

City of Jal

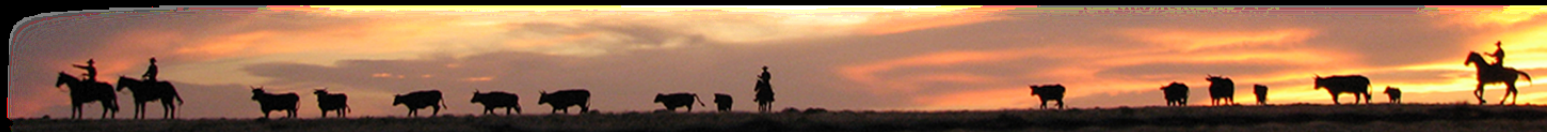
NM 128 (Jal) Relief Route

Stakeholder & Public Information Meeting; December 15, 2021



SMALL TOWN ● BIG HEART

"The Enchantment Starts Here!"



Project & Study Team Introductions

- City of Jal
- Stantec Consultants
- SWCA Environmental Consultants
- Stakeholders
- Project Introduction

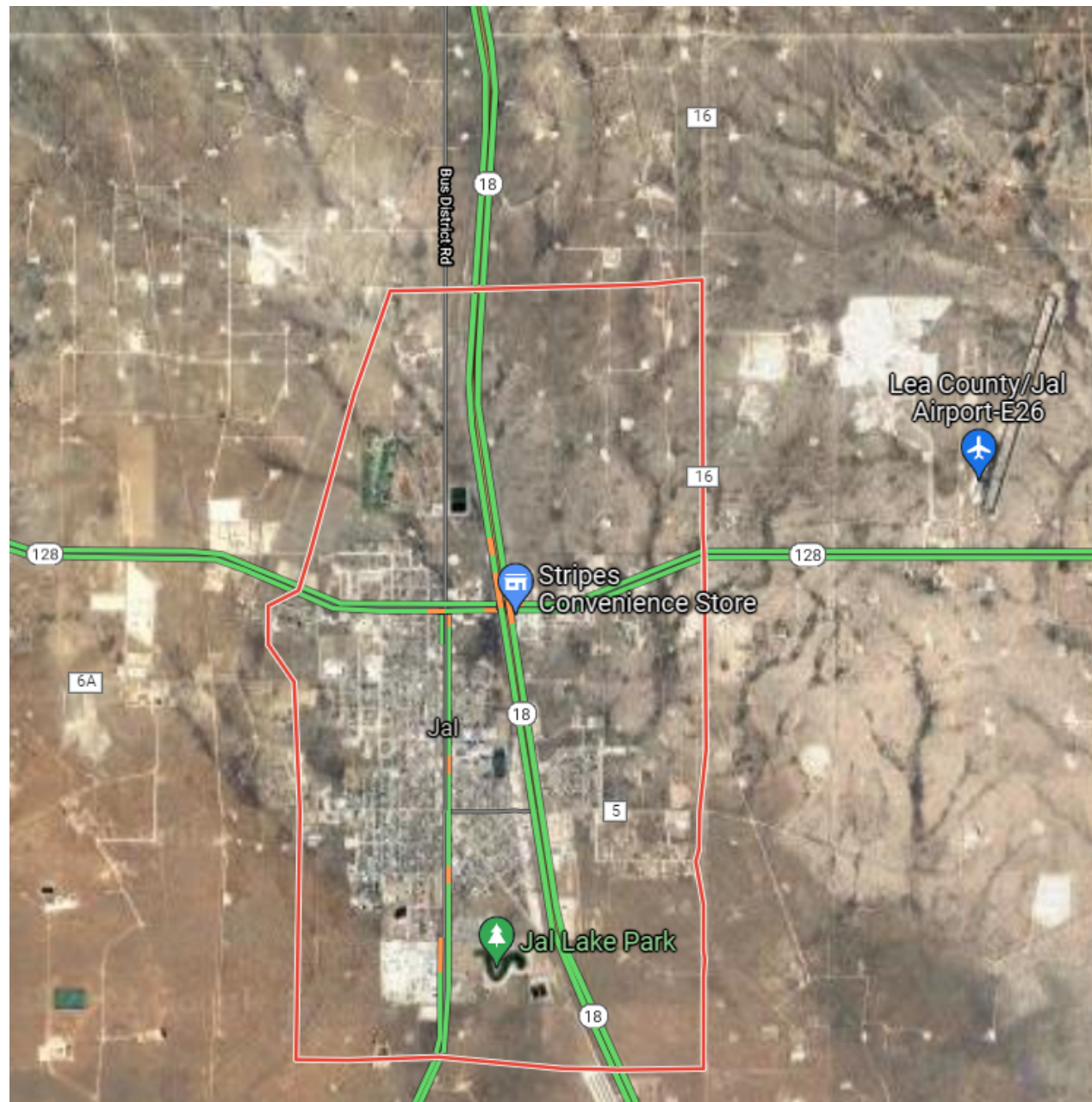
Project Purpose and Need

Based on data, stakeholder & public input

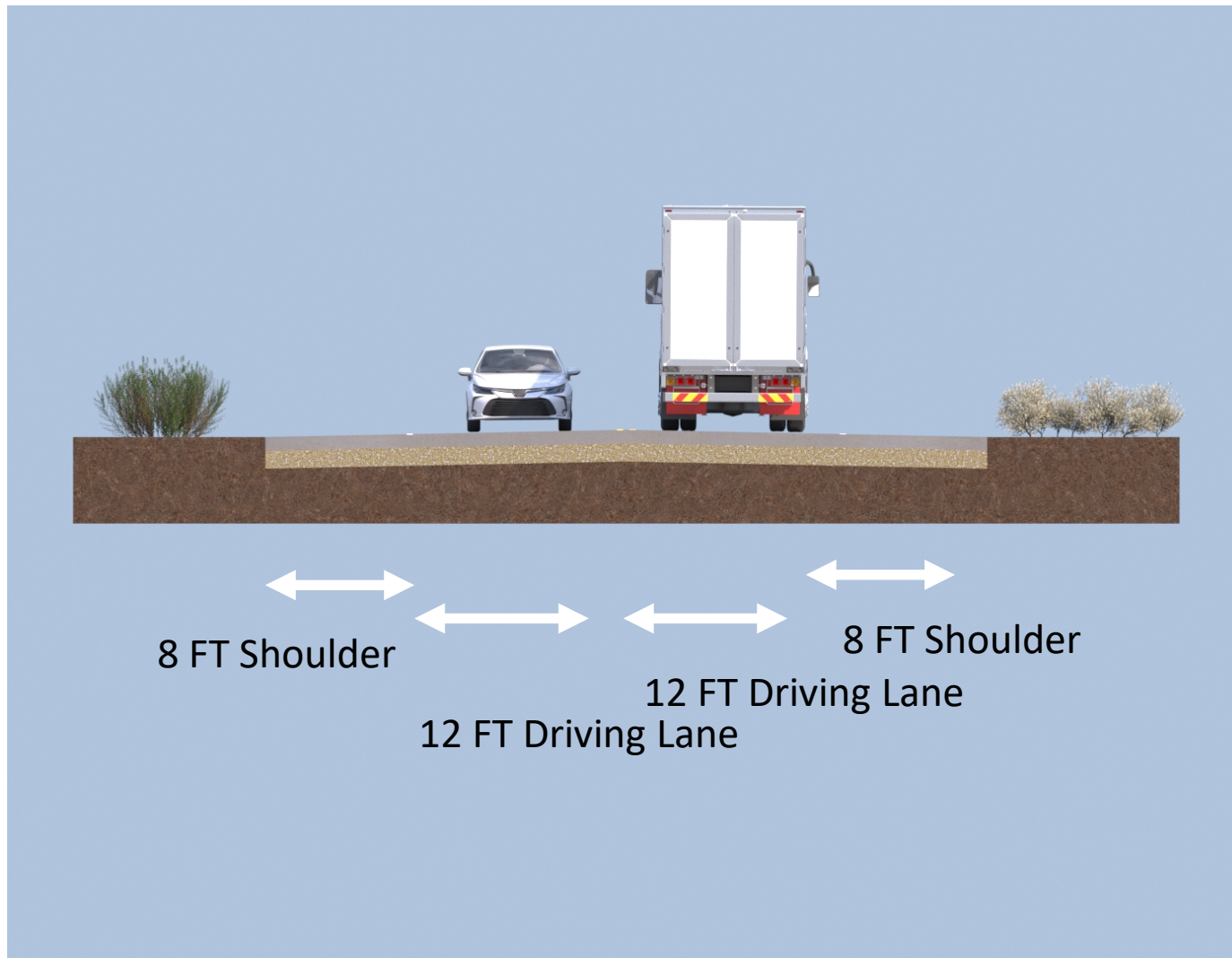
- Need improved pavement conditions through Jal
- Need improved travel times, capacity and congestion for existing traffic and future traffic projections
- Need highway safety improvements
- Need to maintain system connectivity with NM 128, NM 18, & NM 205
- Need a relief route for east-west traffic to avoid forcing traffic onto existing narrow residential streets
- Need to support and protect local businesses
- **The purpose is to mitigate or improve on the identified needs**

Study Area & Challenges

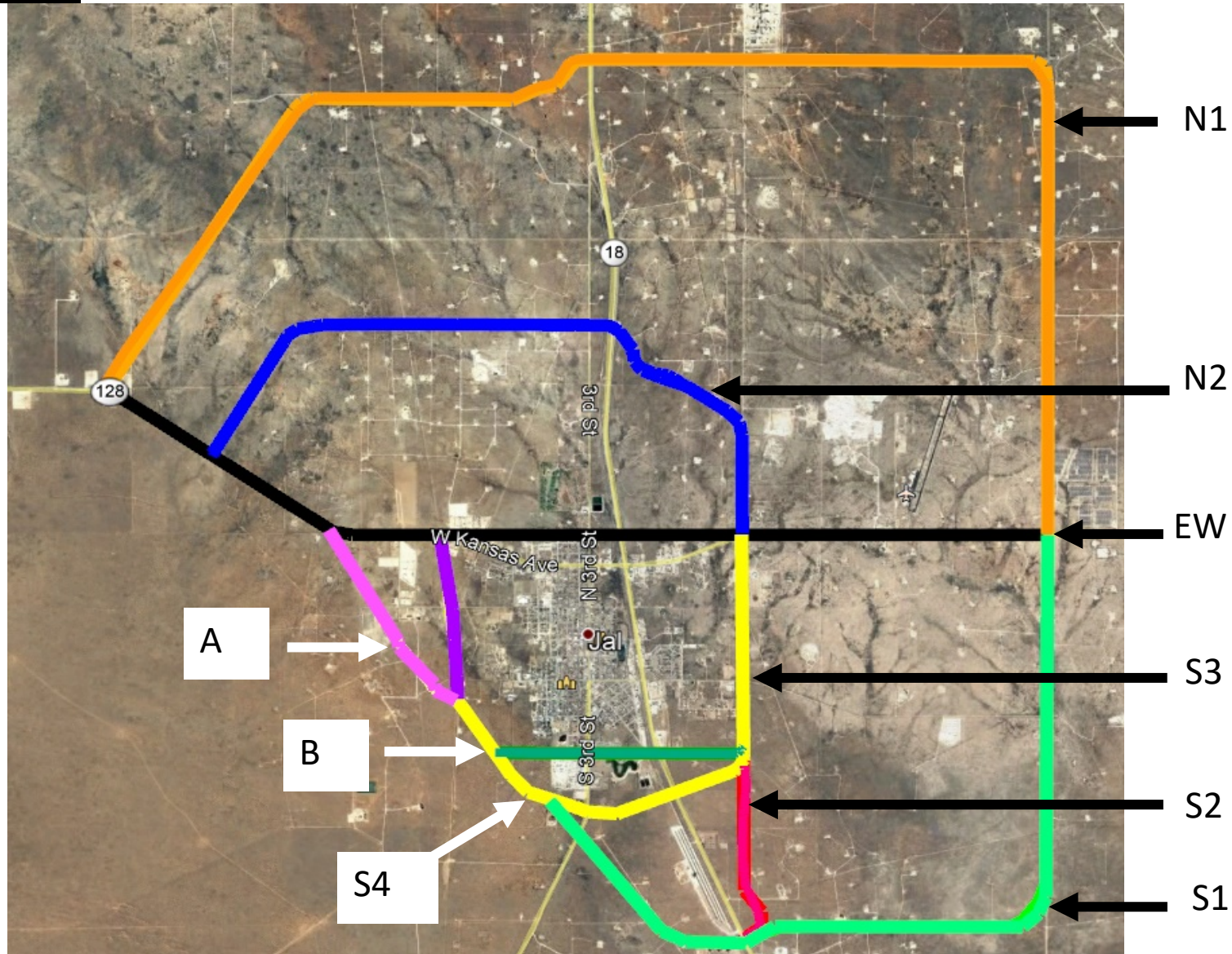
1. Developing potential routes
2. Proximity of NM 18, Railroad, and 3rd Street
3. Balancing needs and wants, and identifying funding
4. Developing consensus for the "good of the whole"



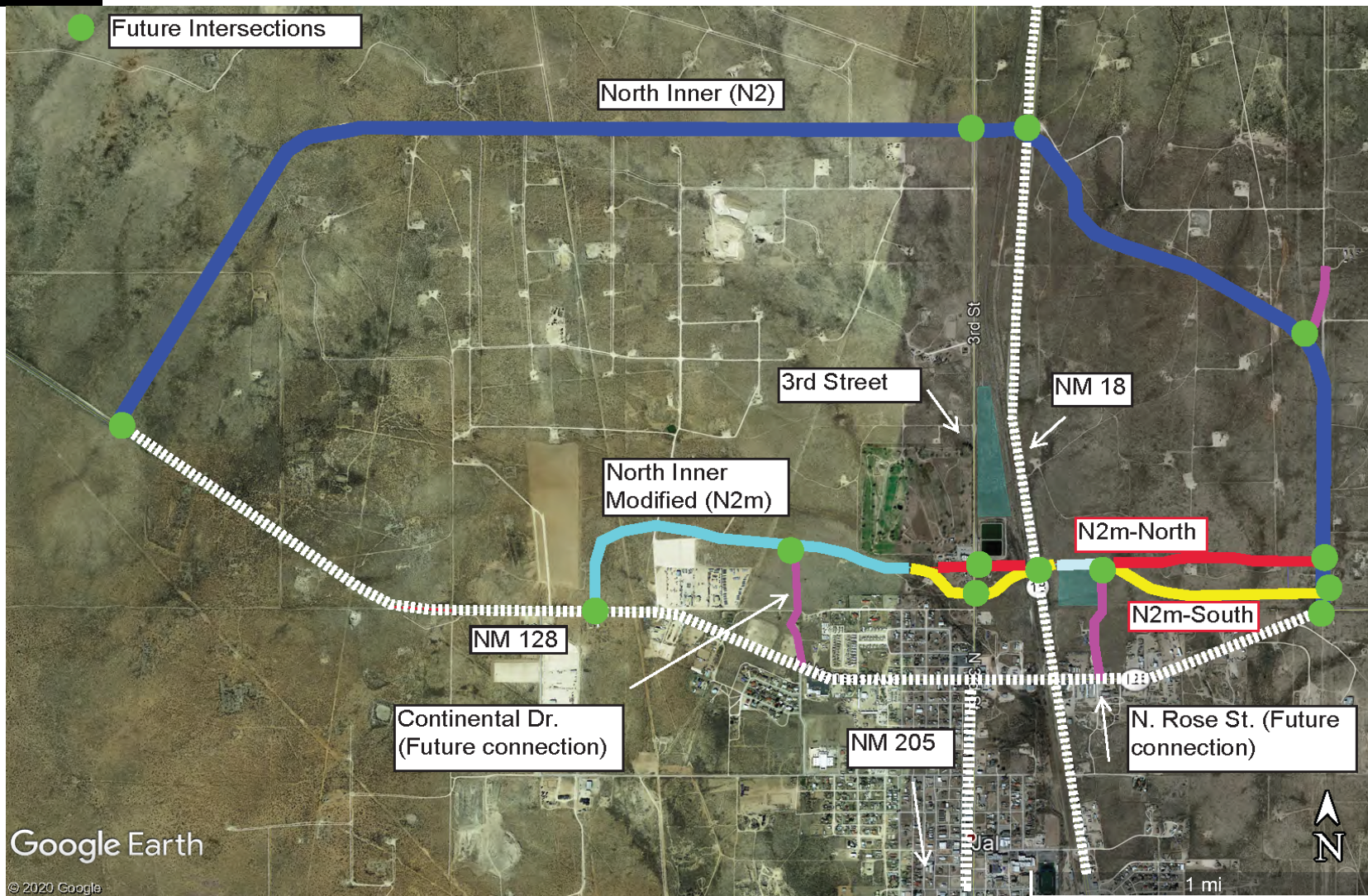
Relief Route Alternative Typical Section



Re-cap of the 2019 Phase I-A Initial Alternatives Meeting #1



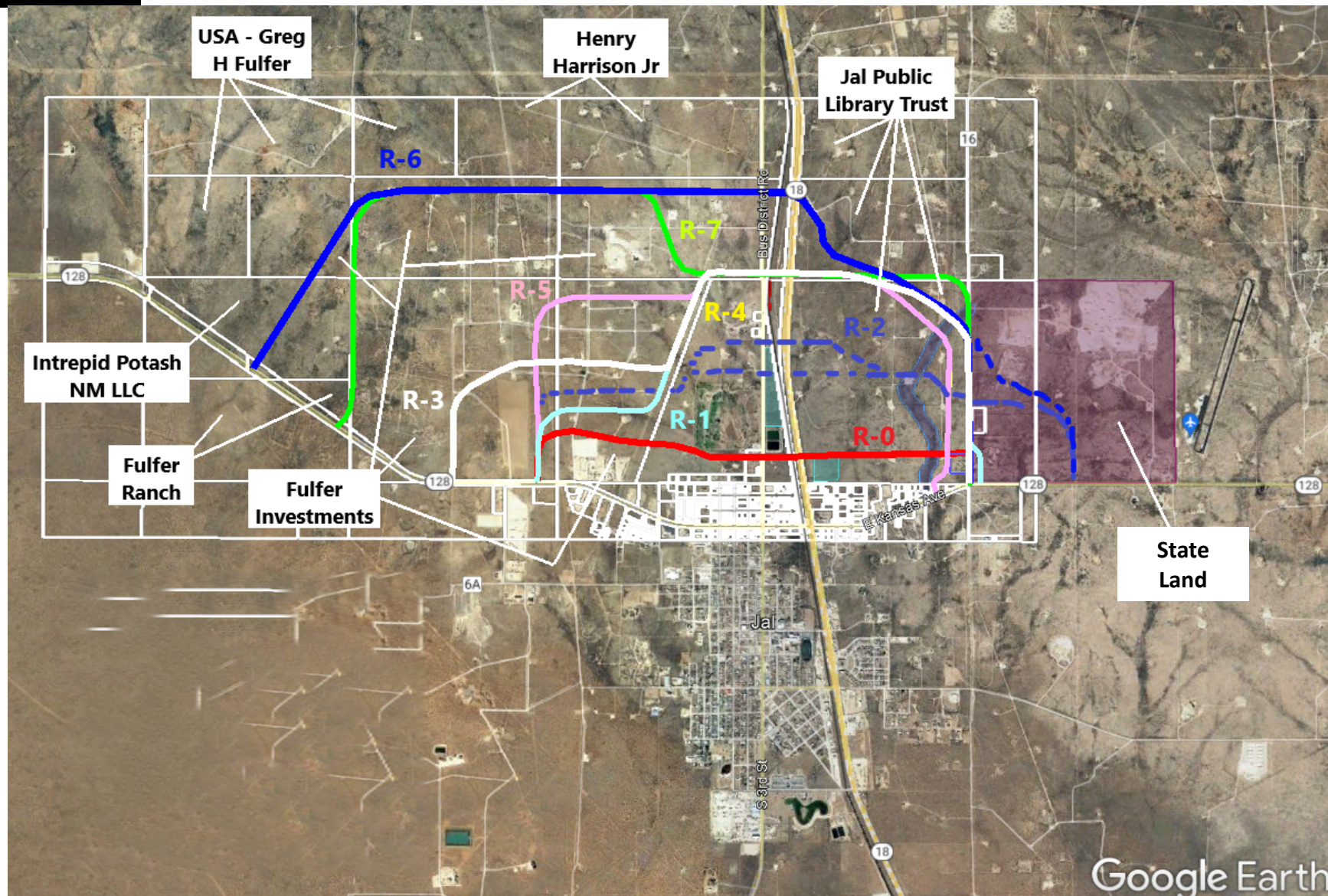
2020/2021 Phase I-B Alternatives Meeting #2 and #3



2021 Preferred Alternative Meeting #4



Alternatives presented November 2 & 9, 2021



November 2, 2021 Stakeholder Meeting & November 9, 2021 Public Meeting

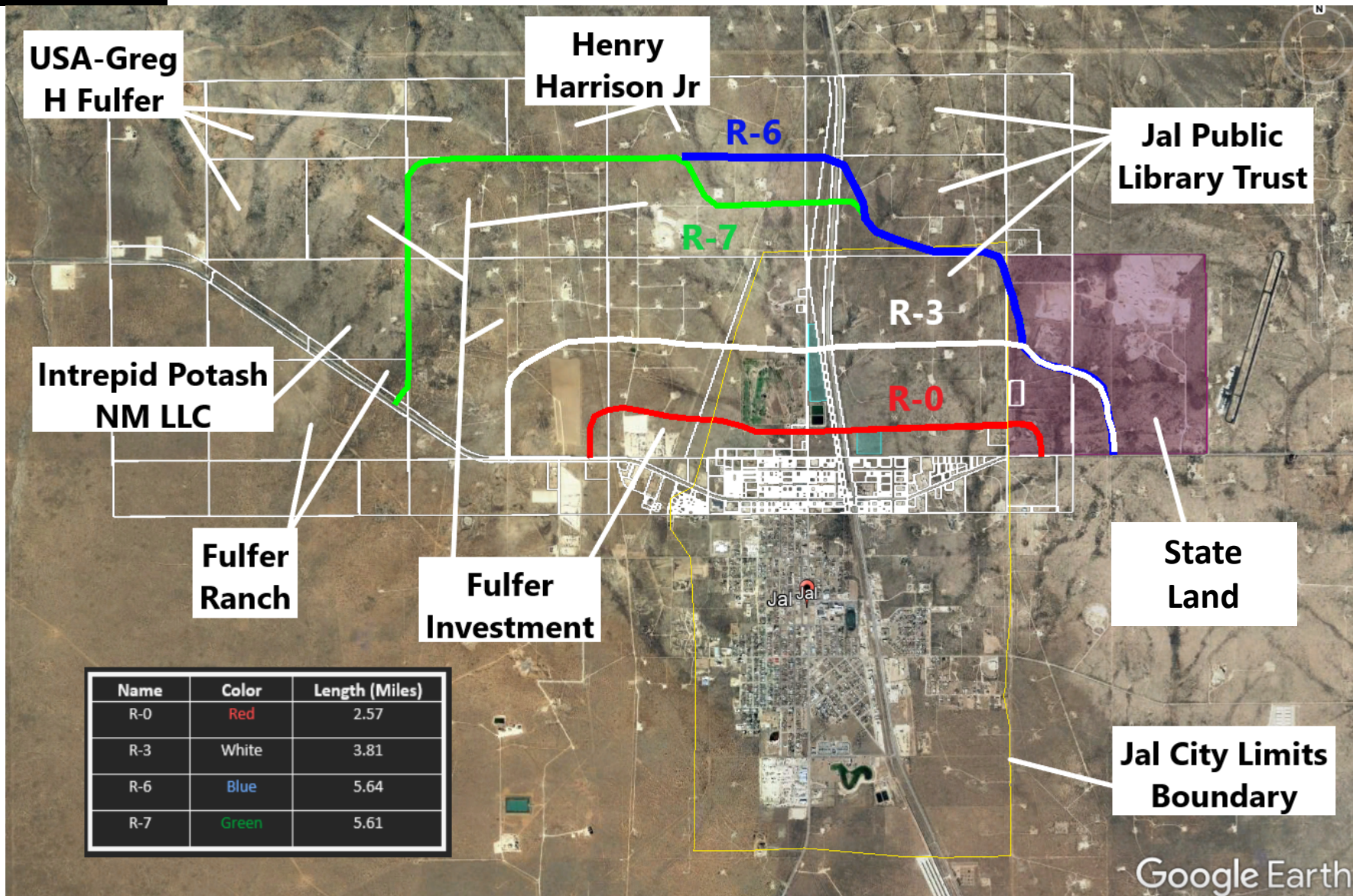
Stakeholder Meeting

- A relief route around Jal is needed.
- How soon can construction to start?

Public Meeting

- A relief route around Jal is needed but prefer that it be north of the golf course.
- Continental Drive should be reconsidered or not considered at all.
- Concerns about the safety of vehicles near the golf course.
- Concerns about noise, and visual aspects.

Alternatives moved forward after November 2 & 9, 2021



Re-Evaluation Matrix Criteria

		EVALUATION MATRIX					
Factor Evaluation Parameter	Weighting factor	Alternative				Comment/Justification	
(0) Bad to (5) Best							
Length		No Build 0 miles	R0 2.57 miles	R3 3.81 miles	R6 5.64 miles	R7 5.61 miles	
Response to Purpose and Need (Stakeholders- Industry, business, City, Lea County, State Land Office, Emergency responders, oil & gas industry, Watco (TXN railroad))	2X	Does not meet purpose and need Travel Time: 26 minutes AM 25 minutes PM Travel Demand: 0%	Meets purpose and need Travel Time: 17 minutes AM 23 minutes PM Travel Demand: 55%	Meets purpose and need Travel Time (interpolated): <18 minutes AM <24 minutes PM Travel Demand: <45%	Meets purpose and need, but does not meet objective to bring route closer to business district Travel Time: 19 minutes AM 25 minutes PM Travel Demand: 35%	Meets purpose and need, but does not meet objective to bring route closer to business district Travel Time: 19 minutes AM 25 minutes PM Travel Demand: 35%	Purpose To mitigate or improve on the identified needs Need Improved pavement conditions through Jal Improved travel times, capacity and congestion for existing traffic and future traffic projections Highway safety improvements To maintain system connectivity with NM 128, NM 18, & NM 205 A relief route for east-west traffic to avoid forcing traffic onto existing narrow residential streets. To support and protect local businesses
How well does the alternative respond to the Purpose and Need? Consider travel demand & travel time, and alternative's length		0	10	8	6	6	
Response to Purpose and Need (Public)	2 X	Does not meet public's objectives	Meets purpose and need, but some residents do not agree with the location. Travel Time: 15 minutes AM 20 minutes PM Travel Demand: 50%	Meets purpose and need but intersects with a planned development. Travel Time: 15 minutes AM 20 minutes PM Travel Demand: 50%	Meets purpose and need Travel Time: 15 minutes AM 20 minutes PM Travel Demand: 50%	Meets purpose and need Travel Time: 15 minutes AM 20 minutes PM Travel Demand: 50%	Purpose To mitigate or improve on the identified needs Need Improved pavement conditions through Jal Improved travel times, capacity and congestion for existing traffic and future traffic projections Highway safety improvements To maintain system connectivity with NM 128, NM 18, & NM 205 A relief route for east-west traffic to avoid forcing traffic onto existing narrow residential streets. To support and protect local businesses
How well does the alternative respond to the Purpose and Need? Consider travel demand & travel time, and alternative's length		0	2	6	8	8	
Constructability (consider utility impacts, drainage, and geotechnical)	1X	No disruption (not considering the planned improvements)	Low utility impacts High drainage mitigation Geotechnical concerns typical	Low utility impacts Moderate drainage mitigation Geotechnical concerns typical	Low utility impacts Moderate drainage mitigation Geotechnical concerns typical Railroad geometry coordination is extensive.	Low utility impacts Moderate drainage mitigation Geotechnical concerns typical Railroad geometry coordination is more extensive.	For No-Build there will be moderate routine maintenance impacts to NM 128. Low impact for all four build alternatives as they are mostly on a new alignment. There are some impacts at intersections with Railroad, Schooley Road, 3rd. Street, NM 18 and NM 128 BOP and EOP.
What are the constructability/traffic control impacts? Consider traffic control, utility, drainage, and geotechnical impacts.		5	4	3	2	1	
Impacts to ROW Property Owners and/or Mineral Rights	1X						Impacts to property owners adjacent (next to) the proposed alignment's right-of-way
Number of property owners impacted and ROW footprint? (low number of impacts receives higher score, high number of impacts receives lower score)		5	1	2	3	3	
Environmental Considerations	1 X	Pollution from congestion remains	Pollution and congestion is split from No-Build	Pollution and congestion is split from No-Build	Acres of disturbance is high	Acres of disturbance is high	Minimal difference between the four (4) Build Alternatives (other than the No Build). All alternatives cross the same NHD feature.
Consider acres of disturbance, socioeconomic, noise, visual, air pollution, quality of life		3	1	1	3	3	
Fatal Flaw Analyses		No known fatal flaws	No known fatal flaws	No known fatal flaws	No known fatal flaws	No known fatal flaws	
Are there any factors based upon the evaluation that are perceived fatal flaws and could eliminate the alternative from future consideration? (sink holes, superfund site, 4f property, anything that cannot be feasibly mitigated)							
Economic Concerns	2X						Economic Model is not sensitive to differentiate between build alternatives. However, based on stakeholder input, they've expressed concerns about moving the route too far from NM 128. In previous meetings, businesses voiced concerns about moving the route too far north (R6 and R7).
How does this route affect the City of Jal's economy?		8	8	6	2	2	
Total Score (without Capital Construction Cost)		21	26	26	24	23	
Capital Construction Cost	1X	\$0	\$6.9M	\$10.3M	\$15.2 Million	\$15.1M	Drainage mitigation and ROW costs not included
Considering length and ROW footprint		5	4	3	2	2	
Total Score (with Capital Construction Cost)		26	30	29	26	25	

Response to Purpose and Need for the Stakeholders



Purpose

- To mitigate or improve on the identified needs

Need

- Improved pavement conditions through Jal
- Improved travel times, capacity and congestion for existing traffic and future traffic projections
- Highway safety improvements
- To maintain system connectivity with NM 128, NM 18, & NM 205
- A relief route for east-west traffic to avoid forcing traffic onto existing narrow residential streets
- To support and protect local businesses

How well does the alternative respond to the Purpose and Need? Consider travel demand & travel time, and the alternative's length.

Response to Purpose and Need for the Public

Purpose

- To mitigate or improve on the identified needs

Need

- Improved pavement conditions through Jal
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How well does the alternative respond to the Purpose and Need? Consider travel demand & travel time, and the alternative's length.

Constructability

What are the
constructability/traffic
control impacts?

Consider utilities,
drainage, and
geotechnical impacts.



Impacts to ROW Property Owners and/or Mineral Rights



Number of property owners impacted and ROW footprint? (low number of impacts receives higher score, high number of impacts receives lower score).

Environmental Considerations



Consider acres of disturbance, socioeconomic, noise, visual, air pollution, quality of life.

Fatal Flaw Analysis

Are there any factors, based upon the evaluation, that are perceived fatal flaws and could eliminate the alternative from future consideration? (i.e. sink holes, a superfund site, 4f property, anything that cannot be feasibly mitigated).



Photo: National Cave And Karst Research Institute

Economic Concerns



How does this route affect the City of Jal's economy?

The Economic Model is not sensitive to differentiate between build alternatives. However, based on stakeholder input, they've expressed concerns about moving the route too far from NM 128.

Capital Construction Cost

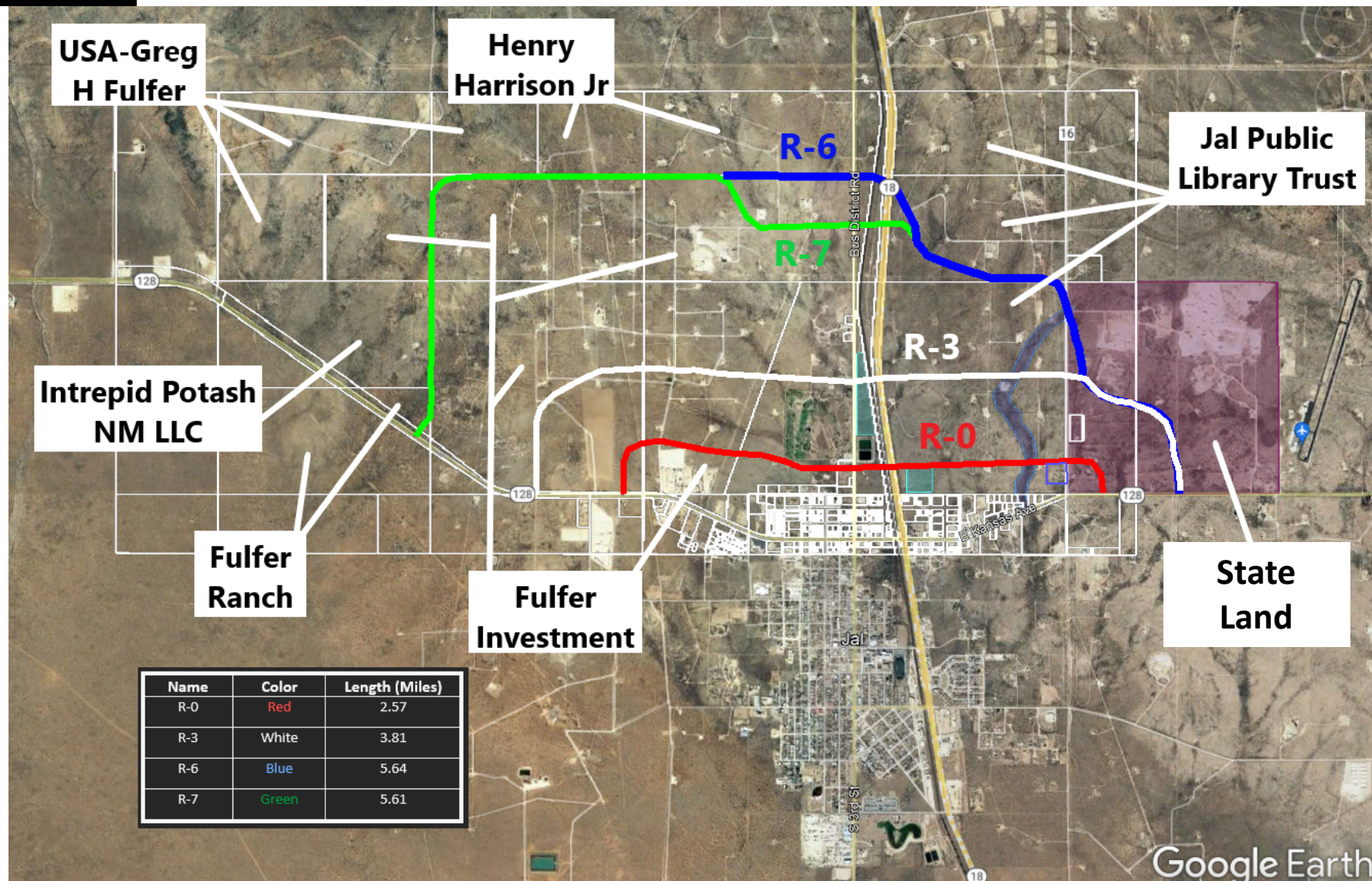


Considering length
and right-of-way
footprint.

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Alternatives moved forward after November 2 & 9, 2021



Project Schedule & Next Steps

Phase I-B Report to be submitted to the City for review and approval week of September 20, 2021

Has been submitted to the City.

After today's meeting we will await City Council decision so we can amend the report to reflect that decision.

Obtain Council approval

January 2022

Originally scheduled Environmental Documentation (Phase I-C) to be finalized Spring 2022

Currently on hold awaiting Council decision.

Originally scheduled 30% design completion November 2021

Currently on hold awaiting Council decision.

Originally scheduled 60% design completion March 2022

Currently on hold awaiting Council decision.

Originally scheduled 90% design completion September 2022

Currently on hold awaiting Council decision.

Originally scheduled final design completion December 2022

NMDOT Grant for the study, design, and Right-of-Way acquisition expires December 2022. City will likely request a second extension to the contract.

Originally scheduled "shovel ready" by early 2023

Uncertain

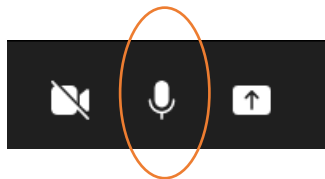
Questions & Comments?

How to Participate in Q&A Session at the end of this Meeting

1. Raise your hand clicking the icon shown below



2. Moderator will call your name
3. Unmute your microphone by clicking the microphone.



4. If using audio only, *6 will mute and unmute.

Call Us

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Mail Us

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5647 Jefferson Street NE
Albuquerque, NM 87109

***Take our survey or provide
additional comments by
December 9, 2021***