

## Transportation/Road System

The city's transportation/road network consists of federal, state, and local road facilities functionally classified based on mobility and access characteristics. The adopted Street Classification Map has been included at the end of this section as information for the reader. Currently, the local paved road network consists of 69 centerline miles of principal and minor arterial, 57 centerline miles of collector, and 314 centerline miles of residential streets. Elements of road facilities include sidewalks, bike lanes and paths, landscaping, street lights, traffic signals and other traffic control devices, and associated drainage infrastructure. The city also maintains approximately 140 miles of unpaved roads throughout the city. The unpaved road network is the result of historical development patterns by which large areas of the city were platted on a bulk land basis with no subdivision improvements such as paved roads, storm drainage, sewer lines and water lines. This early platting placed lots along potential roadways that formed a modified grid, however right of ways are typically narrow and unable to accommodate higher capacity road facilities needed for a growing population. There are three state highways located within city limits -NM 528 (Pat D'Arco Highway), NM 448 (Corrales Road) and NM 347 (Paseo del Volcan), and one federal highway -US 550. NM 528 has historically, and continues to serve as the backbone of the city's transportation/road network and is the main gateway in and out of the city. The state Department of Transportation (NM DOT) is currently widening NM 528 from Southern Boulevard to Ridgecrest Drive. In recent years, city planning and construction efforts to expand the system level road network have focused on Unser Boulevard, Broadmoor Boulevard, and Paseo del Volcan.

## Current Capacity and Condition

The city's roadway network includes two major north-south regional principal arterials, Unser Boulevard and NM 528. Rainbow Boulevard will become the third regional north-south arterial in the intermediate to long term future. Other principal arterials include Westside Boulevard, Southern Boulevard, Northern Boulevard, US 550, and the

recently constructed NM 347 (Paseo del Volcan). Paseo Del Volcan is planned as a regional highway running from US 550 in the north to Interstate 40 in the south and west. Idalia Road is a minor arterial that runs from SW to NE with a break at the Montoyas Arroyo and Northern Boulevard. Other developing minor arterials include Broadmoor Boulevard and Loma Colorado Boulevard.

Roads are typically designed to carry the projected peak hour traffic volume for a given developed area. Traffic forecasting models provided by the Mid-Region Council of Governments (MRCOG) are used as a basis with trip generations overlaid from proposed developments to determine the adequacy of planned roadways and when improvements may be needed in order to accommodate increased traffic. The type of facility as well as the type of development will also help to determine access and intersection design considerations. Intersections, both signalized and non-signalized are designed for a given Level of Service (LOS) based on the consideration of the average control delay for each approaching vehicle. For a signalized intersection control delay is the sum of the deceleration, queue, stop and acceleration delay computed for each approach movement. Non-signalized intersections also utilize control delay; however its definition differs because of the type of traffic control (two-way stop, all-way stop, roundabout, etc.).

Roads, and specifically intersections, are designed to move a projected volume of vehicles during the peak hour with an acceptable amount of delay, defined by Level of Service (LOS). LOS ranges from A to F, and LOS D is considered acceptable delay during the busiest time of the day. Delay is defined as the sum of the time an approaching vehicle has to decelerate, stop, and accelerate back to free-flow speed. Level of service criteria are shown below:

### Stop Control/Roundabout

- A:  $\leq 10$  sec, free-flow operations, minimal delay
- B: 10-15 sec, control delays are not significant
- C: 15-25 sec, stable operations, average delay
- D: 25-35 sec, long delay.

- E: 35-50 sec, approaching capacity, very long delay.
- F: >50 sec, over capacity, excessive delay.

**Signalized Control**

- A: ≤10 sec, low control delay, little or no stopping.
- B: 10-20 sec, higher levels of delay.
- C: 20-35 sec, individual cycle failures, significant vehicles stopping.
- D: 35-55 sec, many vehicles stop, proportion of vehicles not stopping declines.
- E: 55-80 sec, frequent individual cycle failures.
- F: >80 sec, unacceptable delay, over-saturation.

Volumes used during design of a facility are determined using the traffic forecasting model provided by the Mid-Region Council of Governments (MRCOG). If a proposed land use differs from that in the MRCOG model, then a Traffic Impact Analysis (TIA) is prepared to show the city how the proposed development will change the forecast, and what infrastructure is needed to mitigate any increase in delay on a corridor.

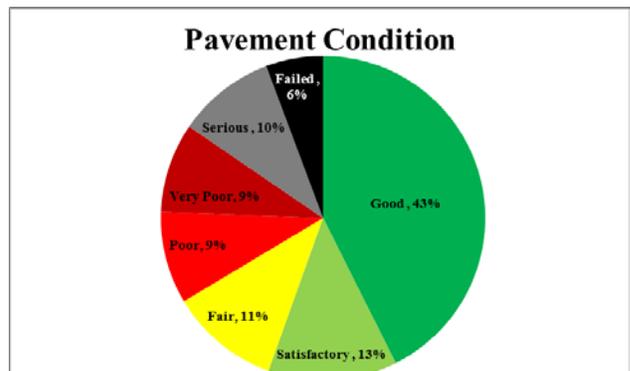
For existing conditions the MRCOG uses volume-to-capacity (V/C) ratios as one of three measures to determine the level of congestion (if any) on any given regional facility. V/C compares the observed traffic volume along a roadway compared to its capacity. Other criteria include *speed differential* and *safety/crash rates*. Speed differential measures the relationship between the posted speed limit, or intended speed, along a roadway segment and the observed speed of vehicles. The greater the percentage difference between actual and intended speeds, the greater the level of delay and congestion along a roadway segment. Crash rates compare the frequency of incidents at intersections along a corridor compared to the regional average crash rate. The likelihood of an incident reflects safety concerns and crash induced congestion.

*Pavement Management*

In early 2008, the City of Rio Rancho established MicroPaver as the city’s Pavement Management

System. MicroPaver is a product of the US Army Corps of Engineers, originally designed to manage the Department of Defense’s vast inventory of pavements on military bases and airfields. The system uses inspection data and a pavement condition index rating from 0 to 100 for consistently describing a pavement’s condition.

The Department of Public Works (DPW), Engineering Division collects road assessment data from one council district per year. It is the intention of the Engineering Division to assess more than one council district per year as personnel and budget resources allow. The more districts that are assessed annually, the more accurate the city’s overall evaluation of road conditions. Once the assessment data is collected it is then converted to a condition index. At present time, the Engineering Division is gathering additional data in order to begin to use MicroPaver to carry out modeling that will allow for condition projections. After the condition index and distresses are obtained, the Engineering Division determines the appropriate treatments for the individual roadway segments. The treatments will be developed into projects and included each year in the city’s Budget and Infrastructure and Capital Improvement Plan (ICIP). The table below presents pavement condition statistics for roads based on assessments conducted by the Engineering Division to date. Due to budget constraints and lack of sufficient staff time, the values below reflect a slightly dated representation of the condition of roads in the city. District 6 has not been rated in 6 years. District 1 was rated in 2010. District 2 was rated in 2011. District 3 was rated in 2012. District 4 was rated in 2013. District 5 is being rated in 2014. Since the ratings are slightly outdated some of the conditions in these districts have declined with time.



<b>Pavement Condition by Classification and Rating</b>				
<b>Pavement Condition Rating</b>	<b>System Level Roads</b>		<b>Non-System Level Roads</b>	<b>Total Road System</b>
	<b>Arterial (Principal and Minor): 112 Segments</b>	<b>Collector: 120 Segments</b>	<b>Residential: 1,540 Segments</b>	<b>1,772 Segments</b>
Good	54.5%	45.8%	41.5%	42.6%
Satisfactory	17.9%	10.0%	12.7%	12.9%
Fair	10.7%	11.7%	10.9%	10.9%
Poor	7.1%	8.3%	9.4%	9.2%
Very Poor	6.3%	9.2%	9.1%	8.9%
Serious	3.6%	12.5%	10.0%	9.8%
Failed	0.0%	2.5%	6.4%	5.7%

**Repair and Maintenance Programs/Activities**

Expenditures for roadway repair and maintenance, traffic operations and maintenance, and roadway engineering (including drainage infrastructure) have averaged \$4.6 million per year over the last three years. Annual expenditures had declined steadily from Fiscal Year 2009 through Fiscal Year 2012 due to recessionary pressures on the city’s budget. However, beginning in Fiscal Year 2012, expenditures for road maintenance began to increase and are budgeted at more than \$6 million in Fiscal Year 2015. Ninety percent (90 %) of roadway operating expenditures is funded from general fund sources while the remaining ten percent (10 %) comes from municipal gas tax revenue.

**Infrastructure and Capital Improvement Plan Development**

The Department of Public Works, Engineering Division updates its capital improvement plan concurrent with the annual budget process. Current year capital appropriations are requested pursuant to department priorities and are reviewed and approved by the City Manager for inclusion in the recommended budget. Various policy documents and planning tools support the development of the annual Transportation Infrastructure and Capital Improvement Plan (ICIP). The city’s Transportation Policy, adopted in October of 2004 and the city’s Comprehensive Plan, Transportation Element, adopted in November 2010 provide the practical and legal context for development of the transportation/road network. While these documents guide high level decision making

about the physical development of the community and related transportation infrastructure, the city’s 2009 Strategic Plan sets forth goals and strategies for meeting specific critical road needs and addressing challenges related to the transportation/road network.

More specifically, Goal 1, Strategy B directs policy makers and city staff to, “develop and implement a plan for financing the maintenance of existing streets.” In pursuit of this goal, the city issued \$25 million in general obligation bonds in 2009 for road design, construction, repair, and improvements. An estimated \$17.86 million was allocated for reconstruction and/or improvement to the existing road network, including Unser Boulevard and Northern Boulevard. An additional amount of \$2.9 million was spent in all council districts for preventative maintenance on existing streets, while approximately \$4.37 million was allocated for new roads. A subsequent bond election for \$22 million in road funding through Fiscal Year 2013 failed in March 2011 and no bond question was placed on the ballot in 2013. Road projects identified in the failed bond election continue to be presented in the Transportation ICIP along with other capital maintenance and growth related projects.

Lastly, the Transportation Improvement Plan (TIP) approved by the MRCoG programs state and federal funds for projects within the Albuquerque Metropolitan Planning Area (AMPA). The city assists in the TIP development process through staff participation and Metropolitan Transportation Board (MTB) representation. The approved TIP and amendments thereto are incorporated into the city’s ICIP.

**Developer Contributions**

The city’s Impact Fee Plan and Ordinance, adopted in 2005, requires developers to pay impact fees or provide physical improvements in lieu of impact fees valued at the following amounts for each land use type:

Land Use Type	Impact Fee/Unit
Single Family	\$2,691/SFR
Multi-Family	\$1,887/MFR
Commercial	\$4,196/1,000 sq. ft
Office/Institutional	\$3,094/1,000 sq. ft.
Industrial/Warehouse	\$1,955/1,000 sq. ft.

Impact fee assessments collected as cash revenue are used to construct system level road improvements in the city wide service area. Currently, five percent (5%) of road impact fee assessments generated by annual development activity are collected as revenue. System level road infrastructure is accepted by the city in exchange for impact fee credits granted to developers via development agreements. There are a significant number of road impact fee credits outstanding and the city currently accepts credits for twenty eight percent (28%) of assessments generated by annual development activity. Effective September 22, 2012, impact fees were reduced by 50 percent (50%) for residential construction and by 100 percent (100%) for non-residential construction for two years. The amount of estimated foregone road impact fee resources for Fiscal Year 2014 as a result of the moratorium was \$1,296,340, or sixty seven percent (67%) of assessments generated by annual development activity. The City would have received these impact fees in the form of either assessment revenue or credits. Developer contributions and dedications since Fiscal Year 2010 include:

- Northern Meadows (Unit 19): 1.61 centerline miles
- High Range III: 1.53 centerline miles
- Diamond Ridge: 2.78 centerline miles
- Cabezon Tract 1A: 3.58 centerline miles
- Cabezon Communities Tract 11: 0.17 centerline miles
- High Range-40<sup>th</sup> Street: 0.136 centerline miles
- Loma Colorado Realignment: 0.31 centerline miles
- Terraza/Loma Colorado Roundabout: 0.15 centerline miles
- Loma Colorado/Rio Rancho High school and Broadmoor Boulevard/Country Club Drive Roundabouts: 0.14 centerline miles
- Cielo Norte I: 3.4 centerline miles
- Cielo Norte I: 0.38 centerline miles
- Loma Colorado 9B: 0.1875 centerline miles
- Loma Colorado Prado I and II: 0.03 centerline miles
- Sandoval Regional Medical Center: 0.3 centerline miles
- The Village @ Rio Rancho: 0.47 centerline miles

**Funding Sources**

Transportation capital projects are funding through various sources, including:

- Intergovernmental grants
- Transportation Impact Fees
- General Fund Transfers

# Capital Improvement Plan Transportation/Roads

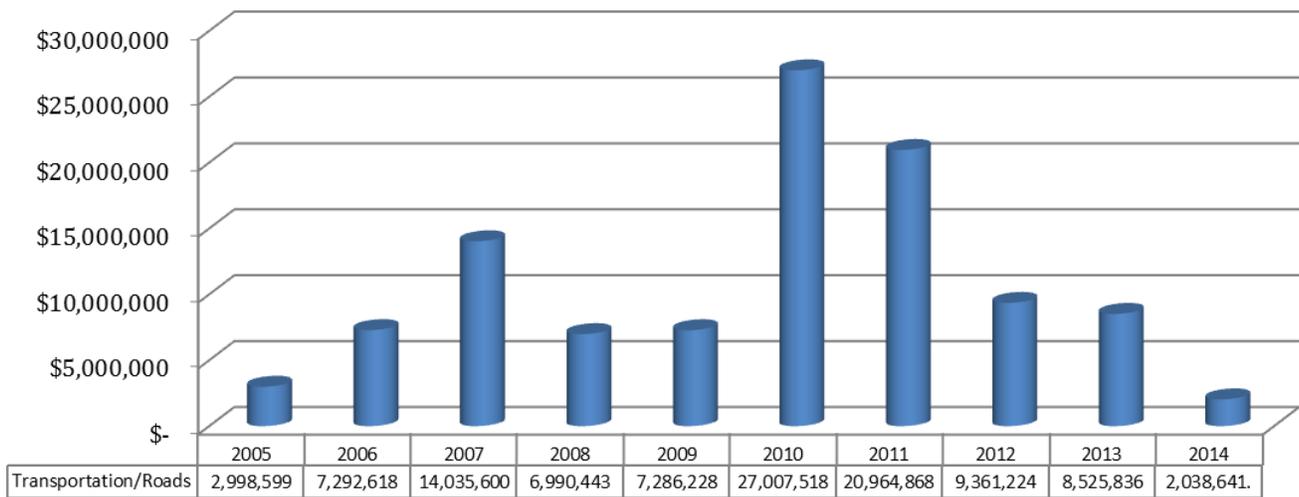


FY15

- General Obligation Bond Proceeds
- Revenue Bond and Loan Proceeds

Capital spending for transportation/roadway infrastructure reached a 10 year peak of \$27 million in Fiscal Year 2010 following the \$25 million general obligation bond issue approved by voters in March 2009. In the same year, the city also began construction of the Paseo del Volcan extension from Iris Rd. to US 550. The \$22.8 million project was completed in Fiscal Year 2011 and was funded primarily with federal grants, including a \$14 million American Recovery and Reinvestment Act (ARRA) grant. In recent years, intergovernmental grants and debt financing has been the major funding sources for transportation projects while general fund transfers and impact fee spending has declined due to fiscal pressures brought about by the economic downturn and subsequent sluggish recovery.

**Transportation Capital Expenditures: FY2005-2014**





## FY2015-FY2020: ICIP Summary

Rank Priority	Fund/ Project No.	Project Title	Project to Date	2015 Budget	2015 Additional Spending Anticipated	2015 Total	2016	2017	2018	2019	2020	Funding Requested: FY2015-FY2020	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding
													(A)	(B)	(C)	(D)	(E)	(A)+(B)+(C)+(D)+(E)
1	N/A	Southern Blvd Reconstruction, NM528 to Golf Course Rd	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 7,290,497	\$ -	\$ -	\$ 8,990,497	General Fund Revenues	Federal Grants	Impact Fees-Roads			\$ 8,990,497
													\$ 1,700,000	\$ 7,009,600	\$ 280,897			\$ 8,990,497
2	PW0911; PW1530	Pavement Preservation Program	\$ 2,893,669	\$ 1,000,000	\$ 9,482,179	\$ 10,482,179	\$ 12,652,499	\$ 6,820,270	\$ 7,024,076	\$ 2,710,227	\$ 8,953,468	\$ 48,642,719	General Fund Revenues	To Be Determined				\$ 48,642,719
													\$ 5,700,000	\$ 42,942,719				\$ 48,642,719
3	PW1390	Unser Blvd.- Phase IIB- Cherry Rd. to PdV	\$ 6,898	\$ -	\$ 1,023,324	\$ 1,023,324	\$ 4,500,000	\$ -	\$ -	\$ 13,058,360	\$ -	\$ 18,581,684	Federal Grants	G.O. Bond Proceeds	To Be Determined			\$ 18,581,684
													\$ 874,329	\$ 148,996	\$ 17,558,360			\$ 18,581,684
4	PW1074; PW1005; PW1481	Westside Blvd. Permanent Roadway: Golf Course Rd. to Unser Blvd.	\$ 591,103	\$ 20,338	\$ 2,899,662	\$ 2,920,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,920,000	G.O. Bond Proceeds	State Capital Outlay Appropriation	To Be Determined			\$ 2,920,000
													\$ 571,386	\$ 965,000	\$ 1,383,614			\$ 2,920,000
5	PW0906	Broadmoor Extension Phase I (Norwich Ave. to Paseo del Volcan)	\$ 619,148	\$ 3,250,000	\$ 2,213,498	\$ 5,463,498	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,463,498	Higher Education GRT	Federal Grants	To Be Determined			\$ 5,463,498
													\$ 3,571,885	\$ 1,812,054	\$ 79,559			\$ 5,463,498
6	PW1384	Southern Blvd Preliminary Design	\$ 485,846	\$ -	\$ 509,005	\$ 509,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 509,005	Federal Grants	G.O. Bond Proceeds				\$ 509,005
													\$ 434,894	\$ 74,111				\$ 509,005
7	PI0804; PW1239	Lincoln Avenue Improvements-Phase II Design- Chayote Rd. to Paseo del Volcan	\$ 685,882	\$ -	\$ 150,085	\$ 150,085	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,085	Federal Grants	Impact Fees-Roads	G.O. Bond Proceeds			\$ 150,085
													\$ 72,849	\$ 63,549	\$ 13,687			\$ 150,085
8	PW0909	Idalia Rd. Reconstruction from NM HWY 528 to Iris Rd.	\$ 550,405	\$ -	\$ 13,022,433	\$ 13,022,433	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,022,433	Federal Grants	Impact Fees-Roads	G.O. Bond Proceeds			\$ 13,022,433
													\$ 11,125,679	\$ 230,977	\$ 1,665,777			\$ 13,022,433

## FY2015-FY2020: ICIP Summary

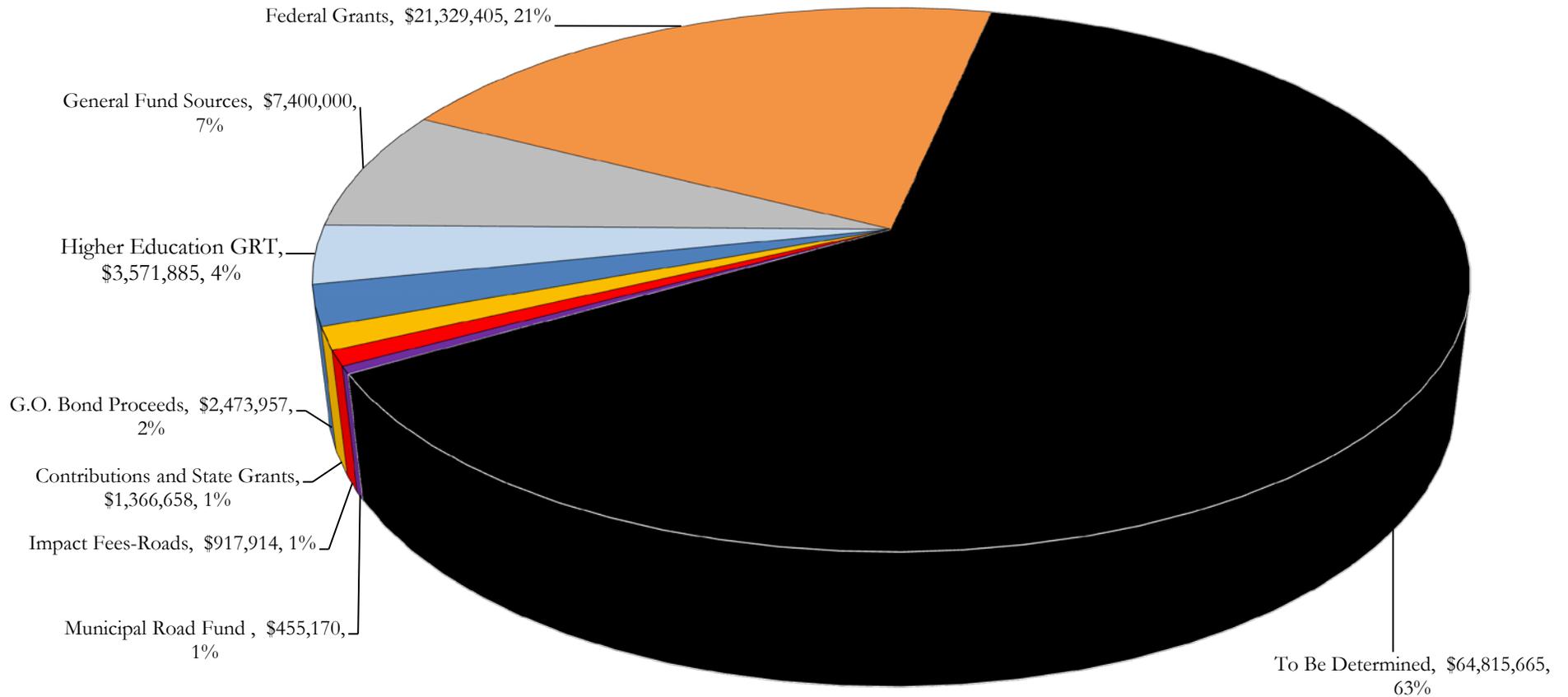
Rank Priority	Fund/ Project No.	Project Title	Project to Date	2015 Budget	2015 Additional Spending Anticipated	2015 Total	2016	2017	2018	2019	2020	Funding Requested: FY2015-FY2020	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding
													(A)	(B)	(C)	(D)	(E)	(A)+(B)+(C)+(D)+(E)
9	PW1428; PW1528	ADA Sidewalk Improvements	\$ 13,139	\$ 80,000	\$ 72,129	\$ 152,129	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 277,129	Municipal Gas Tax Revenues	State Grants				
													\$ 163,032	\$ 114,097				\$ 277,129
10	PW1051	Intersection Improvements / Cabezon Blvd. @ Western Hills Dr.	\$ 19,826	\$ 62,569	\$ -	\$ 62,569	\$ -	\$ 837,431	\$ -	\$ -	\$ -	\$ 900,000	Impact Fees Roads	To Be Determined				
													\$ 62,569	\$ 837,431				\$ 900,000
11	PW1138; PW1562	Rockaway Blvd. and Northern Blvd. Traffic Signal	\$ 30,855	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	Impact Fees-Roads	State Grants				
													\$ 62,500	\$ 187,500				\$ 250,000
12	N/A	Minor Traffic Calming/Median Work	\$ 14,513	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000	To Be Determined					
													\$ 100,000					\$ 100,000
13	PW1343; PW1426; PW1527	Pedestrian Safety Improvements	\$ 80,027	\$ 25,000	\$ 59,297	\$ 84,297	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 184,297	State Grants	Municipal Gas Tax Revenues				
													\$ 57,911	\$ 126,386				\$ 184,297
14	N/A	New Streetlights/Street Light Upgrades	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 125,000	Municipal Gas Tax Revenues					
													\$ 125,000					\$ 125,000
15	PW1236; PW1392; PW1460; PW1526; WA1491	Road Restoration (incl. American Road Restoration)	\$ 35,489	\$ 9,442	\$ 6,310	\$ 15,752	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 40,752	Road Restoration Fee					
													\$ 40,752					\$ 40,752
16	PI0859	Traffic Signal/IT Communications Improvements	\$ 358,206	\$ -	\$ -	\$ -	\$ 25,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 275,000	To Be Determined					
													\$ 275,000					\$ 275,000



## 2015-2020 Infrastructure and Capital Improvement Plan Transportation

### FY2015-FY2020: ICIP Summary

Rank Priority	Fund/ Project No.	Project Title	Project to Date	2015 Budget	2015 Additional Spending Anticipated	2015 Total	2016	2017	2018	2019	2020	Funding Requested: FY2015- FY2020	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding
													(A)	(B)	(C)	(D)	(E)	(A)+(B)+(C)+ (D)+(E)
17	PW1052	Intersection Improvements / King Blvd. @ Wilpett	\$ 94,574	\$ -	\$ -	\$ -	\$ 52,590	\$ 1,213,088	\$ -	\$ -	\$ -	\$ 1,265,678	To Be Determined					
													\$ 1,265,678					\$ 1,265,678
18	PI0637	Intersection Improvements / Sprint Blvd. @ Enchanted Hills Blvd.	\$ 24,138	\$ -	\$ -	\$ -	\$ 217,422	\$ -	\$ 415,455	\$ -	\$ -	\$ 632,877	Contributions, Donations and Sponsorships	Impact Fees Roads	To Be Determined			
													\$ 42,150	\$ 217,422	\$ 373,305			\$ 632,877
<b>TOTALS</b>			\$ 6,503,717	\$ 4,697,349	\$ 29,437,922	\$ 34,135,271	\$ 19,242,511	\$ 9,065,789	\$ 14,875,028	\$ 15,913,587	\$ 9,098,468	\$ 102,330,654						\$ 102,330,654



	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Road Restoration	\$ 15,752	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 40,752
Municipal Gas Tax Revenue	\$ 64,418	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 414,418
Impact Fees-Roads	\$ 419,595	\$ 217,422		\$ 280,897			\$ 917,914
Contributions and State Grants	\$ 1,324,508			\$ 42,150			\$ 1,366,658
G.O. Bond Proceeds	\$ 2,473,957						\$ 2,473,957
Higher Education GRT	\$ 3,571,885						\$ 3,571,885
General Fund Sources	\$ 1,000,000	\$ 2,400,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 7,400,000
Federal Grants	\$ 14,319,805			\$ 7,009,600			\$ 21,329,405
To Be Determined	\$ 10,945,351	\$ 16,550,089	\$ 7,990,789	\$ 6,467,381	\$ 14,838,587	\$ 8,023,468	\$ 64,815,665
<b>TOTAL</b>	<b>\$ 34,135,271</b>	<b>\$ 19,242,511</b>	<b>\$ 9,065,789</b>	<b>\$ 14,875,028</b>	<b>\$ 15,913,587</b>	<b>\$ 9,098,468</b>	<b>\$ 102,330,654</b>

**TRANSPORTATION  
PROJECTS UNDER CONSIDERATION**

<b>Rank</b>	<b>Project Name</b>	<b>Fiscal Year(s)</b>	<b>Project Estimate</b>
19	Lincoln Ave. Improvements-Phase I and II (Adams Ln. to PdV)	2015-2018	\$ 13,051,290
20	Saratoga Rd. Sidewalks-Rockaway Blvd. to Northern Blvd.	2017	\$ 476,000
21	Baltic Avenue Sidewalk from Southern Blvd. to Pecos Loop	2018-2019	\$ 225,000
22	PdV Traffic Signal @ US Hwy 550	2016	\$ 300,000
23	Pecos Loop Sidewalks from Rainbow Blvd. to Baltic Ave.	2016-2017	\$ 425,000
24	Annual Structural Crack Seal Program	2017-2020	\$ 3,275,077
25	Roadway Reconstruction Program	2017-2020	\$ 35,613,335
26	Unser Blvd. Access Management Plan: Southern Blvd. to Abrazo Rd.	2017-2018	\$ 9,056,250
27	Unser Rehab and Shoulders-Progress Blvd. to Northwest Lp.	2017	\$ 1,350,000
28	College Blvd.-King Blvd. to Center Dr.	2017	\$ 1,475,427
29	High Resort Blvd. Reconstruction-NM Hwy 528 to Broadmoor Blvd.	2017	\$ 5,076,720
30	27th St. Improvements	2016-2017	\$ 1,380,000
31	17th Ave. Construction	2016-2018	\$ 2,399,000
32	Joe Harris Ave.-7th St. to 9th St. NE	2016	\$ 1,012,702
33	Loma Colorado Trail-Huron to RRMS	2016	\$ 65,000
34	Traffic Signal @ Pasilla Rd. and NM Hwy 528	2016	\$ 450,000
35	Intersection Improvements-King Blvd. @ 10th St.	2017	\$ 550,000
36	Loma Colorado Blvd. Extension-Huron Dr. to PdV	2017-2019	\$ 28,600,000
37	King Blvd. Construction-Unser Blvd. to Wilpett Rd.	2018-2020	\$ 29,676,000
38	Chayote Rd. Improvements	2018-2020	\$ 2,804,000
39	Camino Encantadas-Lincoln Ave. to Hapsburg Rd.	2018-2019	\$ 1,743,000
40	Southern Blvd. Widening-15th St. to Rainbow Blvd.	2017-2019	\$ 28,584,000
41	Northern Blvd. Widening Phase B-Broadmoor Blvd. to Unser Blvd.	2017-2018	\$ 8,625,000

**TRANSPORTATION  
PROJECTS UNDER CONSIDERATION**

<b>Rank</b>	<b>Project Name</b>	<b>Fiscal Year(s)</b>	<b>Project Estimate</b>
42	Loma Colorado Dr. Extension-Broadmoor Blvd. to Chessman Rd.	2017-2019	\$ 4,350,000
43	Unser Blvd. Widening-Phase IIC-King Blvd. to Progress Blvd.	2019-2020	\$ 9,872,331
44	Arena Dr.-Unser Blvd. to HP Way	2019-2020	\$ 4,110,000
45	Franklin Rd.-Curtis Ct. to Sandia Elementary	2019	\$ 1,340,000
46	Broadmoor Extension Phase II-Northern Blvd. to PdV	2019	\$ 13,626,201
47	City Center Parking Lots	2020	\$ 411,250
48	Loma Colorado Raised Medians-Northern Blvd. to Broadmoor Blvd.	2020	\$ 1,800,000
49	Pine Rd. and 10th St. Intersection Improvements	2020	\$ 250,000
50	Pine Rd. and Old Unser Blvd. Intersection Improvements	2020	\$ 250,000
51	Center Blvd.-Champion Dr.. to PdV	2020	\$ 1,350,000
52	Westside Blvd. Corridor Study-Unser Blvd. to Rainbow Blvd.	2020	\$ 1,500,000
53	Rainbow Corridor Study-RR/ABQ Boundary to Southern Blvd.	2020	\$ 500,000
54	Encantado Channel Bridge Crossing	2020	\$ 500,000
55	Lakeview Rehabilitation	2020	\$ 1,016,336
56	Paseo del Volcan-Meadows Blvd. to Unser Blvd.	2020	\$ 3,742,032
57	City Center Sidewalks Phase II-Unser Blvd. to Existing Sidewalks	2020	\$ 750,000
58	Sara Rd. Sidewalk from NM528 to Meadowlark Ln.	2020	\$ 190,603
59	Unser Blvd. Right Turn Lane onto Commercial Dr.	2020	\$ 302,338
60	Sara Rd./Meadowlark Ln. Roundabout	2020	\$ 1,541,226
	<b>TOTAL</b>		<b>\$ 223,615,118</b>

**1. PROJECT INFORMATION**

Project Title	Southern Boulevard Reconstruction-Phase I from NM528 to Golf Course Rd	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	1
Project Category	Transportation	CIP Year	FY2016	Project No.:	TBD
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

The project consists of final design and reconstruction of Southern Blvd from NM Highway 528 (NM528) to Golf Course Road to include signalized intersections, street lighting, curb and gutter, sidewalk and roadway pavement replacement, turning lane reconstruction, storm drainage reconstruction, striping, and signage.

**3. PROJECT JUSTIFICATION**

The roadway is severely deteriorated and updated design features are necessary to accommodate traffic flows, improve business access, and comply with ADA requirements on this heavily used principal arterial. The first phase of reconstruction work from NM528 to Golf Course Road has been included on the Mid Region Council of Government's (MRCoG) Transportation Improvement Plan (TIP) to received federal grant funds in FY18. Future phases from Golf Course Road to Unser Boulevard and from 15th Street to Rainbow Boulevard will be completed as funding is identified.

**4. PROJECT HISTORY AND STATUS**

Preliminary design is in progress for the Southern Boulevard corridor from NM528 to Rainbow Blvd including a detailed evaluation of design alternatives, environmental investigation and documentation, preliminary right-of-way mapping, and a preliminary drainage study. The corridor study is expected to be complete in Summer 2014. Final design of Phase I (\$1,700,000) improvements is planned in Fiscal Year 2016. The City anticipates receiving federal grants funds in Fiscal Year 2018 (Federal Grants: \$7,009,600, Local Match: \$1,194,520) for construction of Phase I improvements.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Cost Consultant			\$ 1,700,000					\$ 1,700,000
Construction	Cost Consultant					\$ 7,290,497			\$ 7,290,497
Construction Management									\$ -
Equipment/Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		\$ -	\$ -	\$ 1,700,000	\$ -	\$ 7,290,497	\$ -	\$ -	\$ 8,990,497

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
General Fund Revenues				\$ 1,700,000					\$ 1,700,000
Impact Fees-Roads						\$ 280,897			\$ 280,897
Federal Grants						\$ 7,009,600			\$ 7,009,600
<b>TOTAL</b>		\$ -	\$ -	\$ 1,700,000	\$ -	\$ 7,290,497	\$ -	\$ -	\$ 8,990,497

**1. PROJECT INFORMATION**

Project Title	Pavement Preservation Program	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	2
Project Category	Transportation	CIP Year	FY2015	Project No.:	PW0911; PW1530
Estimated Useful Life	10 Years	District Location	Multiple Districts	Project Request Status	Unfunded Previous Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

Pavement preservation will be applied to roads rated fair or better, and where the treatment is applicable, in various Council Districts around the City. This will improve rideability, lock/inject valuable oil into the asphalt surface, and improve the road's overall rating. The estimated cost includes a large, but non-exhaustive list of needs throughout the City. Appropriated funds will be fit to priorities as determined by the Department of Public Works.

**3. PROJECT JUSTIFICATION**

As roads age, many distresses form that will reduce the overall life of the asset. Without timely and proper maintenance, the roads become brittle and more subject to cracking which will ultimately cause failure of the road. Once the road fails, it is now a candidate only for costly reconstructions.

**4. PROJECT HISTORY AND STATUS**

The City performed pavement preservation, including mill and inlay and microsurfacing on over thirty-four (34) roads during Fiscal Years 2010. Projects were completed using 2009 General Obligation Road Bond funds in the amount of \$2,893,669. In March 2011, a General Obligation Bond election failed that would have funded Pavement Preservation for eighteen (18) roads in Fiscal Year 2012 (\$2,580,661) and twenty two (22) roads in Fiscal Year 2013 (\$4,449,356). Since Fiscal Year 2010, the City has not undertaken a Pavement Preservation program due to lack of funding.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Recent City project	\$ 87,173	\$ 628,931	\$ 759,150	\$ 409,216	\$ 421,445	\$ 162,614	\$ 537,208	\$ 3,005,736
Construction	Recent City project	\$ 2,730,299	\$ 9,433,961	\$ 11,387,249	\$ 6,138,243	\$ 6,321,668	\$ 2,439,204	\$ 8,058,121	\$ 46,508,746
Construction Management	Recent City project	\$ 52,380	\$ 419,287	\$ 506,100	\$ 272,811	\$ 280,963	\$ 108,409	\$ 358,139	\$ 1,998,089
Equipment/Vehicle									\$ -
Other		\$ 23,818							\$ 23,818
<b>TOTAL</b>		<b>\$ 2,893,669</b>	<b>\$ 10,482,179</b>	<b>\$ 12,652,499</b>	<b>\$ 6,820,270</b>	<b>\$ 7,024,076</b>	<b>\$ 2,710,227</b>	<b>\$ 8,953,468</b>	<b>\$ 51,536,388</b>

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
G.O. Bond Proceeds	329-GO Bond Fund	\$ 2,983,669							\$ 2,983,669
General Fund Revenues	305-Infrastructure Fund		\$ 1,000,000	\$ 700,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,700,000
To Be Determined			\$ 9,482,179	\$ 11,952,499	\$ 5,820,270	\$ 6,024,076	\$ 1,710,227	\$ 7,953,468	\$ 42,942,719
									\$ -
<b>TOTAL</b>		<b>\$ 2,983,669</b>	<b>\$ 10,482,179</b>	<b>\$ 12,652,499</b>	<b>\$ 6,820,270</b>	<b>\$ 7,024,076</b>	<b>\$ 2,710,227</b>	<b>\$ 8,953,468</b>	<b>\$ 51,626,388</b>

**1. PROJECT INFORMATION**

Project Title	Unser Blvd-Phase IIB- Farol Rd to PDV	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	3
Project Category	Transportation	CIP Year	FY2013	Project No.:	PW1390
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

Purchase right-of-way from Farol Rd to Paseo del Volcan based on a priority list generated using Wilson and Company previously approved right-of-way maps.

**3. PROJECT JUSTIFICATION**

Unser Boulevard is a major transportation corridor that serves the west side of the Albuquerque and Rio Rancho metropolitan area. According to the 2025 Metropolitan Transportation Plan (MTP) for the Albuquerque Metropolitan Planning Area (AMPA), Unser Boulevard is one of only three (3) major north-south through roadways existing and planned) for the urban area west of the Rio Grande.

**4. PROJECT HISTORY AND STATUS**

Construction of Phase I between Abrazo Rd. and Farol Rd. began in the spring of 2006 and construction was completed in the fall of 2007. Phase II design started in the summer of 2007 and is currently at 100% design. A related project-PI0768 (34th Ave. and Unser Blvd.) was originally intended to serve the now defunct Lionsgate development project, however while the archeological report was performed per the original intent, the grant was utilized for the land acquisition for the larger Unser Blvd.-Phase II project in compliance with statutory requirements (\$1,052,029.59). City staff substantially completed land acquisition for Phase IIA between PdV and King Boulevard in May 2011 and construction of Phase IIA was completed in December 2012.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW	Other	\$ 6,898	\$ 1,023,324	\$ 4,500,000					\$ 5,530,222
Design and Specifications									\$ -
Construction	Cost Consultant						\$ 13,058,360		\$ 13,058,360
Construction Management									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 6,898</b>	<b>\$ 1,023,324</b>	<b>\$ 4,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,058,360</b>	<b>\$ -</b>	<b>\$ 18,588,582</b>

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 5,893	\$ 874,329						\$ 880,222
G.O. Bond Proceeds	329-GO Bond Fund	\$ 1,004	\$ 148,996						\$ 150,000
To Be Determined				\$ 4,500,000			\$ 13,058,360		\$ 17,558,360
<b>TOTAL</b>		<b>\$ 6,898</b>	<b>\$ 1,023,324</b>	<b>\$ 4,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,058,360</b>	<b>\$ -</b>	<b>\$ 18,588,582</b>

**1. PROJECT INFORMATION**

Project Title	Westside Blvd Permanent Roadway Improvements	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority	4
Project Category	Transportation	CIP Year	FY2010	Project No.:	PW1074; PW1005; PW1481
Estimated Useful Life	Greater than 25 Years	District Location	Council District 5	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

Complete the design and construction of Westside Boulevard from Unser Boulevard to Golf Course Road. The first project priority is the Westside Boulevard bridge at the Cabezon Channel crossing, including lane approaches and departures. Other permanent improvements to Westside Boulevard include the top mat of asphalt, adjustment of the existing manholes, place striping, and curb and gutter.

**3. PROJECT JUSTIFICATION**

The project will complete a principal arterial roadway connecting the Unser Boulevard corridor in the Gateway South area to Golf Course Road, and will benefit developments in the area of Presbyterian Rust Medical Center and The Village commercial development

**4. PROJECT HISTORY AND STATUS**

Westside Boulevard began as a developer project that was never completed. In the spring of 2010, the City completed two lane road improvements at a cost of \$381,266 to open the roadway in support of development in the area, including the new Presbyterian Hospital and the Village Commercial Center. Widening of Westside Blvd. from Unser Boulevard to Wellspring Avenue was completed in the summer of 2011 at an additional cost of \$209,838. Related work to be completed as part of the Village Tax Increment Financing District include traffic signals on Westside Blvd. at Trailside Rd. and Wellspring Ave., and landscaping in connection with construction of the southern (eastbound lanes) half of Westside Blvd. at an estimated cost of \$1,093,805. In 2014, the State Legislature appropriated \$965,000 to "plan, design, and construct improvements to Westside Boulevard..." The City plans to utilize this funding along with 2009 General Obligation Bond Proceeds to design and construct the bridge portion of the project including approach and departure roadways. The remaining road improvement will be completed upon identification of additional funding.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Recent City project	\$ 9,320	\$ 200,000						\$ 209,320
Construction	Recent City project	\$ 543,235	\$ 2,720,000						\$ 3,263,235
Construction Management	Recent City project	\$ 38,548							\$ 38,548
Equipment/Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 591,103</b>	<b>\$ 2,920,000</b>	<b>\$ -</b>	<b>\$ 3,511,103</b>				

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Impact Fees-Roads	351-Impact Fees Roads	\$ 459,419							\$ 459,419
Municipal Gas Tax Revenues	270-Muni Rd Fund	\$ 9,320							\$ 9,320
G.O. Bond Proceeds	329-GO Bond Fund	\$ 122,364	\$ 571,386						\$ 693,750
State Capital Outlay			\$ 965,000						\$ 965,000
Appropriation To Be Determined			\$ 1,383,614						\$ 1,383,614
<b>TOTAL</b>		<b>\$ 591,103</b>	<b>\$ 2,920,000</b>	<b>\$ -</b>	<b>\$ 3,511,103</b>				

### 1. PROJECT INFORMATION

Project Title	Broadmoor Extension Ph I (Norwich Ave to PDV)	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	5
Project Category	Transportation	CIP Year	FY2009	Project No.:	PW0906
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

### 2. PROJECT DESCRIPTION AND SCOPE

Final design and construction of a two-lane roadway facility with shoulders from Norwich Avenue to Paseo del Volcan. The project will remediate the vertical curve south of Montezuma, provide preventative maintenance for the existing pavement from Montezuma to Idalia and construct intersection improvements at the Idalia Road and Broadmoor Boulevard. The final design includes the two-lane interim roadway as well as up to 30% completion of the ultimate four-lane roadway from Norwich Avenue to Paseo del Volcan. Final design and construction of the four-lane roadway facility will be completed upon identification of funding.

### 3. PROJECT JUSTIFICATION

As the population and employment centers within our city and the Albuquerque Metropolitan Area's West Side continue to mature, the transportation facilities within the City of Rio Rancho are becoming more important to the economic well being of our metropolitan area. The new City Center area of Rio Rancho is home to the Rio Rancho City Hall, the Santa Ana Star Center, the new CNM Rio Rancho campus, the UNM West Campus, the Hewlett-Packard technical support center, and the UNMH Sandoval County Medical Center. Traffic modeling for this area identifies the 30th Street/Broadmoor Blvd. corridor as being needed to better accommodate traffic flows into this area from Southern Rio Rancho. Unser Blvd. is currently the only adjacent north/south arterial running adjacent to the City Center area. This corridor is identified on the Rio Rancho Roadway Classification plan and the recently adopted Lomas Negras and Sierra Vista Specific Area Plans. These documents show this corridor as an integral part of the transportation network in this part of the city. 30th Street is identified as Broadmoor Blvd. in the Specific Area Plans. This corridor is listed in the current Rio Rancho FY14-19 ICIP and the 2030 MTP for improvements.

### 4. PROJECT HISTORY AND STATUS

The corridor study and preliminary design were completed in January 2011 for the full four-lane minor arterial section. The study identified the right of way necessary to build the full four-lane roadway along with identifying the affected property owners. The study also produced a preliminary drainage report identifying necessary infrastructure with options pending final design. Two meetings with SCAFCA were held to review the drainage plan. Two public meetings and one stakeholders meeting were conducted outlining the proposed roadway alignment, right of way footprint, drainage options and the proposed access along the corridor. With the completion of the preliminary design for the four-lane roadway two separate estimates were completed for each phase of the project. The final design for a two lane interim roadway is currently underway utilizing federal transportation grants and higher education gross receipts tax revenue. Construction is expected in Fiscal Year 2015.

### 5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review	Recent City project	\$ 426,052							\$ 426,052
Land Acq./ROW	Other		\$ 521,641						\$ 521,641
Design and Specifications	Cost Consultant	\$ 193,096	\$ 1,102,299						\$ 1,295,394
Construction	Cost Consultant		\$ 3,839,559						\$ 3,839,559
Construction Management									\$ -
Water Rights Acquisition									\$ -
<b>TOTAL</b>		<b>\$ 619,148</b>	<b>\$ 5,463,498</b>	<b>\$ -</b>	<b>\$ 6,082,646</b>				

### 6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
G.O. Bond Proceeds	329-GO Bond Fund	\$ 426,052	\$ -						\$ 426,052
Federal Grants	305-Infrastructure Fund	\$ 164,981	\$ 1,812,054						\$ 1,977,035
Higher Education GRT Revenues	263-Higher Ed. GRT Fund	\$ 28,115	\$ 3,571,885						\$ 3,600,000
To Be Determined			\$ 79,559						\$ 79,559
<b>TOTAL</b>		<b>\$ 619,148</b>	<b>\$ 5,463,498</b>	<b>\$ -</b>	<b>\$ 6,082,646</b>				

**1. PROJECT INFORMATION**

Project Title	Southern Boulevard Preliminary Design	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	6
Project Category	Transportation	CIP Year	FY2013	Project No.:	PW1384
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

The project involves preparation of a corridor study for Southern Boulevard from Rainbow Boulevard to NM Highway 528 (NM528). The project will result in 30% construction design for Southern Boulevard improvements from Golf Course Road to NM528.

**3. PROJECT JUSTIFICATION**

The study will provide guidance for the reconstruction and improvements required for Southern Blvd. from Rainbow Blvd. to NM 528. The first phase of construction improvements is anticipated to be from NM Highway 528 to Golf Course Road in Fiscal Year 2018.

**4. PROJECT HISTORY AND STATUS**

Preliminary design is in progress, including a detailed evaluation of design alternatives, environmental investigation and documentation, preliminary right-of-way mapping, and a preliminary drainage study. The corridor study is expected to be complete in Summer 2014. Funding for the project includes federal grants: \$850,000 and a local match amount of \$144,850.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review	Recent City project	\$ 485,846	\$ 509,005						\$ 994,850
Land Acq./ROW									\$ -
Design and Specifications									\$ -
Construction									\$ -
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 485,846</b>	<b>\$ 509,005</b>	<b>\$ -</b>	<b>\$ 994,850</b>				

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 415,106	\$ 434,894						\$ 850,000
G.O. Bond Proceeds	329-GO Bond Fund	\$ 70,739	\$ 74,111						\$ 144,850
									\$ -
									\$ -
									\$ -
<b>TOTAL</b>		<b>\$ 485,846</b>	<b>\$ 509,005</b>	<b>\$ -</b>	<b>\$ 994,850</b>				

**1. PROJECT INFORMATION**

Project Title	Lincoln Ave Improvements Phase I and Phase II	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	7
Project Category	Transportation	CIP Year	FY2008	Project No.:	PI0804; PW1239
Estimated Useful Life	Greater than 25 Years	District Location	Council District 6	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

The project consists of design and construction of Lincoln Avenue from Adams Lane to Paseo del Volcan including the intersection at Paseo Del Volcan. Phase I includes Lincoln Avenue from Adams Lane to Chayote Road while Phase II includes Chayote Road to Paseo del Volcan. The construction cost portion of each phase has been included in the Projects Under Consideration list for the Transportation facility category in the Infrastructure and Capital Improvement Plan (ICIP).

**3. PROJECT JUSTIFICATION**

The project will connect Paseo del Volcan to Lincoln Avenue allowing improved access to the City's Sports Complex North.

**4. PROJECT HISTORY AND STATUS**

Phase I design was completed in March 2010 utilizing a state appropriation (\$235,960) and road impact fees (\$40,984). Phase II design commenced in Fall 2012 to be completed in September 2014. The Paseo del Volcan Extension to US550 construction project was completed in February 2011 and the remaining federal High Priority Project (HPP) funds are being utilized to design Phase II of the project. Local matching funds (20% match requirement) consists of road impact fees. The estimated right of way acquisition and construction cost of Phase I and Phase II is \$9,700,000 and \$3,351,290, respectively. The right of way and construction cost portions of the project are included in the Projects Under Consideration list.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Act./ROW	Other		\$ 3,750,000						\$ 3,750,000
Design and Specifications	Other	\$ 685,882	\$ 150,085						\$ 835,967
Construction	Other		\$ 9,301,290						\$ 9,301,290
Construction Management									\$ -
Equipment/Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 685,882</b>	<b>\$ 13,201,375</b>	<b>\$ -</b>	<b>\$ 13,887,257</b>				

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 327,151	\$ 72,849						\$ 400,000
Impact Fees-Roads	351-Impact Fees Roads	\$ 119,435	\$ 63,549						\$ 182,984
G.O. Bond Proceeds	329-GO Bond Fund	\$ 3,337	\$ 13,687						\$ 17,024
State Capital Outlay Appropriation To Be Determined	315-SAP Capital Fund	\$ 235,960							\$ 235,960
			\$ 13,051,290						\$ 13,051,290
<b>TOTAL</b>		<b>\$ 685,882</b>	<b>\$ 13,201,375</b>	<b>\$ -</b>	<b>\$ 13,887,257</b>				

**1. PROJECT INFORMATION**

Project Title	Idalia Road Reconstruction	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	8
Project Category	Transportation	CIP Year	FY2009	Project No.:	PW0909
Estimated Useful Life	Greater than 25 Years	District Location	Council District 6	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

The project involves the reconstruction and expansion of the existing roadway from Iris Road to New Mexico Highway 528 (NM528), including widening from a two lane undivided road to a 3 lane undivided road, turn lanes, intersection improvements, curbs and gutters, storm drains, bike lanes, etc...

**3. PROJECT JUSTIFICATION**

The City is utilizing federal grants to construct the project. The funds are programmed for FY2014 for design and FY2015 for construction. Currently the roadway is in serious disrepair and does not have curb and gutter. Idalia Road serves as one of the main routes to the county landfill, county offices and the City Center.

**4. PROJECT HISTORY AND STATUS**

A project to address drainage issues at the intersection of Idalia Road and Chayote Road was completed in July 2011 utilizing 2009 general obligation bond funds in the amount of \$118,465. Design of reconstruction and expansion improvements is in progress to be completed in December 2014. Construction will commence in Fiscal Year 2015 upon receipt of federal grant funds in the amount of \$9,775,000.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW	Other		\$ 418,920						\$ 418,920
Design and Specifications	Recent City project	\$ 550,405	\$ 1,162,736						\$ 1,713,141
Construction	Other		\$ 11,440,777						\$ 11,440,777
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 550,405</b>	<b>\$ 13,022,433</b>	<b>\$ -</b>	<b>\$ 13,572,838</b>				

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 305,151	\$ 11,125,679						\$ 11,430,830
Impact Fees-Roads	351-Impact Fees Roads	\$ 52,001	\$ 230,977						\$ 282,978
G.O. Bond Proceeds	329-GO Bond Fund	\$ 193,253	\$ 1,665,777						\$ 1,859,030
									\$ -
									\$ -
<b>TOTAL</b>		<b>\$ 550,405</b>	<b>\$ 13,022,433</b>	<b>\$ -</b>	<b>\$ 13,572,838</b>				

**1. PROJECT INFORMATION**

Project Title	Intersection Improvements / Cabezon Boulevard and Western Hills Drive	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	10
Project Category	Transportation	CIP Year	FY2010	Project No.:	PW1051
Estimated Useful Life	Greater than 25 Years	District Location	Council District 5	Project Request Status	Revised Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

The project involves design and analysis of the intersection to determine if roundabout construction is appropriate versus traffic signal construction. Construction of appropriate improvements shall follow design analysis.

**3. PROJECT JUSTIFICATION**

The intersection of Cabezon Blvd. and Western Hills Dr. is an approved traffic signal location within the Cabezon Master Planned Community in southwestern Rio Rancho. As part of a broader traffic calming plan for Cabezon Blvd., this intersection has been identified by the Traffic Section as a candidate for roundabout construction as an alternative to a traffic signal. Roundabout construction, if appropriate, would reduce the overall operations and maintenance fees for the City of Rio Rancho. Roundabout construction at this type of location is being encouraged by the DPW Traffic Section.

**4. PROJECT HISTORY AND STATUS**

A contract for intersection analysis and a design analysis report was completed in November 2010 at a cost of \$19,826. Design analysis recommended a midblock crossing east of the intersection and the city completed construction of those improvements in March 2011 (PW1141-Pedestrian Safety: \$10,827). Construction of additional improvements will be completed upon identification of funding.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
Planning and Feasibility	Recent City project	\$ 19,826							\$ 19,826
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications									\$ -
Construction	Other		\$ 62,569		\$ 837,431				\$ 900,000
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 19,826</b>	<b>\$ 62,569</b>	<b>\$ -</b>	<b>\$ 837,431</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 919,826</b>

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY15	FY16	FY17	FY18	FY19	FY20	TOTAL
State Grants	305-Infrastructure Fund	\$ 19,812							\$ 19,812
Municipal Gas Tax Revenues	270-Muni Rd Fund	\$ 14							\$ 14
Impact Fees-Roads	351-Impact Fees Roads		\$ 62,569						\$ 62,569
To Be Determined					\$ 837,431				\$ 837,431
									\$ -
<b>TOTAL</b>		<b>\$ 19,826</b>	<b>\$ 62,569</b>	<b>\$ -</b>	<b>\$ 837,431</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 919,826</b>

**Completed Projects**

**Paseo del Volcan Landscaping at US Hwy 550 (PW1298)**

Construction of landscape improvements at Paseo del Volcan (PdV) and US Hwy 550, including a granite “Welcome to Rio Rancho” sign was completed in August 2013. Funding for the project consisted of a federal transportation grant in the amount of \$158,655 and general obligation bond proceeds in the amount of \$39,664.

**FY13 Pedestrian Safety, Traffic Calming, and ADA Sidewalks (PW1343)**

Pedestrian and ADA sidewalk improvements were completed in Fiscal Year 2014 included:

- Street Light Installation on Pecos Road between Baltic Avenue and Hood Road: \$17,943
- Street Light Installation at 10<sup>th</sup> Street and Northern Boulevard: \$3,266
- Rapid Rectangular Flashing Beacon Installation on Loma Colorado Boulevard, King Boulevard, and Cabezon Boulevard: \$15,800

**Obregon Road Improvements (PW1339)**

Improvements to Obregon Road near Enchanted Hills Elementary School included widening the roadway to accommodate approximately 600’ of left and right turn lanes into the school, and three street lights. The project was completed in August 2013 at a cost of \$164,141. Funding consisted of a federal grant in the amount of \$108,582 and general obligation bond proceeds in the amount of \$55,559.

**Works in Progress**

**Broadmoor Boulevard-Phase I Improvements (PW0906)**

The project consists of final design and construction of the two lane interim roadway from Norwich Avenue to Paseo del Volcan, as well as improvements to the section between Northern Boulevard and Norwich Avenue. Final design is currently in progress utilizing federal grants and higher education gross receipts tax sources. The FY15 Budget includes an additional \$3,250,000 in higher education gross receipts tax sources for construction activities to commence in Summer 2015.

**Idalia Road Reconstruction (PW0909)**

The project involves reconstruction of the two lane roadway, including the addition of bike lanes, sidewalks, street lighting, and intersections where needed. Design is currently in progress and construction is planned in Fiscal Year 2015. Project funding includes federal grants (\$11,430,830), general obligation bond proceeds (\$1,859,030), and road impact fees (\$282,978). A project to address drainage issues at the intersection of Idalia Road and Chayote Road was completed in July 2011, while the reconstruction project will expand a minor arterial which serves as the main access route to the Sandoval County landfill, Sandoval County office complex, and the Thirteenth District Court complex.

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**Northern Boulevard and Rockaway Boulevard Traffic Signal (PW1138)**

Engineering to perform design updates to the construction plans for the project was completed in April 2014, and will received a grant from the Municipal Arterial Program in Fiscal Year 2015 to construct the project. The intersection has been approved for traffic signal construction since November 2009.

**Lincoln Ave. Extension Phase I-Adams Lane to Chayote Road and Phase II-Chayote Road to Paseo del Volcan (PI0804 & PW1239)**

Design for the Lincoln Avenue Extension-Phase I project from Adams Lane to Chayote Rd. was completed in November 2009 with funding obtained in Fiscal Year 2007 from two state capital outlay appropriations (\$235,960). Title reports were also obtained under the same state appropriations and in Fiscal Year 2012, the city purchased a land parcel required for drainage improvements associated with the future road project. Design of Phase II improvements from Chayote Rd. to Paseo del Volcan commenced in September 2012 with federal grant funding in the amount of \$400,000, road impact fees in the amount of \$142,000, and general obligation bond proceeds in the amount of \$17,024. Land acquisition and construction of the multiple phase project is estimated to be \$13 million and would extend a vital arterial roadway from Adams Lane in Lomas Encantadas to the Paseo del Volcan (PdV) restricted access highway. Funding for construction activities is to be determined at this time.

**Southern Boulevard Preliminary Design (PW1384)**

Preliminary design work, including preliminary right-of-way mapping for future improvements to Southern Boulevard from New Mexico Highway 528 (NM528) to Rainbow Road is in progress to be completed in October 2014. The design report will inform final construction plans and right-of-way mapping for Phase I improvements from NM528 to Golf Course Road. Phase I design will commence in Fiscal Year 2016, while construction is planned upon receipt of federal grant funds (\$7,290,497) in Fiscal Year 2018.

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