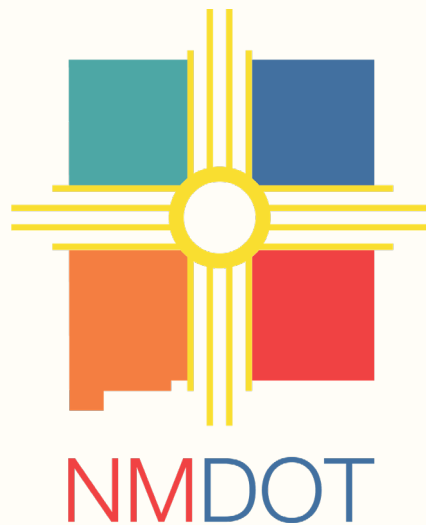




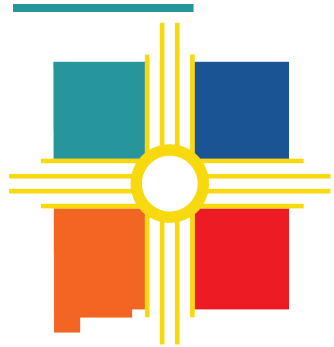
I-25 Nogal Canyon Bridge Replacement Project

Socorro County, NMDOT District 1

Public Presentation

Control Number 1100980

PROJECT DEVELOPMENT TEAM



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



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



Engineering
& Design



PURPOSE & NEED

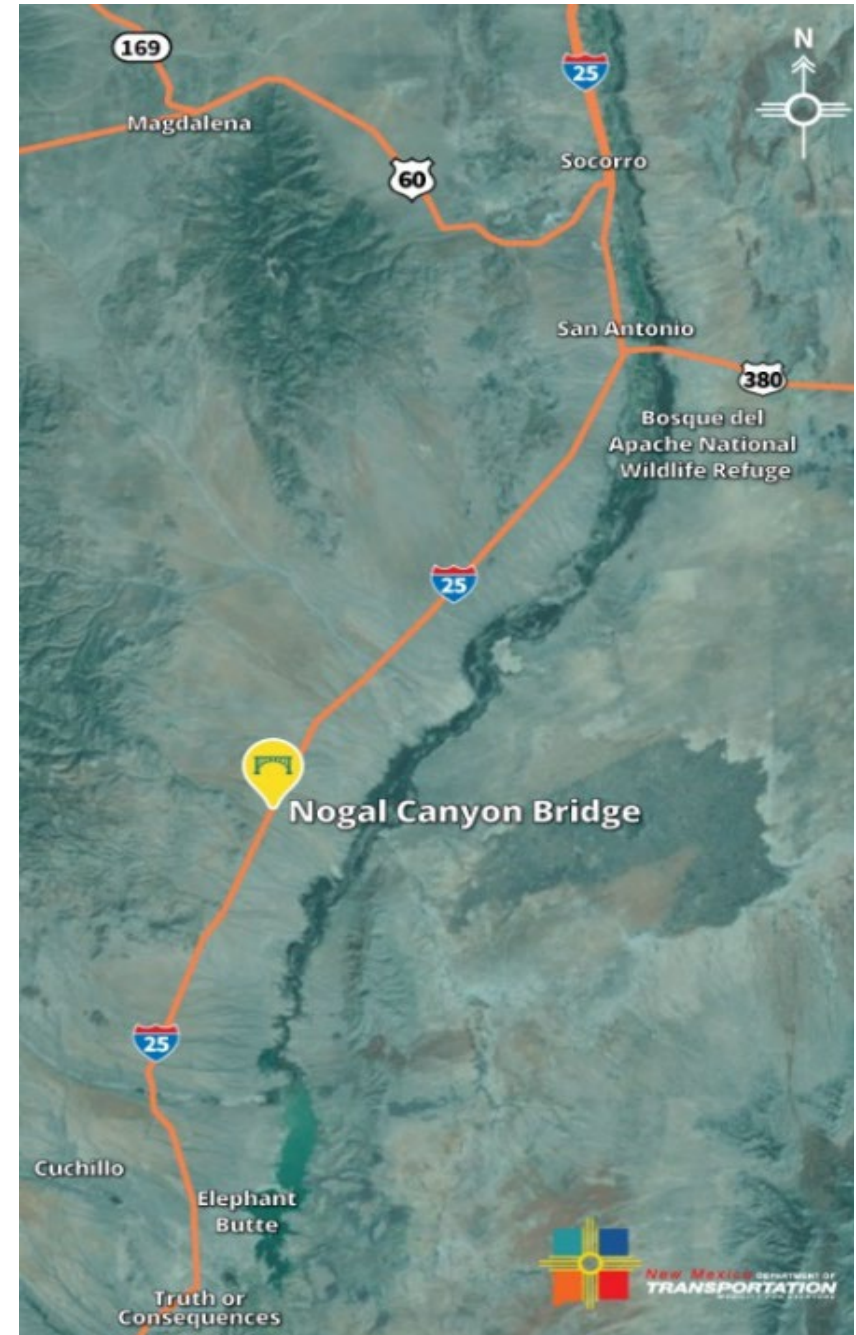
The purpose of the project is to improve safety and operational deficiencies associated with the Nogal Canyon bridges and to meet current design criteria and federal interstate highway standards. Key project needs include:

- » **Improving safety** for drivers and freight traffic
- » **Protecting the environment** by reducing erosion and enhancing slope stability
- » **Maintaining regional connectivity** for residents, tourists and commercial freight
- » **Ensuring long-term reliability** of New Mexico's interstate network

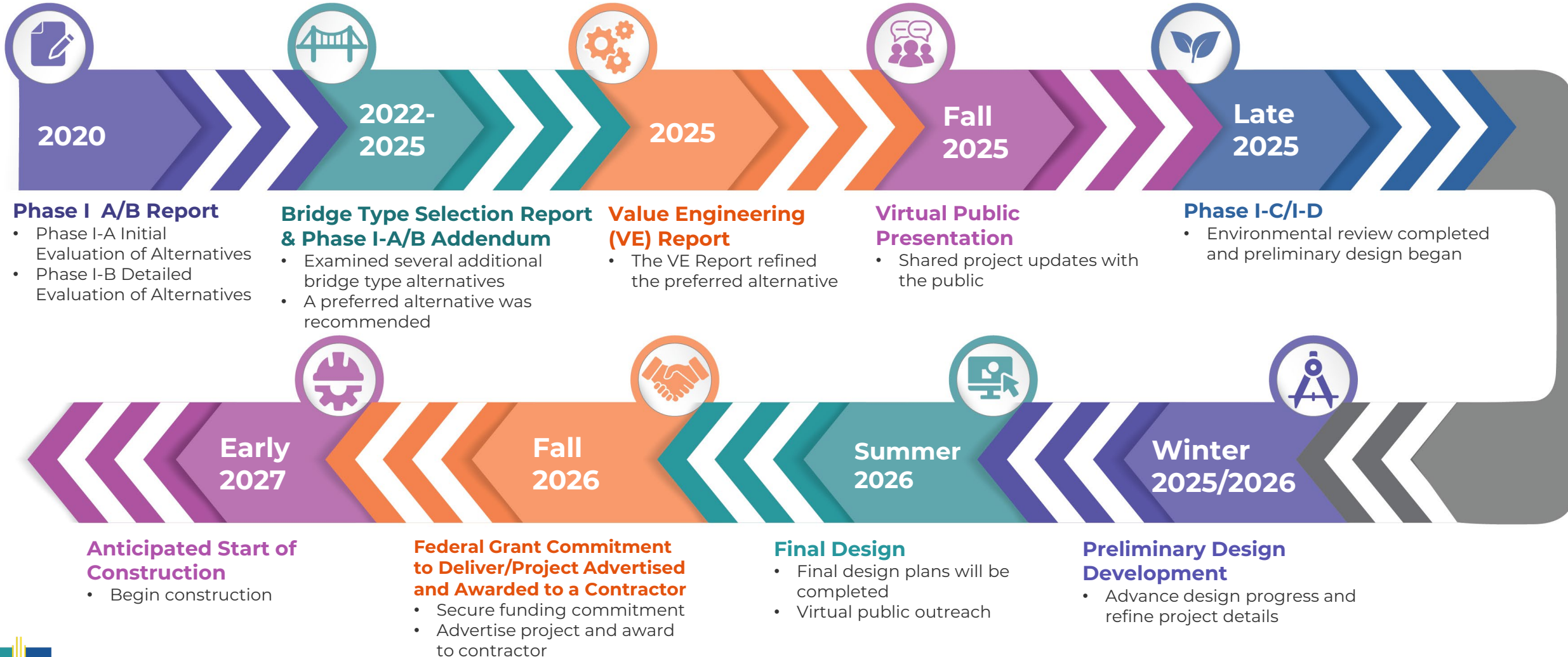


PROJECT OVERVIEW

- » **Federal Grant Award:** The project received **\$71.25 million** through FHWA's Bridge Investment Program, supporting replacement of the aging Nogal Canyon bridges and long-term safety, reliability and freight movement along I-25.
- » **Project Area:** The existing I-25 bridges over Nogal Canyon were built in 1968 between **Socorro** and **Truth or Consequences**.
 - » Bridge No. 6776 (northbound)
 - » Bridge No. 6777 (southbound)
- » The project will **replace the existing bridges** with two **new single-span**, cast-in-place **concrete segmental bridge** structures
 - » Bridge width: 34 ft (two 12 ft lanes, 3.5 ft shoulders)
 - » Right-of-way width: 200-550 ft (approx. 100-300 ft on each side of I-25)
- » Project Area Lands:
 - » Bureau of Land Management (BLM)
 - » State of New Mexico



PROJECT DEVELOPMENT TIMELINE & NEXT STEPS



ALTERNATIVE EVALUATION SUMMARY

The project team reviewed potential alternatives, including preserving existing bridges, during Phase I-A/B. These alternatives included:

- » Building new bridges and remove the two existing bridges
- » Retrofitting or rehabilitating the two existing bridges
- » Replacing bridges with a box culvert and filling the canyon
- » A no-build alternative option



SELECTED DESIGN APPROACH

- » The preferred alternative selected was to **build new bridges** and **remove the existing bridges**.
- » Building new bridges is the most feasible and efficient way to fulfill the project purpose and need
- » Maintaining the existing bridges poses significant construction, long-term maintenance, safety and security challenges



Existing Bridges 6776 and 6777

FINAL BRIDGE DESIGN

Single Span, Cast-in-Place Concrete Segmental Bridges



Conceptual Rendering of the Proposed Bridges

Key Benefits:

- » Keeps major construction activity out of the canyon below
- » Eliminates the need to acquire new right-of-way from Bureau of Land Management and state lands
- » Reduces overall project costs

KEY PROJECT IMPROVEMENTS

- » Replacing existing structures and constructing **two new bridges** (one northbound and one southbound)
- » **Improving drainage** to existing slopes and canyon
- » **Improving slope stability** with slope protection and grading



CONSTRUCTION OVERVIEW



Construction will be planned to reduce impacts to the traveling public. Please maintain caution in the area and expect:

- » **Lane shifts and reduced speeds:** Temporary lane changes, short rolling closures and work-zone speed limits.
- » **Phased traffic shifts for specific activities:** Traffic will remain on I-25 as lanes shift between existing and new roadway during construction.
- » **Emergency access will be maintained:** Fire, ambulance and law enforcement access will remain open.
- » **Southbound I-25** will remain in its current location.
- » **Northbound I-25** will shift to the east to accommodate construction.

CONSTRUCTION PHASES OVERVIEW



Construction will occur in three phases to maintain traffic flow and reduce impacts to the traveling public. The following slides illustrate how traffic will shift during each phase of construction.

Phase 1

Initial Configuration

One lane will remain open in each direction across the existing bridges while temporary crossovers are constructed in the median for future construction phases.

Phase 2

Northbound Bridge Construction

Approaching the bridges, traffic will temporarily shift onto the existing southbound roadway to create a safer work zone. One lane will remain open in each direction across the existing bridges while the new northbound bridge is constructed.

Phase 3

Southbound Bridge Construction

Traffic will shift to the completed northbound bridge, with one lane open in each direction while the new southbound bridge is constructed.

Final Condition

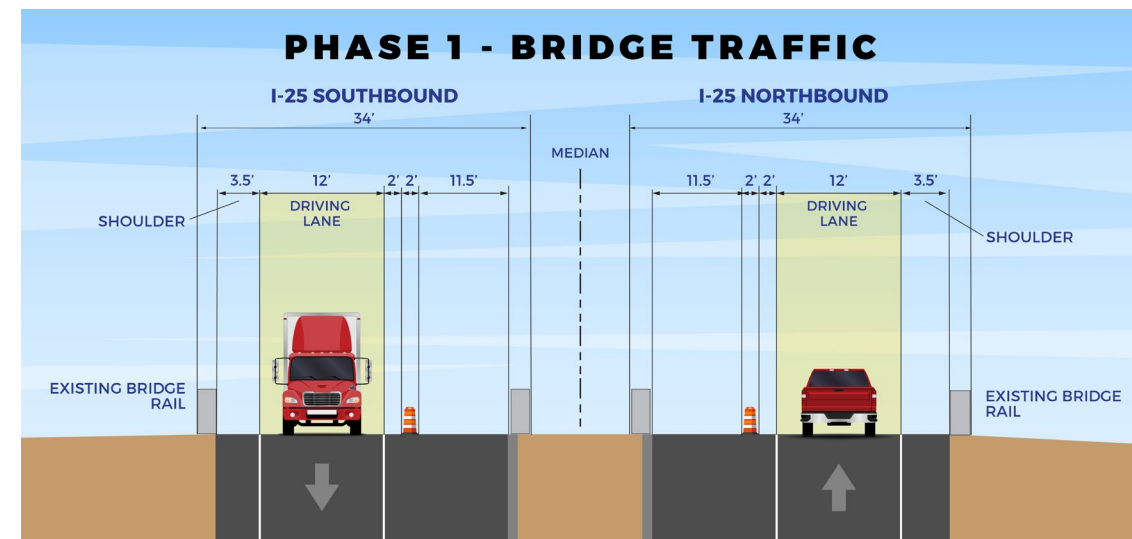
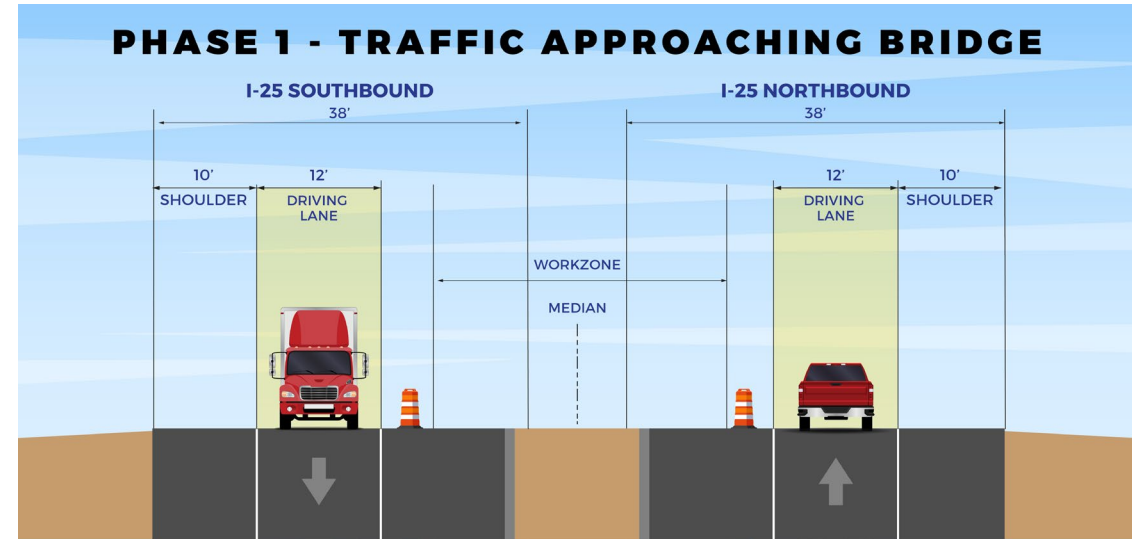
Completed Improvements

Traffic will operate on two new southbound and northbound bridge structures, with two lanes open in each direction.

Phase 1 – Traffic Control

- » One lane will remain open in each direction approaching and across the existing bridges.
- » Construction will occur primarily in the median to build temporary crossovers for traffic shifts in later phases.

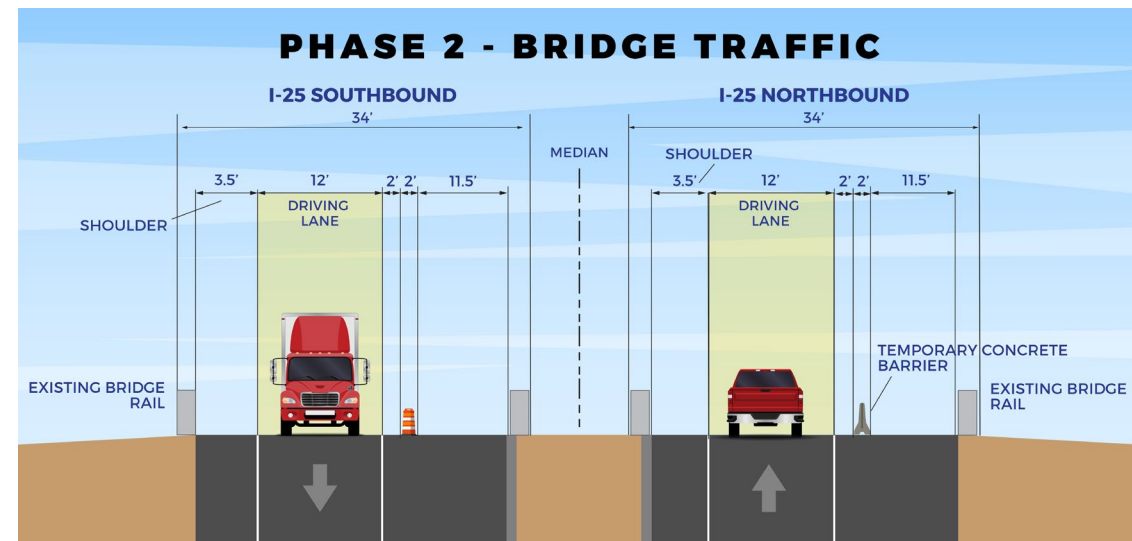
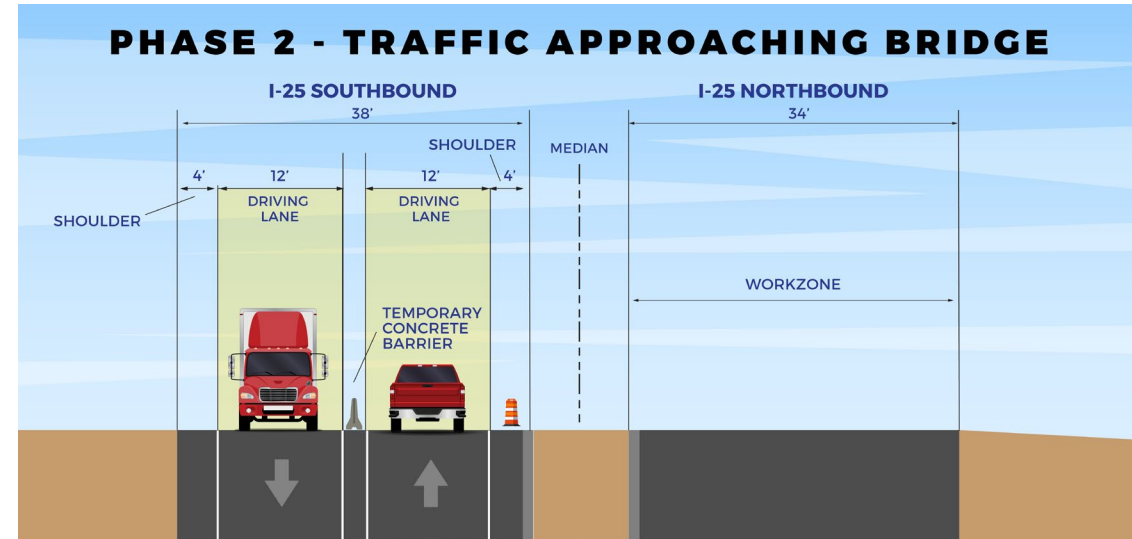
Traffic will remain open in both directions throughout construction. Expect lane shifts, reduced speeds, and active work zones.



Phase 2 – Traffic Control

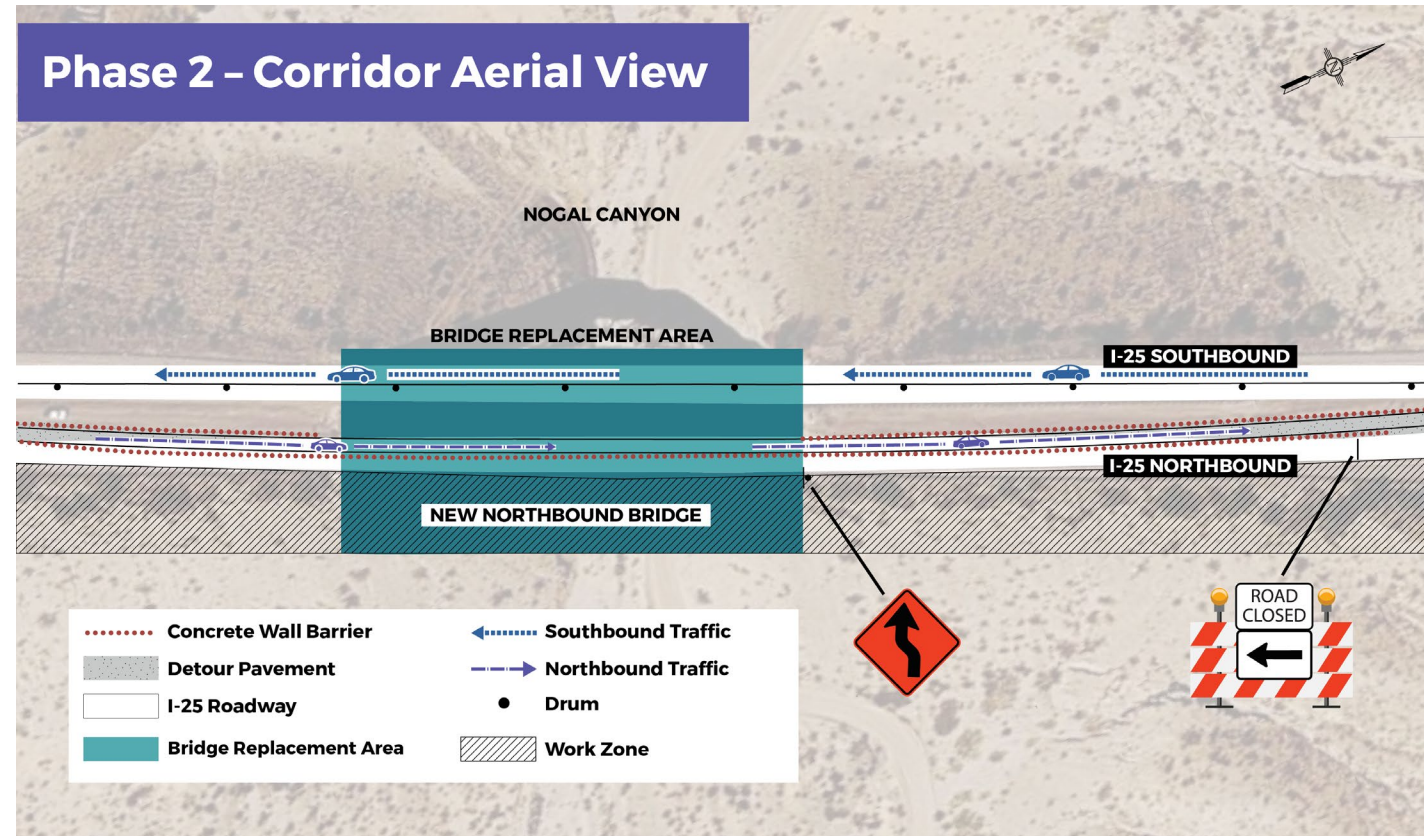
- » Temporary median crossovers will shift traffic onto the existing southbound roadway to create a safer work zone.
- » Because the existing bridges are too narrow to safely carry opposing traffic with temporary barriers, one lane will remain open in each direction across both southbound and northbound bridges.

Traffic will remain open in both directions throughout construction. Expect lane shifts, reduced speeds, and active work zones.



Phase 2 – Corridor Aerial View

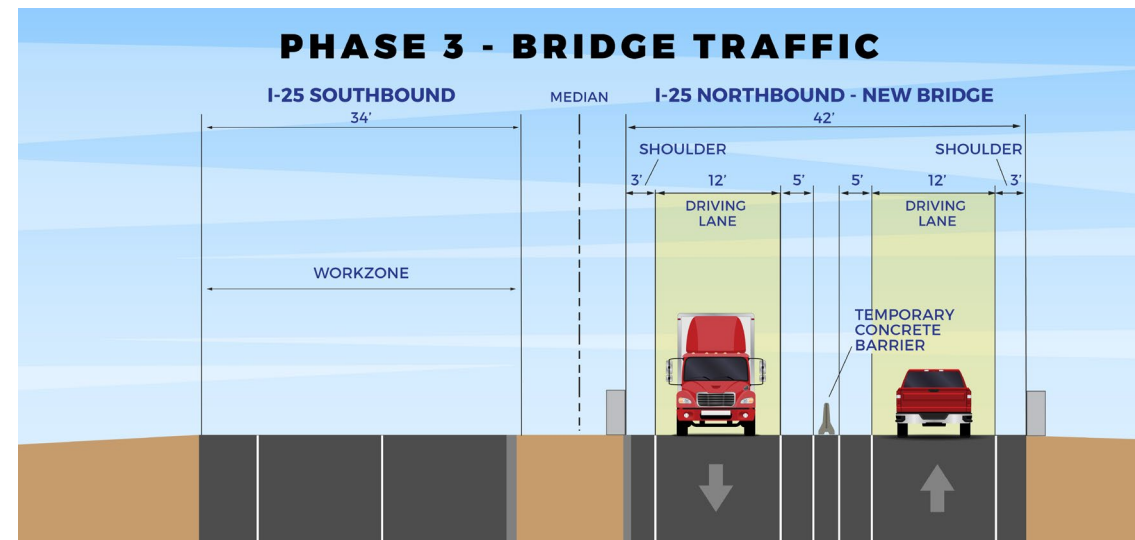
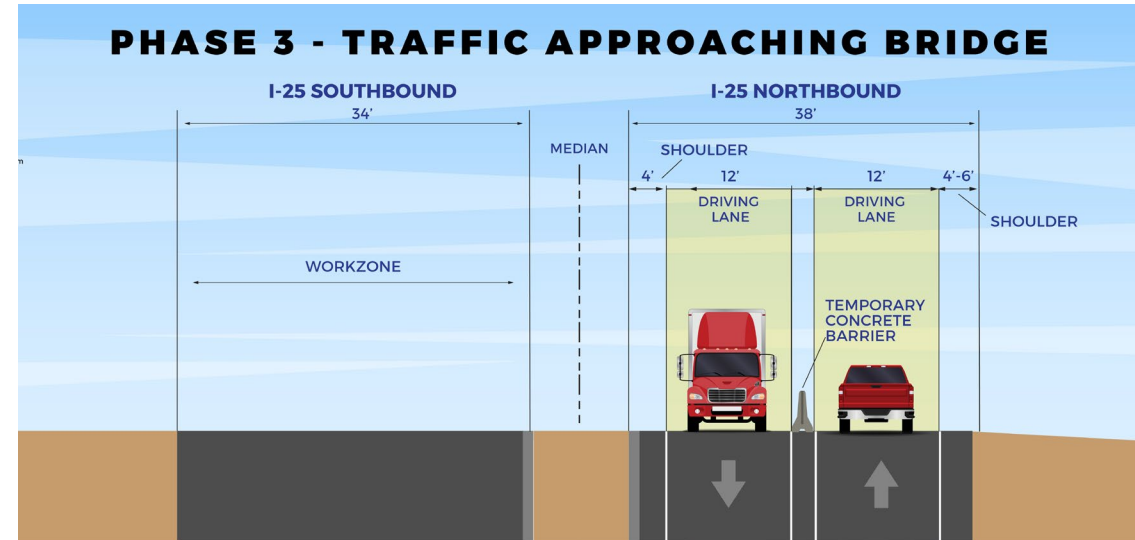
- » Approaching the bridges, both directions of traffic will shift onto the existing southbound roadway
- » The aerial view illustrates the temporary traffic crossover and active construction work zone on the new northbound bridge.
- » Construction of the new northbound bridge will occur adjacent to the existing northbound roadway



Phase 3 – Traffic Control

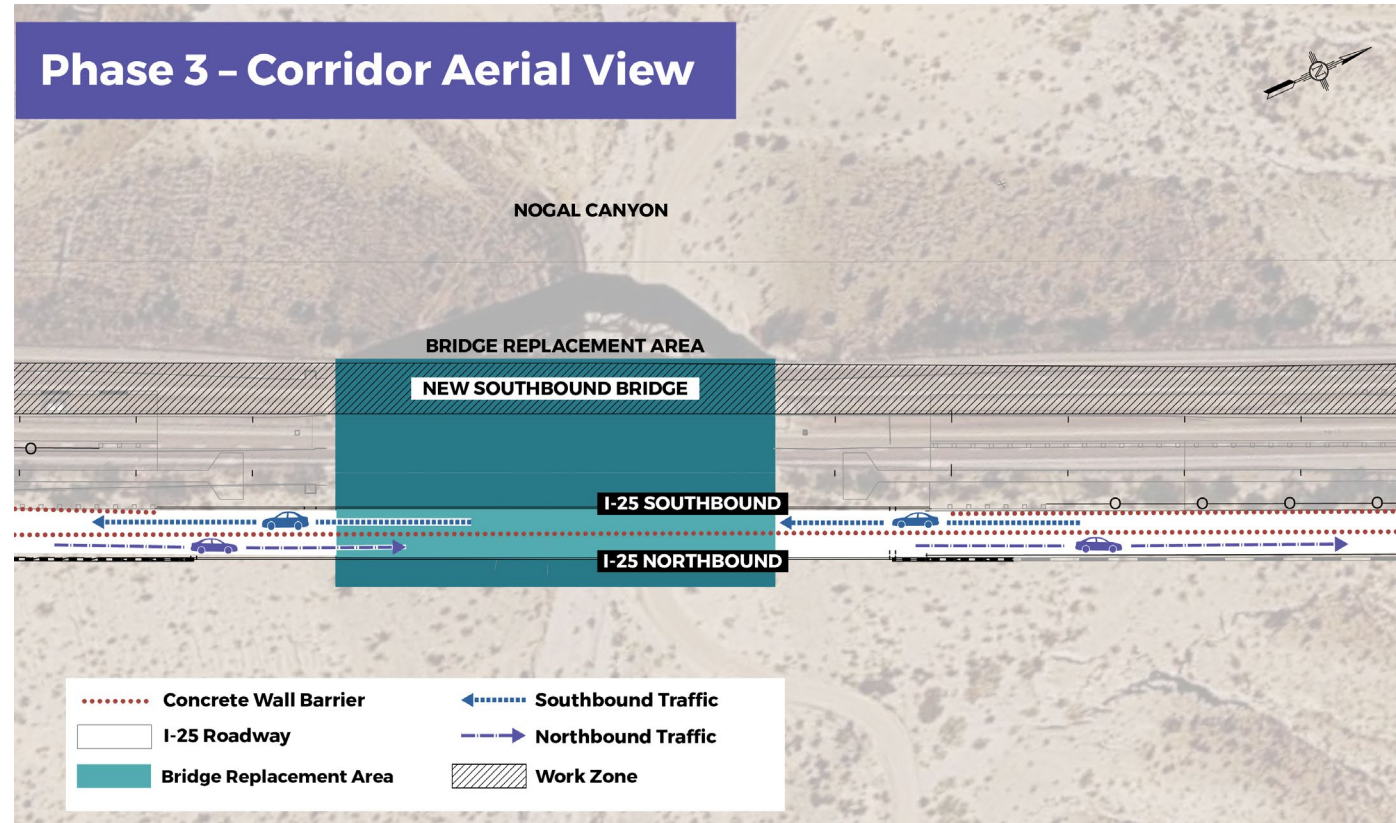
- » Approaching the bridges, northbound and southbound traffic will shift to the newly completed northbound roadway.
- » One lane will remain open in each direction approaching and across the existing bridges.

Traffic will remain open in both directions throughout construction. Expect lane shifts, reduced speeds, and active work zones.



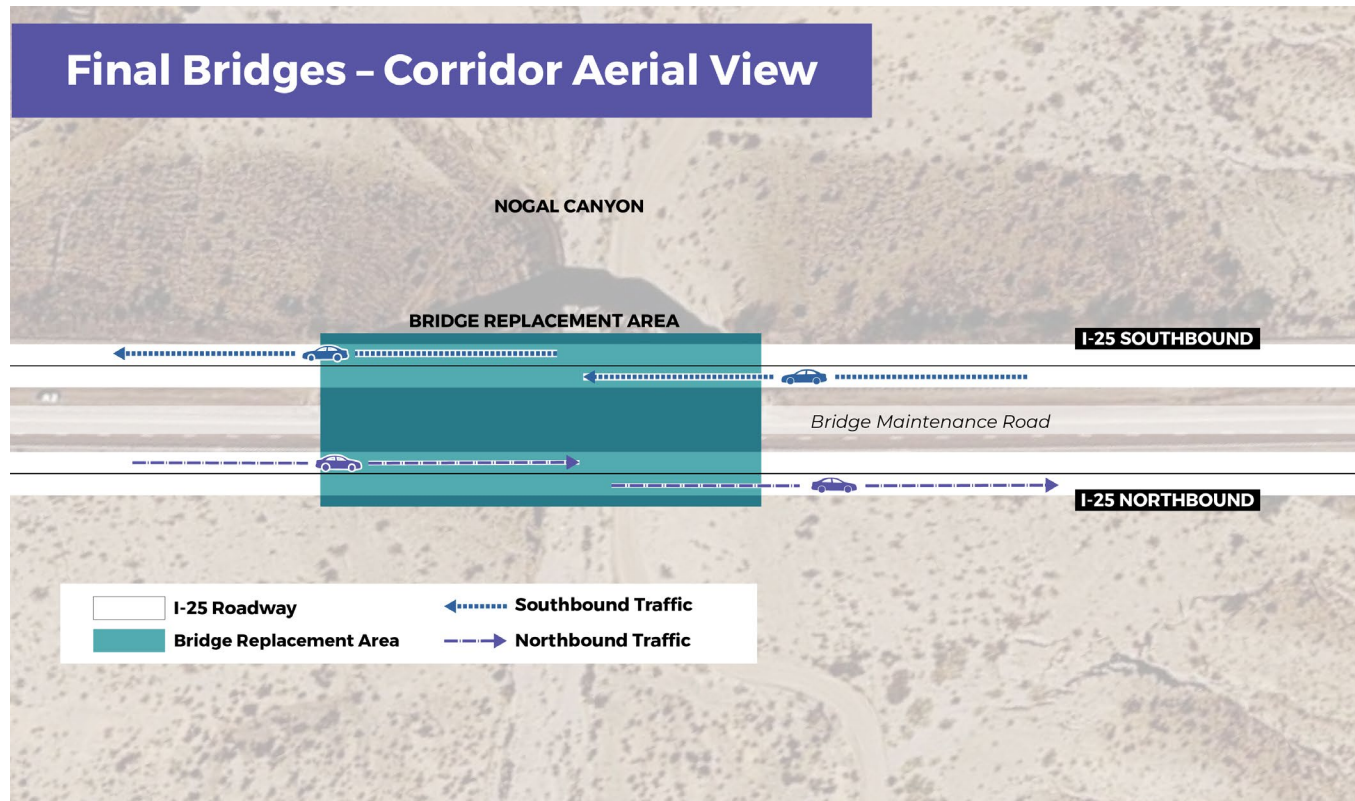
Phase 3 – Corridor Aerial View

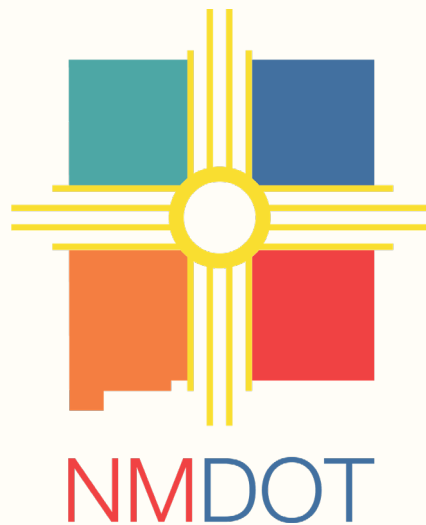
- » Construction activities will occur on the new southbound bridge.
- » Traffic will operate on the completed northbound bridge while construction continues.
- » The aerial view illustrates the final stage of bridge construction before both new bridges open to traffic.
- » Traffic shifts to the new northbound roadway near the beginning and end of the project corridor.



Final Bridges – Corridor Aerial View

- » Traffic will operate on the new southbound and northbound bridges with two lanes in each direction.
- » The aerial view illustrates the completed bridge configuration and final roadway alignment.





Thank You!

Questions? Contact:
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**NMDOT Project
Website QR Code**