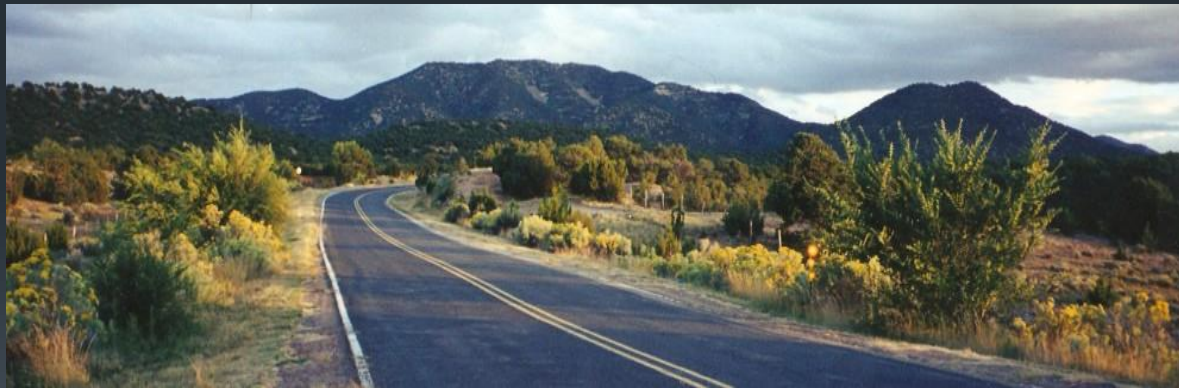


NM 14: Madrid to Lone Butte CSS Case Study



Project Study Area

- mileposts 29 - 38.50
- engaged citizenry
- highly scenic area with rural character
- historic villages, sites from various eras



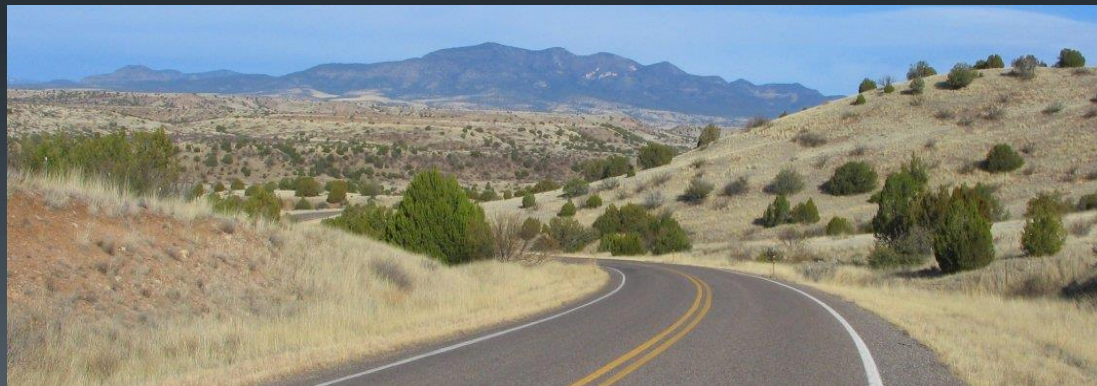
Defined Issues...

- Three bridges needing replacement
- Pavement and subgrade showing deterioration
- Sharp curves and limited sight distance areas with high crash rates
- Lack of shoulders
- Lack of multi-modal (bicycle/pedestrian) facilities



CSS Process.....

- Citizens Advisory Committee (CAC) formed by NMDOT in response to citizen concerns regarding scope of project
- Membership composed of representatives from affected local communities
- CAC worked closely with NMDOT engineering in roadway design, construction, and on-going maintenance



CAC 14 Goals for NM 14.....

CAC Goal	Design Response
1. NM 14: Scenic, safe, and design of the project will serve as an example.	1. Design of new roadway follows existing horizontal and vertical alignment.
2. Design standards (scenic, design speed, do not exceed AASHTO criteria nor accommodate irresponsible drivers).	2. Follow AASHTO Design Standards, apply flexible design, and adhere to EA document commitments for roadway typical section.
3. Ban or limit truck traffic and oversized trucks.	3. At this time no commitment can be made to change truck traffic.
4. Preserve natural and cultural features. Administer contractor penalties and/or incentives to ensure preservation and adherence to design.	4. Marked trees before construction, strict construction management.
5. Budget for effective native re-vegetation and provide water during establishment of plants.	5. Included in the re-vegetation plan.
6. Infiltrate all road runoff within ROW. Erosion control, no non-planted riprap lining.	6. Addressed during the design.
7. Retaining walls shall match existing surroundings aesthetically, using local materials.	7. Retaining wall options match surroundings.
8. Design bridge railings to be graceful, un-obstructive, and as see-through barriers.	8. Bridge railings were see-through.
9. Follow existing roadway grade and width to minimize disturbance both visually and ecologically. Only widen in areas where accident data shows a necessity for a wider roadway section.	9. Design followed existing horizontal/vertical alignment to the greatest extent possible. Roadway reconstructed following "3R" Process. Commitments were included in the EA document for typical roadway section.
10. Provide pedestrian/equestrian/bike crossings at each main intersection and bridges. Utilize medians for artwork.	10. Pedestrian area was provided on west side of Galisteo Bridge. A wider shoulder was provided at the railroad bridge and the San Marcos Crossing. No budget was available for artwork.
11. Traffic calming Lone Butte area. No installation of lighting.	11. Traffic calming measures were implemented in the design. No lighting was included in current design.
12. Consolidate driveways where possible.	12. Was implemented in the design where possible.
13. Keep roadway width to a minimum. Use permeable shoulders and eliminate /reduce extra taper.	13. Follows #9.
14. Notify public of detours and minimize construction delays.	14. Was part of the contract and was followed by the contractor.

Unique bridge railing designs....



Traffic Calming....



Scenic Pull-outs....



Retaining wall.....



‘Highway projects can be designed with imagination, creativity, and collaboration to preserve and enhance the character of a community without sacrificing transportation mobility and safety’

*American Association of State Highway and Transportation Officials
(AASHTO)*



Cerrillos, NM