications that we have. NMDOT is expecting the construction at Coolidge to be completed by the end of the year and then the eastbound lanes will be open and construction will shift to the westbound lanes. If you have additional comments or questions, please reach out to us.</p>

#	Theme	Comment	Response
2	Construction Phasing, Potholes	Would it be possible to start rehabilitation from the Arizona state line, and also start at the end of the road from Grants and meet in the middle? Road construction from Albuquerque to Grants is going great, continue with the pace, and hopefully communities can be patient. I can't believe it has gone this far; third world countries have better road conditions. Potholes that cause accidents and make it hard to navigate safely to your destination, it's worse at nighttime. This puts a black eye on NMDOT transportation department.	Regarding phasing of improvements, starting from the Arizona state line is one possibility. To date, we have not looked at how projects will be phased, but we will be looking at this and the best ways to implement projects in a timely matter. There are portions of that 150 miles of the study area that have been recently constructed and other areas under construction, so that will be taken into consideration. The improvements projects that will be recommended as part of this study will take many years to fund and implement. As part of next steps, we will be looking at identifying improvements and prioritizing those improvements based on the condition of I-40, safety, and where improvements could address the biggest needs.
3	Roundabouts	Is this study considering roundabouts as a solution to interchange congestion in Gallup? For example, at US 491?	We are primarily looking at congestion and merging and diverging of traffic from the I-40 mainline and the interchanges. We are aware that NMDOT has several projects and studies underway that are focused on looking at I-40 intersections and cross-streets. Roundabouts may be considered at those locations once traffic is on and off of I-40.
4	Safety	In 9 days, it will be a year since my son was killed at mile marker 137. He was killed in a single vehicle rollover accident. He was 35 and died with a 19-year-old friend. They were heading home from a job in Gallup late one night. I know now that this stretch of highway is known and they refuse to do anything about people driving over the sides. Is this being considered and what is planned for the specific section of I-40 from maybe mile marker 130 to 145? Too many people are being injured and are dying there and it's preventable. Things like lights, a cable, or concrete barrier may have helped. What is intended on this specific stretch of I-40?	I am very sorry for your loss and appreciate your comment and question. Aside from looking at crashes and traffic volumes, we are looking at the roadway sections and are doing a detailed analysis of slopes and recovery areas along I-40 and the landscape of the roadway to see if it is traversable and recoverable. This analysis will help us to make recommendations of provisions to keep drivers on the roadway, which could include barriers.
5	Public Outreach	Thank you for having this meeting. We have been working with your group for months and our invite list is over 30 to 40 people for this meeting. My question is, in Phase B will you be participating in community type in-person meetings? We have had virtual meetings, but it would be important to our communities to meet in-person. Is that going to be available and can you coordinate with Laguna Public Works?	Thank you for your question. We have a formal plan with the NMDOT for this study on how we reach out to communities. That plan includes meetings like this one where we have virtual meetings, since it's difficult to have in-person meetings in every community. We have been holding individual meetings with other stakeholders, including tribes. If it would benefit a tribal community to have an in-person meeting then please contact us and we can work out sending staff to attend an in-person make a presentation. We are scheduling meetings with the tribes in May and June of this year and we will contact you after this meeting to discuss setting up an in-person meeting.

#	Theme	Comment	Response
6	Alternate Routes	Have alternative routes (traffic) been measured while they are in use during closures? I am concerned about the impact those diversions will have on these roads such as Santa Fe Ave/Rt. 66 in Grants. These diversions cause great stress on our main drive and hinder our local economy.	<p>Alternate routes that parallel I-40 are not designed to carry I-40 volumes or speeds. We are considering how we maintain or quickly establish traffic flow on I-40 after an incident. The goal is to minimize disruption and impacts to alternate routes and the communities they travel through when they are used. We are continuing to look at this and can hopefully develop recommendations to mitigate your concerns.</p> <p>Part of the idea of widening shoulders and proposing crossovers is to provide options to keep more traffic off of alternate routes and on I-40. We are not doing traffic counts on alternate routes when incidents occur because we know these routes do not have the capacity to carry I-40 volumes and speeds, because the routes were not designed to be an interstate highway. What we are looking at is how do we keep things moving on I-40 and get it open to traffic as quickly as possible when there is a crash or other incident. The other challenge is even if we do have a nearby alternate route, how do we get I-40 traffic to that route? It requires state police/traffic control to direct I-40 traffic to these alternate routes and there are pinch points, such as stop signs, traffic lights etc. that impede getting traffic to/from I-40 and those alternate routes. Our focus is on how we keep traffic moving on I-40.</p>
7	General	Good presentation, you are doing your homework. Thanks.	Thank you.
8	Holiday Traffic, ITS	I appreciate the opportunity to provide input. Thank you for the great work you are doing. I recently had a terrifying experience driving on I-40 about a week before Thanksgiving between Laguna and Albuquerque. There was an extraordinary volume of traffic and a high percentage of heavy trucks. The trucks were following too closely and speeding. Is heavy holiday traffic being considered? Could ITS be utilized to help in this situation?	There are normal, typical day-to-day traffic operations and there are other isolated events, such as holidays where traffic may increase. NMDOT is trying to look at best practices in the corridor to improve consistency with the level of operations. Improved ITS could help to improve travel for isolated events such as holidays to help people better plan trips and to minimize driver frustration which can lead to aggressive driving behavior such as driving too close or speeding.

#	Theme	Comment	Response
9	Alternate Routes	Will the project address frontage road improvements and safety enhancements which provide visitor access to rest areas specifically at MP102?	We are looking at deficiencies on frontage roads/alternate routes, such as ramps and interchanges that provide access to alternate routes. In particular we are looking at interchanges where traffic would get on and off of I-40 to access frontage roads. Interchanges are areas where we see more conflicts and crashes due to the merging and weaving movements getting on and off of the freeway. We're looking at all of the interchanges (access points) on I-40, which includes the interchange at MP 102.
10	Alternate Routes	As a Laguna Tribal member, you say the roads through the Pueblo aren't for interstate traffic, but the semis and others do go on 66 when the interstate is backed up due to road construction or accident. The traffic doesn't follow the speed limit and it's scary because our houses are right there by the road and especially when buses are dropping kids off. How are you going to keep us safe from the interstate traffic? Also, the semis have messed up our roundabout at the 114 exit when they are trying to use the Route 66 frontage road.	<p>The goal is to keep the majority of traffic on I-40 and not have I-40 traffic using the alternate routes. Heavy trucks and other vehicles are not prohibited to use the frontage roads and alternate routes. We have identified this as a concern as part of the study and we are looking at policies and other things we can do to mitigate impacts.</p> <p>During the construction project on I-40 in Laguna, the NMDOT had issues with trucks and vehicles using the frontage roads and speeding and not driving safely. The NMDOT partnered with Laguna Police Department and State Police to try and help enforce the laws and speed limits on the frontage roads during the Laguna reconstruction. For future projects we will look at partnering with local law enforcement to keep communication open and focus on how to keep the roads safe.</p>

#	Theme	Comment	Response
11	Alternate Routes	<p>Thank you for providing this information. The Navajo Nation has been working with NMDOT on the options to help relieve flooding in the Fort Wingate area. In addition, we have seen the challenges and impacts of traffic on alternate routes when I-40 traffic is at a standstill. Trucks will get off of I-40 at NM 566 (near Church Rock) and will travel north to get on BIA route N11 and N49 to Smith Lake. They will then travel south on NM 371 to Thoreau to get back onto I-40. We have heard concerns about heavy truck traffic on these routes when I-40 is shut down. We have also had challenges in the Tohajiilee area and heard that people will get off of I-40 and head westbound on BIA Route 57 in the and will get back on I-40. I know you have said that this study will hopefully address keeping traffic on I-40 and making improvements and enhancements, but the reality is that this won't happen overnight. It will take well over 10 years. Prioritization will be critical for many of the tribes. We will be pushing for enhancements to come first to keep traffic on the interstate and not use our local roads. I'm looking forward to the prioritization portion of the study. Safety and moving traffic is a challenge on I-40. I drive this section regularly and heavy truck traffic and narrow shoulders are an issue. I don't think I've ever seen a highway where there are so many guard rail end sections hit. I attribute this to a lack of shoulders and the road is windy, which adds to the challenges. I look forward to future presentations.</p>	<p>Thank you, we appreciate your comments. We will continue to work on the issues. Any time we get comments where people can share their experiences it helps to bolster our data and what we are looking at from an analytical perspective. This helps our technical evaluation and will inform our recommendations, phasing, and priorities.</p>
12	Alternate Routes	<p>There are concerns about the underpass between mile marker 89 to the mile marker 96 on Acoma lands. When accidents occur on I-40, traffic uses this alternate route and trucks get stuck crossing through the box culvert under I-40. These routes are not designed for the heavy truck traffic. There is a similar issue from mile marker 114 to 126 where there are no frontage roads, the only place you can go is to use NM 6. When there are issues on I-40 and traffic uses the alternate routes, damage occurs to these alternate routes. Questions I get from constituents are who compensates for damages to these roads, especially on tribal lands?</p>	<p>For the area that you mention near mile marker 89, NMDOT is actively working to remove this constraint. The NMDOT is working on plans with the Acoma to create a new roadway that will bypass the low clearance area. The Acoma have indicated that they would prefer the new road to be a state road. The details are being worked out, but NMDOT is fine with it becoming a state route.</p>

#	Theme	Comment	Response
			<p>Regarding damage done to frontage roads, the NMDOT does not have a policy to compensate for damage caused by the semis and other traffic. Most of the frontage roads/alternate routes are state highways that NMDOT repairs as they can get to it. The NMDOT cannot speak to what occurs on local or tribal routes. As to the issue of damage to alternate routes when traffic re-directs itself to these routes when there is an incident on I-40. One of the challenges that NMDOT has is that we can't control or restrict drivers from using these routes, since they are publicly funded with state and federal funds. In most cases drivers direct themselves to these routes. We can advise traffic and try to post information ahead of time but we cannot restrict traffic from using these routes unless there are specific height and weight limits.</p>
13	Nighttime	What is being considered for nighttime use on this project?	<p>Different issues arise during nighttime use, including overnight semi parking on the roadway, proper signing and lighting, and visibility. ITS is one solution considered for informing truckers where stops can be had.</p>
14	General	Wonderful presentation, thank you.	Thank you
15	Transit	<p>Why is the Railrunner not considered in this model, there is more population than you think on this side of the state and it should not be considered a money issue but a quality-of-life issue. In northern New Mexico they have the same populations we do and it is widely used by them, build it and they will use it.</p>	<p>In our initial alternatives analysis, we looked at commuter rail and commuter bus service and found it would not address the majority of the needs we have on I-40 related to safety and operations. Even if we did run trains, it would not pull enough vehicles off of I-40 to create a noticeable reduction of traffic. Commuter rail or bus improvements are not precluded by this study and could be considered as a solution or project outside of this study for reasons like quality of life.</p>

2.2 Written Questions and Comments

Exhibit 2 lists the comments that were sent during the public comment period that ran from April 5, 2023 through May 24, 2023 and the responses provided. A copy of these comments and responses is available on the I-40 Corridor Study website and was emailed to people who submitted comments.

Exhibit 2. Emailed Comments and Responses

#	Theme	Comment	Response
1	Traffic Volumes	Are there figures on the increase/decrease in vehicles that has occurred on I-40 over the last 3 or 4 years, and, if so, was that divided to show the increase/decrease for large trucks vs other vehicles including passenger cars?	Information on the specific increase/decrease in vehicles that has occurred over the last 3 or 4 years is limited. The long-term trend (10+ years) shows that annual growth rates on this section of I-40 have ranged from a low of 1.1 % to a high of 2.8%. More recent data has suggested higher growth rates for the last 3 or 4 years, but that data is skewed by the COVID-19 pandemic. Most roadways nationally saw a decrease in traffic volumes in 2020 and then an increase afterward. Interestingly, freight traffic has appeared to have maintained strong growth despite the pandemic. Port of entry data in Gallup shows a truck traffic increase of about 6% a year between 2017 and 2022. The study team is considering these factors as part of determining expected growth in the future.

#	Theme	Comment	Response
2	General, Alternatives	<p>I would like to thank you for the extensive research and presentation of information that you have completed in the initial phases of the study.</p> <p>I live in Gallup but have driven I-40 between Gallup and Albuquerque literally hundreds of times over the years dating back to the 1960's, sometimes as much as 5 - 6 times a week. I think some of those attending the meeting this evening did not understand the scope of this study, but were trying to include lots of other issues into the meeting.</p> <p>Since the beginning of Covid, traffic volume has definitely increased - both passenger cars and trucks. The truck traffic has increased due to supply chain issues and there have been 'new' truck drivers. As car drivers, we like to blame the truckers for everything, but there are many very good truck drivers and probably a proportional number of bad car drivers. As airlines have decreased the number of flights/seats available, car traffic also increased. This past winter has seen an unusual level of weather-related problems, just as I've seen in Wyoming, Idaho, and in areas of the Pacific Northwest.</p> <p>As the number of law enforcement officers have decreased over the past few years and the assignment of the remaining number of officers to other duties - due primarily to Covid - I have also noticed an increase in traffic violations. When I see a law enforcement presence along I-40, the traffic violations decrease just as they increase when there is no presence, but I understand that isn't really within the scope of the study.</p> <p>As I watched/read the recommendations that are suggested to go forward, I saw many good ideas. Two that really stood out for me were the wider lanes AND shoulders to allow two lanes of traffic to continue through construction zones and around many accidents. I-40 just can't be shut down to one lane for any length of time without major issues, so the ability to keep 2 lanes is a great idea. The other is to focus, through design and technology, on getting the interstate open as quickly as possible, rather than utilizing side roads whenever possible.</p> <p>All in all, an excellent presentation and I especially appreciated the courtesy and professionalism that both the NMDOT and Parametrix staff members utilized in responding to questions.</p>	<p>Thank you for sharing your experiences driving on I-40 and your support of concepts to widen shoulders on I-40, maintain 2-lanes of traffic.</p>

#	Theme	Comment	Response
3	Freight Lane, Reliability	<p>Our family travels to Albuquerque at least 4 times a month for doctor appointments. We have been delayed four hours at one time because of a traffic accident. We also missed an appointment because of a traffic accident backup that was over an hour. Returning from appointment a semi pulled out in passing lane in front of me and I had to drive off on the shoulder. A lane for semi traffic would be a huge improvement.</p>	<p>Thank you for sharing your concerns on I-40 and your suggestion of adding a third lane that would be dedicated to freight. As part of our initial alternatives analysis, the study team considered adding a third lane that would be dedicated to trucks. The study team found that while there could be some benefits to having a dedicated freight lane, overall traffic volumes and composition do not meet the criteria from the Federal Highway Administration (FHWA) where freight-only lanes are desirable. These criteria include truck volumes that exceed 30%, and peak traffic volumes that exceed 1,800 vehicles per lane-hour, and off-peak volumes exceed 1,200 vehicles per lane hour. The study team found that needs on I-40 would be better met by other concepts, such as widening roadway shoulders or adding a third lane for all travelers. For these reasons, alternatives being advanced for additional analysis include: 1) Enhanced 2-Lane Alternative with added lanes, which would address roadway deficiencies, widen roadway shoulders, improve pavement, and add a lane to I-40 in areas where a third lane is needed to provide capacity or improve safety and 2) A 3-Lane Alternative that would widen I-40 to 3 lanes.</p>
4	Alternate Routes, Freight Lane	<p>In the last year, MANY MORE trucks have been traveling the alternate route from Arizona to Albuquerque via Highway 53 (Zuni/Ramah/El Morro) which is a NM State Scenic Byway. Are these commercial semi-trucks allowed to use this Scenic Byway? Are they trying to avoid the weigh stations? They are having and causing wrecks along this route just like they do on I-40.</p> <p>We drive to Albuquerque every 2 weeks or so on the study portion of I-40 and there is almost always a truck wreck on the highway. Why? We are scared to death of the trucks and often take the alternative Route 66.</p> <p>I think the trucks should have their own lane and stay in it and be prohibited to drive when it is raining or snowing. Too many people are dying because of them. These issues should be addressed, please. Thank you.</p>	<p>Highway 53 is a public state highway that is open for public use by vehicles, including commercial semi-trucks. The Scenic Byway status of NM 53 does not prohibit semi-trucks from using this route.</p> <p>Improving safety on I-40 is a purpose of the I-40 Corridor Study. Safety improvements being considered include widening roadway shoulders, providing longer merge lanes at interchanges, adding lanes in areas where there are steep grades. In addition, the project team is continuing to evaluate an alternative that would add a third lane on this section of I-40. The study team considered the idea of building a freight-only lane as part of our initial alternatives analysis. However, a freight-only lane was not recommended for additional consideration for reasons described in the response to Comment #3 of this table.</p>

#	Theme	Comment	Response
5	Reliability, Safety, Road Condition	<p>This is a comment submitted by Ms. Janice Begay via a phone conversation on 4/12/2023. Janice's comments include:</p> <ul style="list-style-type: none"> • She regularly drives from Gallup to Albuquerque. • She mentioned the new legislation requiring semis to be in the right lane and suggested that she thought this new legislation would be helpful. • Her primary concern is safety and that truck drivers need to be more respectful. She says safety is an issue, particularly in the winter. • I-40 needs to be free of potholes. • A key issue for her and many people who live in Gallup is the need to drive to Albuquerque to receive medical care. There is a shortage of doctors and specialists in Gallup, so people who live in Gallup often have to drive to Albuquerque for medical care. The number of backups on I-40 has increased over time, so it is difficult to predict how long the trip will take, which can cause people to miss critical medical appointments. • I-40 needs to be safe. We didn't used to have a problem with trucks and safety, but this has become an issue. 	<p>Thank you for your comments. Reliability and safety are critical issues that have been identified in this corridor. The alternatives being developed and evaluated are focused on improving roadway safety and reliability by identifying improvements that will minimize delays on I-40 by improving incident management, minimizing lane closures during construction, improving roadway and pavement condition, and improving driver safety.</p>
6	Road Condition	<p>My daughter and I just finished a road trip from Gallup to Kansas City, traveling through Oklahoma, Texas, Kansas, and Missouri in addition to our own New Mexico. I was embarrassed again at the condition of our highways compared to all of those states.</p> <p>Do we simply ask for contractors to build a less durable asphalt? Those states have the same extreme temperature fluctuations that we do, and in some cases even heavier traffic. What is the reason for the poor road surfaces? I have lived in Gallup for over 34 years, and we have to be mindful of potential delays on I-40 due to road accidents, especially if we are facing time pressure such as getting to the Albuquerque airport on time for a flight. How many of these accidents could be prevented by a better road?</p> <p>Thank you for reading my thoughts, and I look forward to any improvements you and your team can deliver.</p>	<p>As part of this study, NMDOT is considering the pavement condition on I-40 and adjacent alternate routes and areas where improvements are needed will be identified.</p>
7	Rest Area	<p>Would like to see at least one more rest area.</p>	<p>Thank you for your comment and interest in an additional rest area.</p>
8	Alternate Routes	<p>My wife and I drive I 40 to Gallup or Grants twice a week. We are frustrated by the lack of frontage roads. Without frontage roads, we can be stuck on the highway for hours with no alternative routes available.</p>	<p>As part of this corridor study, the NMDOT is considering improvements to alternate routes and improvements to incident and construction management to minimize delays on I-40. Improvements being considered for alternate routes include removing clearance constraints for trucks, pavement improvements, and addressing areas where alternate routes are not provided such as continental divide and the area east of Laguna.</p>

2.3 Public Comment Form Responses and Comments

A public comment form was made available through the I-40 Corridor Study website. A total of 34 people provided responses using the comment form as discussed below.

2.3.1 Question 1: How did you hear about this project and/or the public meeting?

A total of 32 people responded to this question and their responses were as follows:

- Social media, either through NMDOT or another group = 25% (8 people)
- Email, either directly from NMDOT or a forwarded email or link = 25% (8 people)
- News article= 19% (6 people)
- Newspaper advertisement = 12.5% (4 people)
- Other, including a web search, because they work for NMDOT, or the source was unspecified = 12.5% (4 people)
- NMDOT website = 6% (2 people)

2.3.2 Question 2: What do you like or dislike about the alternatives being considered?

This was an open-ended question and 22 people provided a response. A total of 6 people indicated that they were unaware of or unclear about the alternatives that are moving forward for additional analysis in Phase I-B. Information on the alternatives is available in the public meeting presentation slides and the video recording for public meeting #2 that is available at i40nmstudy.com. In addition, the NMDOT has added information to the website that summarizes the alternatives that are moving forward for additional analysis in Phase I-B. Additional information about the alternatives, such as alternate routes, transit improvements, and adding dedicated freight lane are provided in the comments and responses provided in Exhibit 1 and Exhibit 2.

Comments that were provided in response to Question 2 are listed below in Exhibit 3.

Exhibit 3. Responses to Question 2

Issue	Comment
Improve I-40	Fix the road. Don't just put up signs that say "Take turns"
Improve I-40	Worry about it now! This is a very busy stretch of road, and road conditions are very much overlooked and the crashes and tire issues are not considered. The states around us have roads! It's gotten out of hand.
3-Lanes, Alternate Routes	Have to have at least a 3-lane highway whenever possible, with posted signs every 100 feet NO TRUCKS LEFT LANE and enforce it. Also need to improve and reopen alternate routes, like the road between Route 6 and Mesita. The people who live out there, and in Alamo, are pretty much cut off.
3 Lanes, Transit	I like the third lane, or at least every couple of miles a pull-off lane so slower vehicles can move over so others can pass. Plus, we need alternative transportation like the Railrunner or buses. That would be very beneficial to the people on this side of the state.
Alternate Routes	My first priority is to look for alternatives that offer frontage roads in the sections where there currently aren't any. Of particular interest is the area from Ft. Wingate to Coolidge. My family lives in Jamestown and we often sit in traffic on I-40 for literal hours to get through that section.

Issue	Comment
Alternate Routes, ITS	We desperately need a few major things. We need side roads built to bypass I-40 and help locals access communities for slower traffic! This is perhaps the most important around continental divide, Grants to Laguna, state line and east of Laguna. We also need more electric signs that can post warnings to drivers, and alternative routes. We need more physical and electric signs to warn drivers, especially truckers, of fines when they block the passing lanes. Finally, we need more physical barriers in areas where vehicles can easily cross over to opposing lanes.
Alternate Routes, Climbing Lanes	I would like it if providing a through alternative route and adding truck climbing lanes were among the priorities. I would dislike it if they were not being considered important in this overall study.
Transit	No Railrunner or bus service has been proposed. This would elevate a lot of traffic and move us into modern times.
Construction	Zipper merge signs need to be posted and the public needs to be more informed of how to use it and follow rules of the highway and be courteous while driving.
Coolidge Construction, Alternate Routes, Freight Lane	The one-lane backup in McKinley County is at its all-time worst. The bridge construction at Coolidge is taking a long time. Heavy one-lane traffic results in accidents, road damage, vehicle damage, cracked windshield and frustrated drivers. I don't know who hired those people, but they've been known to work intermittently. Re-routing traffic results in damage to those backroads that are hardly equipped to handle heavy traffic. Cost saving measures results in shoddy road work. The construction near Coolidge should have been completed a long time ago. A truck lane could alleviate semi-loads damaging the roads. In the meantime, who compensates the road damage to the alternative routes? The backup and forced closures come at an expense. Unfortunately, I-40 in McKinley County is the reason New Mexico is referred to as an "Orange Barrel" and "Pothole" state.
Freight Lane	Dedicated trucker lane
Road Condition, Trucks	I like that potholes are being worked on little at a time. I dislike that drivers of big trucks have no respect for smaller vehicles.
Road Condition	I am highly upset that the Interstate highway has massive potholes on it considering I've hit one while driving in my car. The damage caused is in the thousands of dollars, with both passenger tires being destroyed and the rims being bent, suspension and alignment damaged, and am lucky my car didn't flip over because of this road. Again highly upset!!!
Congestion	I don't like the traffic build up on the freeway while students are on their bus run in the morning and afternoons. Also, congestion is a problem for family and elderly people who are in transport to and from doctor visits which causes missed doctor appointments.
Snow Removal	I-40 from Grants to the AZ state line shuts down because of ice and snow in the winter months. And I'm talking about a small amount of precipitation!!! Could you please invest in some more road salt or other mitigation techniques to address this when weather happens?

2.3.3 Question 3: What improvement do you think is needed the most?

For this question, people were asked to select one item from the list below. A total of 34 people responded to this question as follows:

- Add lanes on I-40 = 20% (7 people)
- Minimize lane closures during construction or perform construction at night = 18% (6 people)
- Improve alternate routes = 15% (5 people)
- Improve pavement = 12% (4 people)
- Widen shoulders on I-40 = 6% (2 people)

- Improve travel notifications to inform people of poor weather conditions or lane closures due to crashes or construction = 3% (1 response)
- Improve incident management and response = 3% (1 response)

A total of 23% (8 people) had other recommendations, which included:

- Everything listed above, mainly notifications so we can keep traffic flowing.
- Keep and maintain all present rest stops as open, with all toilets open. Recently, toilets have been closed, and sometimes the entire rest stop is closed.
- Improve planning and implementation to keep a 1:45 hour drive from becoming a 5-hour drive!
- Improve alternate routes, force compliance to keep alternate routes open, and add lanes to I-40.
- Add a third lane for truckers only. And slow the speed limit for truckers to 65 miles per hour or less in construction work areas.
- Add Railrunner and bus service to our part of the state.
- I-40 needs frontage roads to divert traffic when there is a car crash. Often times, travel is halted for over 2 or 3 hours trying to get to a rest stop or past an accident. There should be another lane just for semi-trucks. They take all the lanes.

2.3.4 Question 4: Do you have any questions or concerns about the information presented?

This was an open-ended question. A total of 18 people responded to this question as listed in Exhibit 4.

Exhibit 4. Responses to Question 4

Issue	Comment
General	I think our comments will fall on deaf ears. It's been like that for 5 years!
General	The information presented is excellent, good job to the team.
General	I'd very much appreciate comment suggestions to stay open monthly and to avoid the harsh input others offer.
Improve I-40	I would suggest to folks responsible for this study, quickly assess their data and present their findings as soon as they can. We need solutions (yesterday). Folks cannot handle a lengthy study only to find that time and money was wasted. We need solutions that will be put into effect immediately and we need to best companies to make it all happen.
Improve I-40	Many concerns! We have never faced such a blatant lack of coordination on this stretch of highway. Our alternative routes are long and dangerous!
Improve I-40	Fix this thing already!! This road causes major damage and people have been hurt already.
Alternate Routes	Other routes used, they damage roads with weight of big trucks, they are not made for commercial roads, so when you repair I 40 then the other roads are damage, it's a circle of roads.
Alternate Routes	How are you going to work with tribal partners on side road development?
Alternate Routes	Is a through alternative route being considered? I travel from Farmington south on NM 371 to NM 122 to Grants several times a year and I purposely take NM 122 instead of I-40 because of all the traffic and issues. Most often I am towing a camper and would like to be able to stay on a through alternative route to NM 6 in order to avoid Albuquerque when traveling to Socorro and points south and east on US 60.

Issue	Comment
Alternate Routes, Rest Areas, Safety	I would like to know if through this project to improve I-40, should there be a push towards improving alternate routes that go through rural communities and tribes, will NMDOT put funds towards improving those corridors? We need better signage that keeps semis out of tribal villages. Old 66 does not have a shoulder, we need better mileage signs, sign for cattle, and to slow traffic down. I also think NMDOT needs to look at rest areas, some of these accidents are occurring during hours when people are tired. Arizona has large pullouts at rest areas that accommodate semis, well-lit with dog runs, and restrooms. Trash is becoming a burden to communities living by the highway. The plan must not be just about how to get traffic from point a to b. It has to be how do we create a safer pathway for folks to travel, to do it efficiently, but also not make the rural communities carry the burden of increased traffic.
Safety	I am a nurse who travels frequently on I-40 for work. I am concerned about my safety when I travel on I-40 to Gallup due to the numerous accidents I see. I feel that the construction on I-40 has been more hazardous to the drivers of New Mexico.
Safety, Reliability	There are many improvements needed. I live outside of Ramah, so am obliged to take I-40 to get to Albuquerque. There are times when I don't go because I don't want to deal with 1) all the trucks and the accidents they often cause, 2) the lane closures due to construction and/or accidents and the excessive delays that that causes. That section of the highway is very heavily traveled and yet there are always problems on it.
Trucks	Why is the law prohibiting tractor trailers from driving in the left lane not enforced? Traveling I-40 in other states, this is not really an issue. But semi-truck drivers routinely travel in the left lane across New Mexico, while pretty much abstaining from this dangerous practice in other states. It must be because they recognize that they are unlikely to get pulled over in New Mexico.
Trucks	Emergency ambulances, helicopters and police should always have an opening to and from accidents along the freeway. But again, truckers use every and all exits blocking these emergency exits.
Congestion, Road Condition	When we have accidents or construction, getting around is a nightmare. When access to the frontage roads is blocked, it's even worse. The potholes are extremely dangerous and they are not fixed for weeks even in areas where highway techs are sitting in their trucks, they need to at least call them in.
Construction	Have contractors work 6 days a week and finish projects before winter.
Transit	Please consider other options such as the Railrunner.
Gallup Overpass	A north to south Cliff Street overpass is needed with no on or off ramps for local residents to reduce the traffic from the on and off overpasses.

2.3.5 Question 5: Please list any additional comments below.

This was an open-ended question. A total of 18 people responded to this question as listed in Exhibit 5.

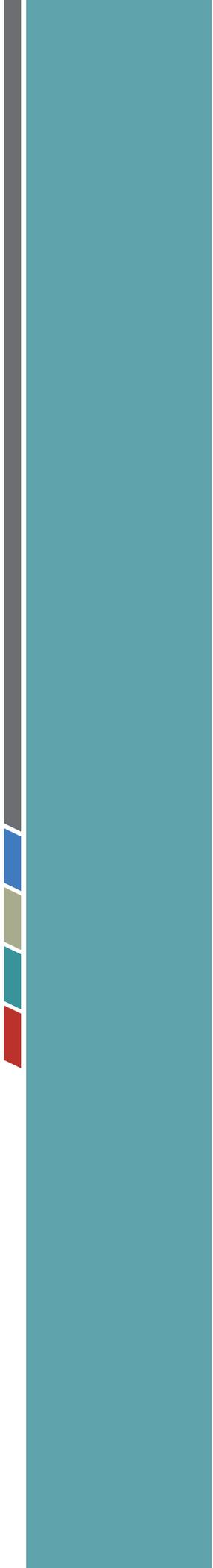
Exhibit 5. Responses to Question 5

Issue	Comments
Construction	No police monitors construction sites so more road rage happens
Construction	I know many people who have stopped making trips to Albuquerque because the stretch between Gallup and Albuquerque is pretty much always backed up due to construction.
Construction	We would suggest that the FHWA FDR Demonstration Project that took place on I-40 be revisited as it eliminated the need to detour traffic across the freeway median and restrict traffic during construction to only one lane in each direction. Estimated cost savings for this Full Depth Reclamation approach were in the range of 40% of conventional. https://www.stabilizationproducts.net/docs/18789.pdf
Construction, Road Condition	Please use night to work on I-40 as it would be a little more safe for the construction workers and NMDOT. Fix the deep, dangerous potholes that cause tire damage and alignment wear and tear to our vehicles. It is unsafe and undrivable at times. Thank you for listening, safety first.

Issue	Comments
Construction, Alternate Routes, Road Condition	Closing the highway for repairs in unacceptable! The lack of quality repairs on potholes is disturbing and can cause (and has caused) accidents and is also costing taxpayers extra money to repair our vehicles due to damage caused by the huge potholes. Forcing travelers to "alternate routes" in these areas is not feasible because of the distance and dangers posed by the condition of alternate roads. It is your responsibility to ensure safe travel by providing drive-around access in the same area of construction! No one should be stuck in a vehicle for 5 hours consistently on a normal 1 hour 45-minute drive! Please figure it out!
Coolidge Construction	Have contractor in mile parker 44 project finish it and not let them work on the west bound side. They have taken way too long and have destroyed confidence in their ability and NMDOT management of that project.
Coolidge Construction	Just fix the roads so there can be 2 lanes going eastbound at continental divide!
Alternate Routes	It would be nice to have nearby alternative routes such as frontage roads versus extended detours that add many miles and/or hours.
Alternate Routes	Creating a through alternative route and numbering it NM 66 would benefit local and recreational through traffic all of the time, and all traffic could benefit in cases of accidents, construction, and other times of congestion.
Road Condition	Improve pavement please, it's in terrible shape.
Road Condition	Roads in all of District 6 are very bad no matter where you travel from 550, 1-40, back roads, down south or up north. They are bad everywhere.
General	Call or text me because these concerns need to be addressed, instead of ignored.
General	Provide a summary of what was discussed on your website and inform the news agency's about the outcome.
Cultural Resources	I would like to see more on how NMDOT is considering impacts to historic and cultural resources, also how it may plan to assist communities in preserving the rural aesthetic of their communities.
Flooding	Increase the height of the frontage road and I-40 east side of Gallup to reduce the chances of flooding.
Incident Management	There also needs to be quicker responses to clear blocked roads to get traffic moving. If it has to be dragged to the median, or some way to redirect bidirectional traffic onto the opposing lanes when one direction gets shut down from a crash.
Safety, Trucks	I avoid I-40 at all costs. I have had numerous close calls, especially with trucks. It's impossible to have good mileage with trucks constantly in left lane
Transit	We would like to see some type of alternate transportation like the Railrunner or buses running to this side of the state

Attachment A

Announcement, Advertisements, and Social Media Plan



I-40 Corridor Study

Arizona to Albuquerque, CN 6101580

Virtual Public Meeting

Tuesday, April 25, 2023 at 6:30 PM (Mountain Time)

You are invited to attend the second virtual public meeting for the I-40 Corridor Study, hosted by the New Mexico Department of Transportation. The I-40 Corridor Study includes developing a long-term improvement plan for 150 miles of I-40 from the Arizona state line to the Atrisco Vista Interchange in Albuquerque. At the meeting the study team will share what we have learned and the alternatives being considered, and we would like to receive your input on the alternatives. To join the meeting; learn more about the study; and share your concerns, needs, and questions:



- **Join the meeting online** or learn more about the study at i40nmstudy.com
- **Join the meeting by phone** at 1-346-248-7799, Meeting ID: 893 6682 0995, Participant ID/Meeting Password: 950036
- **Submit comments** during the public meeting or before **Wednesday, May 24, 2023** via the comment form provided at i40nmstudy.com, email to i40study@parametrix.com, or postal mail to I-40 Corridor Study, 9600 San Mateo Blvd. NE, Albuquerque, NM 97113.

To request accommodations under the Americans with Disabilities Act or a translator, please call Stephanie Miller at 505-445-5464 by April 20, 2023. Please call Stephanie Miller at 505-445-5464 to ask questions or request a printed copy of meeting materials.





New Mexico DEPARTMENT OF
TRANSPORTATION

Michelle Lujan Grisham, Governor
Ricky Serna, Cabinet Secretary

FOR IMMEDIATE RELEASE

April 10, 2023

NMDOT to create a long-term improvement plan on I-40 from the Arizona State Line to Atrisco Vista Interchange

The public is invited to attend an online Public Input Meeting on Tuesday, April 25, 2023

MILAN, N.M. – The New Mexico Department of Transportation (NMDOT) invites you to attend a second online Public Input Meeting on Tuesday, April 25, 2023, at 6:30 p.m. MST to learn about the ongoing I-40 Corridor Study and provide input. The purpose of the online Public Input Meeting is to share what the project team has learned, and the alternatives being considered followed by an opportunity to ask questions and provide input.

To join the meeting, learn more about the study, and provide input, visit our website at i40nmstudy.com. To request a translator or accommodations under the American with Disabilities Act, please call Stephanie Miller at (505) 445-5464 by April 20, 2023.

The I-40 Corridor Study covers 150-miles of I-40 and adjacent frontage roads and alternate routes located from mile milepost 0.0 to 150.0 (from the Arizona State Line to Atrisco Vista Interchange at Albuquerque). The purpose of the study is to identify corridor needs, develop, and evaluate alternatives, and create a long-term improvement plan to address operations and safety for this section of I-40.

"This study is focused on improving safety along the I-40 corridor. We are excited as some very crucial data has been collected. The study could lead to significant projects along the corridor, and we encourage everyone to participate in the study process," Lisa Vega, District 6 Engineer stated.

After the online Public Input Meeting, NMDOT will hold a comment period through May 24, 2023, to allow the public to provide input on the study and identified alternatives. During this comment period, the public can submit questions or feedback in any of the following ways:

- During the meeting
- Email the project team at I40study@parametrix.com
- Complete the online public comment form at [Comment Form](#)
- Send postal mail to I-40 Corridor Study, 9600 San Mateo Blvd., NE, Albuquerque, NM 97113.

If you are not able to attend the online Public Input Meeting, the information and recorded presentation will be posted on the study website immediately afterward. You can also receive project updates and request to receive meeting invitations on the study website.



###

NMDOT
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Delane D. Baros, District-6 PIO | Delane.Baros@dot.nm.gov | 505 240 1392

Tensions build around Jerusalem shrine after Syria rockets

By Ilan Ben Zion
Associated Press

JERUSALEM — Israeli warplanes and artillery struck targets in Syria following rare rocket fire from the northeast neighbor, as Jewish-Muslim tensions reached a peak Sunday at a volatile Jerusalem shrine with simultaneous religious rituals.

Thousands of Jewish worshippers gathered at the city's Western Wall, the holiest place where Jews can pray, for a mass priestly benediction prayer service for the Passover holiday. At the Al-Aqsa Mosque compound, a walled esplanade above the Western Wall, hundreds of Palestinians performed prayers as part of observances during the Muslim holy month of Ramadan.

Hundreds of Jews also visited the Al-Aqsa compound under heavy police guard Sunday, to whistles and religious chants from Palestinians protesting their presence. By sundown, the observances had passed without serious incident.

Such tours by religious and nationalist Jews have increased in size and frequency over the years, and are viewed with suspicion by many Palestinians who fear that Israel plans one day to take over the site or partition it. Israeli officials say they have no intention of changing long-standing arrangements that allow Jews to visit, but not pray in the Muslim-administered site.

However, the country is now governed by the most right-wing government in its history, with ultra-nationalists who seek changes in the arrangements in senior positions.

Tensions have soared in the past week at the flashpoint shrine after an Israeli police



AP Photo/Mahmoud Illean

Israeli police escort Jewish visitors marking the holiday of Passover to the Al-Aqsa Mosque compound, known to Muslims as the Noble Sanctuary and to Jews as the Temple Mount, in the Old City of Jerusalem during the Muslim holy month of Ramadan, Sunday.

raid on the mosque. On several occasions, Palestinians have barricaded themselves inside the Al-Aqsa Mosque with stones and firecrackers, demanding the right to pray there overnight, something Israel has in the past only allowed during the last 10 days of the Muslim holy month of Ramadan. Police removed them by force, detaining hundreds and leaving dozens injured.

Violence began Wednesday

The violence at the shrine triggered rocket fire by Palestinian militants from the Gaza Strip and southern Lebanon, starting Wednesday, and Israeli airstrikes targeted both areas.

In Lebanon, Hezbollah's media office announced that the militant group's chief, Hassan Nasrallah, received a delegation headed by Hamas leader Ismail Haniyeh on

Sunday. The two discussed "the most important developments in occupied Palestine, the course of events at al-Aqsa Mosque, and the escalating resistance in the West Bank and Gaza, in addition to general political developments in the region, the readiness of the resistance axis and the cooperation of its parties," the statement said.

Late on Saturday and early Sunday, militants in Syria fired rockets in two salvos toward Israel and the Israeli-annexed Golan Heights. A Damascus-based Palestinian group loyal to the Syrian government claimed responsibility for the first round of rockets, saying it was retaliating for the Al-Aqsa raids.

In the first salvo, one rocket landed in a field in the Golan Heights. Fragments of another destroyed missile fell into Jordanian territory near the Syrian border, Jordan's military reported. In the second round, two of the rockets crossed the border into Israel,

with one being intercepted and the second landing in an open area, the Israeli military said. Israel responded with artillery fire into the area in Syria from where the rockets were fired. Later, the military said Israeli fighter jets attacked Syrian army sites, including a compound of Syria's 4th Division and radar and artillery posts.

'So much sorrow'

Turkish President Recep Tayyip Erdogan discussed the violence in a telephone call with Israeli counterpart Isaac Herzog late Saturday, telling Herzog that Muslims could not remain silent about the "provocations and threats" against the Al-Aqsa Mosque, and said the hostilities that have spread to Gaza and Lebanon should not be allowed to escalate further.

Hundreds of people, including National Security Minister Itamar Ben-Gvir, attended the funeral for two British-Israeli sisters, Maia and Rina Dee, who were killed in a shooting Friday in the West Bank.

They were buried following an emotional ceremony in the Jewish settlement of Kfar Etzion in the West Bank. As the two bodies were brought into the room, one of their sisters threw herself down and hugged the covered bodies.

"May we and no one else in the whole world ever know so much sorrow. Amen," said their father, Lee Dee.

Over 90 Palestinians and have been killed by Israeli fire so far this year, at least half of them affiliated with militant groups, according to a tally by The Associated Press. Palestinian attacks on Israelis have killed 19 people in that time. All but one were civilians.

France: Marseille building collapses, fire stymies rescue

By Elaine Ganle and Bishr El Touni
Associated Press

MARSEILLE, France — More than 100 firefighters worked against a ticking clock to extinguish flames deep within debris to save up to 10 people possibly buried after a building exploded and collapsed early Sunday in the French port city of Marseille. Interior Minister Gerard Darmanin said at least four people were known to live in the collapsed building and as many as 10 may have been there, though persistent flames and fears of further collapse prevented rescuers from being able to search for victims some 15 hours after the explosion.

"We cannot intervene in a very classic way," Darmanin said during a visit to the site, about 11 hours after the five-story building collapsed shortly before 1 a.m. He said the fire was burning a few meters under the mounds of debris and that both water and foam represent a danger to victims' survival.

It was not known if anyone was killed, or what triggered the blast, he said. Firefighters, with the help of urban rescue experts, worked through the night and all day Sunday in a slow race against time. The delicate operation aimed to keep firefighters safe, prevent further harm to people potentially trapped in the rubble and not compromise vulnerable buildings nearby. Some 30 buildings in the area were evacuated, Darmanin said.

"We heard an explosion ... a very strong explosion which made us jump, and that's it," said Marie Ciet, who was among those evacu-

ated. "We looked outside the window at what was happening. We saw smoke, stones, and people running."

The building that collapsed is located on a narrow street in the center of Marseille, adding to an array of difficulties for firefighters and rescue workers. The intense heat made it impossible to send in dog teams to search. Robots were reportedly being deployed. A crane was brought in to clear rubble and firefighters were at one point seen in TV video hoisting parts of the debris from a window in a nearby apartment as plumes of smoke rose skyward.

Marseille Mayor Benoit Payan said two buildings that share walls with the one that collapsed were partially brought down before one later caved in. It was among the evacuated structures. Six people were hospitalized. A dog from the firefighters' canine unit was seen sniffing debris, apparently at the neighboring building that caved in.

"We're trying to drown the fire while preserving the lives of eventual victims under the rubble," Lionel Mathieu, commander of the Marseille fire brigade, said during a televised briefing. "Firefighters are gauging minute by minute the best way to put out the fire," Payan, the mayor, said.

"We must prepare ourselves to have victims," he said grimly.

An explosion was the "probable" cause of the building collapse, Payan said, but later stressed that "no conclusions can be drawn" without an investigation.

World in brief

Avalanche in French Alps kills at least 4 people

PARIS (AP) — An avalanche in the French Alps killed four people Sunday, France's interior minister said, calling the death toll a provisional count.

The avalanche rolled down the Armanette glacier in Contamines-Montjoie, in the Haute-Savoie region, some 30 kilometers (almost 20 miles) southwest of Chambex.

The local France-Bleu radio station put the size of the avalanche at 1,000 meters (3,280 feet) long and 100 meters (328 feet) wide. Two helicopters were sent in to help in the search, the station said, quoting the local prefecture in Thonon.

Official: Afghan special forces kill 2 IS fighters in raid

KABUL, Afghanistan (AP) — Afghanistan's special forces killed two Islamic State fighters and arrested a third during an operation in the country's west on Sunday, a regional official said.

The raid on the hideout in the district of Sayed Abad in Nimroz province sparked a clash lasting 30 minutes, said Mufti Habibullah Ilham, the province's information and culture director.

The regional affiliate of the IS group — known as the Islamic State in Khorasan Province — has been the key rival of the ruling Taliban since the religious group's takeover of Afghanistan in August 2021.

Germany: Hamburg fire smoke halts trains, generates warning

FRANKFURT, Germany (AP) — Police warned people in Hamburg, Germany, to close their windows early Sunday after a large fire that engulfed several warehouses sent black, chemical-laden smoke drifting over the city.

German news agency dpa said the fire broke out around 4:30 a.m. in the Rothenburgsort district, located in the eastern part of Germany's second-largest city. The smoke drifted from the site toward the city center, halting long-distance trains between Hamburg and Berlin and other cities.

A public safety alert conveyed through a mobile phone app advised people in Hamburg to close windows, turn off ventilation, and to avoid the area.

Reports: Tesla plans Shanghai factory for power storage

BEIJING (AP) — Electric car maker Tesla Inc. plans to build a factory in Shanghai to produce power-storage devices for sale worldwide, state media reported Sunday.

Plans call for annual production of 10,000 Megapack units, according to the Xinhua News Agency and state television. They said the company made the announcement at a signing ceremony in Shanghai, where Tesla operates an auto factory.

The factory is due to break ground in the third quarter of this year and start production in the second quarter of 2024, the reports said.

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I-40 Corridor Study

Arizona to Albuquerque, CN 6101580

Virtual Public Meeting

Tuesday, April 25, 2023 at 6:30 PM, Mountain Time

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To request accommodations under the Americans with Disabilities Act or a translator, please call Stephanie Miller at 505-445-5464 by April 20, 2023. Please call Stephanie Miller at 505-445-5464 to ask questions or request a printed copy of meeting materials.

Fire

Continued from A1

The next level is the roof, gutters, and decks. Ducker stated that embers can sometimes travel up to a mile on the wind. A fire can easily start if an ember lands on a home that hasn't been maintained or made with fire resistant materials. The next level is to keep in communication with the people around you about

fire safety if possible. He explained that one person's property is only as safe as the ones around them.

Ducker then moved on to having an evacuation plan and wildfire preparedness kit set up in advance. This will prevent scrambling at the last second to find what you need to take should an evacuation become necessary.

He explained that this should include any essentials such as medicine, pet food, and chargers for devices. Knowing where all of your important documents are so you can take them quickly was also recommended. The idea is to be able to have essential items ready to go so that within ten minutes you can focus on grabbing any irreplaceable items

before you leave.

Some other scenarios where people can help to prevent wildfires were discussed. Ducker advised that if anyone uses tow chains, not keep them loose enough to drag upon the ground. This can create sparks as someone is driving and increases the risk of roadside fires. Another is to completely douse your campfires if

you have them when camping. Always bring enough water to completely put out the embers. Limiting smoking as well when in the forest and parking away from any dry brush and grasses if possible, also helps to reduce the risk of accidentally starting fires.

For anyone interested in learning more about fire preparedness and

strategies, you can visit the New Mexico Forestry Division's website at www.emnrd.nm.gov/sfd/fire-prevention-programs or www.emnrd.nm.gov/sfd/fire-prevention-tips

If fires do begin to kick off and spread, you can also go to nmfire-info.com to track any information available about them.

Acoma Man Sentenced to Five Years for Sexual Abuse

Diego Lopez, Reporter

ACOMA PUEBLO – Karl Shroulote, Sr., 41, of Acoma Pueblo pleaded guilty to sexual abuse on the pueblo in December. He was sentenced to five years and eight months in prison on April 5. Shroulote is an enrolled member of the Acoma Pueblo. Sentencing comes as part of a plea deal negotiated by the Bureau of Indian Affairs and Shroulote's Federal Public Defender, Melissa Ayn Morris.

Raquel Ruiz-Velez represented the United States of America in this case, using information from the Bureau of Indian Affairs and Acoma Pueblo Police Department.

Presiding over this case was Sr. Chief US District Judge William P. Johnson.

The judge made his sentencing based on the plea deal in which Shroulote admitted to sexually assaulting an unconscious woman, identified as Jane Doe in court records, on April 29,

2018. The assault occurred in Shroulote's house on the Acoma Pueblo.

When he is released from prison, Shroulote will be subject to five years of supervised release and must register as a sex offender.

The Bureau of Indian Affairs investigated this case with assistance from the Pueblo of Acoma Police Department. Assistant United States Attorneys Alexander F. Flores and Raquel Rui-Velez prosecuted this case.

Zuni Man Indicted for Firearms Offenses

Diego Lopez, Reporter

ZUNI PUEBLO – 30-year-old Zuni man Ian Channing Lasiloo was indicted on April 5 for a number of firearms-related offenses that led to the alleged intentional wounding of an unidentified victim.

According to the indictment, on August 15, Lasiloo, a man who is classified in court documents as "a prohibited person in possession of a firearm and ammunition"

allegedly used that prohibited .22 caliber revolver to attack and assault the unidentified victim with "the intent to cause bodily harm."

Lasiloo is an enrolled member of the Zuni Tribe. After his hearing on April 5 a judge ordered that he would be released to a halfway house pending trial. The trial has not been scheduled, but if found guilty, Lasiloo faces up to a life sentence in prison. All defendants are presumed innocent until proven guilty in a court of

law.

Lasiloo was charged with "assault with a dangerous weapon; being a prohibited person in possession of a firearm and ammunition; and using and carrying a firearm during and in relation to a crime of violence."

The Gallup Resident Agency of the FBI Albuquerque Field Office investigated this case with assistance from the Zuni Police Department. Assistant US Attorney Robert James Booth III is prosecuting the case.



In Memory of Elosia Chavez

Perhaps you sent a lovely card or sat quietly in a chair

Perhaps you sent a floral piece if so, we saw it there

Perhaps you were not there at all Just thought of us that Day

Whatever you did to console Our Hearts

We thank you so much ~ whatever the Part

~The Children of Elosia Chavez~
Judy & Tommy, Elmer & Jeannette, Antionette, Bernadette & Jimmy Chavez & Family's



I-40 Corridor Study Arizona to Albuquerque, CN 6101580

Virtual Public Meeting
Tuesday, April 25, 2023 at 6:30 PM,
Mountain Time

You are invited to attend the second virtual public meeting for the I-40 Corridor Study, hosted by the New Mexico Department of Transportation. The I-40 Corridor Study includes developing a long-term improvement plan for 150 miles of I-40 from the Arizona state line to the Atrisco Vista Interchange in Albuquerque. At the meeting the study team will share what we have learned and the alternatives being considered, and we would like to receive your input on the alternatives. To join the meeting; learn more about the study; and share your concerns, needs, and questions:

- **Join the meeting online** or learn more about the study at i40nmstudy.com
- **Join the meeting by phone** at 1-346-248-7799, Meeting ID: 893 6682 0995, Participant ID/Meeting Password: 950036
- **Submit comments** during the public meeting or before **Wednesday, May 24, 2023** via the comment form provided at i40nmstudy.com, email to i40study@parametrix.com, or postal mail to I-40 Corridor Study, 9600 San Mateo Blvd. NE, Albuquerque, NM 97113.

To request accommodations under the Americans with Disabilities Act or a translator, please call Stephanie Miller at 505-445-5464 by April 20, 2023. Please call Stephanie Miller at 505-445-5464 to ask questions or request a printed copy of meeting materials.



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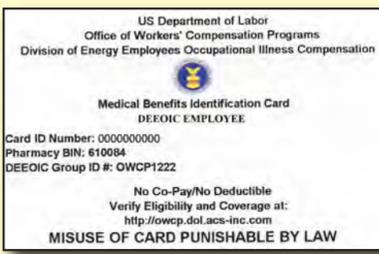
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I-40 CORRIDOR STUDY RADIO PLAN FOR PUBLIC MEETING, APRIL 25, 2023

Proposed Radio Ad Schedule

The proposed radio ad schedule assumes a total of 12 ads for each radio station (24 ads total). Six of the ads on each station will be in Dine and 6 of the ads on each station will be in English. Proposed times for the ads are as follows:

Date	KTNN (AM 660/FM 101.5)	KWRK/KCAZ (FM 96.1 and 99.5)
4/11/23	7:45 am English/12:15 pm Dine	Same as KTNN
4/12/23	12:03 pm English/ 5:30 pm Dine	
4/14/23	9:03 am English/3:10 pm Dine	
4/17/23	10:10 am Dine/5:30 pm English	
4/19/23	7:45 am Dine/10:10 am English	
4/21/23	9:10 am Dine/3:10 pm English	
Total	12 ads: 6 Dine/6 English	12 ads: 6 Dine/6 English

Radio Ad Script

You are invited to attend the second public meeting for the I-40 Corridor Study hosted by the New Mexico Department of Transportation. The meeting will be held on Tuesday, April 25, 2023 at 6:30 PM Mountain Time. The I-40 Corridor Study includes developing a long-term improvement plan for I-40 from the Arizona state line to the Atrisco Vista Interchange in Albuquerque. At the meeting, the study team will share what they have learned and the alternatives being considered, and they will provide an opportunity for people to ask questions and provide comments. To join the meeting, learn more about the study, and provide input, visit our website at i40nmstudy.com. To request a translator or accommodations under the Americans with Disabilities Act, please call Stephanie Miller at 505-445-5464 by April 21, 2023.

I-40 Corridor Study Social Media Plan Facebook | April 2023

Date	Content	Social Account
Facebook (Truncated after 477 characters)		
4/10	Join us for our 2 nd public meeting on Tuesday, April 25 at 6:30 p.m. MT to hear an update on the I-40 Corridor Study and alternatives being considered. The NMDOT is conducting the study to evaluate alternatives and develop a long-term highway operational improvement plan for 150 miles of I-40 from the Arizona state line to the Atrisco Vista Interchange near Albuquerque. To learn more, connect to the public meeting, or provide feedback visit i40nmstudy.com . #I40NMStudy	Facebook
4/14	Do you drive on I-40 between the Arizona/New Mexico state line and Albuquerque? We want to hear from you! Join us for a live virtual public meeting on Tuesday, April 25 at 6:30 p.m. MT to hear an update on the I-40 Corridor Study and alternatives being considered. To join the meeting or learn more about the study visit i40nmstudy.com . #I40NMStudy	Facebook
4/20	The NMDOT is conducting a corridor study and evaluating alternatives for I-40 from the Arizona/New Mexico state line to the Atrisco Vista Interchange near Albuquerque. To learn more, join the virtual public meeting on Tuesday, April 25 at 6:30 p.m. MT. For more information, visit i40nmstudy.com . Don't miss your opportunity to hear directly from the study team and have your questions answered! We want your feedback.	Facebook
4/24	Tomorrow, April 25 at 6:30 p.m., join the NMDOT for a virtual public meeting to hear an update on the I-40 Corridor Study. Study team members will discuss what we have learned and possible alternatives for this 150-mile stretch of I-40 from the Arizona/New Mexico state line to the Atrisco Vista Interchange near Albuquerque. Ask your questions and provide your comments. Visit our website to join the meeting online or by phone at i40nmstudy.com .	Facebook
4/25	Join us tonight to hear an update on NMDOT's I-40 Corridor Study and alternatives being considered on this 150-mile stretch of I-40 from the Arizona state line to the Atrisco Vista Interchange in Albuquerque. The study team will share information about the improvement alternatives and answer your questions. Visit our website to join the meeting online or by phone at i40nmstudy.com .	Facebook
5/2	Did you miss the virtual public meeting on the I-40 Corridor Study? Visit our website at i40nmstudy.com to watch the recorded presentation and provide your comments. Comments will be accepted through May 24, 2023.	Facebook
5/17	Don't forget to provide your comments on the I-40 Corridor Study! Comments will be accepted through May 24, 2023. Learn more at: i40nmstudy.com	Facebook
5/24	Don't forget to provide your comments on the I-40 Corridor Study! Comments are due today. Provide your input at: i40nmstudy.com	Facebook

I-40 Corridor Study Social Media Plan Twitter | April 2023

Date	Content	Social Account
Twitter Posts (280 characters)		
4/10	Join us for the 2 nd public meeting on Tuesday, 4/25 at 6:30 PM MT to hear an update on NMDOT's I-40 Corridor Study and alternatives being considered. i40nmstudy.com #I40NMStudy	Twitter
4/14	The NMDOT I-40 Corridor Study Team will hold a virtual public meeting on Tuesday, 4/25 at 6:30 PM MT to present improvement alternatives and answer your questions on this 150-mile corridor study from the AZ state line to Albuquerque. Learn more at: i40nmstudy.com	Twitter
4/20	We want your input on I-40 between the AZ state line and the Atrisco Vista Interchange in Albuquerque! Join us for an update on the I-40 Corridor Study at the virtual public meeting on Tuesday, 4/25 at 6:30 PM MT and provide your comments. To learn more, visit: i40nmstudy.com	Twitter
4/24	On Tuesday, 4/25 at 6:30 PM MT, the NMDOT will host a virtual public meeting to provide an update on the I-40 Corridor Study. Visit the website to join the meeting online or by phone at i40nmstudy.com .	Twitter
4/25	Join us tonight at 6:30 PM MT for a virtual public meeting about the I-40 Corridor Study on this 150-mile stretch of I-40 from the AZ state line to the Atrisco Interchange near Albuquerque. Visit our website to join the meeting online or by phone at i40nmstudy.com .	Twitter
5/2	Missed the virtual public meeting on the I-40 Corridor Study? Visit our website at i40nmstudy.com to watch the recorded presentation or provide your comments.	Twitter
5/17	Don't forget to provide your comments on the I-40 Corridor Study! Comments will be accepted through 5/24. Learn more at: i40nmstudy.com	Twitter
5/24	Don't forget to provide your comments on the I-40 Corridor Study! Comments are due today. Provide your input at: i40nmstudy.com #I40NMStudy	Twitter

I-40 Corridor Study Social Media Plan Twitter | April 2023

Suggested Graphics:

See separate files

Attend the public meeting on April 25, 2023, 6:30 PM.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



U.S. Department of Transportation
**Federal Highway
Administration**

Please submit your comments by May 24, 2023.



New Mexico DEPARTMENT OF
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U.S. Department of Transportation
**Federal Highway
Administration**



NMDOT

April 10 at 11:36 AM · 🌐



Join us for our 2nd public meeting on Tuesday, April 25 at 6:30 p.m. MT to hear an update on the I-40 Corridor Study and alternatives being considered. The NMDOT is conducting the study to evaluate alternatives and develop a long-term highway operational improvement plan for 150 miles of I-40 from the Arizona state line to the Atrisco Vista Interchange near Albuquerque. To learn more, connect to the public meeting, or provide feedback visit i40nmstudy.com.

#I40NMStudy #NMDOTcares



New Mexico DEPARTMENT OF
TRANSPORTATION
Quality for Everyone



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13

4 comments 10 shares



NMDOT

3d · 🌐



Do you drive on I-40 between the Arizona/New Mexico state line and Albuquerque? We want to hear from you! Join us for a live virtual public meeting on Tuesday, April 25 at 6:30 p.m. MT to hear an update on the I-40 Corridor Study and alternatives being considered. To join the meeting or learn more about the study visit i40nmstudy.com. #I40NMStudy #NMDOTcares

Attend the public meeting on April 25, 2023, 6:30 PM.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOVING NEW MEXICO FORWARD



U.S. Department of Transportation
**Federal Highway
Administration**



2

8 shares

Attachment B
Public Meeting Notes and Presentation



I-40 CORRIDOR STUDY PUBLIC MEETING#2 NOTES (CN 6101580)

MEETING DATE: April 25, 2023 TIME: 6:30 – 8:20 PM

SUBJECT: I-40 Corridor Study Public Meeting #2 (via Zoom)

NMDOT and Consultant Panelists

Summer Herrera, NMDOT Project Manager	Chris Baca, Parametrix Project Manager
Priscilla Benavides, NMDOT Central Region Design Manager	Stephanie Miller, Parametrix Deputy Project Manager
Lisa Vega, NMDOT District 6 Engineer	Charles Allen, Parametrix Traffic Engineering Lead
Jill Mosher, NMDOT Assistant District 3 Engineer	Jeff Fredine, Parametrix Environmental Lead
Arif Kazmi, NMDOT Assistant District 6 Engineer	Brent Hamlin, Parametrix Facilitator
Jennifer Mullins, NMDOT Public Involvement Specialist	Tyler Pennington, Parametrix Staff
Steve Gisler, NMDOT, Environmental Lead	

Meeting Purpose

The focus of the public meeting was to describe key findings, the project purpose, and project needs; discuss initial concepts considered and the results of the initial alternatives screening process; identify the alternatives moving forward for detailed analysis; answer questions; and provide an opportunity for questions and comments on the information and alternatives presented.

Meeting Overview

The meeting began at 6:30 p.m. and ended about 8:25 p.m. The project team gave a presentation during the first 58 minutes and hosted a question-and-answer session for about 57 minutes. The presentation included information about how people could make comments during the meeting or outside of the meeting via email, postal mail, or phone through May 24th, 2023. A copy of the presentation is attached to these meeting notes.

Meeting Attendance

In addition to the 13 NMDOT and consultant presenters/panelists, 76 people attended the meeting. A total of 12 meeting participants called in via the phone and the 64 remaining participants attended online. Because the meeting was conducted virtually, a formal sign-in sheet was not provided, so full names and contact information are not available.

Of the 76 attendees:

- 4 were elected officials, including New Mexico State Representatives Patty Lundstrom (District 9) and Harry Garcia (District 69) and Grants City Councilmembers Beverly Michael and George Garcia.
- 53 were members of the public
- 6 were agency or tribal staff representatives
- 13 were part of the NMDOT or consultant team

Question and Answer Session

A question-and-answer session followed the meeting presentation as summarized below. A total of 15 people asked questions or provided comments as summarized below.

1. Question (Q), Steve Coleman (59:01), call-in: What about the corridor at Coolidge, is anyone looking at the construction in this area to see what has been happening over the last year? I live in Thoreau. Sometimes it takes 1.5 to 2 hours to travel 10 miles eastbound from Jamestown toward Albuquerque. There have been so many accidents and potholes, driving in the westbound lanes is like a washboard. Construction was supposed to be done, but it doesn't look like people are working on it. Also, in your presentation you stated that there had been 9 closures, we've had more than 2 dozen closures over the past year. At Fort Wingate you said there was 1 closure last year, that's not true, there have been at least 4 or 5. The NMDOT has huge piles of sand along the roadway in this area on both sides of the road. There are a lot of things happening between Gallup and Thoreau that you are not talking about.
 - Response (R), Chris: I can understand the frustration of the travelling public. Part of the reason for this study is to look at improvements and practices that can help avoid some of the difficulties that are currently being experienced at Coolidge and elsewhere. Regarding the closures, I agree that there have been more than 9 closures on I-40. The information we presented documented 9 closures that occurred over a specific 2-month timeframe last summer (2022) and does not include closures that occurred in 2023 or other time periods. The NMDOT is aware of other closures that have occurred on I-40 and they are working hard to manage the situation with the resources they have. Part of what we are looking at in this corridor study is how to maintain 2-lanes of traffic during construction so we can avoid 1-lane closures like the one at Coolidge.
 - R, Arif: I really appreciate the caller mentioning the difficulties they have experienced. Regarding the flood area, there are two projects currently in the works to improve this area to improve the flooding conditions. This includes widening the bridges and drainage channels to allow for water to flow through the drainages instead of over the interstate. We are in the design phase of these projects, which takes about a year, and two to three years to construct.
 - R, Lisa: We are aware of the conditions on I-40 and do everything we can to make sure that the traveling public is safe and able to get through the Coolidge area during construction. Two overnight closures were done earlier this year to completely overlay pavement in the Coolidge area to fix potholes and pavement conditions and there have not been any closures since that work was done. Some of the work that has been done more recently on the Coolidge project has been temperature sensitive and has had to occur when weather conditions would allow to make sure that quality work occurs and to adhere to the standards and specifications that we have. NMDOT is expecting the eastbound construction at Coolidge to be completed this summer, then construction will shift to the westbound side and we expect construction to be completed by the end of the year.
 - R, Chris: If you have additional comments or questions, please reach out to us. We would be more than happy to talk with you further. We are going to turn this over to Brent to take some comments and questions from other meeting participants.
 - R, Stephanie: I would like to recognize a few elected officials that are attending tonight's meeting, Grants City Councilmember Beverly Michael and New Mexico State Representatives Patricia Lundstrom (District 9)

and Harry Garcia (District 69). If there are others elected officials participating that would like to be recognized, please raise your hand and let us know. Thank you for being here tonight.

2. Q, anonymous meeting participant (68:00), chat: Would it be possible to start rehabilitation from the Arizona state line, and also start at the end of the road from Grants and meet in the middle? Road construction from Albuquerque to Grants is going great, continue with the pace, and hopefully communities can be patient. I can't believe it has gone this far; third world countries have better road conditions. Potholes that cause accidents and make it hard to navigate safely to your destination, it's worse at nighttime. This puts a black eye on NMDOT transportation department.
 - R, Chris: Regarding phasing of improvements, what you recommend by starting from the Arizona state line is one possibility. We have not looked at the phasing of improvements yet. We will be looking at phasing and ways to best implement projects in a timely matter. We are looking at 150 miles of I-40. There are portions of that 150 miles that have been recently constructed and other areas under construction, so that will be taken into consideration. The improvements/construction projects that will be recommended as part of this study will take many years to fund and implement. As part of next steps, we will be looking at identifying improvements and prioritizing those improvements based on the condition of I-40, safety, and where improvements could address the biggest needs.
3. Q, Martin (69:53), chat: Is this study considering roundabouts as a solution to interchange congestion in Gallup? For example, at US 491?
 - R, Chris: We are primarily looking at congestion and merging and diverging of traffic from the I-40 mainline and the interchanges. We are aware that NMDOT has several projects and studies underway that are focused on looking at I-40 intersections and cross-streets. Roundabouts may be considered at those locations once traffic is on and off of I-40.
4. Q, Greg (71:10), call-in: In 9 days it will be a year since my son was killed at mile marker 137. He was killed in a single vehicle rollover accident. He was 35 and died with a 19-year-old friend. They were heading home from a job in Gallup late one night. I know now that this stretch of highway is known and they refuse to do anything about people driving over the sides. Is this being considered and what is planned for the specific section of I-40 from maybe mile marker 130 to 145? Too many people are being injured and are dying there and it's preventable. Things like lights, a cable, or concrete barrier may have helped. My question is what is intended on this specific stretch of I-40?
 - R, Chris: I am very sorry for your loss and appreciate your comment and question. Aside from looking and crashes and traffic volumes, we are looking at the roadway sections and are doing a detailed analysis of slopes and recovery areas along I-40 and the landscape of the roadway to see if it is traversable and recoverable. This analysis will help us to make recommendations of provisions to keep drivers on the roadway, which could include barriers.
5. Q, Leonard Ludi (74:33), Public Works Director for the Pueblo of Laguna, call-in: Thank you for having this meeting. We have been working with your group for months and our invite list is over 30 to 40 people for this meeting. My question is, in Phase B will you be participating in community type in-person meetings? We have had virtual Zoom meetings, but it would be important to our communities to meet in-person. Is that going to be available and can you coordinate with Laguna Public works?

- R, Chris: Thank you for your question. Critical to any project covering this much area, we have a formal plan with the NMDOT for this study on how we reach out to communities on a 150-mile corridor. That plan includes meetings like this one where we have virtual meetings, since it's difficult to have in-person meetings in every community. We have been holding individual meetings with other stakeholders, including tribes. If it would benefit a tribal community to have an in-person meeting then please contact us and we can work out sending staff to attend an in-person make a presentation about this project. We are scheduling meetings with the tribes in May and June of this year.
 - R, Steph: I have Mr. Ludi's contact information and I will contact you to talk more about this.
6. Q, Joshua Gutierrez (79:22), Cibola County Planning and Development, chat: Have alternative routes (traffic) been measured while they are in use during closures? I am concerned about the impact those diversions will have on these roads such as Santa Fe Ave/Rt. 66 in Grants. These diversions cause great stress on our main drive and hinder our local economy.
- R, Chris, Alternate routes that parallel I-40 are not designed to carry I-40 volumes or speeds. We are considering how we maintain or quickly establish traffic flow on the interstate after an incident. The goal is to minimize disruption and impacts to alternate routes and the communities they go through when they are used. We are continuing to look at this and can hopefully develop recommendations to mitigate your concerns.
 - R, Stephanie: Part of the idea of widening shoulders and proposing crossovers is to provide options to keep more traffic off of alternate routes. We are not doing traffic counts on alternate routes when incidents occur because we know that these routes do not have the capacity to carry I-40 volumes and speeds, since that isn't what they were designed for. What we are looking at is how do we keep things moving on I-40 as quickly as possible. The other challenge is even if we do have a nearby alternate route, how do we get I-40 traffic to that route? It requires state police/traffic control to direct I-40 traffic to these alternate routes and there are pinch points, such as stop signs, traffic lights etc. that impede getting traffic to/from I-40 and those alternate routes. Our focus is on how we keep traffic moving on I-40.
7. Q, Frank Kozeliski (82:39), chat: Good presentation. you are doing your homework. Thanks.
8. Q, Patty Parks-Wasserman (83:03), call-in: I appreciate the opportunity to provide input. Thank you for the great work you are doing. I recently had a terrifying experience driving on I-40 about a week before Thanksgiving between Laguna and Albuquerque. There was an extraordinary volume of traffic and a high percentage of heavy trucks. The trucks were following too closely and speeding. Is heavy holiday traffic being considered? Could ITS be utilized to help in this situation?
- R, Chris: There are normal, typical day-to-day traffic operations and there are other isolated events, such as holidays where traffic may increase. NMDOT is trying to look at best practices in the corridor to improve consistency with the level of operations. Improved ITS could help to improve travel for isolated events such as holidays to help people better plan trips and to minimize driver frustration which can lead to aggressive driving behavior such as driving to close or speeding.
9. Q, Harold Felipe (87:34), chat: Will the project address frontage road improvements and safety enhancements which provide visitor access to rest areas specifically at MP102?
- R, Chris, we are looking at deficiencies on frontage roads/alternate routes, such as ramps and interchanges that provide access to alternate routes. In particular we are looking at interchanges where

traffic would get on and off of I-40 to access frontage roads. Interchanges are areas where we see more conflicts and crashes due to the merging and weaving movements getting on and off of the freeway. We're looking at all of the interchanges (access points) on I-40, which includes the interchange at MP 102.

10. Q, E. Waconda (89:00), chat: As a Laguna Tribal member you say the roads through the Pueblo aren't for interstate traffic, but the semis and others do go on 66 when the interstate is backed up due to road construction or accident. The traffic doesn't follow the speed limit and it's scary because our houses are right there by the road and especially when buses are dropping kids off. How are you going to keep us safe from the interstate traffic? Also, the semis have messed up our roundabout at the 114 exit when they are trying to use the Route 66 frontage road
- Chris: The goal is to keep the majority of traffic on the I-40, as this is what it is designed to do. Heavy trucks and other vehicles are not prohibited to use the frontage roads and alternate routes. We have identified this as a concern as part of the study and we are looking at policies and other things we can do to mitigate impacts.
 - Lisa: During the construction project on I-40 in Laguna, we had issues with trucks and vehicles using the frontage roads and speeding and not driving safely. We partnered with Laguna Police Department and State Police to try and help enforce the laws and speed limits on the frontage roads during the Laguna reconstruction. For future projects we will look at partnering with local law enforcement to keep communication open and focus on how to keep the roads safe.
11. Q, Darryl Bradley (92:25), Navajo Nation Department of Transportation, call-in: Thank you for providing this information. The Navajo Nation has been working with NMDOT on the options to help relieve flooding in the Fort Wingate area. In addition, we have seen the challenges and impacts of traffic on alternate routes when I-40 traffic is at a standstill. Trucks will get off of I-40 at NM 566 (near Church Rock) and will travel north to get on BIA route N11 and N49 to Smith Lake. They will then travel south on NM 371 to Thoreau to get back onto I-40. We have heard concerns about heavy truck traffic on these routes when I-40 is shut down. We have also had challenges in the Tohajiilee area and heard that people will get off of I-40 and head westbound on BIA Route 57 in the and will get back on I-40. I know you have said that this study will hopefully address keeping traffic on I-40 and making improvements and enhancements, but the reality is that this won't happen overnight. It will take well over 10 years. Prioritization will be critical for many of the tribes. We will be pushing for enhancements to come first to keep traffic on the interstate and not use our local roads. I'm looking forward to the prioritization portion of the study. Safety and moving traffic is a challenge on I-40. I drive this section regularly and heavy truck traffic and narrow shoulders are an issue. I don't think I've ever seen a highway where there are so many guard rail end sections hit. I attribute this to a lack of shoulders and the road is windy, which adds to the challenges. I look forward to future presentations.
- R, Chris: Thank you, we appreciate your comments. We will continue to work on the issues. Anytime we get comments where people can share their experiences it helps to bolster our data and what we are looking at from an analytical perspective. This helps our technical evaluation and will inform our recommendations, phasing, and priorities.
12. Q, Harry Garcia, District 69 Representative, Vice-Chair for Transportation in New Mexico (97:16), call-in: There are concerns about the underpass between mile marker 89 to the mile marker 96 on Acoma lands.

When accidents occur on I-40, traffic uses this alternate route and trucks get stuck crossing through the box culvert under I-40. These routes are not designed for the heavy truck traffic. There is a similar issue from mile marker 114 to 126 where there are no frontage roads, the only place you can go is to use NM 6. When there are issues on I-40 and traffic uses the alternate routes, damage occurs to these alternate routes. Questions I get from constituents are who compensates for damages to these roads, especially on tribal lands?

- Chris: Thank you for your question. For the area that you mention near mile marker 89, NMDOT is actively working to remove this constraint. Regarding damage done to frontage roads, I will defer the NMDOT.
 - Arif: We are working on plans with the Acoma to create a new roadway that will bypass the low clearance area.
 - Lisa: We don't have a policy to compensate for damage caused by the semis and other traffic. Most of the frontage roads/alternate routes are state highways that NMDOT repairs as they can get to it. I can't speak to what occurs on local or tribal routes.
 - Harry Garcia: Thank you for your responses, damage to the alternate routes is a bit concern. As for the new road near mile marker 89, will this be an Acoma road or a state road?
 - Lisa: The Acoma have indicated that they would prefer the new road to be a state road. The details are being worked out, but NMDOT is fine with it becoming a state route.
 - Jill: I want to address the issue of damage to alternate routes when traffic re-directs itself to these routes when there is an incident on I-40. One of the challenges that NMDOT has is that we can't control or restrict drivers from using these routes, since they are publicly funded with state and federal funds. In most cases drivers are directing themselves to these routes. We can advise traffic and try to post ahead of time but we cannot restrict traffic from using these routes unless there are specific height and weight limits.
13. Q, Patty Parks-Wasserman (104:48), call-in: What is being considered for nighttime use on this project?
- Chris, that is part of the study itself. Different issues arise during nighttime use, including overnight semi parking on the roadway, proper signing and lighting, and visibility. ITS is one solution considered for informing truckers where stops can be had.
14. Q, Teresa (109:18), chat: Wonderful presentation, thank you.
15. Q, anonymous meeting participant (109:33), chat: Why is the rail runner not considered in this model, there is more population than you think on this side of the state and it should not be considered a money issue but a quality-of-life issue. In northern New Mexico they have the same populations we do and it is widely used by them, build it and they will use it.
- Chris: In our initial alternatives analysis, we looked at commuter rail and commuter bus service and found it would not address the majority of the needs we have in the corridor related to safety and operations of I-40. Even if we did run trains, it would not pull enough vehicles off of I-40 to create a noticeable reduction of traffic. Commuter rail or bus improvements are not precluded by this study and could be considered as a solution or project outside of this study for reasons like quality of life.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



U.S. Department of Transportation
**Federal Highway
Administration**

I-40 Corridor Study

Arizona to Albuquerque

Milepost 0 to 150

Public Meeting

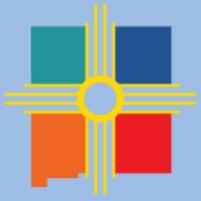
April 25, 2023 | 6:30 pm





What area of I-40 is the NMDOT studying?





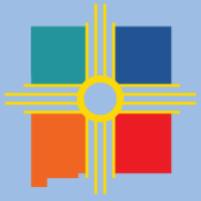
Introductions

Presenters

- **Summer Herrera**- NMDOT Project Manager
- **Chris Baca** – Project Manager, Parametrix
- **Stephanie Miller** – Deputy Project Manager, Parametrix
- **Charles Allen** – Traffic Lead, Parametrix

Technical Team Representatives

- **Jill Mosher** – NMDOT Assistant District 3 Engineer
- **Arif Kazmi** – NMDOT Assistant District 6 Engineer
- **Brent Hamlin** – Moderator, Parametrix



Meeting Information

Agenda

- Presentation
- Q & A session after the presentation
- **Presentation is being recorded**

How do I ask questions or provide a comment?

- All participants will be muted until the end of the presentation
- We will answer questions at the end of the meeting
- We will provide instructions on how to ask a question or make a comment at the end of the presentation



I-40 Corridor Key Findings and Project Needs

- People are concerned about safety and reliability and are frustrated with closures and truck traffic taking both lanes.
- I-40 has geometric (curve and ramp) deficiencies and areas where bridges, drainage, and pavement needs to be improved.
- Crashes have been increasing through 2019 and are above average for similar facilities. Crashes with heavy trucks are increasing.
- 1-lane construction zones are problematic.
- Capacity of I-40 with 2-lanes appears to be adequate on most of I-40 until 2050.
 - In the future, additional capacity is needed in Gallup and at several interchanges.

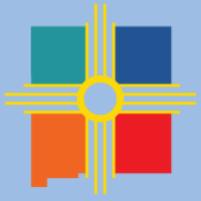




Public Concerns: Public and Freight Survey Results

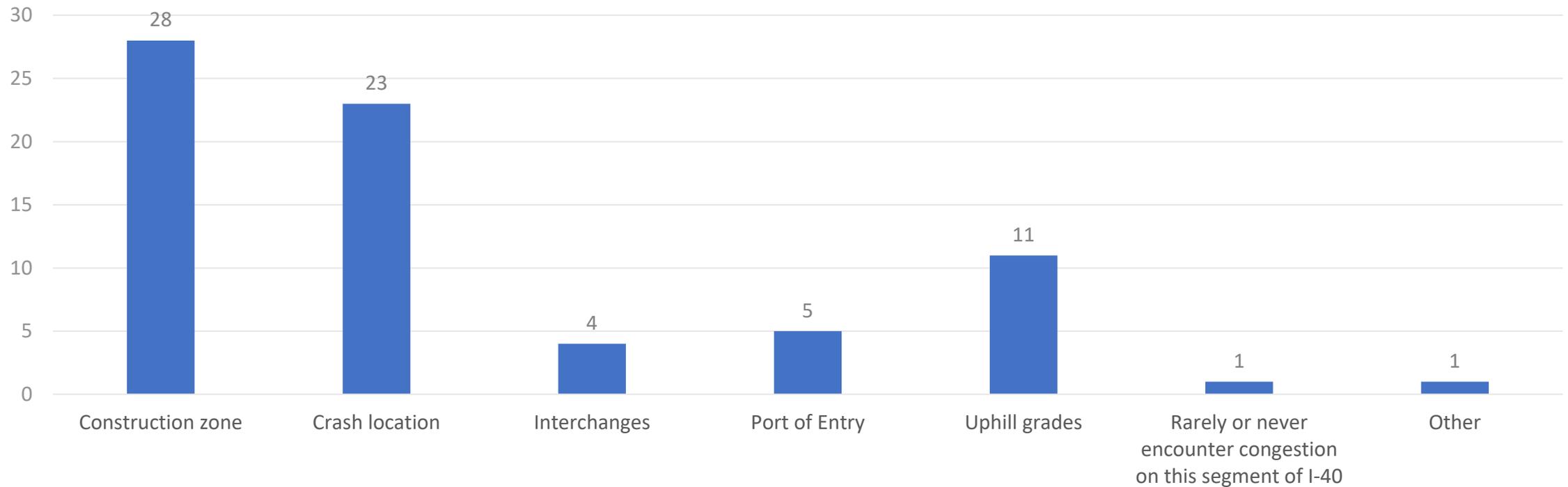
What highway or safety issues do you encounter on I-40?

1. Traffic back-ups = 91% public (1) | 56% freight (3 tie)
2. Roadway/lane closures due to accidents = 82% public (2) | 50% freight (6 tie)
3. Lane closures due to construction = 78% public (3) | 69% freight (2)
4. Conflicts with large commercial trucks = 68% public (4) | NA freight
5. Poor road or pavement condition = 51% public (5 tie) | 72% freight (1)
6. People driving too fast = 51% public (5 tie) | 56% freight (3 tie)
7. Slow moving vehicles = 51% public (5 tie) | 31% freight (8)
8. Drivers attempting to make unsafe passing moves = 49% public (8) | 50% freight (6 tie)
9. Poor weather conditions = 23% public (9) | 53% freight (5)

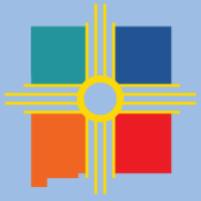


Public Concerns: Freight Survey Results

Where do you typically encounter congestion? (Select all that apply)



Responses: 32



Project Needs: Geometrics Deficiencies and Infrastructure Condition

Geometric Deficiencies

- Areas include horizontal curves, vertical curves, and interchange access ramps.
- I-40 has narrow roadway shoulders, making it difficult to respond to incidents, maintain I-40, construct improvements, and for drivers to recover.

Infrastructure Condition

- There are undersized drainage structures and flooding is an ongoing issue in the Fort Wingate area.
- 32 bridges have horizontal or vertical clearance deficiencies.
- Pavement is in poor condition in several areas.

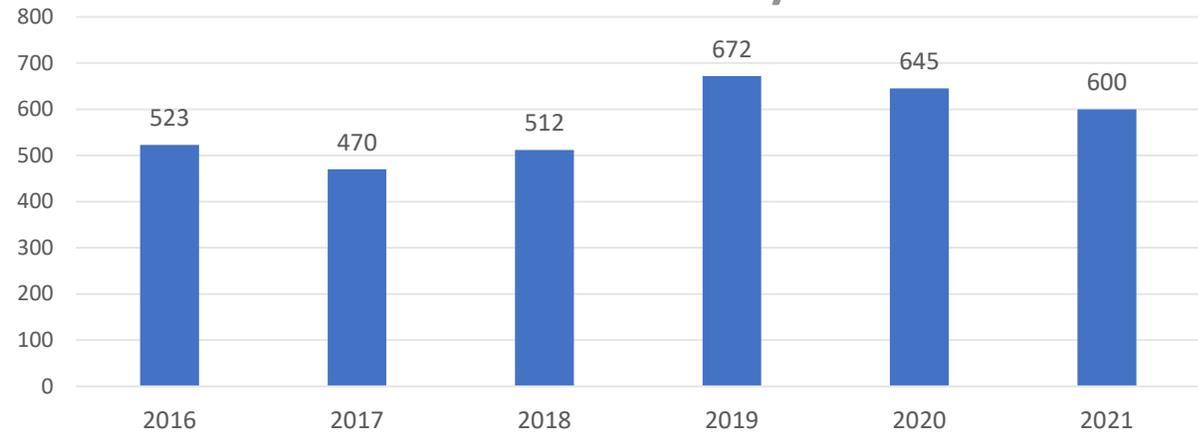




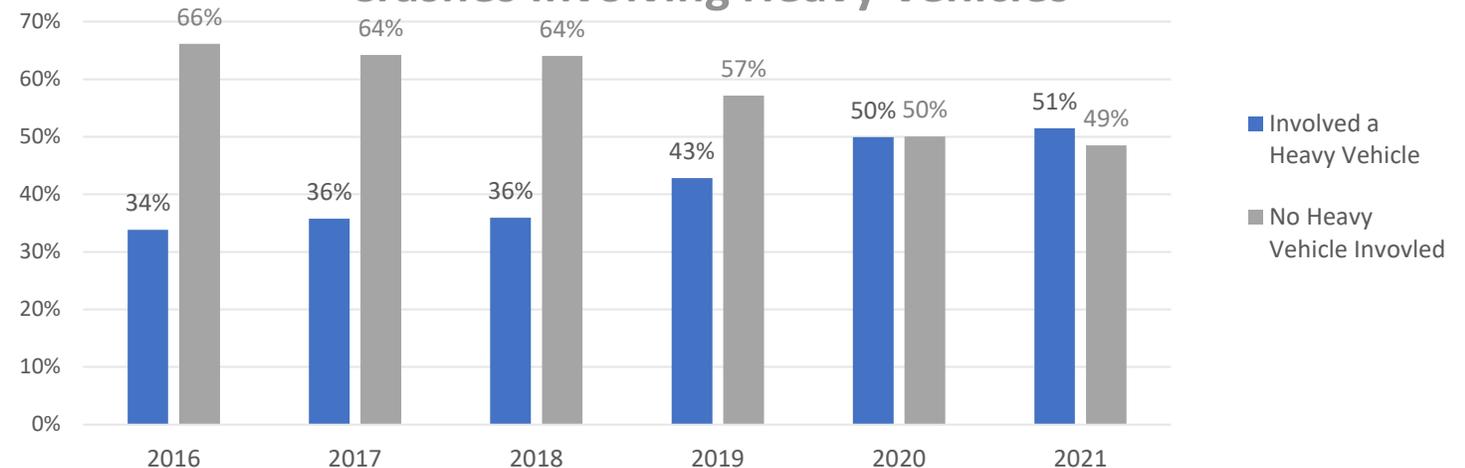
Project Needs: Safety

- Crashes reached a high in 2019, have been decreasing slightly.
- Heavy vehicle crashes have substantially increased.
- Fatal and serious injury crashes have not increased.
 - About 18 fatal crashes/year
 - About 17 serious injury crashes/year
- Most common crash types are:
 - Fixed object (20%)
 - Side-swipes (17%)
 - Overturns (14%)
 - Rear-ends (13%)

All Crashes by Year



Crashes Involving Heavy Vehicles





Project Needs: Safety, I-40 Crash Rates 2016 - 2021

Freeway Type	Location	Fatality Rate (Fatalities / yr/ HMVM ²)		Serious Injury Rate (Serious Injuries/ yr/ HMVM ²)	
		Actual	NM Average ¹	Actual	NM Average ¹
Rural	Rural I-40	1.76	1.17	1.79	1.70
Urban	Grants Urban Area	1.81	1.10	0.90	3.83
	Gallup Urban Area	1.19	1.10	1.34	3.83

1. NMDOT Highway Safety Improvement Program 2020 Annual report

2. Hundred-million vehicle-miles

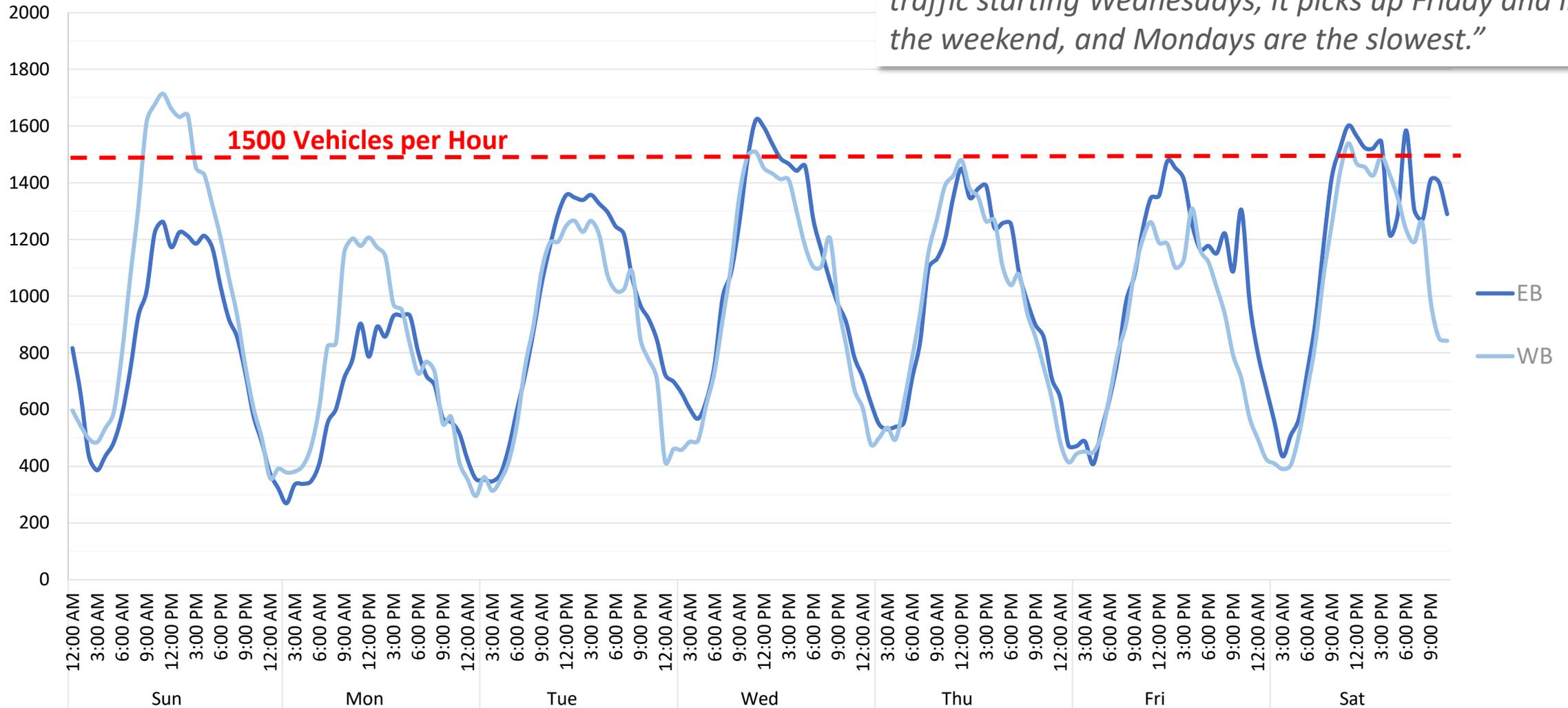


Project Needs: Construction Zone Improvements

1-lane Capacity vs. I-40 Adjusted Vehicles per Hour

MP 63

“At MP 44.5 (Coolidge), the inspectors notice the most traffic starting Wednesdays, it picks up Friday and into the weekend, and Mondays are the slowest.”

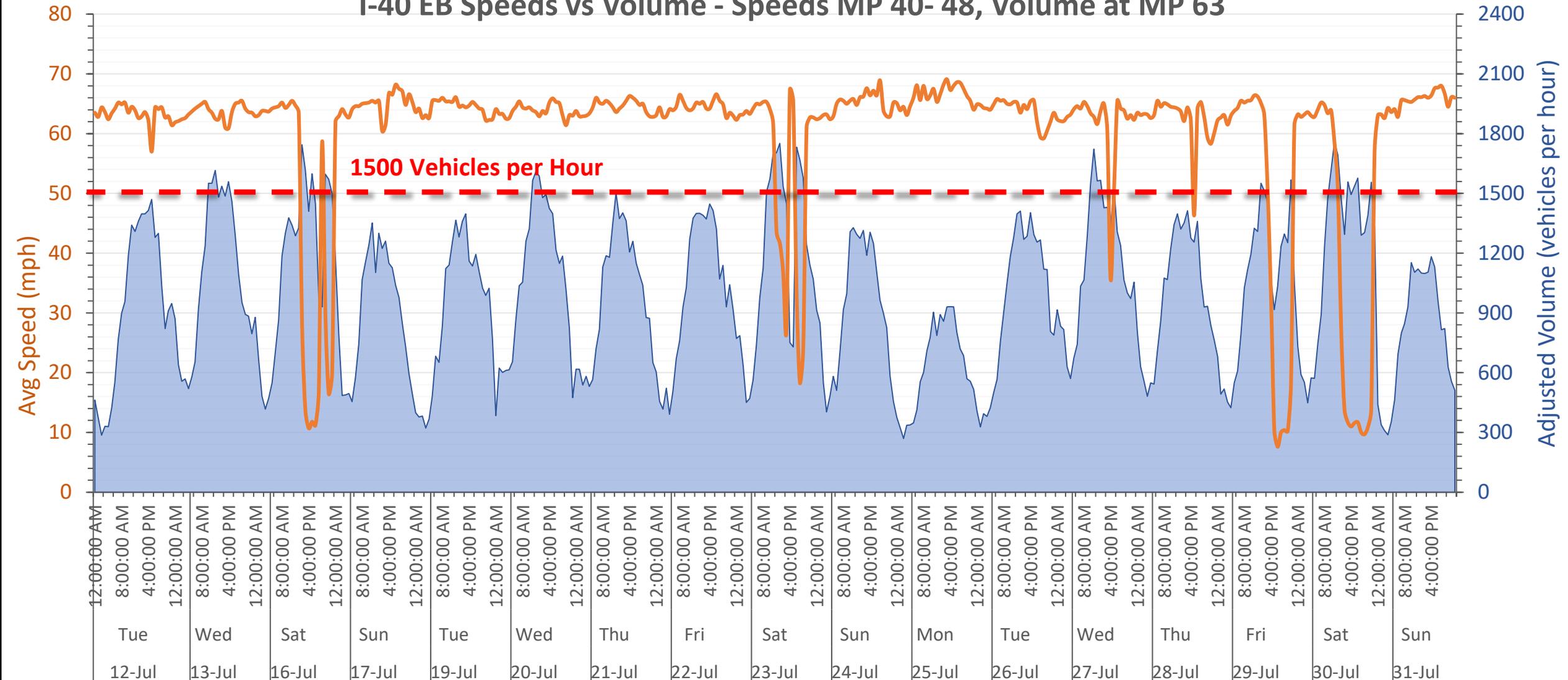




Project Needs: Construction Zone Improvements

Speed Data at Coolidge

I-40 EB Speeds vs Volume - Speeds MP 40- 48, Volume at MP 63

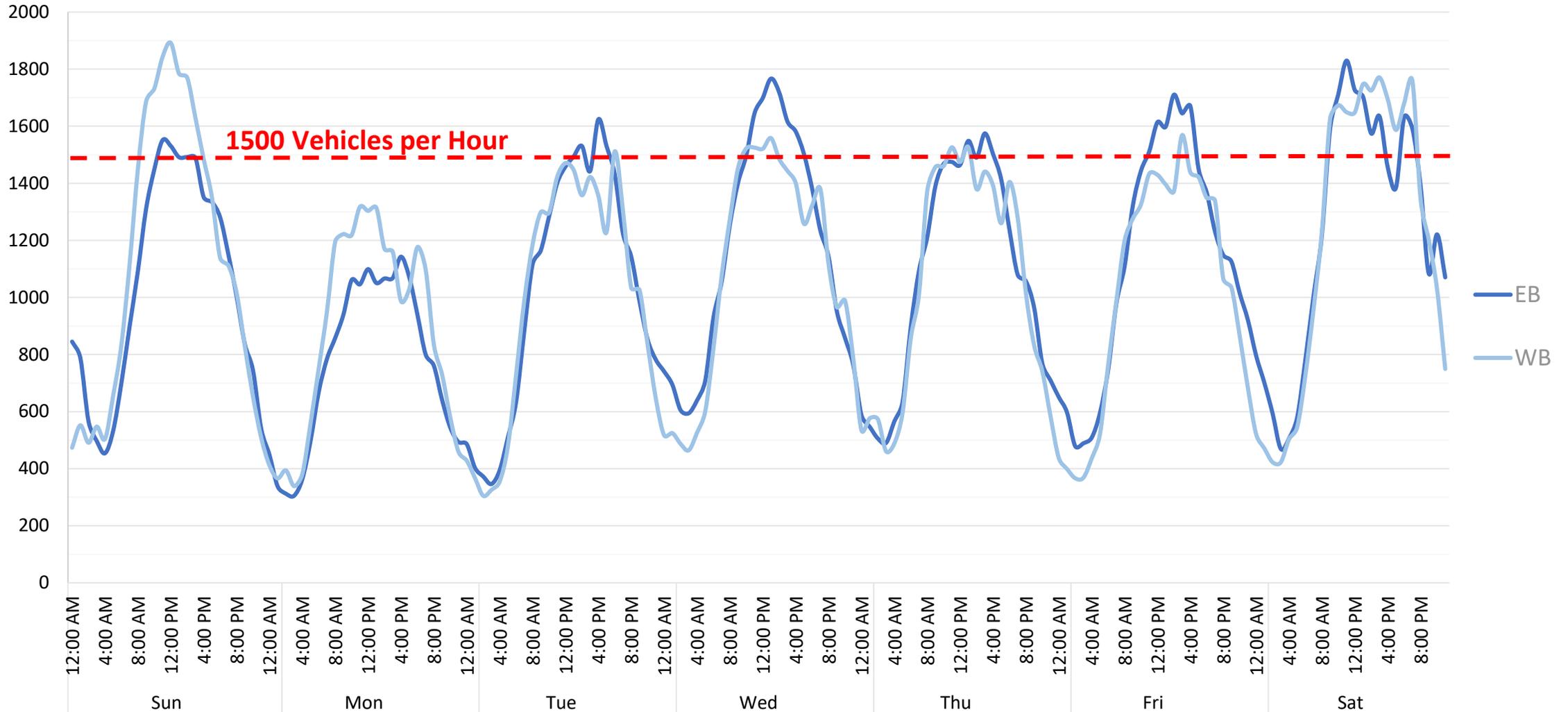


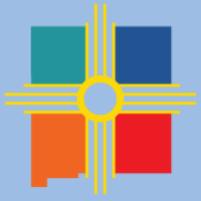


Project Needs: Construction Zone Improvements

1-lane Capacity vs. I-40 Adjusted Vehicles per Hour

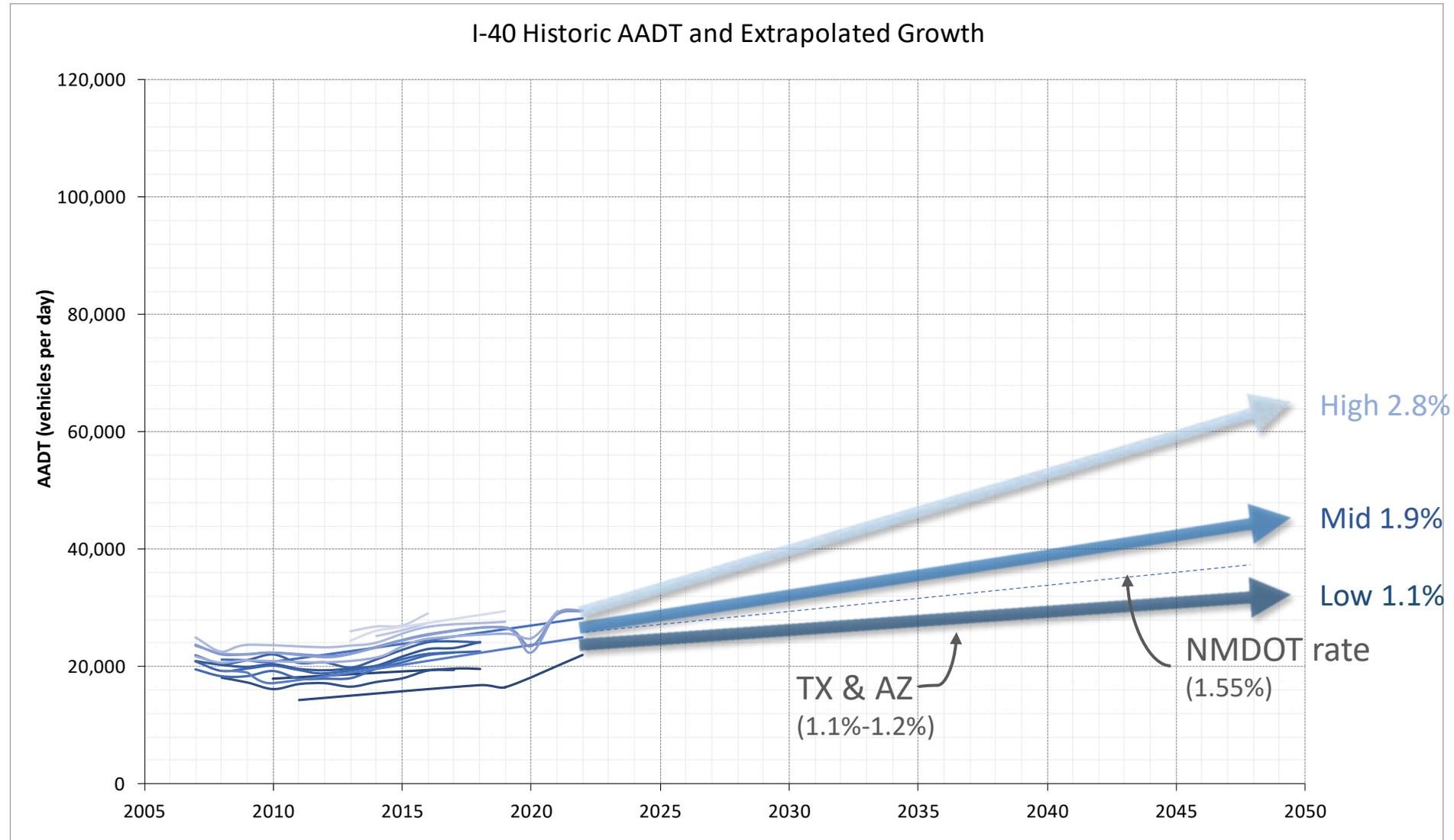
MP 141





Project Needs: Future Traffic Growth

- Historic traffic data shows a variety of trends
- Range of growth rates to bracket the future
 - Accounts for slow long-term growth
 - Considers rapid growth in recent years for freight
 - Considers growth rates on I-40 in Arizona and Texas





Project Needs: I-40 Level of Service (LOS)

- Freeway capacity analyzed on a Level of Service (LOS) A-to-F letter scale
- LOS D is the failure threshold for rural freeways according to NMDOT policy



LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

Source: Highway Capacity Manual, 7th Edition



Project Needs: I-40 Capacity, Existing and 2050

- Mid growth rate of 1.9%
- All segments of I-40 are currently at LOS A or B.
- In 2050, most segments of I-40 are expected to operate sufficiently (LOS C)
- LOS D in some Gallup-area segments
- Separate analysis done for interchanges and grades.

	Location	Beg MP	End MP	EB		WB	
				2022	2050	2022	2050
	Arizona to West Gallup	0	16	LOS B	LOS C	LOS B	LOS C
Gallup	West Gallup to Downtown Gallup	16	20	LOS B	LOS C	LOS B	LOS D
	Downtown Gallup to Miyamura	20	22	LOS B	LOS D	LOS B	LOS D
	Miyamura to East Gallup	22	26	LOS B	LOS C	LOS B	LOS D
	East Gallup to Thoreau	26	53	LOS A	LOS C	LOS B	LOS C
	Thoreau to Milan	53	79	LOS A	LOS C	LOS B	LOS C
Grants	Milan to Grants NM 53	79	81	LOS A	LOS C	LOS B	LOS C
	Grants NM 53 to Grants Santa Fe Ave	81	85	LOS B	LOS C	LOS B	LOS C
	Grants Santa Fe Ave to Dancing Eagle Casino	85	108	LOS B	LOS C	LOS B	LOS C
	Dancing Eagle Casino to NM 6	108	126	LOS B	LOS C	LOS B	LOS C
	NM 6 to Route 66 Casino	126	140	LOS B	LOS C	LOS B	LOS C
	Route 66 Casino to Atrisco Vista	140	149	LOS B	LOS C	LOS B	LOS C

MP = milepost, EB = Eastbound, WB = Westbound



Project Needs: I-40 Capacity on Grades, Existing and 2050

- Capacity for all grades is currently LOS A or B and is expected to be LOS B or C in 2050.
- Existing climbing lanes provide improved capacity in several locations.

Direction	Location	Beg MP	End MP	2022	2050
Eastbound	3.1% grade west of Gallup	5.2	5.4	LOS A	LOS C
	3.2% grade east of Refinery*	40.1	40.6	LOS A	LOS B
	4.6% grade east of Refinery*	41.1	41.4	LOS A	LOS B
	3.0% grade east of Route 66 Casino	141.4	142.3	LOS B	LOS C
	4.7% grade to Lost Horizon Drive*	143.7	144.8	LOS A	LOS C
Westbound	3.0% grade west of Milan	76.5	77.1	LOS B	LOS C
	3.8% grade west of Laguna	103.7	104.4	LOS B	LOS C
	4.0% grade at Laguna	115.2	115.6	LOS B	LOS C
	4.0% grade west of Route 66 Casino	138.6	139.2	LOS B	LOS C
	4.5% grade on Nine Mile Hill*	150.0	150.4	LOS A	LOS B

*Features a climbing lane, MP = milepost

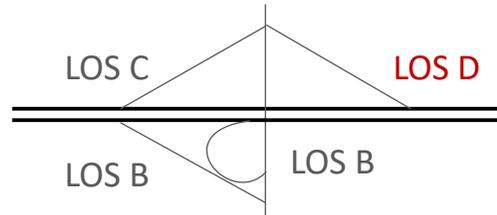


Project Needs: I-40 Capacity at Interchanges

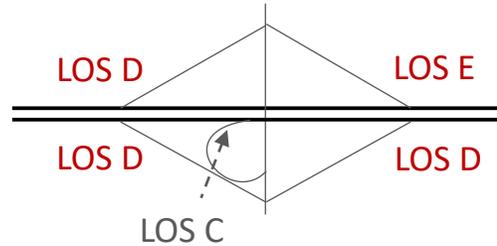
- Current capacity at all interchange merge/diverge areas are LOS A or B (highlighted ramp at Exit 26 is LOS C)
- Capacity at several interchange merge/diverge areas reaches LOS D or worse

Gallup

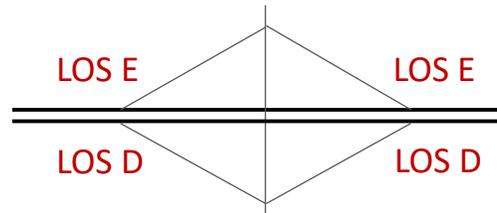
West Gallup
(Exit 16)



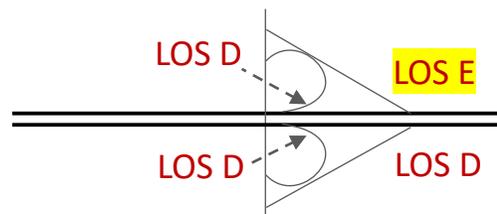
Downtown
Gallup
(Exit 20)



Miyamura
(Exit 22)

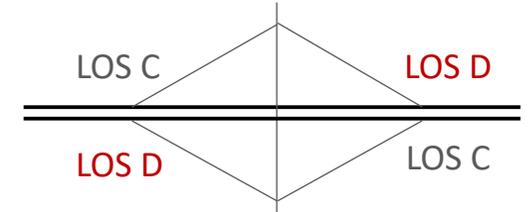


East Gallup
(Exit 26)

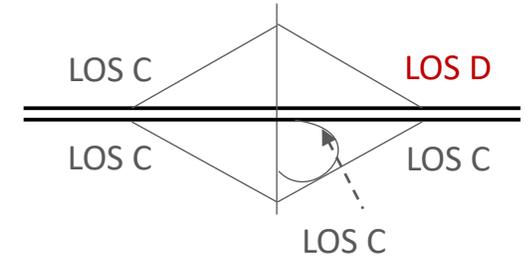


Grants

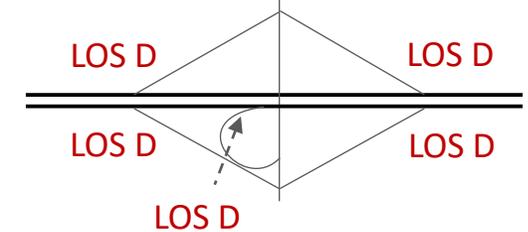
Milan/San
Mateo/ Chaco
Canyon
(Exit 79)



Grants/ San
Rafael
(Exit 81)

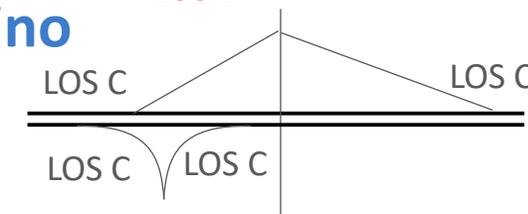


Grants Mt
Taylor
(Exit 85)



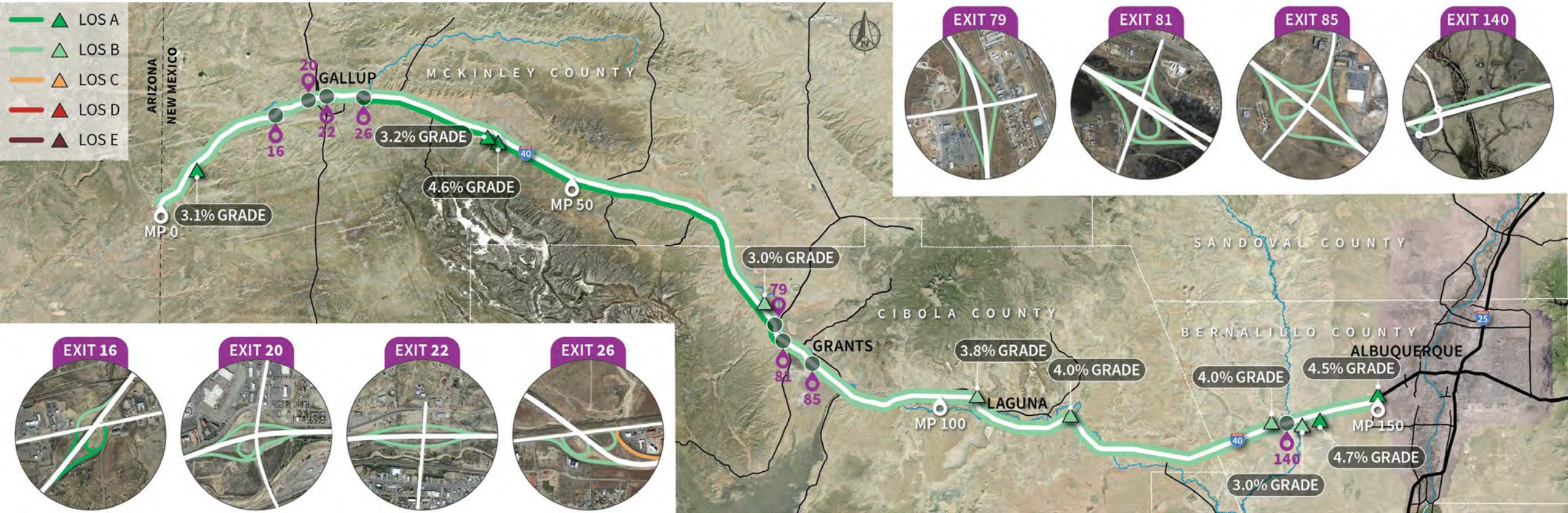
Rt 66 Casino

Rio Puerco/ Rt
66 Casino
(Exit 140)



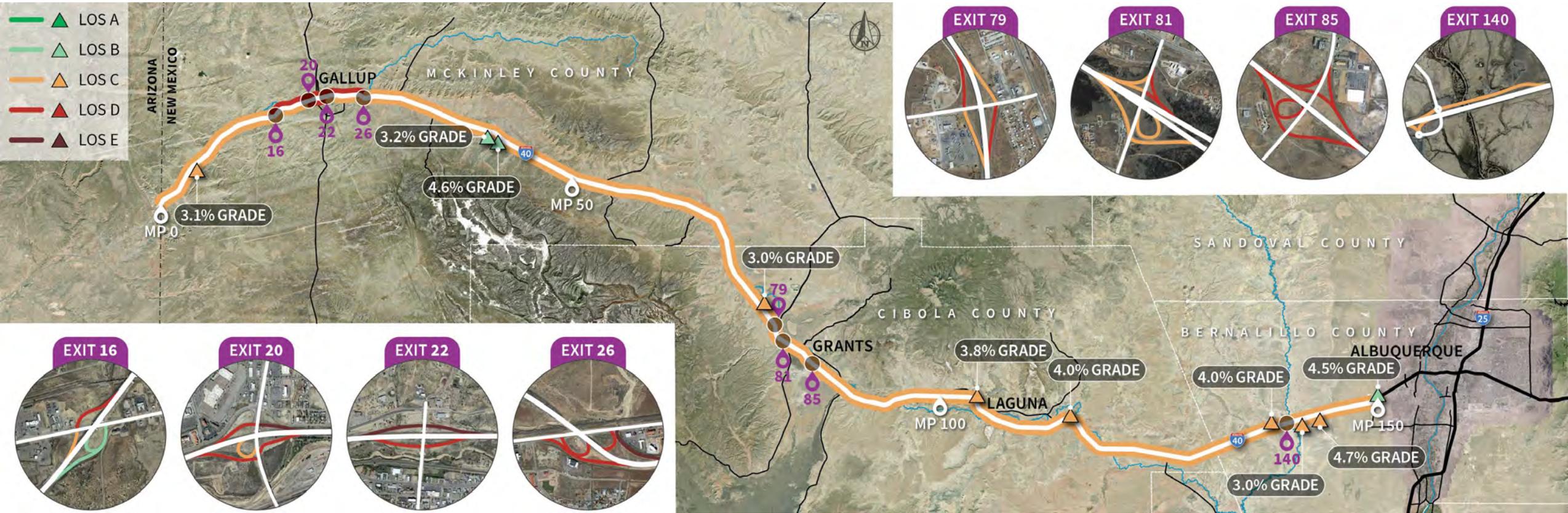


I-40 Capacity Analysis Overview: Existing Conditions





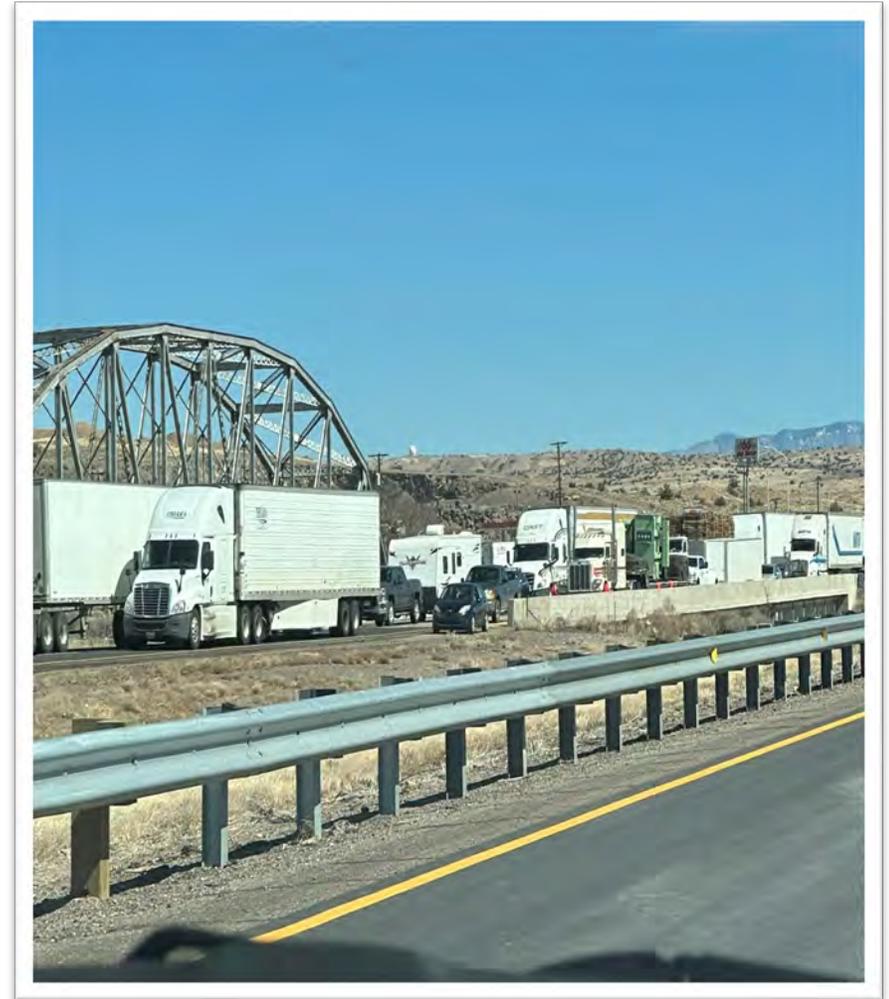
I-40 Capacity Analysis Overview: 2050

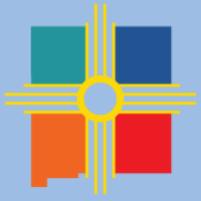




Project Needs: Reliability

- Rural area makes it difficult to respond quickly to crashes and weather-related events.
- Narrow shoulders make it difficult to get resources to the area, clear debris, and get traffic moving.
- State police staffing resources and tow truck resources are limited:
 - It can take 30-60 minutes to get a tow truck
 - There is no formal incident response plan
- I-40 closure data is limited.

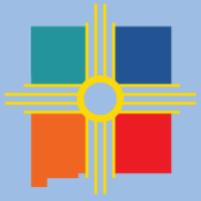




Project Needs: Reliability - Closures Over 2 Months

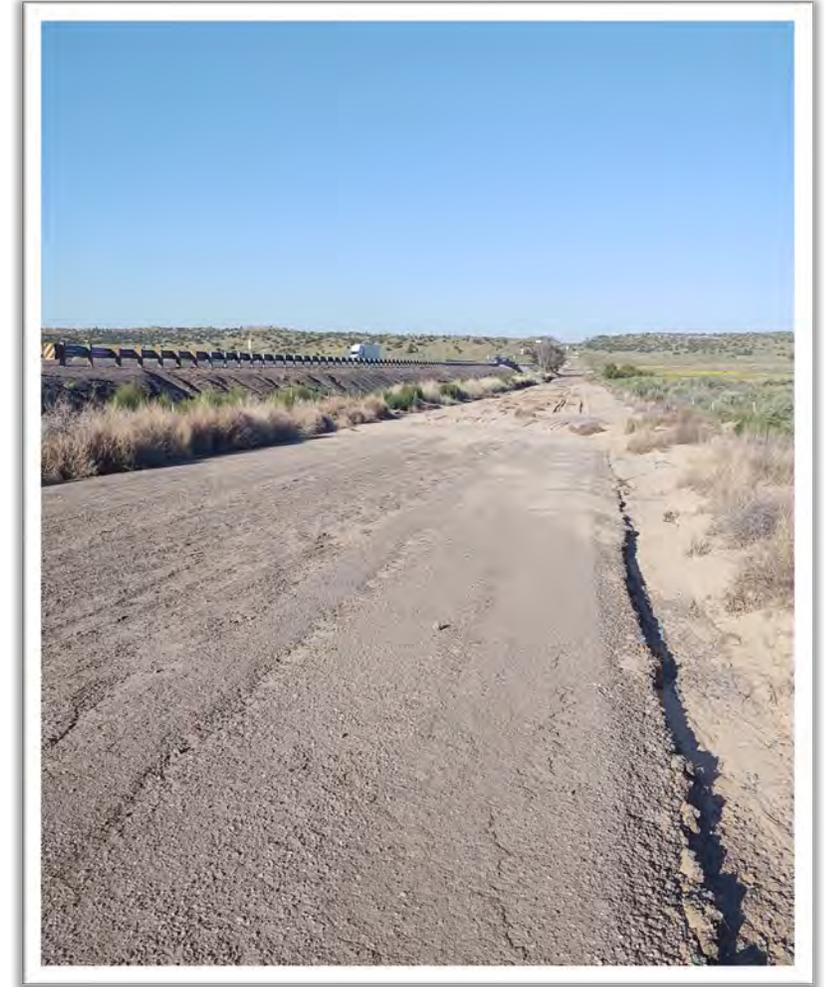
- 8-week period from 7/11/22 to 9/12/22
- 17 incidents
 - 7 crashes, 1 closure both directions; 5, 1-lane closures EB or WB, 1 ramp closure
 - 9 maintenance-related closures of usually one lane in a single direction (8)
 - 1 flooding closure at MP 33 (Fort Wingate)





Project Needs: Reliability/Alternate Routes

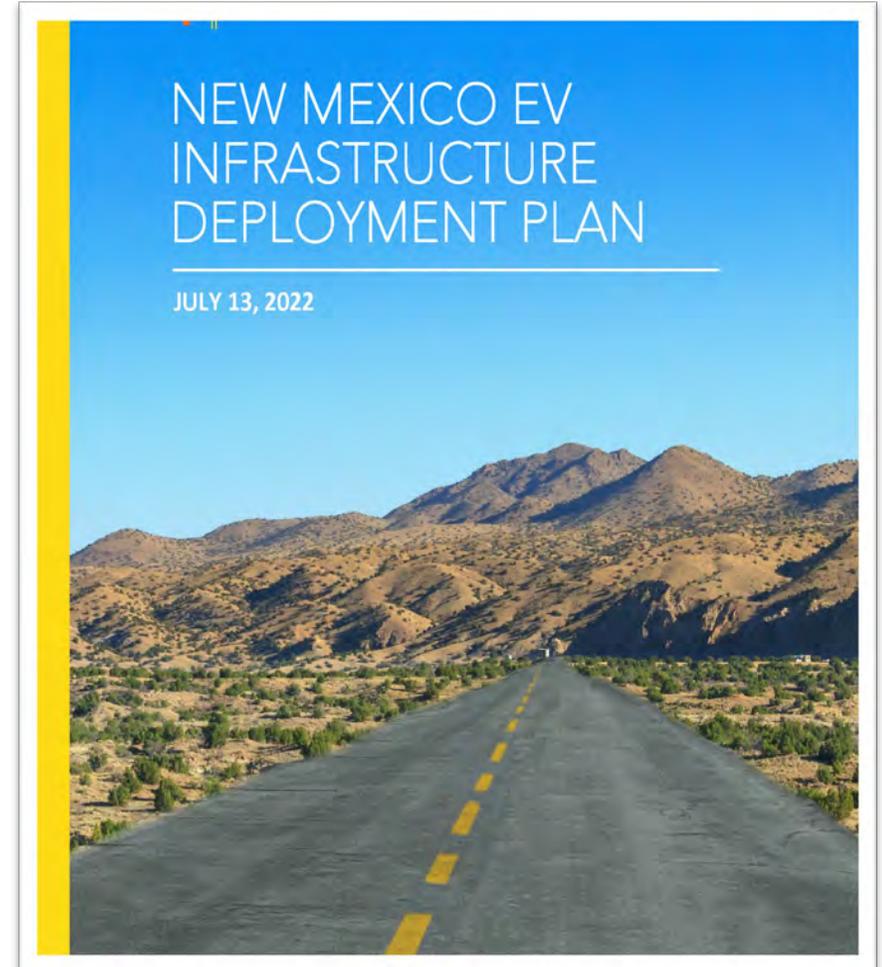
- 120 miles of alternate routes, no routes at:
 - MP 37 to 47 (10 miles, east of Ft. Wingate)
 - MP 114 to 117 (3 miles, Laguna)
 - MP 119 to 136 (17 miles, between Mesita and Rio Puerco)
- Truck limitations, box culverts with low clearances and narrow widths at:
 - MP 8.4 (west of Gallup)
 - MP 90.6 (near NM 117)
- Constraints connecting to I-40, areas with poor pavement condition
- Capacity of alternate routes is significantly less than the interstate
- Varied public and stakeholder views
 - Concerns from neighboring communities
 - Desire for alternate routes and knowledge of where the routes are located

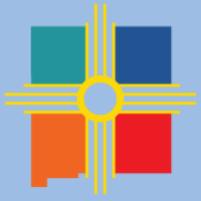




Project Needs: Intelligent Transportation Systems (ITS)

- Fiber optic needed from MP 0 to MP 125
(Provided from MP 125 to MP 150)
- Improve real-time traveler information
 - Data collection
 - Incidents
 - Construction zones
 - Weather
 - Travel time information
 - Freight parking/EV charging, etc.
- New Mexico Broadband Program
- New Mexico Electric Vehicle Infrastructure Deployment Plan
- Autonomous vehicles





I-40 Corridor Study Purpose

- Improve traveler safety; traffic operations and reliability; and the condition of the roadway and associated infrastructure on I-40.

Meeting the project purpose requires consideration of:

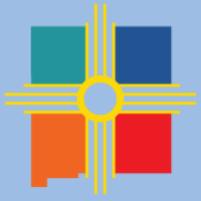
- Expected traffic growth, especially as it relates to forecasted growth in freight transport.
- Accommodating and adapting to changing technologies that may substantially influence how vehicles operate and how traffic is managed (e.g., autonomous vehicles and advanced ITS systems).



Public and Freight Survey Results

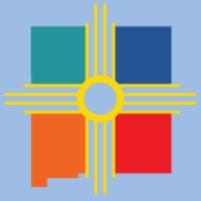
What type of improvements to I-40 would you like NMDOT to consider?

1. Improved construction work zones, maintaining 2-lanes of traffic during construction = 74% public (1) | 53% freight (1)
2. Adding lanes = 71%/ public (2) | 13% freight (6)
3. Improving I-40 frontage roads = 65% public (3) | 22% freight (3 tie)
4. Improving pavement = 55% public (4) | 47% freight (2)
5. Improving travel notifications = 54% public (5) | 16% (5) freight
6. Improving incident management = 42% public (6) | 22% freight (3 tie)
7. Widening roadway shoulders = 23% public (7) | 6% freight (7)



Possible Solutions - Initial Concepts Considered

- **14 concepts considered/screened**
 - Meeting the purpose and need requires a combination of solutions
 - Recommended concepts will be packaged into I-40 Corridor Alternatives
- **I-40 Improvements (7 concepts)**
 - Variations of 2-lane and 3-lane roadways
- **Supporting Improvements (7 concepts)**
 - Basic ITS
 - Enhanced ITS
 - Improve incident management
 - Improve alternate routes/frontage roads
 - Minimize lane closures during construction and maintenance
 - Provide commuter rail service from ABQ to Gallup
 - Enhance commuter bus service



Initial Screening Criteria – Fatal Flaw Analysis

- **Criteria 1: Geometric Deficiencies** – Does the concept address geometric deficiencies on I-40?
- **Criteria 2: Infrastructure Deficiencies** – Does the concept address identified drainage, bridge, and pavement deficiencies on I-40?
- **Criteria 3: Safety** – Would the concept improve safety on I-40?
- **Criteria 4: Traffic Operations, Future Traffic Growth, and Reliability** – Would the concept accommodate future traffic growth and improve traffic operations and reliability on I-40?



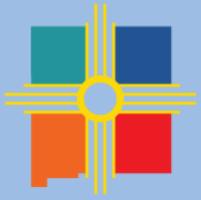
I-40 Improvements – 7 Concepts

Concept	Screening Result
1. Enhanced Two-Lane	Not Recommended. Would not address multiple spot locations that degrade to LOS D by 2050.
2. Enhanced Two-Lane w/ Part-Time Running Shoulder	Not Recommended. Strategy requires congestion to be severe, recurring, and consistent; which does not occur on I-40. Concept not precluded if conditions change.
3. Enhanced Two-Lane with Added Lanes	Recommended. Similar to Concept 1 but corrects spot locations that become congested in the future.
4. Enhanced Two-lane with Passing Lane at Consistent Intervals	Not Recommended. Passing lanes may or may not all address spot locations. Concept 3 better meets needs.
5. Widen to Three-Lanes	Recommended. Widening to three lanes in each direction is not needed in most areas and increases costs and impacts.



I-40 Improvements – 7 Concepts

Concept	Screening Result
6. Add a Managed Lane (Toll, HOV, Freight)	Not Recommended. Toll and HOV lanes require severe congestion to provide a travel time advantage, conditions do not meet guidelines for a freight-only lane. Concept not precluded if conditions change.
7. Reversible Two-Lanes in Median	Not Recommended. Difficult to implement, large footprint, and concepts 3 or 5 better meet needs.



Supporting Improvements – 7 Concepts

Supporting Improvements	Screening Result
1. Basic ITS	Recommended. Improves safety and operations by improving information provided to travelers as it relates to weather, crashes, and construction work zones.
2. Enhanced ITS	
3. Improve Incident Management	Recommended. Improves safety and traffic operations by reducing incident response times, minimizing lane and roadway closures due to crashes, and decreasing the likelihood of secondary crashes.
4. Improve Alternate Routes	Recommended. Provide improved alternate routes to keep a limited volume of traffic moving when there are crashes.
5. Minimize Lane Closures During Construction and Maintenance	Recommended. Improves safety and traffic operations during construction and maintenance to minimize lane closures and maximize roadway capacity.



Supporting Improvements – 7 Concepts

Supporting Improvements	Screening Result
6. Provide Commuter Rail Service from ABQ to Gallup	<p>Not Recommended. Concept is not precluded if conditions change.</p> <ul style="list-style-type: none">• Amtrak currently provides affordable service and is part of a larger national train system that limits NMDOT’s ability to change service frequency, schedule, or stop locations.• Extending the NM Rail Runner requires adequate passenger demand. Distance and low population and job density limit cost-effectiveness of commuter service.
7. Enhanced Commuter Bus Service	<p>Not Recommended. Concept is not precluded if conditions change.</p> <ul style="list-style-type: none">• Greyhound and local service is provided by Gallup Express, Cibola Rockin’ 66 Express, Shaa’srk’a Transit, and Rio Metro Route 366.• Job-based commuter transit is provided to/from Route 66 Casino.• Distance and low population and job density limit cost-effectiveness of commuter service.• Recommendation is to seek opportunities to include possible transit/bus such as the formation of vanpool operations in future phases in collaboration with regional transportation planning organizations and local transit.

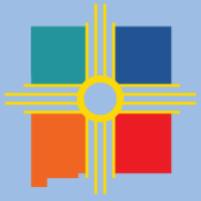


Concepts Moving Forward

- **Alternative 1** = Enhanced Two-Lane w/ Added Lanes + Supporting Improvements
- **Alternative 2** = Widen to 3 Lanes + Supporting Improvements

Supporting Improvements

1. Basic ITS
2. Enhanced ITS
3. Improve Incident Management
4. Improve Alternate Routes
5. Minimize Lane Closures During Construction and Maintenance

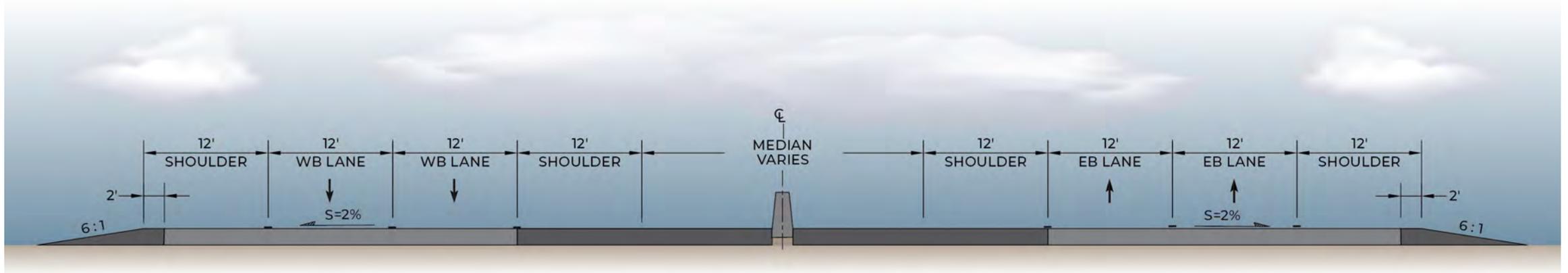


Enhanced Two-Lane with Added Lanes

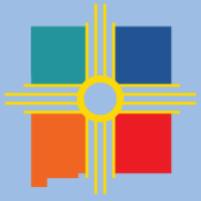
- Provides 2 travel lanes in each direction, widens shoulders to 12-feet on both sides:
 - Wider shoulders could be used to provide space for incident management to get 1 or 2 lanes moving as soon as possible.
 - 48-foot-wide roadway section allows for two lanes to be provided during construction.
- Third lane provided where needed
- Addresses geometric deficiencies
- Addresses drainage, bridge, and pavement deficiencies
- Provides crossovers



Enhanced Two-Lane Example Typical Section

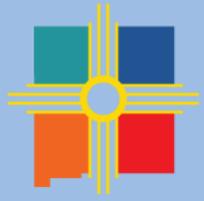


2-LANE ENHANCED WIDEN TO INSIDE WITH WALL BARRIER

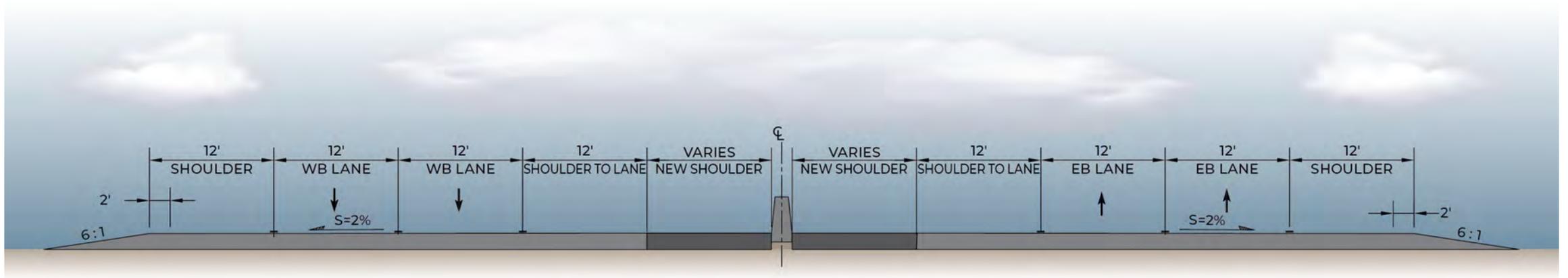


Widen to Three Lanes

- Provides 3 travel lanes in each direction, widens shoulders to 12-feet on both sides:
 - Wider shoulders could be used to provide space for incident management to get 1 or 2 lanes moving as soon as possible.
 - 60-foot-wide roadway section allows for two lanes to be provided during construction.
- Addresses geometric deficiencies
- Addresses drainage, bridge, and pavement deficiencies
- Provides crossovers



Three-Lane Example Typical Section



3-LANE WIDEN TO INSIDE WITH WALL BARRIER

Third lane would be provided by reconstructing the existing shoulder



Basic ITS Concept

Data Repository

Traffic Management

- Freeway and traffic monitoring
- CCTV and traffic sensor monitoring
- Freeway operations
- DMS roadside information
- Incident management
- Traffic data collection

Traveler Information

- Traveler information dissemination
- EV charging stations

Maintenance and Construction

- Work zone management
- Maintenance and construction Information dissemination

Weather & Road Conditions

- Road weather conditions
- Road weather information dissemination

Highspeed Communication Network

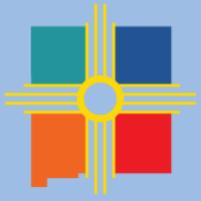


Enhanced ITS Concept

Data Repository

Traffic Management	Active Traffic Management	Traveler Information	Maintenance and Construction	Road & Weather Conditions	Commercial Vehicles
<ul style="list-style-type: none">• Freeway and traffic monitoring• CCTV and traffic sensor monitoring• Freeway operations• DMS roadside information• Incident management• Traffic data collection	<ul style="list-style-type: none">• Dynamic lane management• Variable speed limit• Dynamic road warning• Service patrols	<ul style="list-style-type: none">• Traveler information dissemination• EV charging stations	<ul style="list-style-type: none">• Work zone management• Maintenance and construction Information dissemination• Work zone safety monitoring	<ul style="list-style-type: none">• Road & weather conditions• Road & weather information dissemination	<ul style="list-style-type: none">• Commercial vehicle parking• Commercial vehicle EV charging• Dynamic travel planning

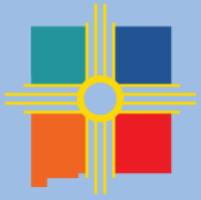
Highspeed Communication Network



Improve Incident Management

- Develop and implement a corridor-wide incident management plan:
 - Best practices for responding to incidents and getting traffic moving
 - Identify detours
 - Data collection to document I-40 closures
- Provide a courtesy patrol to assist drivers of disabled vehicles or those involved in crashes.
 - Providing a tow truck/front loader to move vehicles off the road could help, legislation would be needed for NMDOT to provide support.
- Provide additional traffic control support to State Patrol and local police.





Improve Alternate Routes

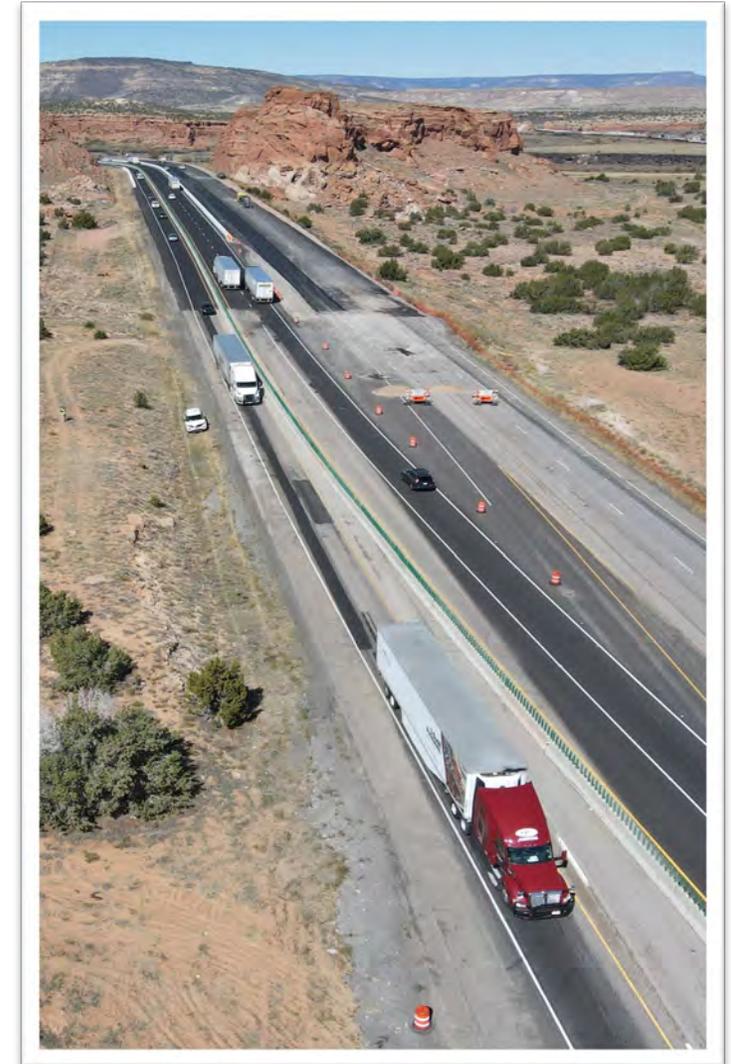
- Remove vertical clearance constraints for trucks on alternate routes:
 - MP 8.4, is part of NM 118 Project CN 6101600, a planning study is underway
 - MP 90.6, box culvert is a restriction
- Reconstruct/rehabilitate pavement where needed.
- Consider improvements on I-40 or within the right-of-way for areas where alternate routes are not provided.
 - MP 37 to MP 47
 - MP 114 to MP 117
 - MP 119 to MP 137
- Consider improvements to bridges with limitations as they approach the end of their service life.





Minimize Lane Closures During Construction and Maintenance

- Develop and implement construction approaches to minimize disruptions to traffic during construction and maintenance activities including:
 - Develop concepts to maintain two-lanes of traffic in each direction on I-40 during construction and maintenance activities
 - Consider nighttime construction and maintenance, or conduct activities during off-peak days and times
 - Consider avoiding weekend construction





Other Information – New Legislation

- Current law (Motor Vehicle Code 66-7-308) requires all vehicles to drive on the right side of the road (1996).
- New law/Senate Bill 102, was passed to increase the penalty specific to truck tractors, if they are not in the proper lane.
 - Bill was introduced by Senator George Munoz and signed by the Governor on April 4, 2023.
 - Law will be effective July 1, 2023 to restrict travel lane use for truck tractors (semi-trucks) under the Motor Vehicle Code, Section 66-7-376, NMSA 1978.
- The law does allow flexibility for trucks to drive in the left lane where it is safer to do so, this can include passing another vehicle, moving for merging traffic, or when the right-lane is closed. In 3-lane areas, trucks can use the center lane.
- Truck tractor drivers can be issued a ticket/fine for up to \$250
- Other states are looking at similar laws, California and Arizona have a similar law in place.



New Legislation – Affected Truck-Types in Yellow

Vehicle Configuration

Bus (9-15 Seats, Including Driver)



Bus (16 or More Seats, Including Driver)



Single-Unit (2 Axles, 6 Tires)



Single-Unit (3 or More Axles)



Truck/Trailer (Single-Unit Truck Pulling a Trailer)



Truck Tractor (Bobtail)



Tractor/Semi Trailer (One Trailer)



Truck Tractor/Double (Two Trailers)

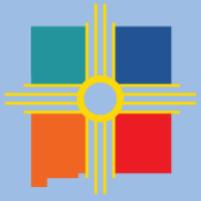


Truck Tractor/Triple (Three Trailers)



Revised 06/05

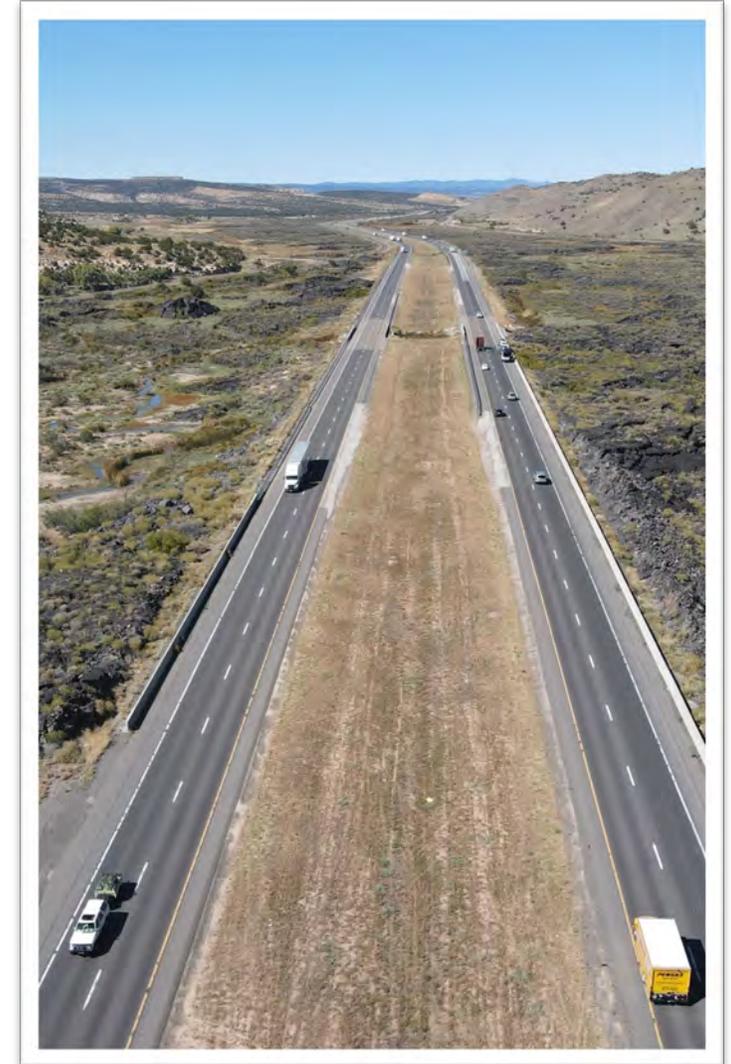




Next Steps

Refine and Evaluate Alternatives

- Identify specific improvements for smaller sections of I-40 and alternate routes.
- Refine concepts: ITS, incident management, alternate routes, and construction approaches.
- Develop preliminary costs.
- Assess environmental and community impacts of proposed alternatives (right-of-way, natural and cultural resources, built environment).
- Develop a prioritized I-40 Corridor Plan.
- Continue communication with the public, elected officials, tribes, Transportation Planning Organizations.





Project Schedule/Next Steps

Spring/Fall 2022

- Collect and analyze data
- **Virtual public meeting #1**

 **Completed**

Winter/Spring 2023

- Establish need for improvements
- Identify and screen alternatives
- **Virtual public meeting #2**

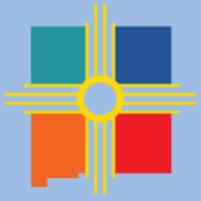
 **Current Phase**

Spring/Summer 2023

- Refine and evaluate selected alternatives

Fall 2023

- Identify recommended alternative(s)
- Develop I-40 Improvement Plan
- **Virtual Public Meeting #3**
- Study completed



How can I submit comments?

Project website at i40nmstudy.com

- Use the website to complete the comment form and/or submit written comments.
- Check for updates and information on future meetings.
- Sign up to receive future meeting invitations.

E-mail comments to i40study@parametrix.com

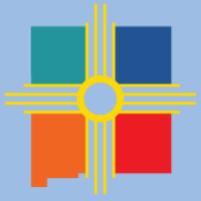
Mail comments to:

I-40 Study

9600 San Mateo Blvd. NE

Albuquerque, NM 87113

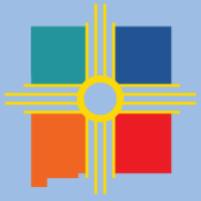
Please submit comments by Wednesday, May 24, 2023



How do I ask a question if I called in?

If you are on a phone and want to ask a question:

- Press ***9** to raise your hand and the moderator will call on you to ask a question.
- Press ***6** to “unmute” to ask your question.
- Please state your name, affiliation (if applicable), and ask your question.



How do I ask a question if I am online?

Ask a question using the Q&A button or verbally:

- To use the Q&A button, select the button, type your question, and hit send.
- To ask your question verbally, please “raise your hand” using the button.
 - The moderator will call on you.
 - You will be prompted to unmute. (If you are on the phone, *6 unmutes)
- Please state your name and ask your question.



