



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

AECOM

WELCOME!

PUBLIC MEETING

I-25/US 84 Romeroville Bridge Replacement

NMDOT Control No. 4101530

June 12, 2024

The presentation will begin shortly, at 6:00 pm.
Thanks for your patience!

PUBLIC MEETING AGENDA

INTRODUCTION OF PROJECT TEAM

PROJECT INTRODUCTION

EXISTING CONDITIONS

PROJECT PURPOSE AND NEED

BRIDGE CONCEPTS

DESIGN ELEMENTS

AESTHETIC OPPORTUNITIES

DESIGN NEXT STEPS

QUESTIONS & ANSWERS

PUBLIC COMMENT INSTRUCTIONS

INTRODUCTION OF PROJECT TEAM

NMDOT STAFF

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Environmental Planner

PROJECT INTRODUCTION



SAN MIGUEL COUNTY



I-25/US 84 ROMEROVILLE BRIDGE REPLACEMENT PROJECT

PROJECT INTRODUCTION

BRIDGE REPLACEMENT DESIGN

I-25/US 84 Interchange in Romeroville (Exit 339)
approximately 4 miles south of Las Vegas, NM

EXISTING BRIDGE (#6663) BUILT IN 1966

Condition rating: Fair

Deficiencies require bridge replacement

Existing BR #6663

ANTICIPATED IMPROVEMENTS

- Bridge replacement.
- Ramp and frontage road intersection improvements.
- On-site drainage improvements.
- Affected utilities, lighting, barriers and signing/stripping.
- Possible aesthetic bridge treatments.



Existing BR #6663

EXISTING CONDITIONS

SUBSTANDARD US 84 SHOULDER WIDTH AT BRIDGE SITE

- Bridge shoulder width does not meet design standards.
- US 84 shoulder width bottle necks at bridge site from approximately 6 feet to 2 feet.
- Shoulder widths are not acceptable for pedestrian or bicycle use.



*Aerial View of
Project Area
Showing Varying
Shoulder Widths on
US 84*

EXISTING CONDITIONS

US 84 BRIDGE OVER I-25 DEFICIENCIES

Safety and Operational Issues

- Substandard pier protection barrier
- Substandard bridge barrier rail



View of South Bridge Elevation with Substandard Bridge Railing

Condition Assessment

- Concrete deterioration
- Minor to moderate rusting of steel girders
- Severe rusting of steel bearings
- Bent anchor bolts
- Approach pavement with wide transverse cracks



Concrete Deterioration and Corrosion of Steel Members

EXISTING CONDITIONS

TRAFFIC OPERATIONS & CRASH HISTORY

Average Daily Traffic (2023)

- 12,084 vehicles per day north of interchange on I-25
- 9,334 vehicles per day south of interchange on I-25
- 2,429 vehicles per day on US 84

Crash Data (2015-2018)

- Total of 5 crashes
- 1 injury crash
- 4 property damage only crashes

Crash Location Map



PROJECT PURPOSE AND NEED

The purpose of the project is to correct physical deficiencies to the bridge, pavement, and interchange design.

SPECIFIC NEEDS

- Bridge is near the end of its design life and has deficient elements.
- Roadway pavement approaching the bridge is in poor condition.
- Existing bridge rail and guardrail do not meet current design standards.
- Intersection spacings do not meet current design standards.

BRIDGE CONCEPTS

CONCEPT 1

Traditional bridge replacement with frontage road detours

CONCEPT 1a

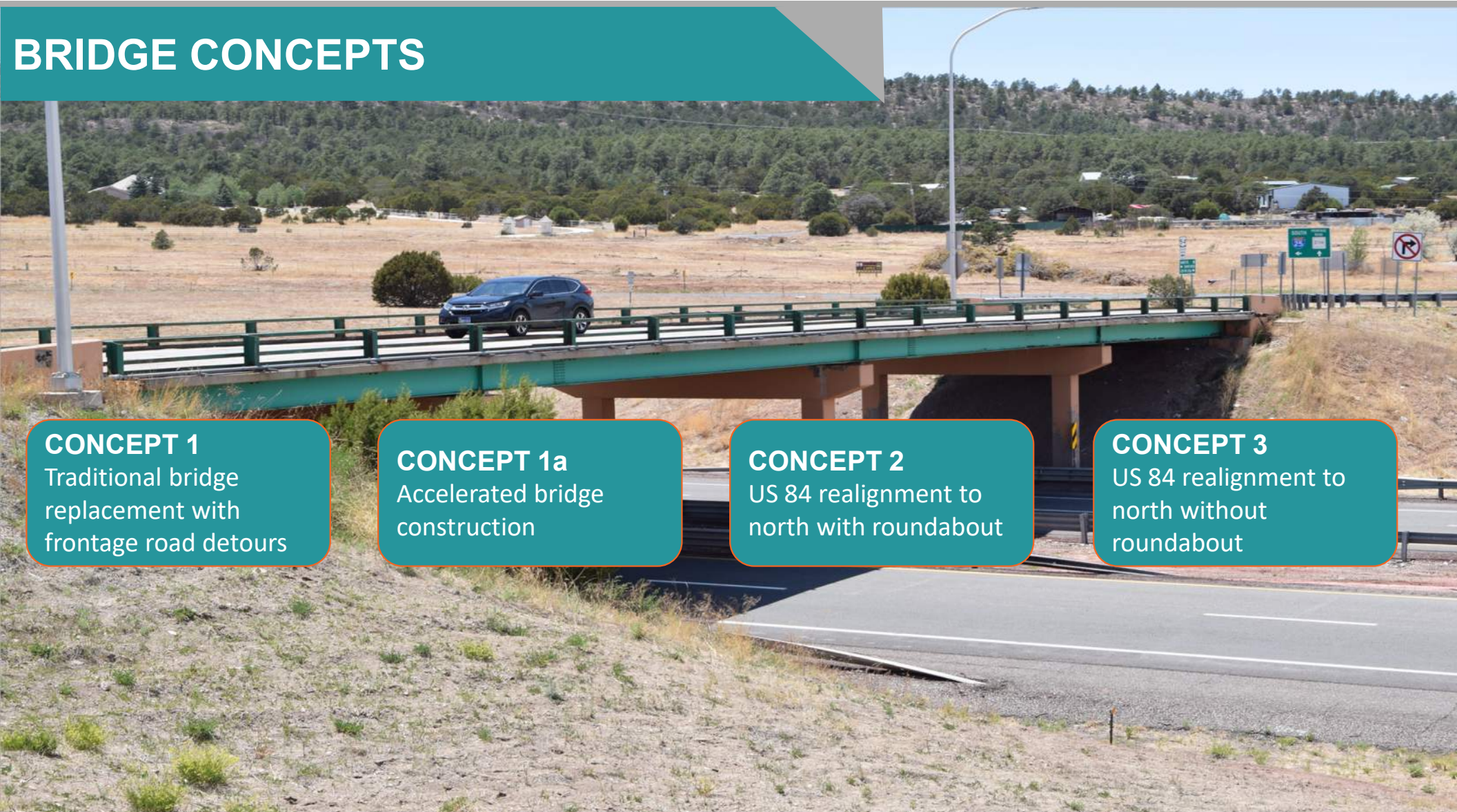
Accelerated bridge construction

CONCEPT 2

US 84 realignment to north with roundabout

CONCEPT 3

US 84 realignment to north without roundabout

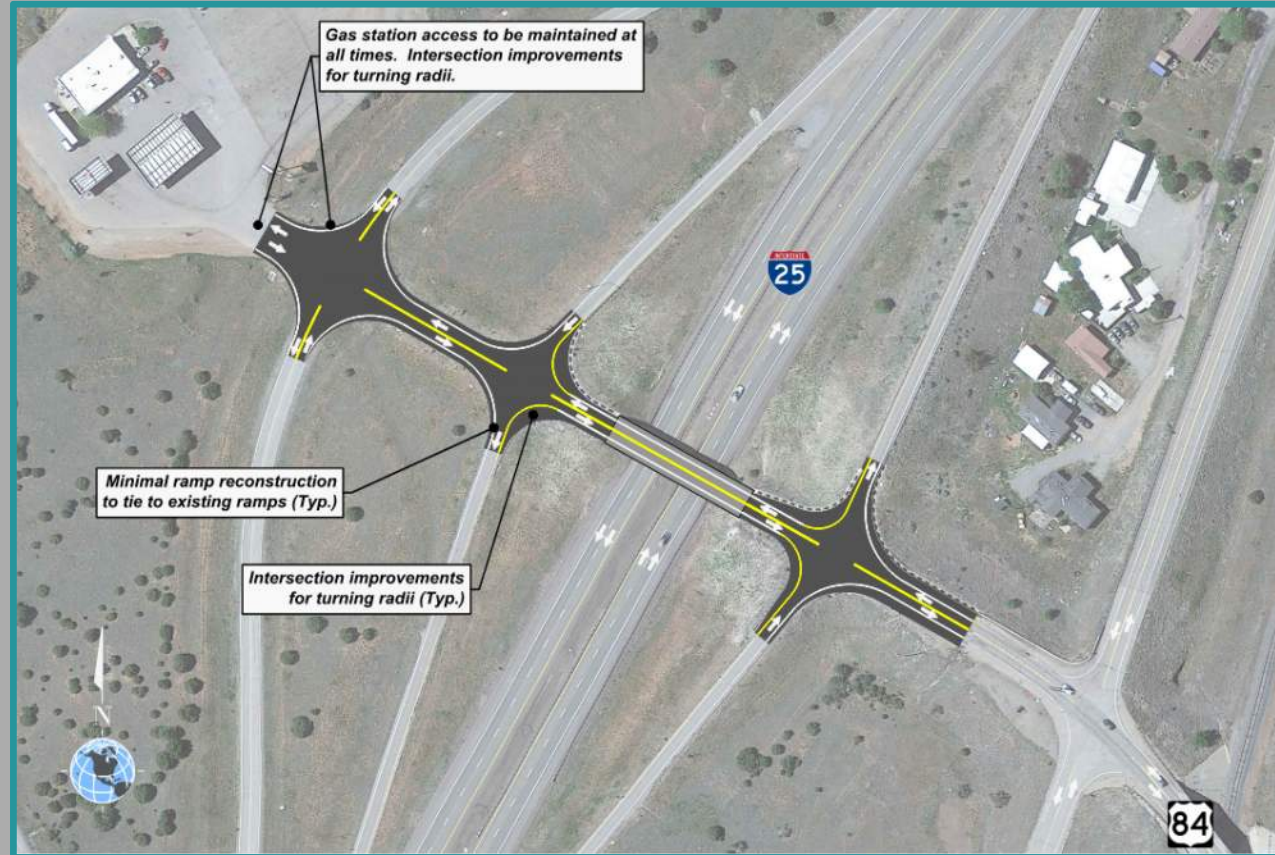


PROPOSED BRIDGE CONCEPT NO. 1

TRADITIONAL CONSTRUCTION

PROPOSES A BRIDGE REPLACEMENT ON THE EXISTING US 84 ALIGNMENT AND IN THE SAME LOCATION USING TRADITIONAL CONSTRUCTION

- Requires complete closure of US 84 for extended period with an approximate detour of 9 miles utilizing frontage roads.
- Frontage road and interstate access interchanges will remain at same locations with improvements made for turning radii.
- Additional bridge clearance at I-25 needed to conform with current design standards.



PROPOSED BRIDGE CONCEPT NO. 1

Bridge Replacement on Same Alignment

Advantages and Disadvantages

ADVANTAGES

- ✓ No Change to Interchange Configuration

DISADVANTAGES

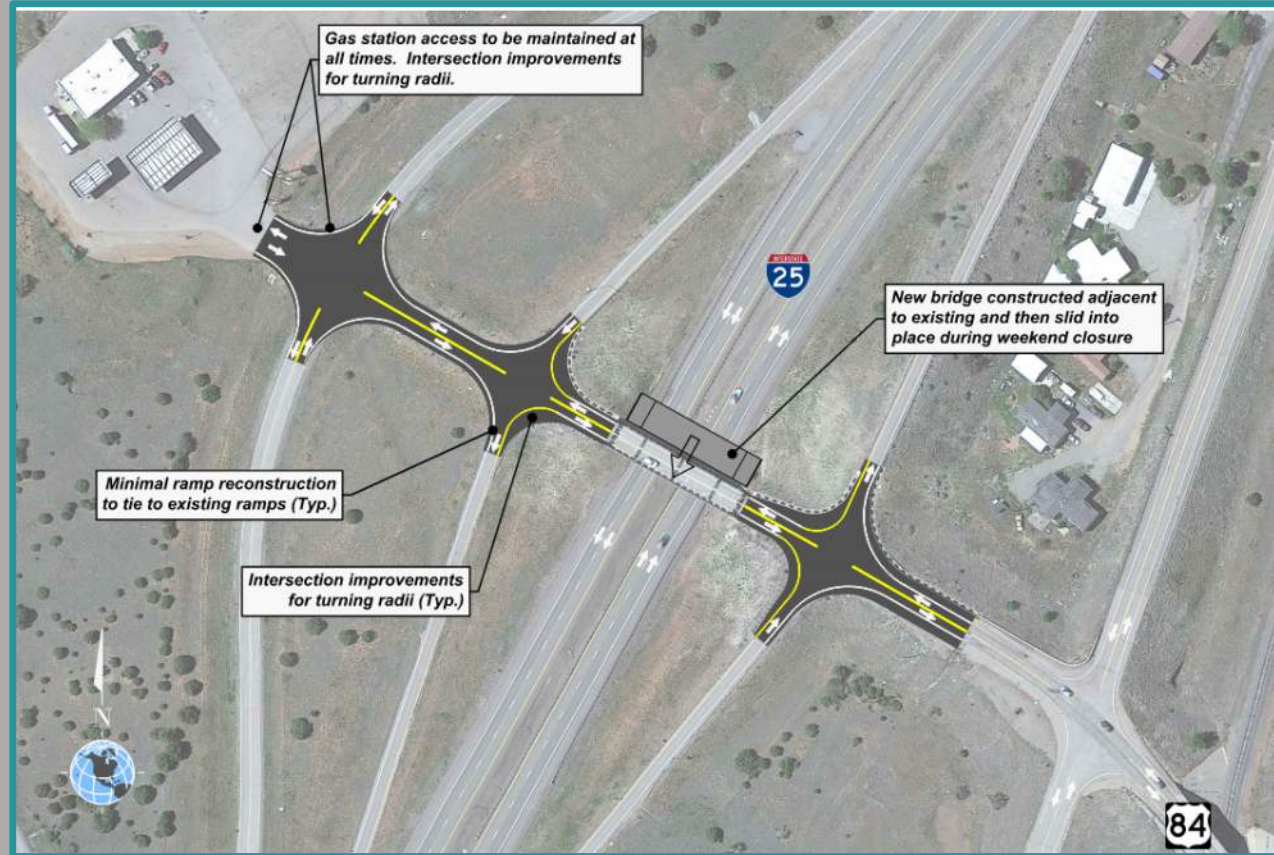
- ✓ Extended Closure of US 84 with 4 to 9 Mile Detour

PROPOSED BRIDGE CONCEPT NO. 1a

ACCELERATED BRIDGE CONSTRUCTION (ABC)

PROPOSES A BRIDGE REPLACEMENT ON THE EXISTING US 84 ALIGNMENT AND IN THE SAME LOCATION USING A BRIDGE SLIDE

- Similar to concept 1 but this concept utilizes a bridge slide to reduce closure times and temporary detour construction.
- Frontage road and interstate access interchanges will remain at same locations with improvement made for turning radii.
- Additional bridge clearance at I-25 needed to conform with current design standards.
- The new bridge will be constructed adjacent to the existing bridge and slid into place, eliminating the need for lengthy detour routes.



PROPOSED BRIDGE CONCEPT NO. 1a

Bridge Replacement on Same Alignment Utilizing a Bridge Slide

Advantages and Disadvantages

ADVANTAGES

- ✓ Minimal Closure to US 84
- ✓ No Change to Interchange Configuration
- ✓ Minimizes Temporary Detour Construction

DISADVANTAGES

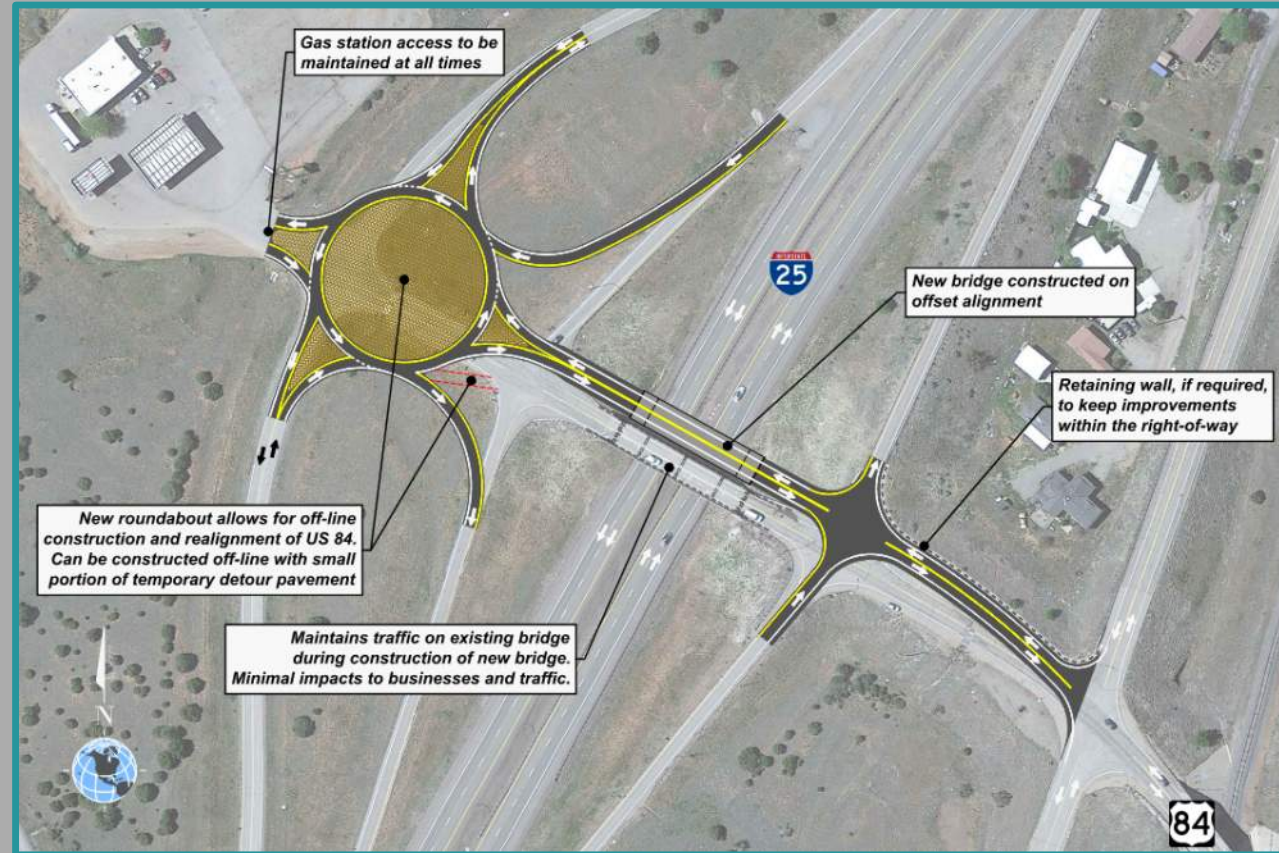
- ✓ Approach Roadway Clearance Adjustment
- ✓ Specialty Contractor for Bridge Slide
- ✓ Distance Between Intersections Does Not Meet Current Design Standards
- ✓ Higher Cost than Conventional Construction

PROPOSED BRIDGE CONCEPT NO. 2

BRIDGE REPLACEMENT ON OFFSET ALIGNMENT WITH ROUNDABOUT

THIS CONCEPT REALIGNS US 84 TO THE NORTH SIDE OF THE EXISTING BRIDGE UTILIZING A ROUNDABOUT

- Consolidates frontage road and ramp intersections to meet current design criteria.
- A retaining wall will be needed at the northeast side to keep improvements within the existing right-of-way.
- The offset would minimize the need for US 84 closures and is more constructible than Concept No. 1 and 1a.



PROPOSED BRIDGE CONCEPT NO. 2

Bridge Replacement on Offset Alignment Utilizing a Roundabout

Advantages and Disadvantages

ADVANTAGES

- ✓ Minimal Nighttime Closures of US 84 During Construction
- ✓ Conventional Construction with No Specialty Contractors

DISADVANTAGES

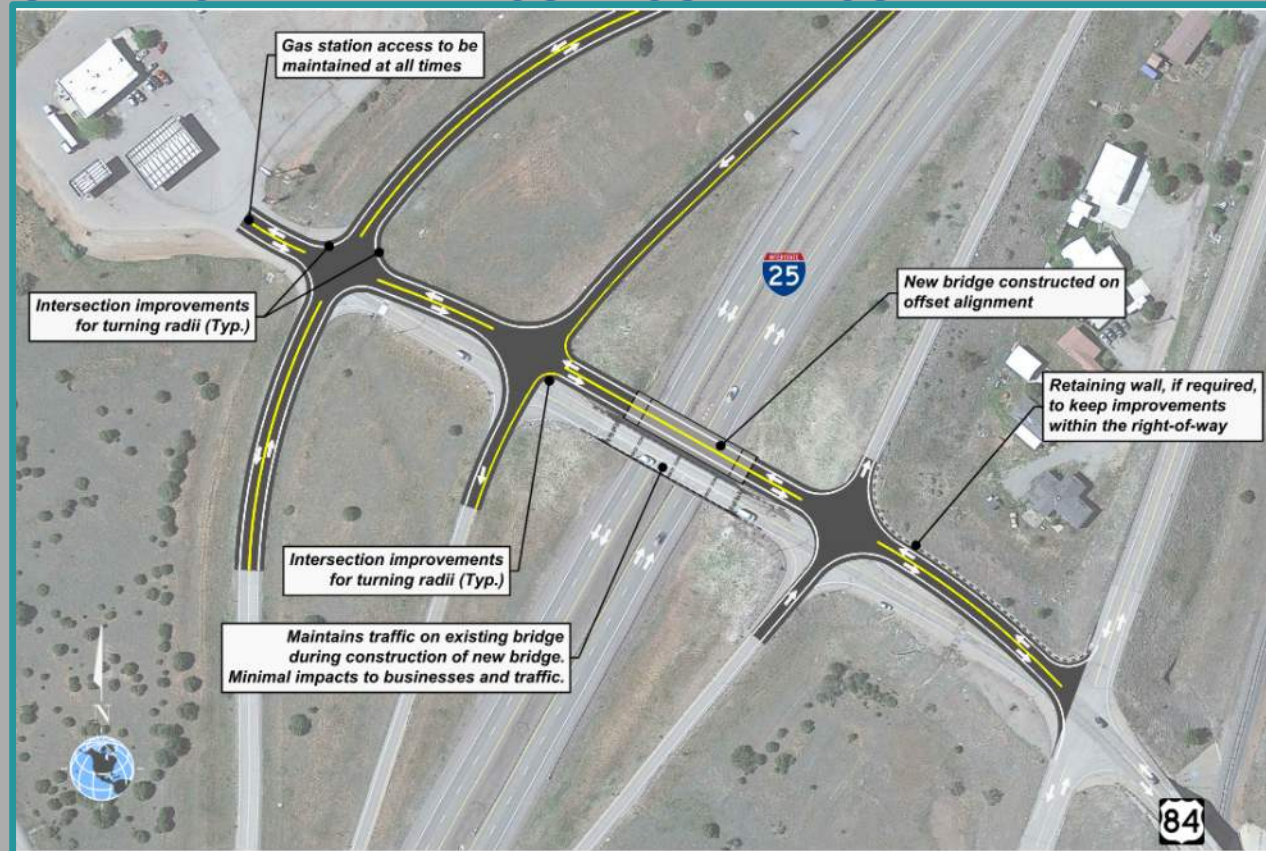
- ✓ Requires a Greater Amount of Roadway Reconstruction and Demolition of Existing Roadway than Concept No. 1 and 1a
- ✓ Shortens Northbound On-ramp by Approximately 42 ft
- ✓ Unconventional Interchange Configuration for Rural Communities
- ✓ Added Cost for Lighting Roundabout

PROPOSED BRIDGE CONCEPT NO. 3

BRIDGE REPLACEMENT ON OFFSET ALIGNMENT WITHOUT ROUNDABOUT

THIS CONCEPT REALIGNS US 84 TO THE NORTH SIDE OF THE EXISTING BRIDGE WITHOUT A ROUNDABOUT

- Similar to Concept 3 except the roundabout is removed and replaced with intersections.
- The offset would minimize the need for US 84 closures and is more constructible than Concept No. 1 and 1a.
- A retaining wall would be needed at the northeast side to keep improvements within the existing right-of-way.



PROPOSED BRIDGE CONCEPT NO. 3

Bridge Replacement on Offset Alignment with No Roundabout

Advantages and Disadvantages

ADVANTAGES

- ✓ Conventional Construction with No Specialty Contractors
- ✓ Minimizes Closure of US 84 During Construction

DISADVANTAGES

- ✓ Shortens Northbound On-ramp by approximately 42 ft
- ✓ Intersection Spacing Would Not Meet Current Design Criteria
- ✓ Requires a Greater Amount of Roadway Reconstruction and Demolition of Existing Roadway than Concept No. 1 and 1a

DESIGN ELEMENTS

FACTORS CONSIDERED FOR FINAL DESIGN:

- Minimize traffic disruptions during construction.
- Maintain access to businesses and residences during construction.
- Address design deficiencies.
- Public input.

AESTHETIC OPPORTUNITIES

THE NMDOT HAS IDENTIFIED THE BRIDGE AS A GOOD CANDIDATE FOR AESTHETIC TREATMENTS

- A Visual Impact Assessment is being prepared.
- The NMDOT will likely use a Call for Entry (CaFE) process: allowing local artists to submit artwork to be incorporated as part of the bridge design.
- Treatments could highlight the confluence of four major historic trails; Native American, Old Santa Fe, Ozark, and pre-1937 Route 66
- Your input is invited on possible aesthetic treatments in the Fall/Winter of 2024



Example of Bridge Artwork

AESTHETIC OPPORTUNITIES



Example of Bridge Artwork

I-25/US 84 ROMEROVILLE BRIDGE REPLACEMENT PROJECT

DESIGN NEXT STEPS

1

Bridge Replacement Concept, Summer 2024

2

Call for Entry Aesthetics, Fall/Winter 2024

3

Final Design, Summer 2024 – Fall 2025

4

Anticipated Start of Construction, Spring 2026



New Mexico DEPARTMENT OF
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Comments Requested by July 12th, 2024

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Visit

<https://www.dot.nm.gov/event/romeroville-interchange-public-meeting/>

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