

## I-40 Corridor Study, Arizona to Albuquerque, Milepost 0 to 150, Control Number 6101580

### Public Meeting Comments and Responses

Thank you for your interest in the I-40 Corridor Study from Arizona to Albuquerque. You are receiving this message because you provided written comments on the I-40 Corridor Study as part of our initial public meeting that was held on November 15, 2022 and the public comment period that was provided through December 14, 2022. The New Mexico Department of Transportation (NMDOT) received 7 emailed comments as part of the comment period. A summarized version of these comments and NMDOT’s responses are provided below. General project information can be found at [i40nmstudy.com](http://i40nmstudy.com). If you have questions or would like additional information regarding this project, please contact Stephanie Miller at 505.445.5464 or [I40study@parametrix.com](mailto:I40study@parametrix.com). NMDOT will host another public meeting to discuss progress on I-40 Corridor Study in Spring of 2023. Thank you for your interest and participation in this project.

#	Comment	Response
1	Regarding Exit 131 into To’hajiilee. How could we avoid traffic entering our reservation from I-40? In the past, outside traffic would enter our community causing major concerns. One semi knocked down 15 powerlines and caused power loss in the community for 3-10 days. We recently paved Tribal Road Navajo 57 and it is unable to handle the weight. Please discuss options to not allow I-40 traffic to cross through our community.	Thank you for your interest in the project and for your comments and questions. We acknowledge your comments and the concerns you raise. We will take these concerns into account and consideration as we develop and evaluate alternatives for both I-40 and adjacent frontage roads.
2	A few suggestions: <ul style="list-style-type: none"> <li>• Future Proofing the highway for ‘smart tech’</li> <li>• Adding a dedicated truck lane or maybe several mile long stretches where non-truck traffic can pass.</li> <li>• An education campsite for rural area drivers on the dangers of driving too slow.</li> </ul>	Thank you for your comments. These ideas will be considered as we develop alternatives.
3	We are from a firm that develops large-scale logistics/investment corridors and hub developments along some key cargo movement corridors. We are working on two projects in New Mexico, one on I-10 and one on I-40. a project that would focus on the developing the LA ports complex-to-Albuquerque as the first leg of a national east-west TradePort system. Partners in the project include the Ports of Los Angeles and Long Beach, a number of truck manufacturers, hydrogen interests, infrastructure investors, Sandoval and Bernalillo Counties, and others in the ABQ region. McKinley County has also indicated interest to join the project. We watched your presentation about the I-40 study and thought it would be a good idea to compare notes.	Thank you for attending the presentation and for bringing this project to our attention. We will continue to keep you apprised of project developments and will connect with you to learn more about this potential project.

#	Comment	Response
4	<p data-bbox="247 250 1155 305">Living in Gallup my entire life and mostly commuting Gallup and Albuquerque I have the following thoughts:</p> <ol data-bbox="247 315 1155 1269" style="list-style-type: none"> <li data-bbox="247 315 1155 483">1. I really like the idea of having a minimum of two lanes available at all times. These long back-ups on I-40 are not acceptable and not only are cause for major inconvenience but also jeopardize life and safety. This requires immediate attention and should be a high priority from the Governor’s desk on down to the districts. Painted lines, wider lanes, lighting were needed would all help the flow of traffic along the route in construction zones.</li> <li data-bbox="247 493 1155 636">2. I love the three-lane concept provided around the continental divide. A third lane should be placed at all steep rises in elevation. These trucks act like they own the road and we need to provide them a safe lane so the rest of the traffic could flow smoother. There are several locations along this route where a third lane would be extremely beneficial to all.</li> <li data-bbox="247 646 1155 873">3. McKinley County has some of the worst sections of I-40 in the US. You know exactly even with your eyes closed that you have entered into District 6 McKinley County. Make long term repairs and give us roads we can be proud of and do it right the first time. This is a federally funded project and we should be much more adamant about demanding descent roads in good repair and smooth in McKinley county as well as across our state. This is especially important where we have such safety corridors and elevations to contend with. There is no acceptable reason our section of the I-40 corridor should be second or third priority quality of pavement. We deserve better!</li> <li data-bbox="247 883 1155 1026">4. Replace signage with new, maintained, modern, legible, and appropriate signage the entire length of this corridor. Add special signage to tell travelers what services are available in Gallup, Grants, Laguna and so on. Food, lodging, gas are all necessities and every other state does so much better that we are doing with this. Let our travelers know they are on a New Mexico section of I-40 for the good reasons, not the bad ones.</li> <li data-bbox="247 1036 1155 1149">5. Add appropriate signage for medical, safety, and universities both in Grants and Gallup. There are many commuters for these alone and a constant complaint we hear is we don’t know what exit to get off on. If I were having a medical condition, it would sure be helpful to know the path to the nearest hospital off of the freeway.</li> <li data-bbox="247 1159 1155 1269">6. Raise the elevation of or provide proper drainage for the section of road east of Gallup that gets impacted by the heavy rains. I am surprised we have allowed this to go on for so long. Get our politicians to get our problems identified and on track for a higher level of federal funding.</li> </ol> <p data-bbox="247 1279 1155 1334">Thank you for listening and allowing input. It would really be nice to see improvement and progress especially on the section between Grant and west Gallup.</p>	<p data-bbox="1180 250 1843 305">Thank you for your comments. These ideas will be considered as we develop alternatives.</p>

#	Comment	Response
5	<p>I am a daily commuter on I-40 from the Pueblo of Acoma to Gallup, Monday through Friday. I have seen many issues arise over the last 8 years and I have been driving this corridor for more than 20 years. My concerns focus around the amount of semi-trucks that utilize I-40. I understand their importance and significance but have noticed an increase in accidents, especially before construction zones in which traffic comes to a sudden halt. I have had many close calls with semis who have slammed on their brakes. I have also experienced semi-trucks who have held up traffic for miles because they will not allow cars to pass them, especially when approaching construction zones. I have been stuck behind slow moving semis and it will take 11 miles to pass one semi (believe me I have counted). I have almost been side-swiped by semis and larger vehicles when I was in the lane trying to merge or was already in the lane and they forcefully cut me off because they were bigger. I have witnessed many accidents, some of which were fatal. I have also witnessed out of state drivers and/or semi-truck drivers fly past me when the road conditions are not favorable, especially during winter the area between Prewitt and Continental Divide. I have sat for many hours on the interstate stuck in traffic due to accidents, weather, and construction.</p> <p>My suggestions:</p> <ol style="list-style-type: none"> <li>1. Offer Railrunner commuter train type services for the western half of the state.</li> <li>2. Increase road taxes for semi drivers so that road improvements could be made.</li> <li>3. Install cameras to monitor flow of traffic and ticket drivers who impede traffic and cause dangerous situations.</li> <li>4. Create a truck route so that semis stay off I-40.</li> <li>5. Extend Route 66 so that when traffic is at a standstill, traffic is not stuck with nowhere to go.</li> <li>6. Create a "trucker lane only"</li> </ol>	<p>Thank you for explaining some of the issues that you have encountered and for your suggestions for the I-40 corridor. These ideas will be considered as we develop alternatives.</p>

#	Comment	Response
6	<p>There is a spot on I-40 at approximately at mile marker 18 where I think an Interstate exit should be considered. It appears to be an economical option where the natural landscape could support such a project, and unlike Allison road, it is more than a mile from the next exit. Frontage roads could be extended both north and south of I-40 west of Walmart offering more retail and commercial frontage exposure to busy interstate, boosting economic development. This location would also be advantageous to creation of affordable housing and industrial development creating jobs in the region. Connecting Carbon Coal Road to the north and the Gallup Municipal Airport to the south would create rapid access between the proposed IHS Hospital site and air ambulance service.</p> <p>Another eventuality if Gallup grows seems to be an I-40 exit at Boardman. A Northside connector to Carbon Coal Road; and a southerly route along Boardman to 602 to Mendoza would create a beltway completely around Gallup.</p> <p>Finally, I'm not sure a roundabout at I-40 and US 491 is the greatest idea. Lots of folks drive to town from remote communities that don't even have traffic signals. I have driven several roundabouts, but never in one with the volume of traffic at this intersection handles daily.</p>	<p>Thank you for your comments. These suggestions will be included in our project documentation. This Corridor Study is focused on improving safety and operations on I-40 overall and will not be evaluating the potential for additional access points to I-40 for future development. Any new interchange locations will need to be approved by the Federal Highway Administration and New Mexico Department of Transportation per requirements of Interstate Access Change Request Procedures.</p>
7	<p>Gallup Land Partners LLC ("GLP") appreciates the opportunity to provide public comment on the I-40 Corridor Study. GLP asks the New Mexico Department of Transportation (NMDOT) to consider the proposed Exit 18 as part of the I-40 Corridor transportation improvements.</p>	<p>Thank you for your comments. These suggestions will be included in our project documentation. This Corridor Study is focused on improving safety and operations on I-40 overall and will not be evaluating the potential for additional access points to I-40 for future development. Any new interchange locations will need to be approved by the Federal Highway Administration and New Mexico Department of Transportation per requirements of Interstate Access Change Request Procedures.</p>