



SANDOVAL/MONTEZUMA

Intersection Improvements

Virtual Public Information Meeting
Wednesday, September 16, 2020
5:30 PM to 7:00 PM

WILSON & COMPANY
planning • strategy • architecture • interior design • landscape architecture • engineering • construction

SANDOVAL/MONTEZUMA
Intersection Improvements

Agenda

- Team Introductions
- Project Overview
 - Project Area
 - Project Schedule
 - Project Purpose & Need
- Existing Conditions
- Traffic Signal Layout
- Options
- Questions
- Closing



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Intersection Improvements

Team Introductions

City of Santa Fe

- John Romero, P.E.
Engineering Division Director
- Tom Graham, AIA, ADAC, CASp, NCARB-ADA
Project Administrator & ADA Coordinator

Wilson & Company, Inc.

- Tyler Ashton, P.E.
Project Engineer
- Wesley Hall
Project Manager

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Project Area

- Sandoval/Montezuma Intersection



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Project Schedule

- Design Schedule
 - 65% Plans & Estimate – October 5, 2020
 - 100% Plans, Specifications & Estimate (PS&E) – November 3, 2020
- Construction Schedule
 - TBD, no construction funding is identified at this time

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Project Purpose & Need

- The PURPOSE of this project is to:
 - Design the proposed signal located at the intersection
- Additional Project Goals are to:
 - Safe pedestrian foot traffic
 - Drainage through the intersection
 - Look into incorporation bike routes
- Factors contributing to this project includes:
 - Topographic Survey
 - Existing Utility Designation
 - New Intersection Signalization
 - Geometric Bulb-Outs
 - Improved ADA Upgrades
 - Intersection Street Lighting
 - Permanent Signing & Striping

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Existing Conditions – Looking North



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Existing Conditions – Looking North-West



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Existing Conditions – Looking South



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Existing Conditions – South-West



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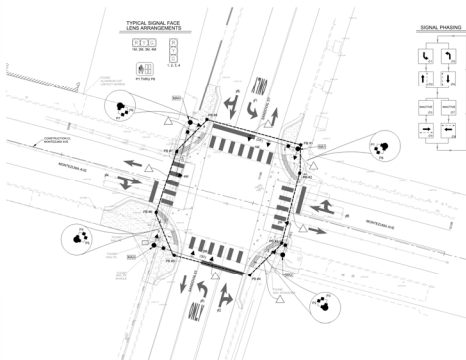
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Existing Conditions – East



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Option 1

- Realigning the intersection will impact the existing turning lanes on Sandoval St. and change the traffic pattern
- 15' wide Driving Lanes
- 8' wide Parking Lanes
- BULB-OUTS DID NOT TAKE INTO ACCOUNT EXISTING STRIPING, THUS REMOVING THE EXISTING TURNING LANES ON SANDOVAL ST.
- PROPOSED STRIPING ON SANDOVAL ST WILL NEED TO EXTEND NORTH AND SOUTH TO NEAREST INTERSECTIONS

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Intersection Improvements

Option 2

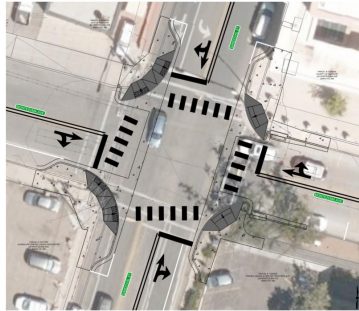
- REALIGNING THE INTERSECTION WILL IMPACT THE EXISTING TURNING LANES ON SANDOVAL ST. AND CHANGE THE TRAFFIC PATTERN
- 15' WIDE DRIVING LANES
- 8' WIDE PARKING LANES
- DOUBLE ADA RAMP
- BULB-OUTS DID NOT TAKE INTO ACCOUNT EXISTING STRIPING, THUS REMOVING THE EXISTING TURNING LANES ON SANDOVAL ST.
- PROPOSED STRIPING ON SANDOVAL ST WILL NEED TO EXTEND NORTH AND SOUTH TO NEAREST INTERSECTIONS
- SMALLER BULBOUTS LEAVE LESS ROOM FOR NEW MAST ARMS

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Option 3

- REALIGNING THE INTERSECTION WILL IMPACT THE EXISTING TURNING LANES ON SANDOVAL ST. AND CHANGE THE TRAFFIC PATTERN
- 15' WIDE DRIVING LANES
- 8' WIDE PARKING LANES
- BULB-OUTS DID NOT TAKE INTO ACCOUNT EXISTING STRIPING, THUS REMOVING THE EXISTING TURNING LANES ON SANDOVAL ST.
- PROPOSED STRIPING ON SANDOVAL ST WILL NEED TO EXTEND NORTH AND SOUTH TO NEAREST INTERSECTIONS
- SMALLER BULBOUTS LEAVE LESS ROOM FOR NEW MAST ARMS

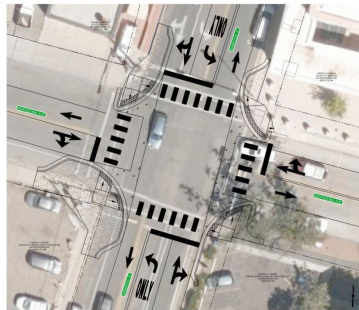


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Option 4

- BULBOUTS EXTEND OUT TO EXISTING STRIPING PROVIDING MORE ROOM FOR ADA RAMP AND LEAVING EXISTING TURNING LANES IN PLACE
- 11' WIDE DRIVING LANES
- 8' WIDE PARKING LANES
- MINIMAL IMPACT TO EXISTING TRAFFIC PATTERN



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Questions?

- PLEASE STATE YOUR NAME AND ADDRESS BEFORE YOUR QUESTION

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Closing

Tyler Ashton
Tyler.Ashton@wilsonco.com

Wesley Hall
Wesley.Hall@wilsonco.com

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