McKinley County

BNSF-Rail Crossing Elimination

Kimley»Horn

FRA
RCE Grant 23-24

New Mexico – McKinley County-BNSF Rail Crossing Elimination (Up to $3,312,000)

McKinley County

The proposed project was selected for Project Planning and includes activities to evaluate the potential grade separation of 10 existing at-grade crossings in McKinley and Cibola counties, New Mexico. This project will conduct planning, alternatives analysis, and conceptual pre-engineering. The project aligns with the selection criteria by enhancing safety, as the project will reduce or eliminate vehicle and pedestrian injuries and fatalities. McKinley County and the New Mexico Department of Finance and Administration will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas, and specifically for projects in counties with 20 or fewer residents per square mile.

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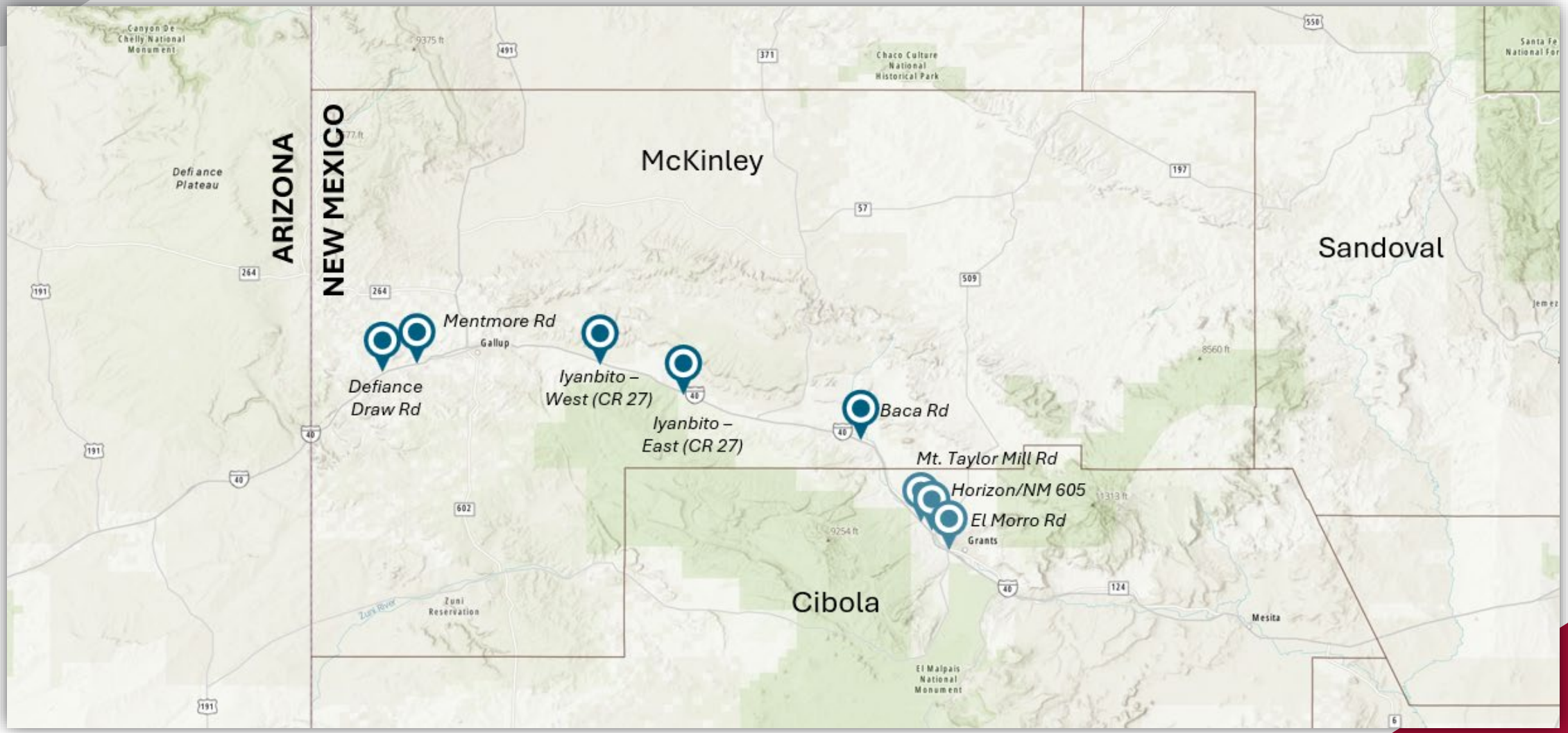
Project Overview Map



Project Goals

- Improve Safety
- Increase Connectivity
- Economic Development

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Scope Items

- Existing Condition Assessment
- Alternative Analysis
- Stakeholder Coordination
- Transportation Technical Analysis
- Conceptual Engineering
- Capital Cost Estimate

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Existing Conditions

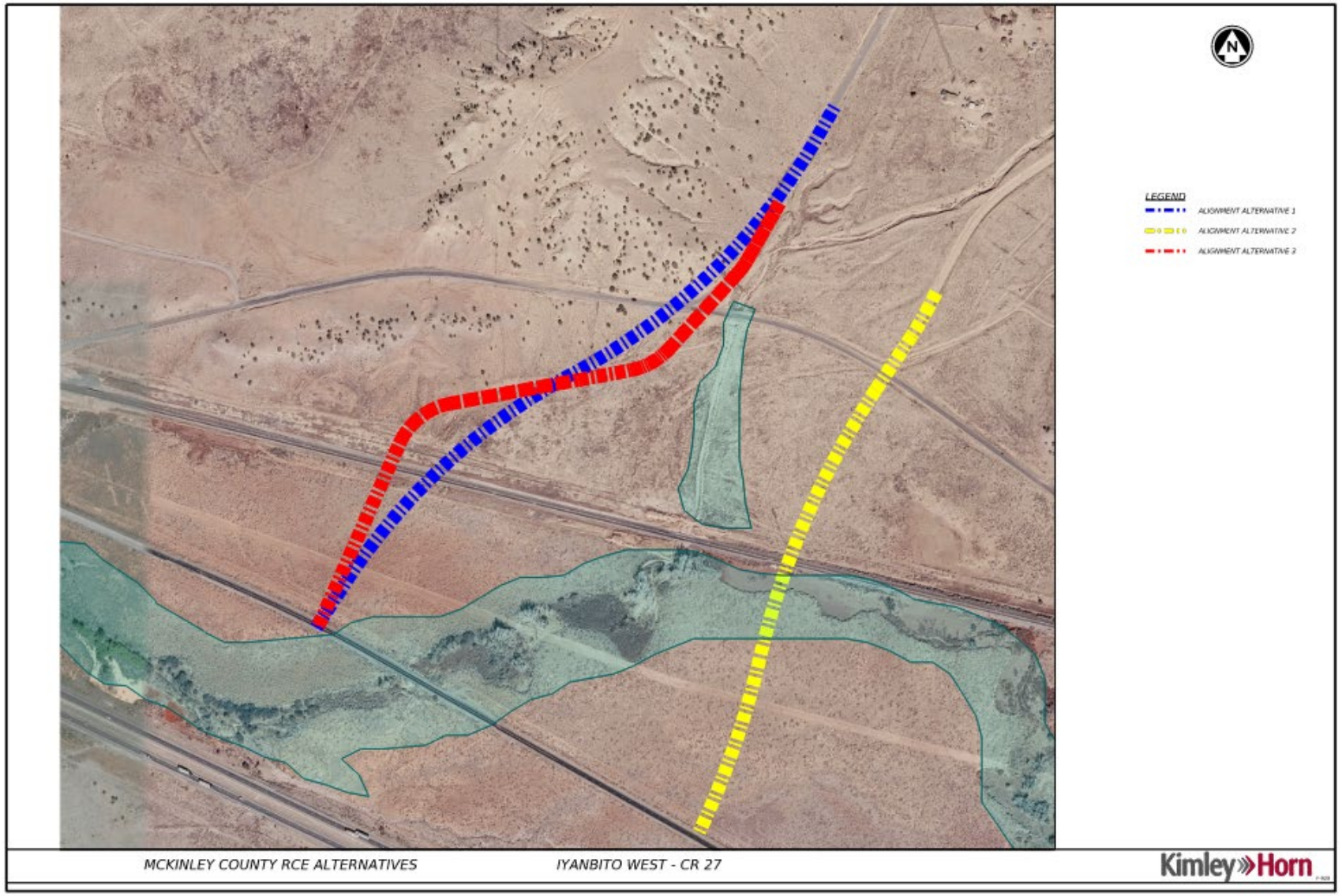
	Defiance Draw Road *(US DOT #024990K)*	Mentmore Road *(US DOT #024966J)*	Iyanbito West - CR 27 *(US DOT #024887X)*	Iyanbito East - CR 27 *(US DOT #024880A)*	Baca Road *(US DOT #024873P)*	Mt. Taylor Mill Road *(US DOT #024861V)*	Horizon - NM 605 *(US DOT #024859U)*	El Morro Road *(US DOT #024856Y)*
Average Daily Traffic (ADT 2026)	1048	2579	1498	104	1073	62	2295	858
% of ADT are Trucks	0.70%	2.80%	0.10%	2.90%	5.90%	13.70%	5.40%	1.60%
Train Traffic per Day	62	61	61	32	59	60	60	60
# of Train Tracks	2	2	2	1	2	2	2	3
Crashes in the Last 5 Years	2	0	1	0	0	0	1	2

	El Morro Road *(US DOT #024856Y)*	Horizon - NM 605 *(US DOT #024859U)*	Defiance Draw Road *(US DOT #024990K)*	Iyanbito West - CR 27 *(US DOT #024887X)*	Mentmore Road *(US DOT #024966J)*	Baca Road *(US DOT #024873P)*	Iyanbito East - CR 27 *(US DOT #024880A)*	Mt. Taylor Mill Road *(US DOT #024861V)*
Level I Rank	1	2	3	4	5	6	7	8
Refined Risk Score (RRS)	224.535	130.298	111.483	110.33	8.262	6.118	3.808	2.69
Level II Rank	1	2	4	3	5	6	7	8
Refined Risk Score (RRS)	246.989	138.944	122.631	133.499	9.088	7.403	3.998	3.107

Matrix

Evaluation Criteria	0 Defiance Draw Rd No Build	1 Defiance Draw Rd Grade Seperation Alt 1	2 Defiance Draw Rd Grade Seperation Alt 2	3 Defiance Draw Rd At Grade Enhancments	4 Mentmore Rd No Build	5 Mentmore Rd Grade Seperation	6 Mentmore Rd At Grade Enhancments	7 Iyanbito West (CR 27) No Build	8 Iyanbito West (CR 27) Grade Seperation	9 Iyanbito West (CR 27) At Grade Enhancments	10 Iyanbito West (CR 27) At Grade Realign Enhancments
Consistency with Purpose and Need	Not consistent with project purpose and need,no action taken to ensure safety	New bridge will address existing concerns and meet standards	New bridge will address existing concerns and meet standards	New safety enhancements will meet standards but may not completely eliminate rail-related crashes	Not consistent with project purpose and need,no action taken to ensure safety	New bridge will address existing concerns and meet standards	New safety enhancements will meet standards but may not completely eliminate rail-related crashes	Not consistent with project purpose and need,no action taken to ensure safety	New bridge will address existing concerns and meet standards	New safety enhancements will meet standards but may not completely eliminate rail-related crashes	New safety enhancements will mee standards but may not completely eliminate rai related crashes
Average Daily Traffic	1048 (2026)	1048 (2026)	1048 (2026)	1048 (2026)	2576 (2026)	2576 (2026)	2576 (2026)	1498 (2026)	1498 (2026)	1498 (2026)	1498 (2026)
Future Maintenance	Significant ongoing maintenance required with additional emergencey repair being a risk	All new bridges require the least future maintenance. A curve is not as desirable for maintenance	All new bridges require the least future maintenance. A curve is not as desirable for maintenance	No structure is most desirable with little to no electrical maintenance	Significant ongoing maintenance required with additional emergencey repair being a risk	All new bridges require the least future maintenance. A straugfht bridge is desirable for maintenance	No structure is most desirable with little to no electrical maintenance	Significant ongoing maintenance required with additional emergencey repair being a risk	All new bridges require the least future maintenance. A curve is not as desirable for maintenance	No structure is most desirable with little to no electrical maintenance	No structure is most desirable with little to n electrical maintenance
Constructibility	No new construction required.	A new alignment provides good phasing and connectivity for construction. The curve in the bridge brings some complexity.	A new alignment provides good phasing and connectivity for construction. The curve in the bridge brings some complexity.	Safety rehabilitation will still allow adequate access.	No new construction required.	A new alignment provides good phasing and connectivity.A straigth bridge is desirable.	Safety rehabilitation will still allow adequate access.	No new construction required.	A new alignment provides good phasing and connectivity for construction. The curve in the bridge brings some complexity.	Safety rehabilitation will still allow adequate access.	A new alignment may cause delays and deny access for a period of time.
Private Property Effects	No new property impacts or Right-of-Way needed.	impacts 4 properties property take-5.34 Acres	impacts 4 properties property take-6.20 Acres	No new property impacts or Right-of-Way needed.	No new property impacts or Right-of-Way needed.	impacts 12 properties property take-13.89 Acres	No new property impacts or Right-of-Way needed.	No new property impacts or Right-of-Way needed.	No new property impacts or Right-of-Way needed.	No new property impacts or Right-of-Way needed.	No new property impact or Right-of-Way needed
Utilities	No relocation needed.	No relocation needed.	No relocation needed.	No relocation needed.	No relocation needed.	Utilites need relocated but have ample room for relocation	Utilites need relocated but have ample room for relocation	No relocation needed.	No relocation needed.	No relocation needed.	No relocation needed.
Roadway Geometery	Existing alignment meets minimum standard.	Alignment meets AASHTO minimum design criteria but introducing a large curve is not desirable.	Alignment meets AASHTO minimum design criteria but introducing a large curve is not desirable.	Alignment close to existing meeting minimum desirable criteria.	Existing alignment meets minimum standard.	Alignment meets AASHTO minimum design criteria but introducing a large curve is not	Alignment close to existing meeting minimum desirable criteria.	Existing alignment meets minimum standard.	Alignment meets AASHTO minimum design criteria but introducing a large curve is not desirable.	Alignment close to existing meeting minimum desirable criteria.	Alignment meets AASHT minimum design criteri

Alternative Analysis



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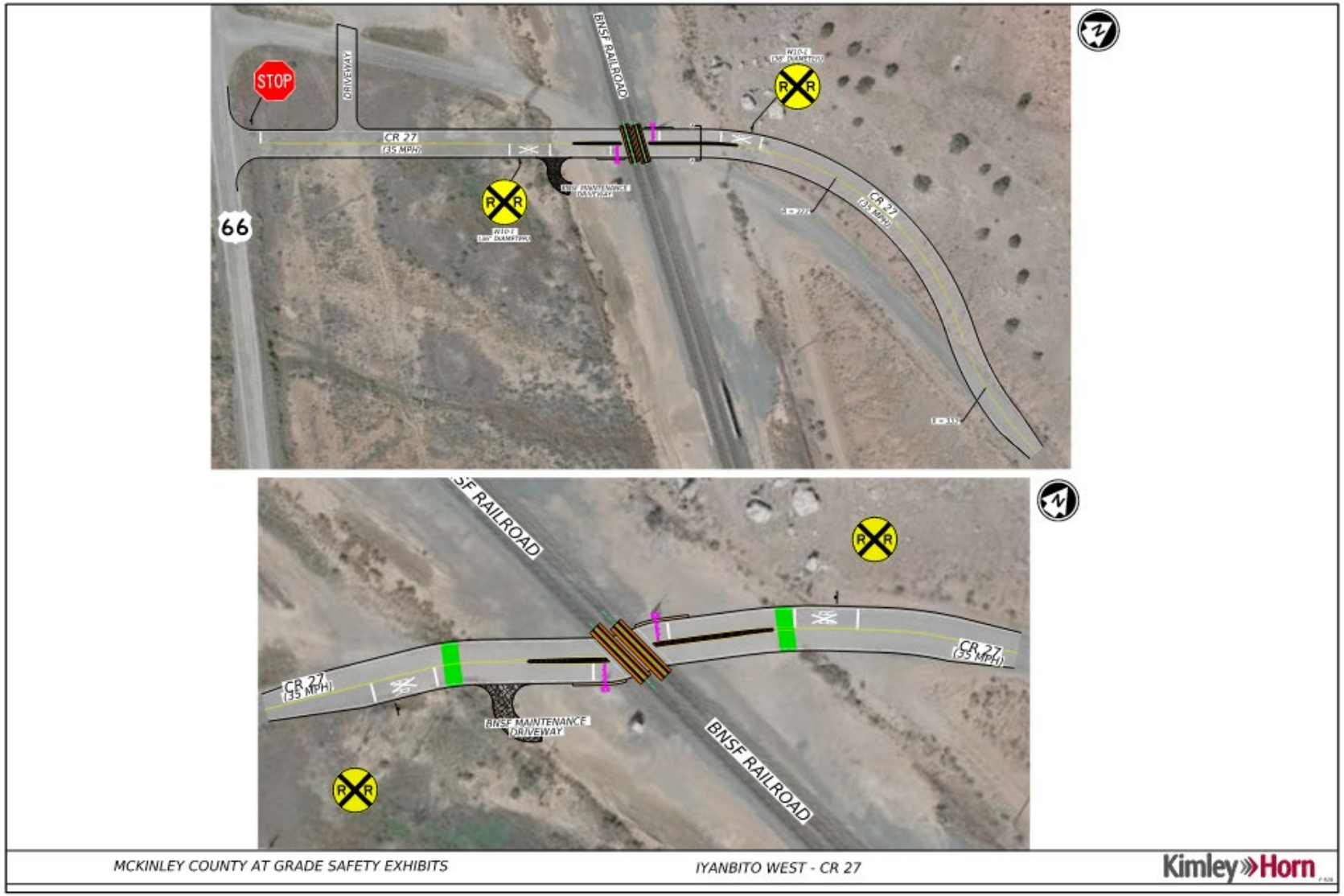

THANK YOU

- Contact Us:

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