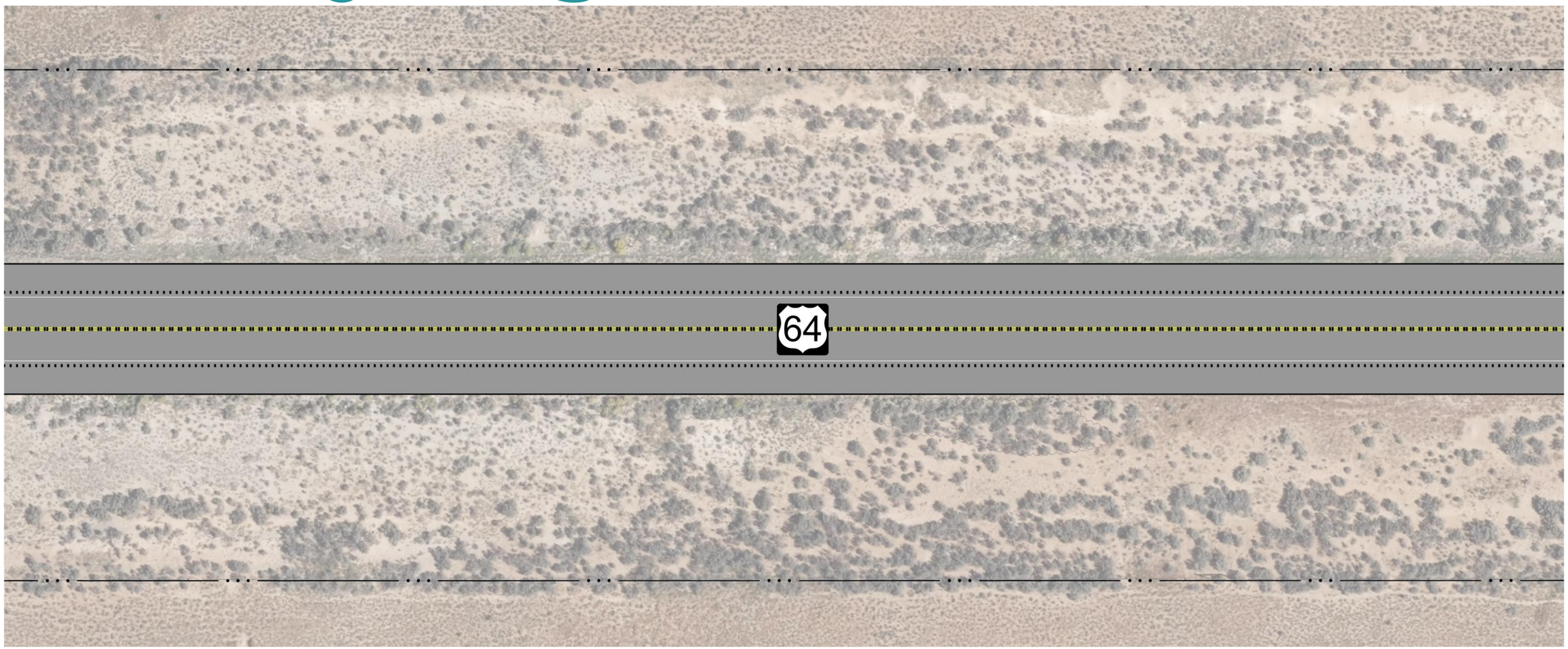
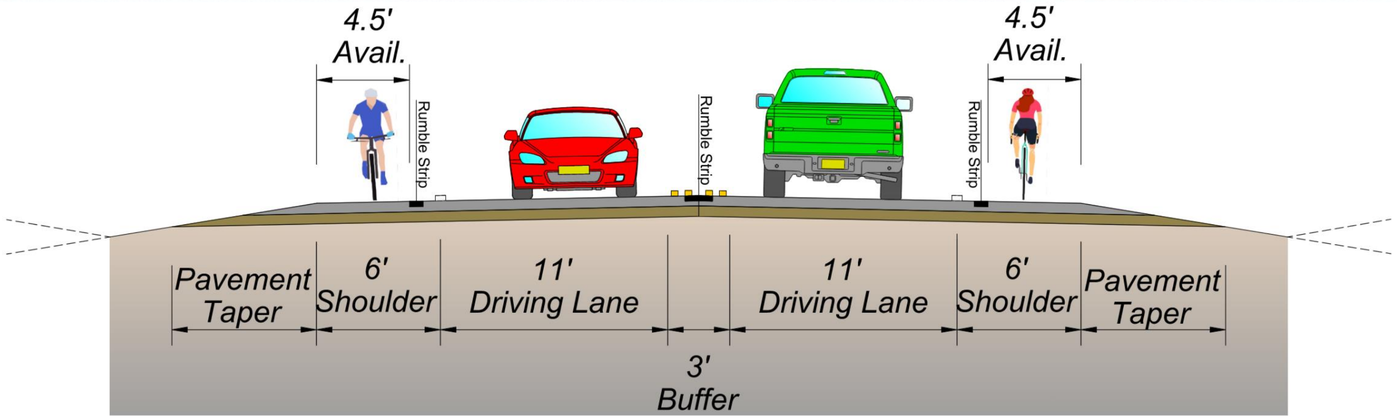
Roadway: Segment 1 Alternative 1-3



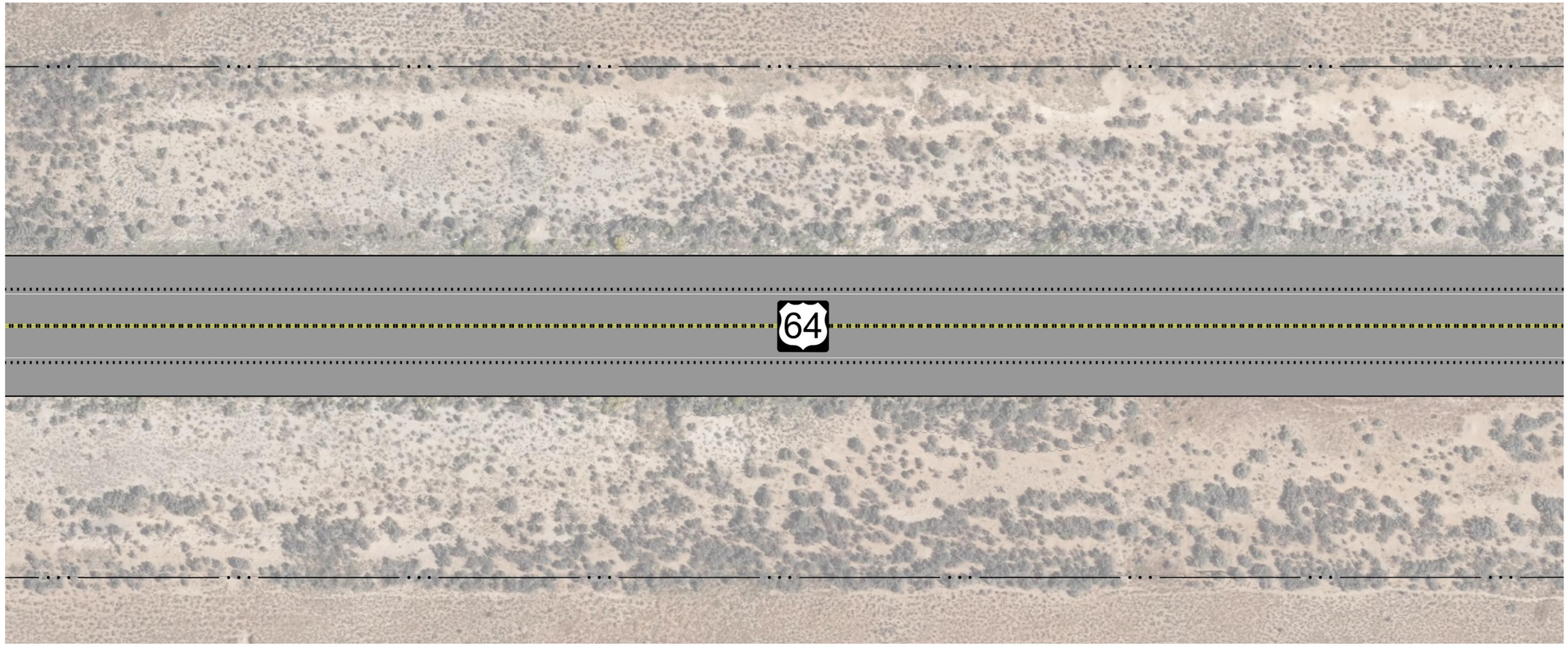


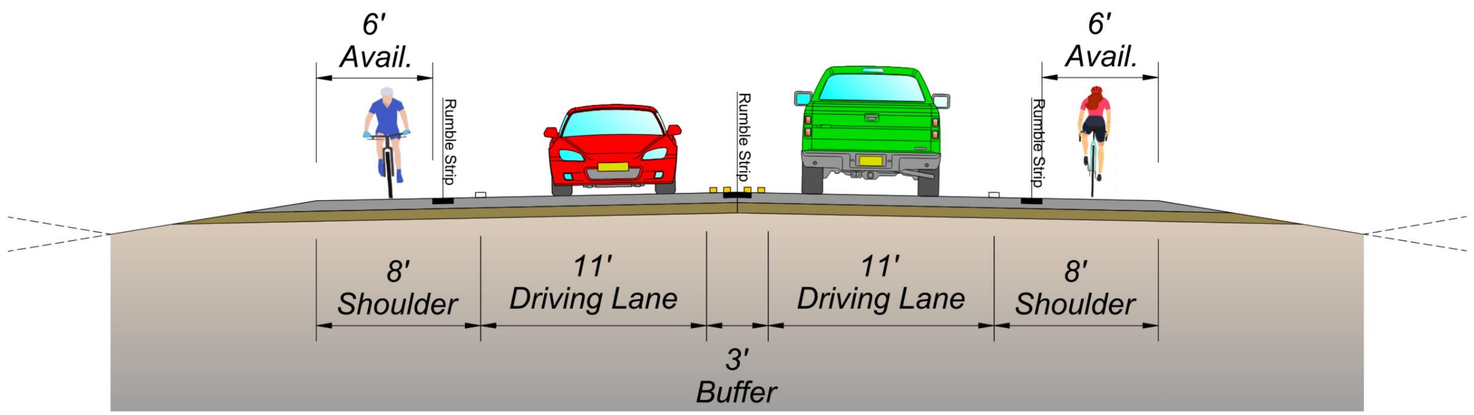
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Roadway: Segment 2 Alternative 2-2



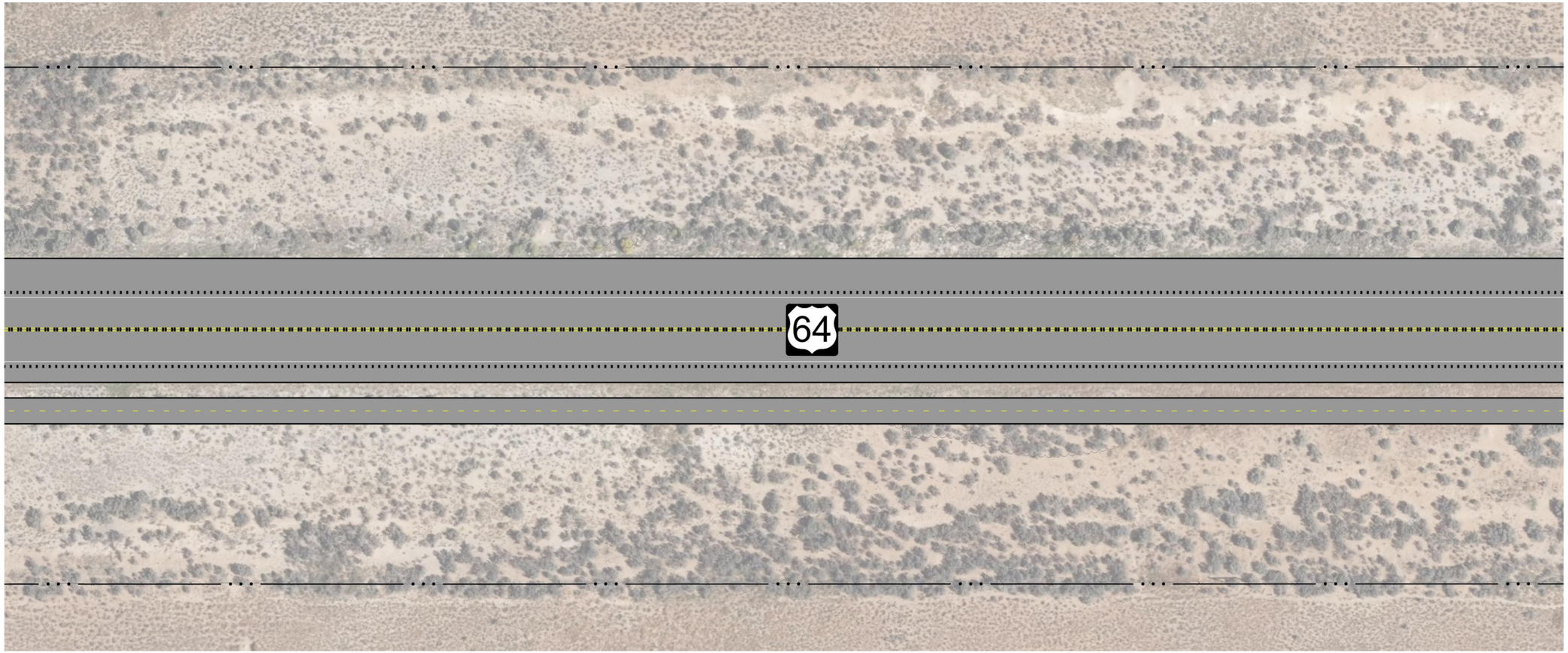


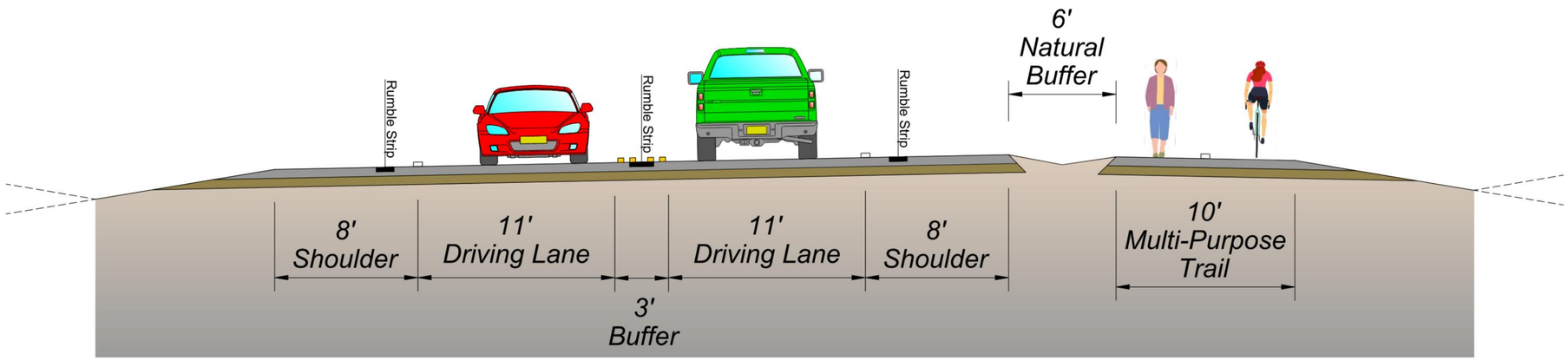
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Roadway: Segment 2 Alternative 2-4



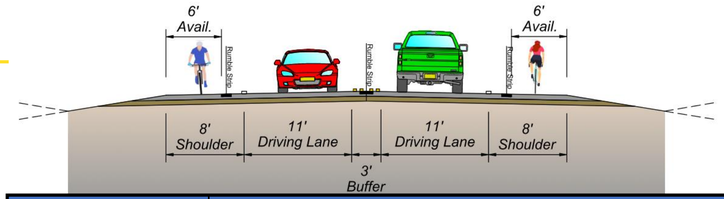


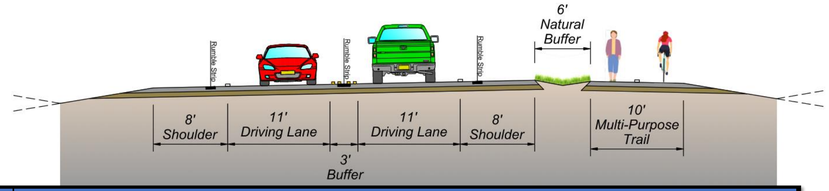
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Roadway: Segment 2 Alternatives





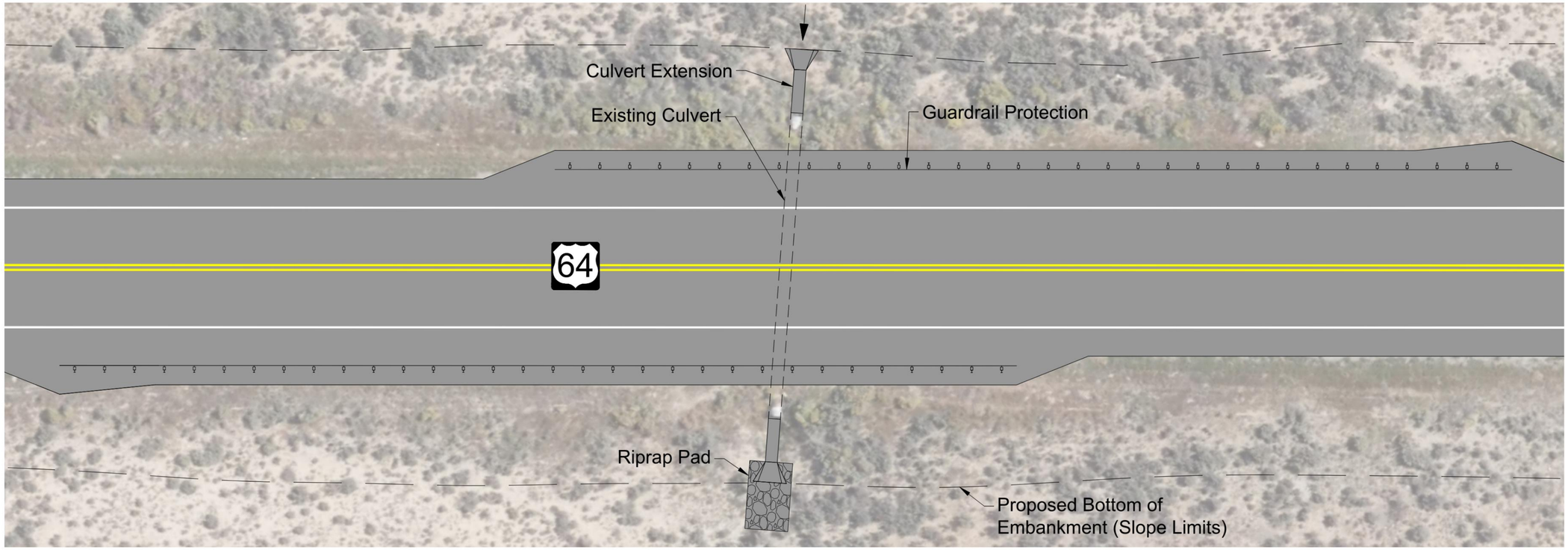
Evaluation Factor	Roadway Alternative 2-2: (3' centerline buffer, 11' lanes, 8' shoulders)		Roadway Alternative 2-4: (3' centerline buffer, 11' lanes, 8' shoulders, 6' natural buffer, 10' multi-purpose trail)	
Physical Deficiencies	- New roadway pavement - Updated roadway and intersection geometry - Extended shoulder widths that meet state and federal guidelines for motor vehicles and bicycle routes (Type 1)	+ +	- New roadway pavement - Updated roadway and intersection geometry w/ 8' shoulders that meet state and federal guidelines for motor vehicles. - Separated (Type 1) multi-purpose trail for Bicycles/Pedestrians	+ +
Traffic Operations	- All intersection movements operate at LOS C or better - Meets Tier 1 Bicycle requirements	+	- All intersection movements operate at LOS C or better - Meets Tier 1 Bicycle requirements	+
Safety	- Improved roadside safety - Wider shoulders and rumble strips (33% Potential crash reduction) and will improve motor vehicle and bicycle safety - Meets Tier 1 w/ Potential Bicycle/Ped. Crash Reduction w/ wider shoulders (42%)	+	- Improved roadside safety and intersection geometry - Rumble strips (33% Potential crash reduction) Meets Tier 1 w/ Potential Crash Reduction w/ multi -purpose (54%) - New corridor surface will improve roadway safety	+ +
Constructability	- Can construct by building shoulders first (one side at a time). Flagger or pilot car traffic control will be required intermittently resulting during construction with one lane in each direction during working hours		- Can construct by building shoulders first (one side at a time). Flagger or pilot car traffic control will be required intermittently resulting during construction with one lane in each direction during working hours	
Environmental Impacts	- Approximately 16' increase in footprint of typical section with potential impacts on several species of plants and animals' - A cultural resources investigation will be needed to identify potential impacts - Community impacts will improve with wider shoulders for pedestrians and bicyclists - Minor impacts within ROW w/ no impacts outside of the existing ROW	+	- Approximately 27' increase in footprint of typical section with potential impacts on several species of plants and animals' - A cultural resources investigation will be needed to identify potential impacts - Community impacts will improve with multi-purpose trail for pedestrians and bicyclists - Moderate Impacts within ROW w/ no impacts outside of the existing ROW	
Maintenance	- Reduces reoccurring maintenance - Will meet 20-year life cycle	+ +	- Increased maintenance associated w/ separated multi-purpose facility. - Reduces reoccurring maintenance for roadway section - Meets 20-year life cycle	
Public Input	PENDING PUBLIC INPUT		PENDING PUBLIC INPUT	
Construction Costs*	- $36M ($4.8M per mile) - Less expensive alternative	+	- $42M ($5.6M per mile) - Most expensive alternative	
Recommendation	FINAL SELECTION PENDING DISTRICT INPUT		FINAL SELECTION PENDING DISTRICT INPUT	

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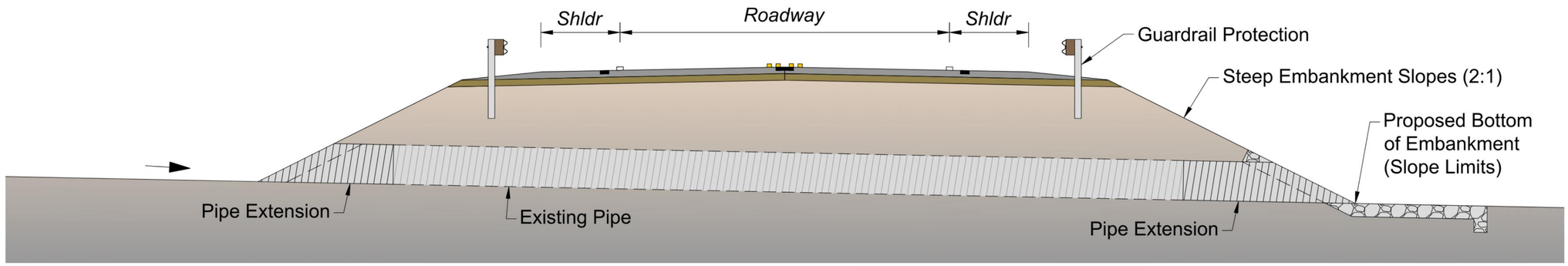
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Culvert Pipe Crossing



Typical Culvert Plan View



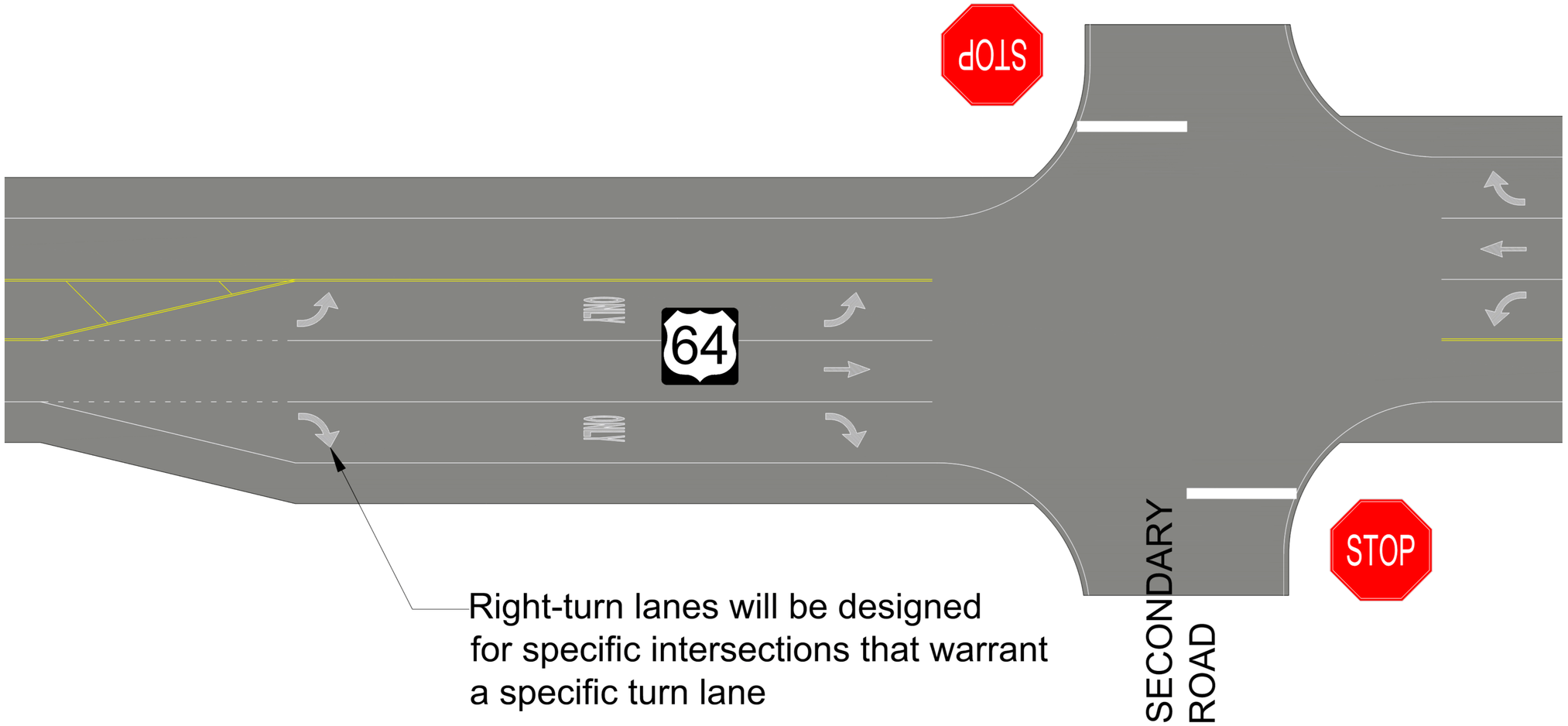
Typical Culvert Section

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Secondary Intersection Exhibit



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Blueberry Hill Rd. Intersection Alternative 2

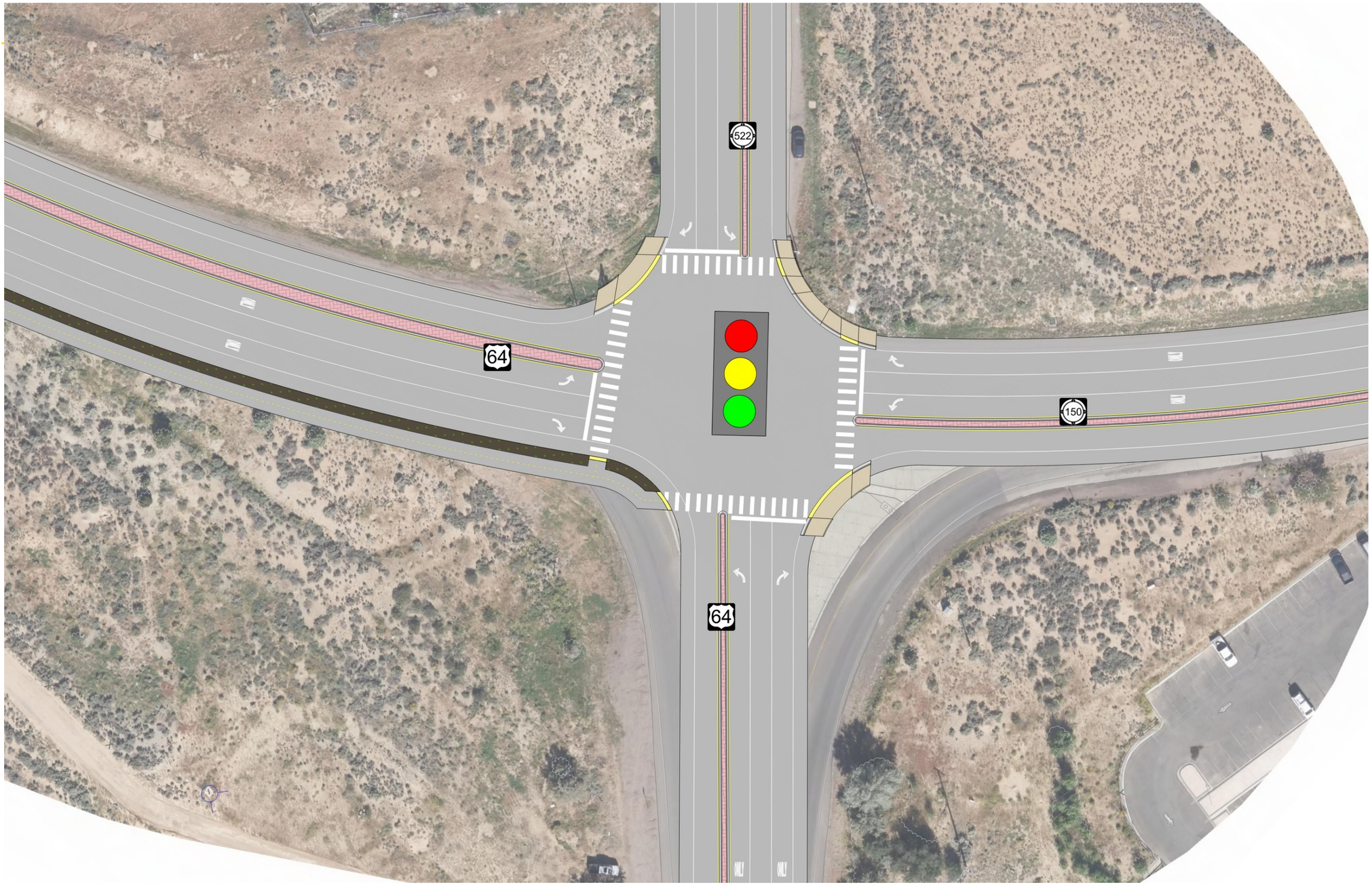


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US 64/NM 150/NM 522 Alternative 2

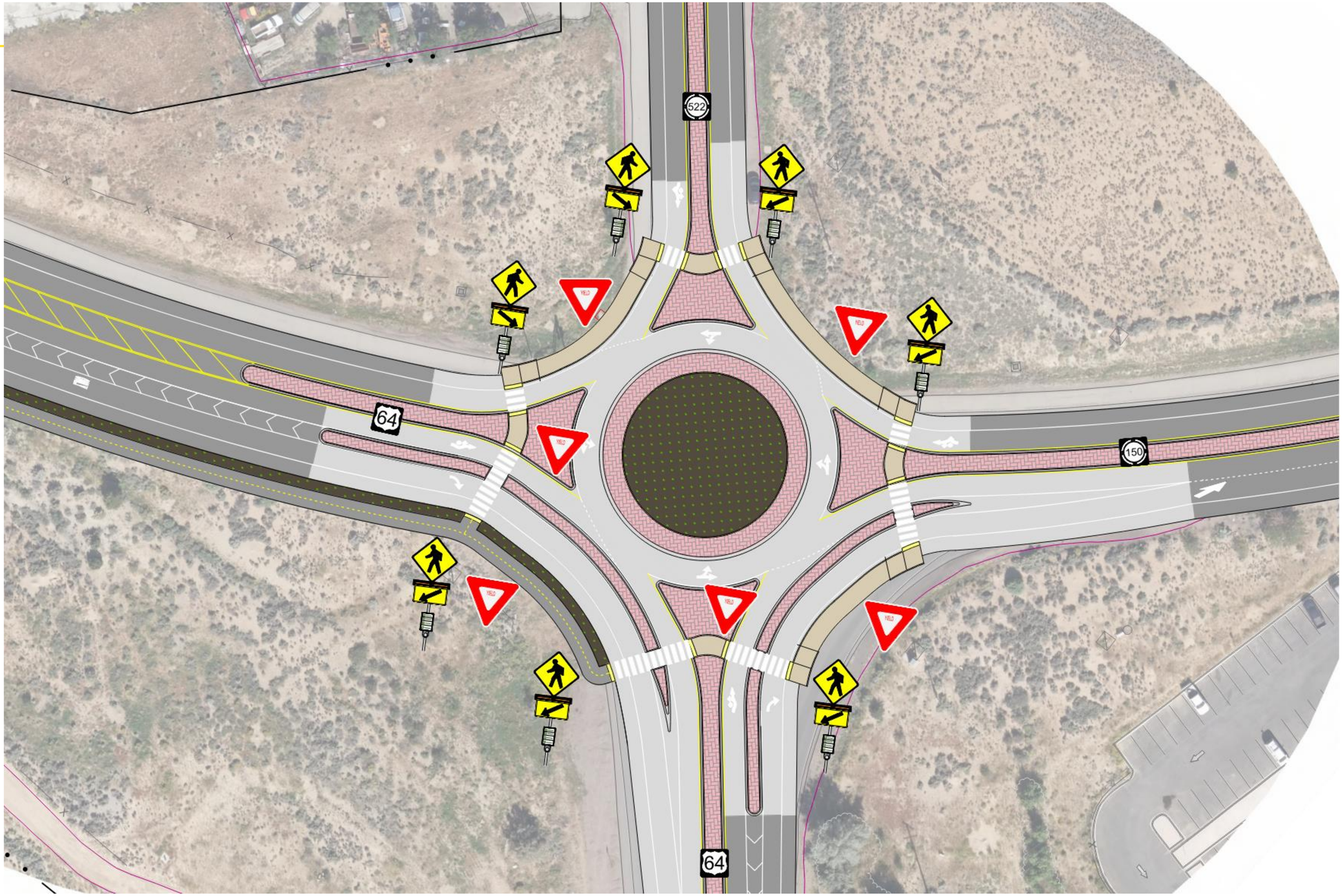


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US 64/NM 150/NM 522 Alternative 3



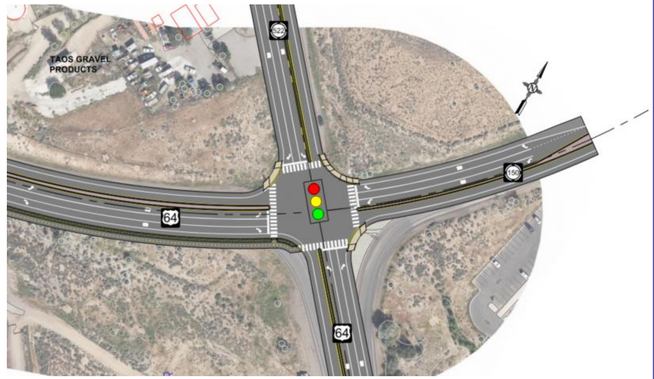
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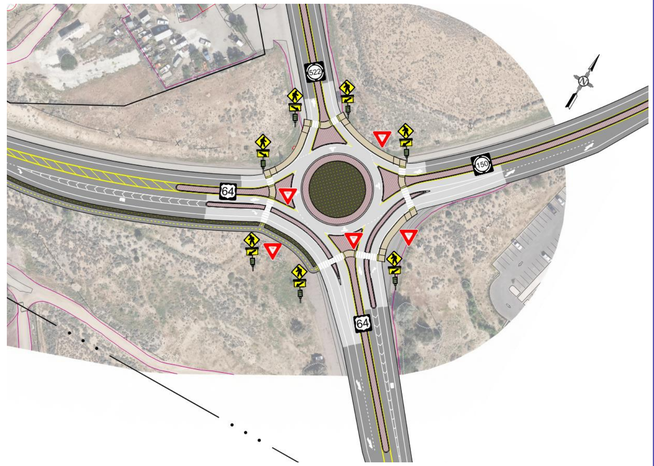
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US 64/NM 150/NM 522 Intersection Alternatives

Evaluation Factor	US 64/NM 150/NM 522 Signalized Intersection Alternative 2: (12' lanes, 8' shoulders, left & right turn deceleration lanes)		US 64/NM 150/NM 522 Roundabout Alternative 3: (12' lanes, 8' shoulders, pedestrian crossings, ADA ramps)	
Physical Deficiencies	- New roadway pavement - Updated roadway and intersection geometry - New ADA ramps and sidewalks at pedestrian crossings - Extended shoulder widths to 8'	+	- New roadway pavement - Updated roadway and intersection geometry - New ADA ramps and sidewalks at pedestrian crossings	+
Traffic Operations	- All intersection movements operate at LOS D or better for each movement - Intersection will meet Tier 1 bicycle requirements	+	- All intersection movements operate at LOS D or better for each movement - Intersection will meet Tier 1 bicycle requirements	+ +
Safety	- Improved roadside safety and intersection geometry - Potential Crash Reduction: 60% for changing right-turn lane geometry to increase line of sight - Potential Crash Reduction: 42% for adding intersection illumination	+	- Improved safety for cyclists and pedestrians - Improved roadside safety and intersection geometry - Potential Crash Reduction: 74% for converting to modern roundabout based on crash severity	+ +
Constructability	- Can construct each lane by shifting two-way traffic to other lanes and shoulders - Lane reduction to one lane each direction anticipated - Minor access detours expected to remain within existing roadway network		- Lane closures expected to construct northbound/eastbound/southbound/westbound lanes - Construction difficulties anticipated due to roundabout constructability. - Additional closures expected.	-
Environmental Impacts	- Could potentially remove vegetation utilized by monarch butterfly - Major improvements to pedestrian and bicycle accessibility - No impacts to adjacent properties	+	- Could potentially remove vegetation utilized by monarch butterfly - Major improvements to pedestrian and bicycle accessibility - No impacts to adjacent properties	+
Maintenance	- Minimize reoccurring maintenance - Maximize roadway lifecycle - Will meet 20-year life cycle	+ +	- Minimize reoccurring maintenance - Maximize roadway lifecycle - Will meet 20-year life cycle	+ +
Public Input	PENDING PUBLIC INPUT		PENDING PUBLIC INPUT	
Construction Costs*	- $5.6M		- $5.3M - Least expensive alternative	+
Recommendation	FINAL SELECTION PENDING DISTRICT APPROVAL		FINAL SELECTION PENDING DISTRICT APPROVAL	



Alternative 2:
Signalized Intersection



Alternative 3:
Roundabout

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