



I-25 Alignment Resource Comparison

High-Level Resource Impact Analysis	I-25 Alignment Options									
	No Build	A	B	C	D	E	F	G	H	I
Number of buildings built in 1970 or earlier that are impacted which may be eligible as a historic resource. (0, 1-5, 6-10, 11-15, 16->20)	✓✓	✗	✗✗	✗✗	✗	✗✗	⊖	⊖	✓	✓✓
Number of neighborhood blocks impacted within underserved communities. (none, proximity impact (within 50' of a building), 1 block, 2+ blocks one location, 2+ blocks multiple locations)	✓✓	✗	✗✗	✗✗	✗✗	✗✗	⊖	✓	✓✓	✓
Number of residences impacted. (Relocations: 0, 1-3, 4-6, 7-9, >10)	✓✓	✗✗	✗✗	⊖	⊖	⊖	✓	✓✓	✓✓	✓✓
Number of businesses impacted.* (Relocations: 0, 1-3, 4-6, 7-9, >10) *Albuquerque Public Schools property was considered one business	✓✓	✓	✓	⊖	⊖	✗	✓	✓	✓	✓
Other right-of-way impacts: vacant parcels and billboards impacted. (none, parcels, parcels + 1 billboard, parcels + 2 billboards, parcels + 3 billboards)	✓✓	✓	✗	✗	✗	✗	✗✗	✗✗	⊖	✗
Number of community resources impacted. (none, within 100', within 50', 1 impact, 2 impacts)	✓✓	✓✓	✓	✗✗	⊖	✗✗	✓✓	✓✓	✓✓	✓✓
Section 4(f) property impacts (historic sites, public parks, and recreation areas). (Ranges: no use, de minimis impacts, de minimis impacts + 0-5 greater than de minimis impacts, de minimis impacts + 6-10 greater than de minimis impacts, de minimis impacts + >10 greater than de minimis impacts)	✓✓	✗✗	✗✗	✗✗	✗	✗✗	⊖	⊖	⊖	⊖
Direct impact to the surrounding community.** (Total points: >8, 8-4, 3 to -3, -4 -- -8, <-8)	✓✓	⊖	✗	✗✗	✗	✗✗	⊖	✓	✓✓	✓

**Total points were calculated by adding the categories within the High-Level Resource Impact Analysis. Neutral (yellow) was 0 points, positive (green checkmarks) were -1 point each, and negative (red x's) were +1 point each.



Level 1 Screening Matrix

Purpose and Need Measures of Effectiveness	No Build Option		Exchange Option A		Exchange Option B		Exchange Option C		Exchange Option D		Exchange Option E		Exchange Option F																						
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB																					
Improves geometry and reduces driver workload to enhance safety by updating interchange spacing to meet AASHTO's urban recommendations. Interchange spacing is measured between crossroads. Urban areas general rule of thumb: 1 mile. <i>(interchange spacing 1 mile or more; interchange spacing less than 1 mile)</i>	⊗	⊗	✓	✓	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	✓	✓	✓	⊗																			
Improves geometry and reduces driver workload to enhance safety by updating ramp spacing to current standards from AASHTO's Green Book. Entrance [EN]/EN or Exit [EX]/EX: desirable 1500'; adequate 1200'; minimum 1000'. EX/EN: desirable 750'; adequate 600'; minimum 500'. EN/EX Weaving: desirable 2000'; adequate 1800'; minimum 1600'. <i>(ramp spacing meets current standards; ramp spacing does not meet current standards)</i>	⊗	⊗	✓	✓	⊗	✓	⊗	✓	⊗	✓	✓	⊗	✓	✓	✓	✓																			
Improves geometry and reduces driver workload to enhance safety by addressing ramp length to meet current standards from AASHTO's Green Book. <table border="1" data-bbox="85 782 1049 909"> <thead> <tr> <th colspan="2">Existing: 55 mph minimum ramp length</th> <th colspan="2">Proposed: 70 mph minimum ramp length</th> </tr> <tr> <th>Accel to 55 mph from</th> <th>Decel from 55 mph to</th> <th>Accel to 70 mph from</th> <th>Decel from 70 mph to</th> </tr> </thead> <tbody> <tr> <td>35 mph: 550'</td> <td>35 mph: 350'</td> <td>35 mph: 1230'</td> <td>35 mph: 490'</td> </tr> <tr> <td>25 mph: 780'</td> <td>25 mph: 410'</td> <td>25 mph: 1420'</td> <td>25 mph: 550'</td> </tr> <tr> <td>Stop: 960'</td> <td>Stop: 480'</td> <td>Stop: 1620'</td> <td>Stop: 615'</td> </tr> </tbody> </table> <i>(Ramp lengths meet requirement; ramp lengths do not meet minimum requirements)</i> <p>An example of decel to a stop condition occurs at Avenida Cesar Chavez where traffic signals are at the end of the ramp, and an example of accel to freeway speeds from 35 mph would occur at Oak St. near Dr. Martin Luther King Jr. Ave. An example of decel from freeway speeds to 25 mph would occur at Lead Ave.</p>	Existing: 55 mph minimum ramp length		Proposed: 70 mph minimum ramp length		Accel to 55 mph from	Decel from 55 mph to	Accel to 70 mph from	Decel from 70 mph to	35 mph: 550'	35 mph: 350'	35 mph: 1230'	35 mph: 490'	25 mph: 780'	25 mph: 410'	25 mph: 1420'	25 mph: 550'	Stop: 960'	Stop: 480'	Stop: 1620'	Stop: 615'	⊗	⊗	✓	✓	✓	✓	⊗	⊗	⊗	⊗	✓	⊗	✓	⊗	⊗
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Improves safety and reduces driver workload on I-25 by consolidating entrance/exit ramps which eliminates decision and conflict points, improving congestion and speed consistency by mitigating weaving near EN/EX ramps. <i>(removes 3 or more points of conflict; removes 2 points of conflict; removes 1 point of conflict or less)</i>	⊗	⊗	✓	✓	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	✓	✓	✓	✓																			
Improves driver overload on frontage roads by reducing the numerous decision points and conflicts that result from the amount and spacing of ramps, and improving the frontage roads for consistency, congestion, and redundancy through the corridor, while providing opportunity for EN/EX to I-25. <i>(reduces points of conflict and limits out-of-direction/additional frontage road (FR) travel to < 0.5 miles; reduces points of conflict and increases out-of-direction/additional FR travel to > 0.5 miles; does not reduce or introduces new points of conflict and/or increases out of direction/FR travel by more than 0.5 mile)</i>	⊗	⊗	✓	✓	✓	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗																			
Maintains access to critical services (such as hospitals, fire, and police): University of New Mexico Hospital at Lomas Blvd, Presbyterian Hospital at Central Ave, Lovelace Medical Center at Dr. Martin Luther King Jr. Ave, Kindred Hospital Albuquerque at Lomas Blvd. <i>(improves access; no change; increases distance/time)</i>	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖																			
Maintains access to University of New Mexico and Central New Mexico Community College campuses, most campus buildings are along University Blvd. between Avenida Cesar Chavez and Lomas Blvd. <i>(improves access; no change; creates circuitous route)</i>	⊖	⊖	⊖	✓	⊖	✓	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖																			
Maintains access to event locations: stadiums at Avenida Cesar Chavez and to downtown Albuquerque via Dr. Martin Luther King Jr. Ave. City of Albuquerque considers Dr. Martin Luther King Jr. Ave to be the main corridor to the downtown area. <i>(improves access; no change; creates circuitous route)</i>	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊗	✓	⊗	✓																			
Replaces aging infrastructure and limits increase to maintenance responsibility. <i>(replaces deficient infrastructure/similar maintenance responsibility; no deficient infrastructure to replace/similar maintenance responsibility; does not replace deficient infrastructure/increases maintenance responsibility)</i>	⊖	⊗	⊖	✓	⊖	✓	⊗	⊗	⊖	✓	⊖	⊗	⊗	⊗	⊗	⊗																			
Northbound (NB) and Southbound (SB) were combined to evaluate the overall condition. Total Points: Two green checks for NB and SB improvements = +1 point, a green and yellow = +1 point, two yellows = 0, two red Xs = -1 point, a red and a yellow = -1 point, a green check and red x cancel out = 0	-6*		7		1		-5**		-2		-1		-1																						
Advance to Level 2 Screening	➔		➔		➔		➔		⊗		⊗		⊗																						

*The No Build Option will advance to serve as a baseline with which to compare other options and, eventually, other alternatives.

**Option C is proposed to advance because it was the Preferred Alternative in the previous Phase 1B study and warrants additional detailed analysis.



→ An NMDOT Study

Submit public comments before May 24, 2024.



Today, **in person** via a **survey packet, comment form, or Q&A**



Visit **i25scurve.com** and fill out the survey or comment form (posted April 25, 2024)



Email us at **study@i25scurve.com**



Call us at **505-600-2232**



Mail us a comment form at
I-25 S-Curve Area Study
c/o Horrocks
6001 Indian School Road NE, Ste 250
Albuquerque, NM 87110



→ An NMDOT Study

Presenta tus comentarios públicos antes del 24 de mayo de 2024.



Hoy, en **persona** a través de tu paquete de encuesta, **formulario de comentarios** o durante la sesión de preguntas y respuestas.



Visita **i25scurve.com** y rellena la encuesta o el formulario de comentarios (publicado el 25 de abril del 2024)



Envíanos un correo electrónico a **study@i25scurve.com**



Llámanos al **505-600-2232**



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