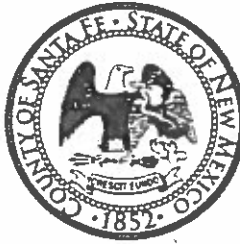


Henry P. Roybal
Commissioner, District 1

Miguel M. Chavez
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3



Kathy Holian
Commissioner, District 4

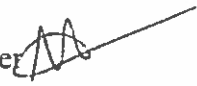
Liz Stefanics
Commissioner, District 5

Katherine Miller
County Manager

MEMORANDUM

DATE: October 1, 2015

TO: Board of County Commissioners

FROM: Amanda Hargis, GIS Manager 

VIA: Penny Ellis-Green, Growth Management Department Director 

ITEM: Presentation of the Santa Fe County Trails Interactive Map and the Open Space Properties Story Map

SUMMARY:

This is a presentation of two collaborative mapping projects: The Santa Fe County Trails Interactive Map and the Open Space Story Map

BACKGROUND:

These two mapping projects are Internet-based, interactive mapping applications which introduce the public to various trails and open space properties around Santa Fe County.

Trails map: In this application, the user can browse through a list of popular trail groupings in the County, get a "photo tour" of various trails, and see the elevation profile of the trails. Information provided includes a description of the trail, its difficulty, permissible activities, where to park or access the trailhead, and information on which agency maintains the trail.

Open Space map: This application provides a visual introduction to County Open Space and Parks properties. As the user clicks through the photos, the location of that particular property highlights on a map. Each property is color-coded to show if it is accessible to the general public or not.

These mapping applications were created in-house by staff from GIS / E911 Addressing, Planning, Economic Development and Open Space.

ACTION REQUESTED:

This is a presentation only, no action is requested.

Moving Traffic With Changes

New Mexico's First Diverging Diamond Interchange

Santa Fe County Commission

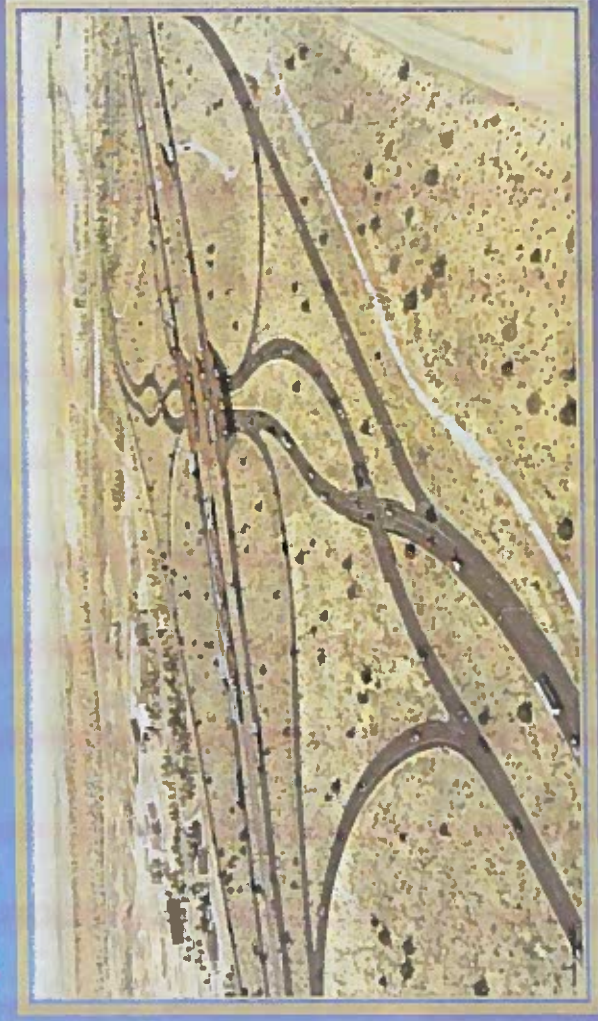
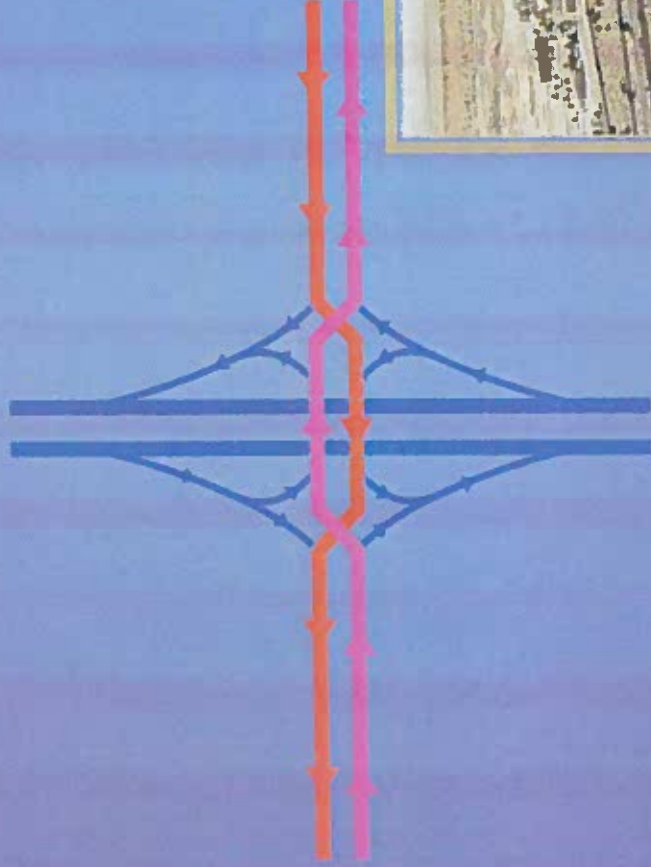
October 13, 2015



MOLZENCORBIN

WHAT IS A DIVERGING DIAMOND ??

A diverging diamond is a type of roadway interchange where the two directions of traffic on the non-freeway road, cross at the opposite side on both sides of the bridge.



PURPOSE & NEED

NB I-25 to NB NM 14 Bridges

- 3 Bridges are Structurally Deficient
- I-25 NB off (Ramp "B") over NM 14
- I-25 NB over Ramp "B"
- I-25 SB over Ramp "B"



PURPOSE & NEED

SB I-25 to NB NM 14 Ramp Weave

- Physical Deficiencies
- Weave Length at Beckner
 - Weave Length Available = 150-ft.
 - Weave Length Required = 750-ft to 1,000-ft.



I-25 / Cerrillos Interchange

Evaluation Factors

- Safety

- System Connectivity
- Reduce Conflict Points
- Weaving at Rancho Viejo
- Weaving at Beckner

- Traffic

- Capacity (LOS)
- VHD – Study Area
- VHD – SFMPO

- Cost

- Life Cycle Cost
- Capital Cost

- Design

- Facilitates Major Movements
- Geometrics
- Structural
- Geotechnical
- Ramp Accel/Decel
- Multi-modal/Pedestrian
- Construction Complexity & Traffic Control

- Environmental

Meets Purpose & Need
Economic Development
Community
NEPA

DIAMOND INTERCHANGE WITH SIGNALS

- Traditional Diamond Interchange
- Most Common Interchange configuration
- Signals at NM 14 & Ramps
- By-pass Ramps to be studied



DIVERGING DIAMOND

- Newer Interchange Configuration
- Avoids Left Hand Turns
- Not as complicated as it appears
- Fewer conflict points



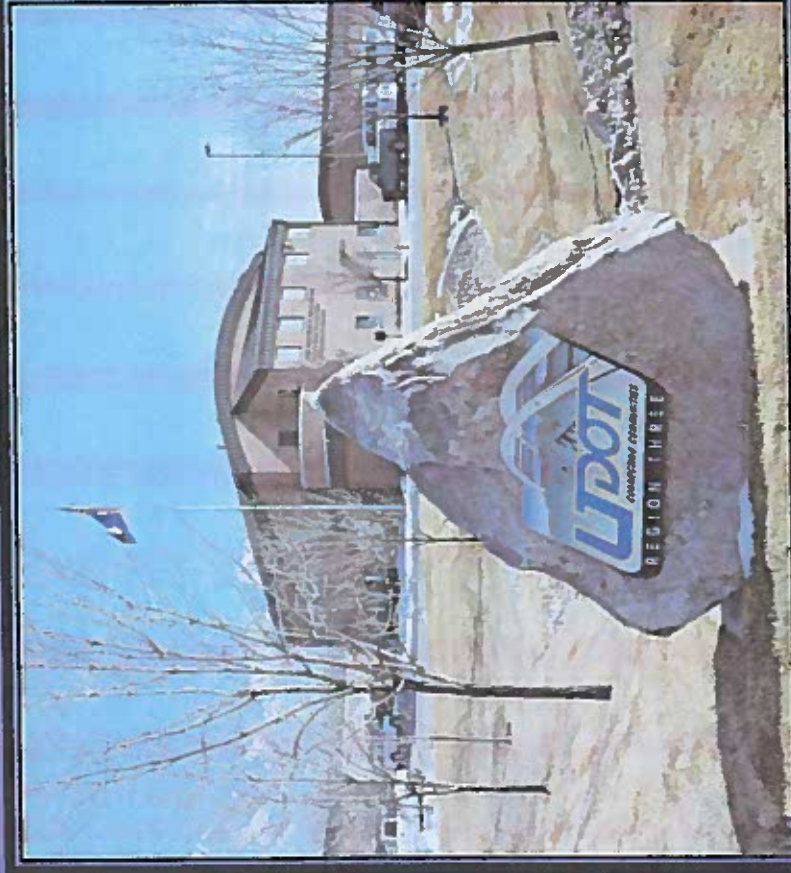
ADDITIONAL CONSIDERATIONS

- Pedestrian
- Bicycle, Shoulders & Multi-Use Path
- Lighting at Interchange
- Intelligent Transportation Systems
- Safety Improvements
- Drainage Improvements

RECOMMENDED ALTERNATIVE

- Diverging Diamond
 - First in New Mexico
 - Allows for growth and expansion
 - Best Traffic Operations of all Alternatives
 - 2 New Bridges over NM 14
 - Acceleration and Deceleration Lanes on I-25
 - Able to incorporate an existing ramp into a multi-use pedestrian path

NMDOT VISITS UDOT ON DDI



Funding Source

Fund	Description	Total	Federal	State
EBE	EQUITY BONUS-EXEMPT FROM LIMITATION	\$2,990,229	\$2,554,852	\$435,377
EBS	EQUITY BONUS-SPECIAL LIMITATION	\$722,317	\$617,148	\$105,169
LOOE	RELEASE OF PY FUNDS AS STP	\$195,339	\$166,898	\$28,441
NHPE	NATIONAL HIGHWAYPERF PROG EXEMPT	\$11,824,149	\$10,102,553	\$1,721,596
NHPP	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$2,812,709	\$2,403,179	\$409,530
RTP	RECREATIONAL TRAILS PROGRAM	\$1,900,000	\$1,520,000	\$380,000
STPF	STP FLEX	\$555,255	\$474,410	\$80,845
		\$20,999,998	\$17,839,040	\$3,160,958

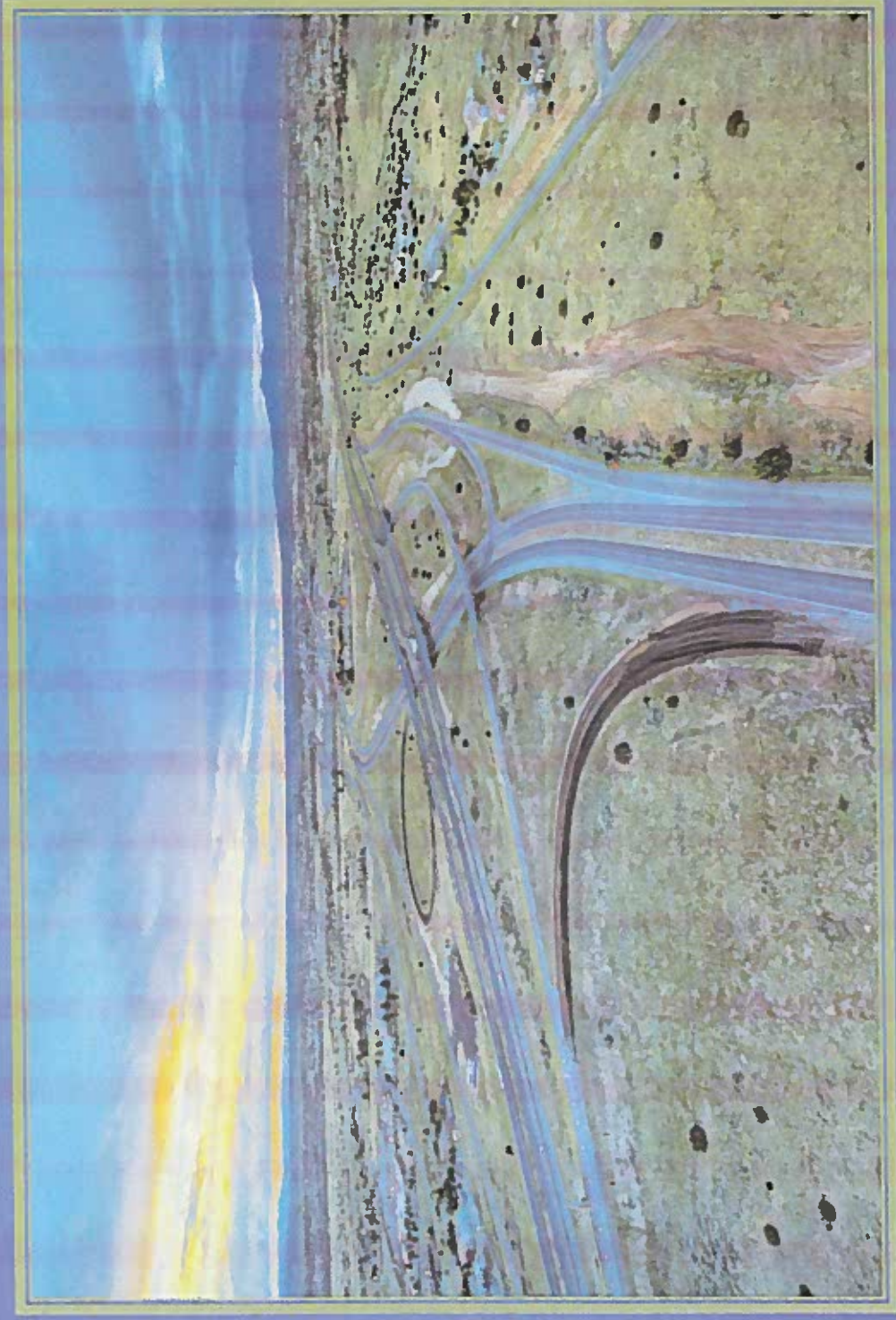
SCHEDULE

• Final Phase A/B Report	January 2014
• Final IACR	January 2014
✓ Traffic Modeling	
✓ FHWA Review	
• PHASE C-Environmental	February 2014
• Final Design	August 2014
• Federal Fiscal Year Deadline	August 2014
• Construction Start	Spring 2015
• Construction Completion	November 2016

DDI PEDESTRIAN TUNNEL



DDI AERIAL CONSTRUCTION PHOTO

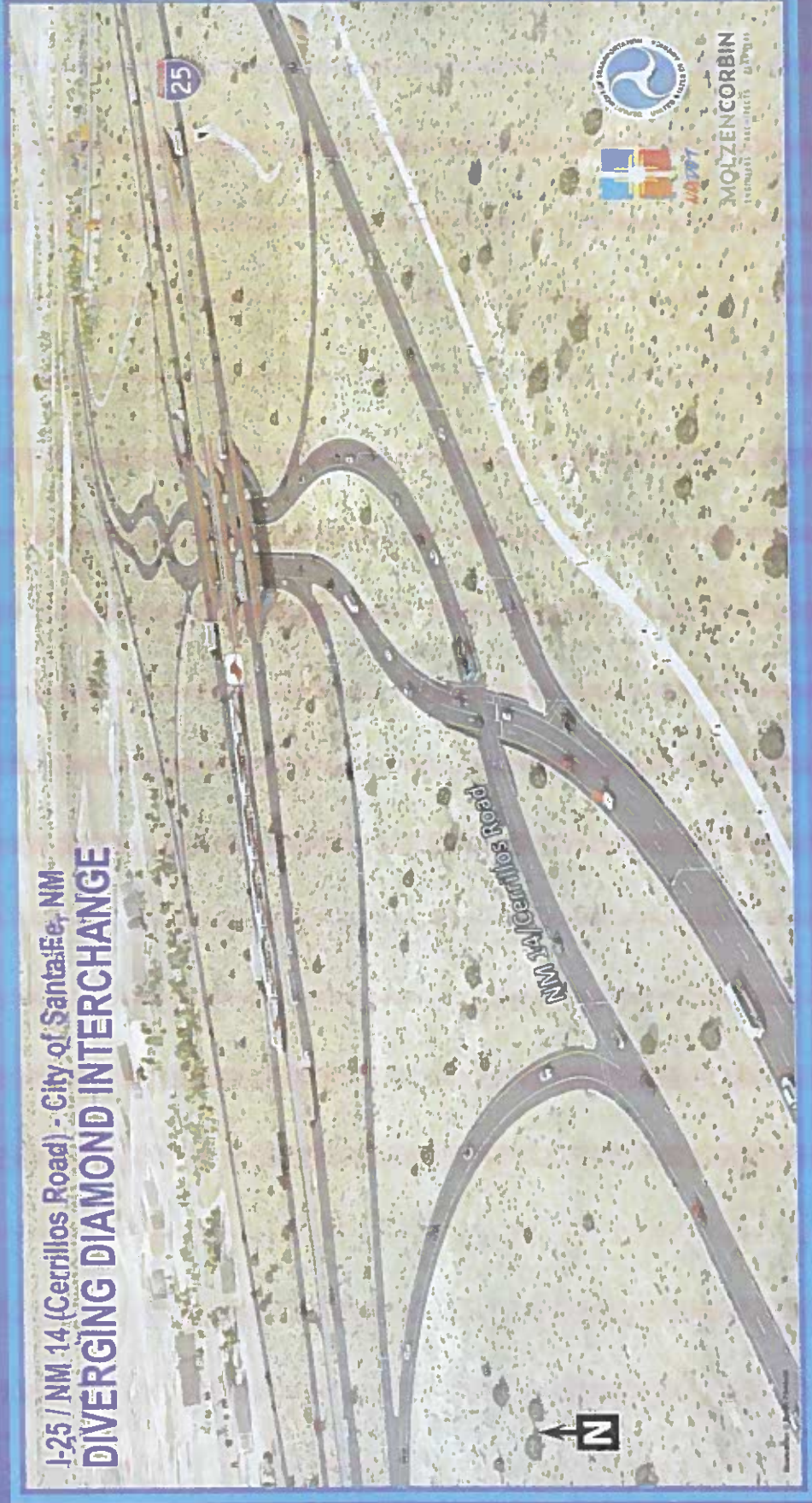


THE DIVERGING DIAMOND



New Mexico's First DDI

I-25 / NM 14 (Cerrillos Road) - City of Santa Fe, NM
DIVERGING DIAMOND INTERCHANGE



www.santafeddi.com

