

## 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 Mid-Region Council of Governments (MRCOG) 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 143 miles of unpaved roads throughout the city. The unpaved road network is the result of antiquated platting 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) has widened NM 528 from Southern Boulevard to Ridgecrest Drive and is currently designing NM528 from Ridgecrest Drive to Northern Boulevard. In recent years, city planning and construction efforts to expand the system level road network have focused on Unser Boulevard, Broadmoor Boulevard, Idalia Road, Southern Boulevard, Northern 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 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 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.

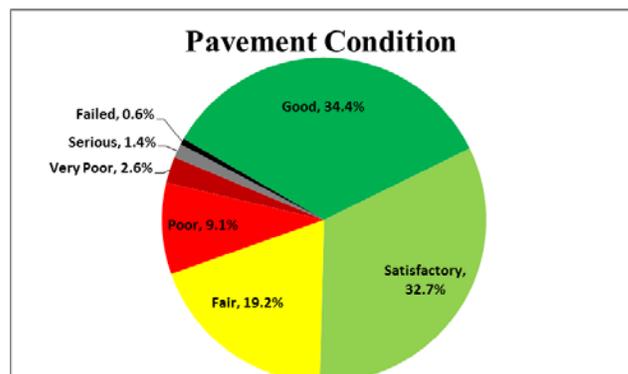
For existing conditions the MRCOG uses volume-to-capacity (V/C) ratios as one of three measures to determine the level of congestion (if any) on any given regional facility. V/C compares the observed traffic volume along a roadway compared to its capacity. Other criteria include *speed differential* 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 finalizing the additional data that is being gathered and will 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 was rated in 2014. District was rated in 2015. 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<br/>(Principal and Minor):<br/>112 Segments</b> | <b>Collector:<br/>121 Segments</b> | <b>Residential:<br/>1,557 Segments</b> | <b>1,790 Segments</b>    |
| Good   | 51.8%   | 38.8%                              | 32.8%                                  | 34.4%                    |
| Satisfactory   | 28.6%   | 27.3%                              | 33.4%                                  | 32.7%                    |
| Fair   | 8.0%  | 20.7%                              | 19.8%                                  | 19.2%                    |
| Poor   | 8.9%  | 6.6%                               | 9.3%                                   | 9.1%                     |
| Very Poor  | 2.7%  | 5.0%                               | 2.4%                                   | 2.6%                     |
| Serious  | 0.0%  | 1.7%                               | 1.5%                                   | 1.4%                     |
| Failed   | 0.0%  | 0.0%                               | 0.7%                                   | 0.6%                     |

**Repair and Maintenance Programs/Activities**

Expenditures for roadway repair and maintenance, traffic operations and maintenance, and roadway engineering (including drainage infrastructure) have averaged \$4.8 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 2013, expenditures for road maintenance began to increase and are budgeted at more than \$6 million in Fiscal Year 2016. Historically, 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, eight percent (8%) 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 nine percent (29%) of assessments generated by annual development activity. Effective September 22, 2012 through September 22, 2014, impact fees were reduced by 50 percent (50%) for residential construction and by 100 percent (100%) for non-residential construction. The amount of estimated foregone road impact fees during this period was \$4,296,066. 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
- Road Impact Fees
- General Fund Transfers
- General Obligation Bond Proceeds

# Capital Improvement Plan Transportation/Roads

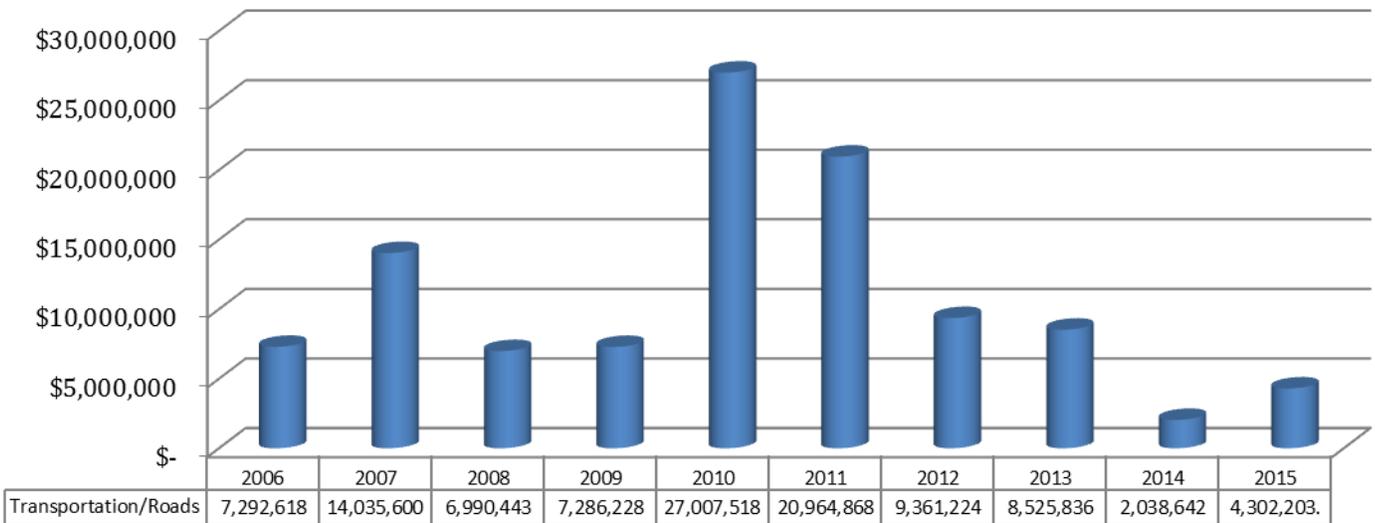


FY16

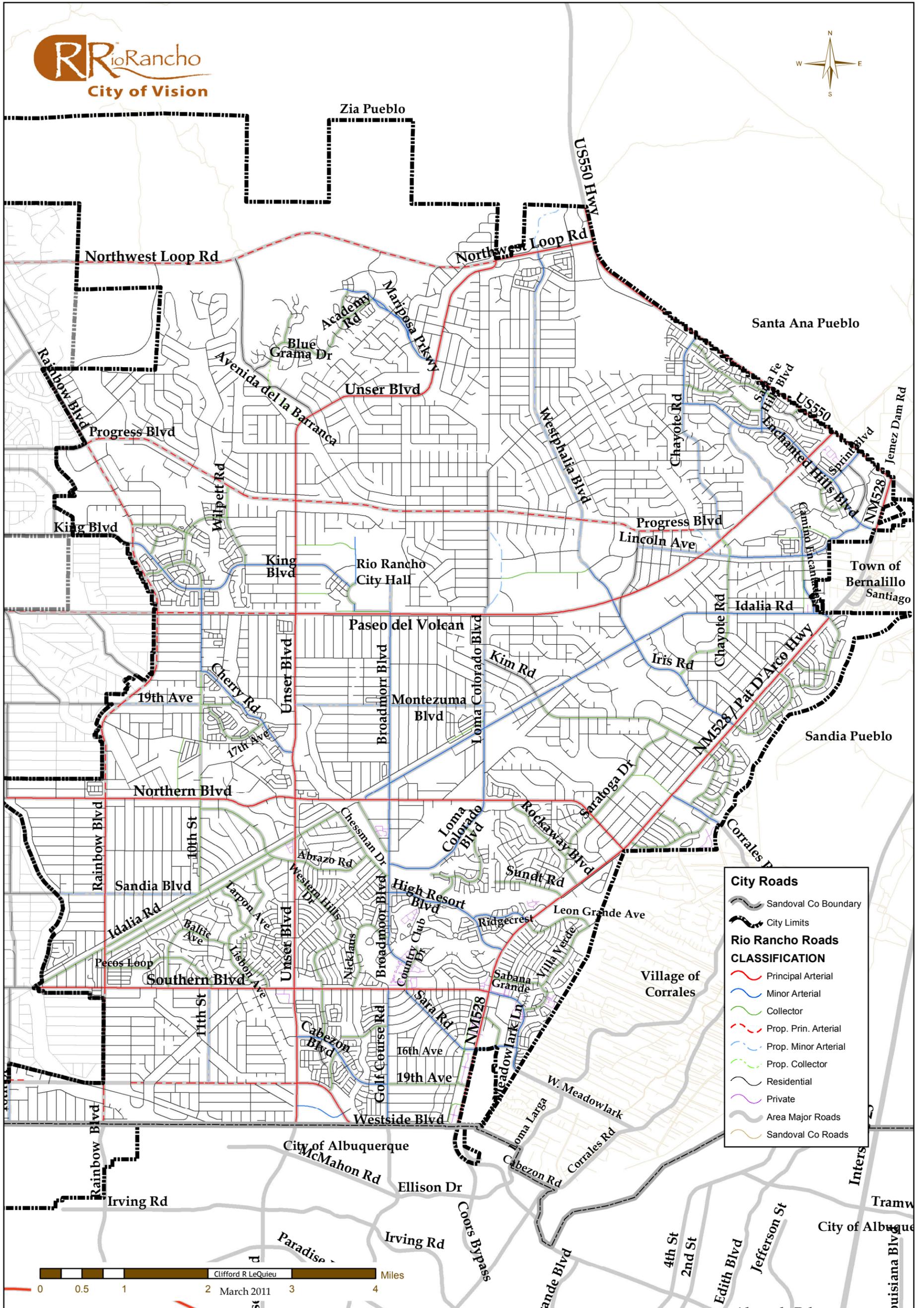
- Revenue Bond and Loan Proceeds

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 modest recovery. In a reversal of this trend, the city’s FY2016 Budget includes \$1.7 million in general fund sources for design of Southern Boulevard Reconstruction from NM 528 to May Circle. These funds represent the local match to \$7 million in federal construction dollars to be received in Fiscal Year 2018.

**Transportation Capital Expenditures: FY2006-2015**



# CITY OF RIO RANCHO STREET CLASSIFICATION MAP



| City Roads                      |                      |
|---------------------------------|----------------------|
|                                 | Sandoval Co Boundary |
|                                 | City Limits          |
| Rio Rancho Roads CLASSIFICATION |                      |
|                                 | Principal Arterial   |
|                                 | Minor Arterial       |
|                                 | Collector            |
|                                 | Prop. Prin. Arterial |
|                                 | Prop. Minor Arterial |
|                                 | Prop. Collector      |
|                                 | Residential          |
|                                 | Private              |
|                                 | Area Major Roads     |
|                                 | Sandoval Co Roads    |



Clifford R LeQueu  
March 2011

**FY2016-FY2021: ICIP Summary**

| Rank Priority | Fund/Project No.       | Project Title   | Project to Date | 2016 Budget  | 2016 Additional Spending Anticipated | 2016 Total    | 2017          | 2018         | 2019         | 2020         | 2021          | Funding Requested: FY2016-FY2021 | Funding Source        | Funding Source                     | Funding Source     | Funding Source    | Funding Source   | Total Funding       |
|---------------|------------------------|---|-----------------|--------------|--------------------------------------|---------------|---------------|--------------|--------------|--------------|---------------|----------------------------------|-----------------------|------------------------------------|--------------------|-------------------|------------------|---------------------|
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | (A)                   | (B)                                | (C)                | (D)               | (E)              | (A)+(B)+(C)+(D)+(E) |
| 1             | PW1625                 | Southern Blvd Reconstruction, NM528 to Golf Course Rd                           | \$ -            | \$ 1,700,000 | \$ -                                 | \$ 1,700,000  | \$ -          | \$ 7,290,497 | \$ -         | \$ -         | \$ -          | \$ 8,990,497                     | General Fund Revenues | Impact Fees-Roads                  | Federal Grants     |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 1,700,000          | \$ 280,897                         | \$ 7,009,600       |                   |                  | \$ 8,990,497        |
| 2             | PW0911; PW1530         | Pavement Preservation and Rehabilitation Program                                | \$ 3,228,645    | \$ 64,000    | \$ 12,201,880                        | \$ 12,265,880 | \$ 14,355,861 | \$ 7,738,459 | \$ 7,969,703 | \$ 3,075,095 | \$ 10,158,842 | \$ 55,563,840                    | General Fund Revenues | Municipal Gas Tax Revenues         | To Be Determined   |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 1,335,024          | \$ 77,498                          | \$ 54,151,318      |                   |                  | \$ 55,563,840       |
| 3             | PW1390                 | Unser Blvd.-Phase IIB-Cherry Rd. to PdV   | \$ 123,320      | \$ -         | \$ 972,301                           | \$ 972,301    | \$ 263,308    | \$ -         | \$ -         | \$ 4,302,071 | \$ 11,829,884 | \$ 17,367,564                    | Federal Grants        | State Capital Outlay Appropriation | G.O. Bond Proceeds | Impact Fees-Roads | To Be Determined |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 774,857            | \$ 65,400                          | \$ 132,044         | \$ 263,308        | \$ 16,131,955    | \$ 17,367,564       |
| 4             | PW1074; PW1005; PW1481 | Westside Blvd. Improvements: Golf Course Rd. to Unser Blvd.                     | \$ 1,017,136    | \$ 764       | \$ 1,410,868                         | \$ 1,411,632  | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          | \$ 1,411,632                     | G.O. Bond Proceeds    | State Capital Outlay Appropriation |                    |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 460,177            | \$ 951,455                         |                    |                   |                  | \$ 1,411,632        |
| 5             | PW0906                 | Broadmoor Extension Phase I: Norwich Ave. to Paseo del Volcan                   | \$ 1,622,856    | \$ -         | \$ 4,940,088                         | \$ 4,940,088  | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          | \$ 4,940,088                     | Higher Education GRT  | Federal Grants                     |                    |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 3,425,745          | \$ 1,514,343                       |                    |                   |                  | \$ 4,940,088        |
| 6             | N/A                    | Broadmoor Extension Phase II R/W (Northern Blvd. to Paseo del Volcan)           | \$ -            | \$ -         | \$ -                                 | \$ -          | \$ -          | \$ -         | \$ 247,976   | \$ 254,100   | \$ 2,314,024  | \$ 2,816,100                     | Impact Fees-Roads     | To Be Determined                   |                    |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 502,076            | \$ 2,314,024                       |                    |                   |                  | \$ 2,816,100        |
| 7             | PW1384                 | Southern Blvd Preliminary Design  | \$ 865,463      | \$ -         | \$ 129,386                           | \$ 129,386    | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          | \$ 129,386                       | Federal Grants        | G.O. Bond Proceeds                 |                    |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 110,548            | \$ 18,838                          |                    |                   |                  | \$ 129,386          |
| 8             | N/A                    | Northern Blvd. Widening Phase B Design and R/W (Broadmoor Blvd. to Unser Blvd.) | \$ -            | \$ -         | \$ -                                 | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ 2,640,000  | \$ 2,640,000                     | Federal Grants        | To Be Determined                   |                    |                   |                  |                     |
|               |                        |   |                 |              |                                      |               |               |              |              |              |               |                                  | \$ 2,255,616          | \$ 384,384                         |                    |                   |                  | \$ 2,640,000        |

**FY2016-FY2021: ICIP Summary**

| Rank Priority | Fund/Project No.       | Project Title  | Project to Date | 2016 Budget | 2016 Additional Spending Anticipated | 2016 Total    | 2017       | 2018       | 2019       | 2020       | 2021         | Funding Requested: FY2016-FY2021 | Funding Source             | Funding Source    | Funding Source     | Funding Source   | Funding Source | Total Funding       |
|---------------|------------------------|--|-----------------|-------------|--------------------------------------|---------------|------------|------------|------------|------------|--------------|----------------------------------|----------------------------|-------------------|--------------------|------------------|----------------|---------------------|
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | (A)                        | (B)               | (C)                | (D)              | (E)            | (A)+(B)+(C)+(D)+(E) |
| 9             | PI0804; PW1239         | Lincoln Avenue Improvements-Design-Chayote Rd. to Paseo del Volcan | \$ 698,160      | \$ -        | \$ 137,807                           | \$ 137,807    | \$ -       | \$ -       | \$ -       | \$ -       | \$ 3,556,186 | \$ 3,693,993                     | Federal Grants             | Impact Fees-Roads | G.O. Bond Proceeds | To Be Determined |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 1,920,567               | \$ 60,650         | \$ 13,687          | \$ 1,699,090     |                | \$ 3,693,993        |
| 10            | PW0909                 | Idalia Rd. Reconstruction from NM HWY 528 to Iris Rd.              | \$ 2,108,454    | \$ 285,955  | \$ 11,565,257                        | \$ 11,851,212 | \$ -       | \$ -       | \$ -       | \$ -       | \$ -         | \$ 11,851,212                    | Federal Grants             | Impact Fees-Roads | G.O. Bond Proceeds |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 9,908,424               | \$ 277,011        | \$ 1,665,777       |                  |                | \$ 11,851,212       |
| 11            | PW1428; PW1528; PW1623 | ADA Sidewalk Improvements  | \$ 43,960       | \$ 20,000   | \$ 183,033                           | \$ 203,033    | \$ 100,000 | \$ 100,000 | \$ 160,000 | \$ 300,000 | \$ 300,000   | \$ 1,163,033                     | Municipal Gas Tax Revenues | State Grants      |                    |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 290,758                 | \$ 872,275        |                    |                  |                | \$ 1,163,033        |
| 12            | PW1589                 | Veranda Rd. Safety Improvements                                    | \$ 12,466       | \$ -        | \$ 48,074                            | \$ 48,074     | \$ -       | \$ -       | \$ -       | \$ -       | \$ -         | \$ 48,074                        | Impact Fees-Roads          |                   |                    |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 48,074                  |                   |                    |                  |                | \$ 48,074           |
| 13            | PW1138; PW1562         | Rockaway Blvd. and Northern Blvd. Traffic Signal                   | \$ 55,036       | \$ -        | \$ 225,819                           | \$ 225,819    | \$ -       | \$ -       | \$ -       | \$ -       | \$ -         | \$ 225,819                       | Municipal Gas Tax Revenues | State Grants      |                    |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 56,455                  | \$ 169,365        |                    |                  |                | \$ 225,819          |
| 14            | N/A                    | Minor Traffic Calming/Median Work                                  | \$ 33,425       | \$ -        | \$ -                                 | \$ -          | \$ 20,000  | \$ 20,000  | \$ 20,000  | \$ 20,000  | \$ 20,000    | \$ 100,000                       | To Be Determined           |                   |                    |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 100,000                 |                   |                    |                  |                | \$ 100,000          |
| 15            | PW1426; PW1527         | Pedestrian Safety Improvements                                     | \$ 153,908      | \$ -        | \$ 39,186                            | \$ 39,186     | \$ 20,000  | \$ 20,000  | \$ 20,000  | \$ 20,000  | \$ 20,000    | \$ 139,186                       | Municipal Gas Tax Revenues | State Grants      | To Be Determined   |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 50,293                  | \$ 24,401         | \$ 64,492          |                  |                | \$ 139,186          |
| 16            | N/A                    | New Streetlights/Street Light Upgrades                             | \$ -            | \$ -        | \$ -                                 | \$ -          | \$ 25,000  | \$ 25,000  | \$ 25,000  | \$ 25,000  | \$ 25,000    | \$ 125,000                       | To Be Determined           |                   |                    |                  |                |                     |
|               |                        |  |                 |             |                                      |               |            |            |            |            |              |                                  | \$ 125,000                 |                   |                    |                  |                | \$ 125,000          |



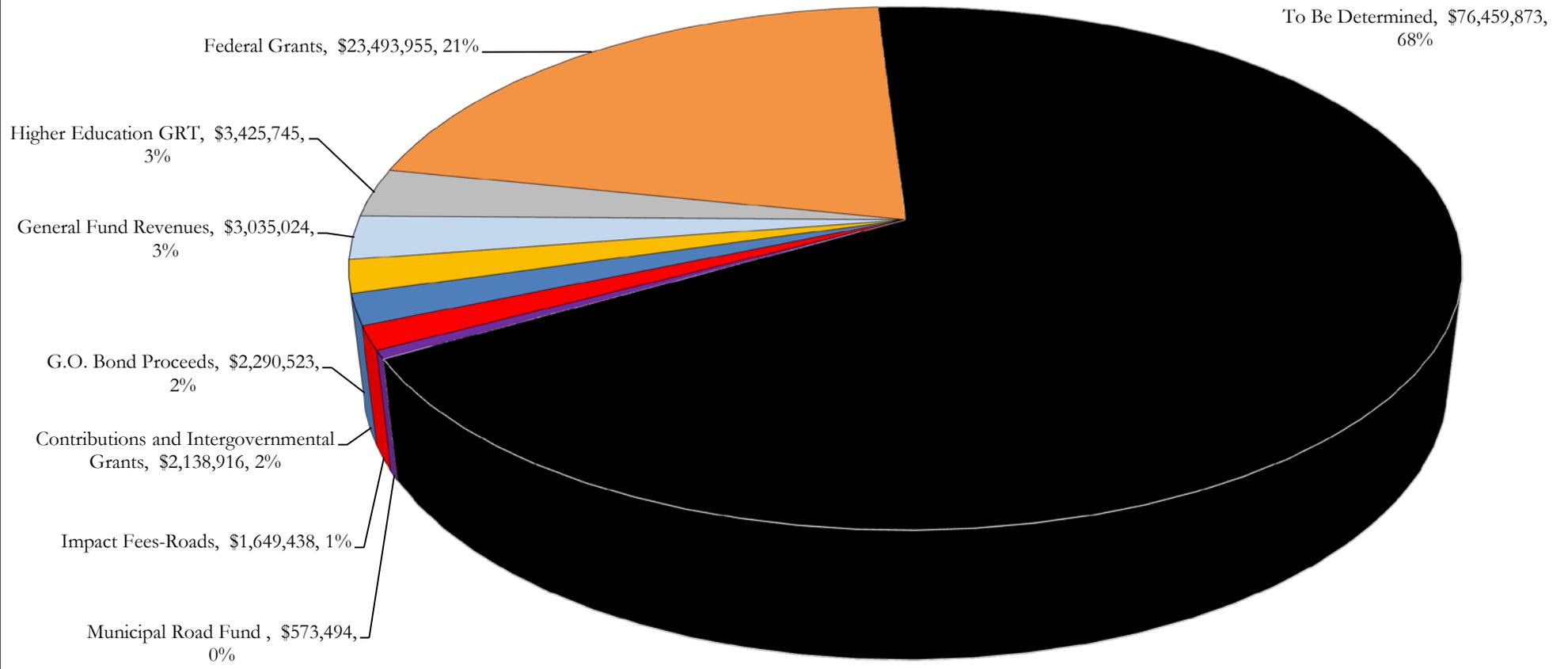
## 2016-2021 Infrastructure and Capital Improvement Plan Transportation

### FY2016-FY2021: ICIP Summary

| Rank Priority | Fund/Project No.                               | Project Title  | Project to Date | 2016 Budget | 2016 Additional Spending Anticipated | 2016 Total | 2017      | 2018         | 2019      | 2020      | 2021      | Funding Requested: FY2016-FY2021 | Funding Source                            | Funding Source    | Funding Source | Funding Source | Funding Source | Total Funding       |
|---------------|--|--|-----------------|-------------|--------------------------------------|------------|-----------|--------------|-----------|-----------|-----------|----------------------------------|---|-------------------|----------------|----------------|----------------|---------------------|
|               |  |  |                 |             |                                      |            |           |              |           |           |           |                                  | (A)                                       | (B)               | (C)            | (D)            | (E)            | (A)+(B)+(C)+(D)+(E) |
| 17            | PW1236; PW1392; PW1460; WA1491; PW1526; PW1639 | Road Restoration (incl. American Road Restoration)               | \$ 35,489       | \$ 3,000    | \$ -                                 | \$ 3,000   | \$ 3,000  | \$ 3,000     | \$ 3,000  | \$ 3,000  | \$ 3,000  | \$ 18,000                        | Road Restoration Fee                      |                   |                |                |                |                     |
|               |  |  |                 |             |                                      |            |           |              |           |           |           |                                  | \$ 18,000                                 |                   |                |                |                | \$ 18,000           |
| 18            | PI0859; PW1624                                 | Traffic Signal/IT Communications Improvements                    | \$ 358,206      | \$ -        | \$ -                                 | \$ -       | \$ 50,000 | \$ 50,000    | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 250,000                       | Municipal Gas Tax Revenues                | To Be Determined  |                |                |                |                     |
|               |  |  |                 |             |                                      |            |           |              |           |           |           |                                  | \$ 80,491                                 | \$ 169,509        |                |                |                | \$ 250,000          |
| 19            | PW1052   | Intersection Improvements / King Blvd. @ Wilpett                 | \$ 94,574       | \$ -        | \$ -                                 | \$ -       | \$ 54,851 | \$ 1,265,251 | \$ -      | \$ -      | \$ -      | \$ 1,320,102                     | To Be Determined                          |                   |                |                |                |                     |
|               |  |  |                 |             |                                      |            |           |              |           |           |           |                                  | \$ 1,320,102                              |                   |                |                |                | \$ 1,320,102        |
| 20            | PI0637; PW1595                                 | Intersection Improvements / Sprint Blvd. @ Enchanted Hills Blvd. | \$ 32,099       | \$ 239,252  | \$ 34,190                            | \$ 273,442 | \$ -      | \$ -         | \$ -      | \$ -      | \$ -      | \$ 273,442                       | Contributions, Donations and Sponsorships | Impact Fees-Roads |                |                |                |                     |
|               |  |  |                 |             |                                      |            |           |              |           |           |           |                                  | \$ 56,020                                 | \$ 217,422        |                |                |                | \$ 273,442          |

**TOTALS**    \$ 10,483,196    \$ 2,312,971    \$ 31,887,889    \$ 34,200,860    \$ 14,892,020    \$ 16,512,207    \$ 8,495,679    \$ 8,049,266    \$ 30,916,936    \$ 113,066,968

\$ 113,066,968



|  | FY16                 | FY17                 | FY18                 | FY19                | FY20                | FY21                 | TOTAL                 |
|--|----------------------|----------------------|----------------------|---------------------|---------------------|----------------------|-----------------------|
| Road Restoration                           | \$ 16,498            | \$ 3,000             | \$ 3,000             | \$ 3,000            | \$ 3,000            | \$ 3,000             | \$ 31,498             |
| Municipal Gas Tax Revenue                  | \$ 185,997           | \$ 25,000            | \$ 25,000            | \$ 64,463           | \$ 101,028          | \$ 140,508           | \$ 541,996            |
| Impact Fees-Roads                          | \$ 603,157           | \$ 263,308           | \$ 280,897           | \$ 247,976          | \$ 254,100          |                      | \$ 1,649,438          |
| Contributions and Intergovernmental Grants | \$ 1,418,916         | \$ 75,000            | \$ 75,000            | \$ 120,000          | \$ 225,000          | \$ 225,000           | \$ 2,138,916          |
| G.O. Bond Proceeds                         | \$ 2,290,523         |                      |                      |                     |                     |                      | \$ 2,290,523          |
| General Fund Revenues                      | \$ 1,995,024         |                      |                      |                     | \$ 1,040,000        |                      | \$ 3,035,024          |
| Higher Education GRT                       | \$ 3,425,745         |                      |                      |                     |                     |                      | \$ 3,425,745          |
| Federal Grants                             | \$ 12,371,643        |                      | \$ 7,009,600         |                     |                     | \$ 4,112,712         | \$ 23,493,955         |
| To Be Determined                           | \$ 11,893,357        | \$ 14,525,712        | \$ 9,118,710         | \$ 8,060,240        | \$ 6,426,138        | \$ 26,435,716        | \$ 76,459,873         |
| <b>TOTAL</b>                               | <b>\$ 34,200,860</b> | <b>\$ 14,892,020</b> | <b>\$ 16,512,207</b> | <b>\$ 8,495,679</b> | <b>\$ 8,049,266</b> | <b>\$ 30,916,936</b> | <b>\$ 113,066,968</b> |

**TRANSPORTATION  
PROJECTS UNDER CONSIDERATION**

| <b>Rank</b> | <b>Project Name</b>  | <b>Fiscal Year(s)</b> | <b>Project Estimate</b> |
|-------------|--|-----------------------|-------------------------|
| 21          | Lincoln Ave. Improvements-Phase I and II (Adams Ln. to PdV)                                    | 2021                  | \$ 8,297,768            |
| 22          | Southern Blvd. Reconstruction Phase II-Golf Course Rd. to Unser Blvd.                          | 2021                  | \$ 39,150,000           |
| 23          | Southern Blvd. Widening-15th St. to Rainbow Blvd.  | 2021                  | \$ 47,690,963           |
| 24          | Northern Blvd. Widening Phase B-Broadmoor Blvd. to Unser Blvd.                                 | 2022                  | \$ 13,200,000           |
| 25          | Loma Colorado Blvd. Extension-Aloe Circle to PdV   | 2017-2019             | \$ 5,551,000            |
| 26          | Unser Blvd. Widening-Phase IIC-King Blvd. to Progress Blvd.                                    | 2022                  | \$ 10,023,875           |
| 27          | Broadmoor Extension Phase II-Northern Blvd. to PdV   | 2022                  | \$ 14,837,156           |
| 28          | Westside Blvd. Phase III-Design, Construct, and Right of Way from Unser Blvd. to Rainbow Blvd. | 2020                  | \$ 14,686,519           |
| 29          | Baltic Avenue Sidewalk from Southern Blvd. to Pecos Loop                                       | 2018-2019             | \$ 225,000              |
| 30          | Pecos Loop Sidewalks from Rainbow Blvd. to Baltic Ave.   | 2016-2017             | \$ 425,000              |
| 31          | Annual Structural Crack Seal Program   | 2017-2020             | \$ 3,275,077            |
| 32          | Roadway Reconstruction Program   | 2017-2020             | \$ 35,613,335           |
| 33          | Unser Blvd. Access Management Plan: Southern Blvd. to Abrazo Rd.                               | 2017-2018             | \$ 9,056,250            |
| 34          | Unser Rehab and Shoulders-Progress Blvd. to Northwest Lp.                                      | 2017                  | \$ 1,350,000            |
| 35          | College Blvd.-King Blvd. to Center Dr.   | 2017                  | \$ 1,475,427            |
| 36          | High Resort Blvd. Reconstruction-NM Hwy 528 to Broadmoor Blvd.                                 | 2017                  | \$ 5,076,720            |
| 37          | 27th St. Improvements  | 2016-2017             | \$ 1,380,000            |
| 38          | 17th Ave. Construction   | 2016-2018             | \$ 2,399,000            |
| 39          | Joe Harris Ave.-7th St. to 9th St. NE  | 2016                  | \$ 1,012,702            |
| 40          | Loma Colorado Trail-Huron to RRMS  | 2016                  | \$ 65,000               |
| 41          | Traffic Signal @ Pasilla Rd. and NM Hwy 528  | 2016                  | \$ 450,000              |
| 42          | Intersection Improvements-King Blvd. @ 10th St.  | 2017                  | \$ 550,000              |

**TRANSPORTATION  
PROJECTS UNDER CONSIDERATION**

| <b>Rank</b> | <b>Project Name</b>  | <b>Fiscal Year(s)</b> | <b>Project Estimate</b> |
|-------------|--|-----------------------|-------------------------|
| 43          | King Blvd. Construction-Unser Blvd. to Wilpett Rd.               | 2018-2020             | \$ 29,676,000           |
| 44          | Chayote Rd. Improvements   | 2018-2020             | \$ 2,804,000            |
| 45          | Loma Colorado Dr. Extension-Broadmoor Blvd. to Chessman Rd.      | 2017-2019             | \$ 2,700,000            |
| 46          | Arena Dr.-Unser Blvd. to HP Way                                  | 2019-2020             | \$ 4,110,000            |
| 47          | Franklin Rd.-Curtis Ct. to Sandia Elementary                     | 2019                  | \$ 1,340,000            |
| 48          | City Center Parking Lots   | 2020                  | \$ 411,250              |
| 49          | Loma Colorado Raised Medians-Northern Blvd. to Broadmoor Blvd.   | 2020                  | \$ 1,800,000            |
| 50          | Pine Rd. and 10th St. Intersection Improvements                  | 2020                  | \$ 250,000              |
| 51          | Pine Rd. and Old Unser Blvd. Intersection Improvements           | 2020                  | \$ 250,000              |
| 52          | Center Blvd.-Champion Dr.. to PdV                                | 2020                  | \$ 1,350,000            |
| 54          | Rainbow Corridor Study-RR/ABQ Boundary to Southern Blvd.         | 2020                  | \$ 500,000              |
| 55          | Encantado Channel Bridge Crossing                                | 2020                  | \$ 750,000              |
| 56          | Lakeview Rehabilitation  | 2020                  | \$ 1,016,336            |
| 57          | Paseo del Volcan-Meadows Blvd. to Unser Blvd.                    | 2020                  | \$ 3,742,032            |
| 58          | City Center Sidewalks Phase II-Unser Blvd. to Existing Sidewalks | 2020                  | \$ 750,000              |
| 59          | Sara Rd. Sidewalk from NM528 to Meadowlark Ln.                   | 2020                  | \$ 190,603              |
| 60          | Unser Blvd. Right Turn Lane onto Commercial Dr.                  | 2020                  | \$ 302,338              |
| 61          | Sara Rd./Meadowlark Ln. Roundabout                               | 2020                  | \$ 1,541,226            |
|             |  |                       |                         |
|             | <b>TOTAL</b>   |                       | <b>\$ 269,274,577</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.:                 | PW1625                  |
| 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 FY2018. 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 2015. 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 | FY16         | FY17 | FY18         | FY19 | FY20 | FY21 | 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 | FY16         | FY17 | FY18         | FY19 | FY20 | FY21 | 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 and Rehabilitation 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       | Revised Project Request |

**2. PROJECT DESCRIPTION AND SCOPE**

Pavement preservation will be applied to roads rated fair or better, and where the treatment is applicable, and pavement rehabilitation will be applied to roads rated poor, 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 a candidate 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). Funds in the amount of \$630,000 were appropriated in FY2015 for mill and inlay for Riverview Dr. from Meadowlark Lane to Sabana Grande Ave.: 2,071 LF, 0.39 miles (Enchanted Hills) and 17th Avenue NE from Cherry Rd. to 19th Ave.: 4,996 LF, 0.95 miles (North Hills). Rehabilitation has been completed on Riverview Drive and improvements to 17th Avenue are in progress.

**5. CAPITAL COSTS**

| PHASE                      | SOURCE(S) OF COST INFO | PRIOR YEARS         | FY16                 | FY17                 | FY18                | FY19                | FY20                | FY21                 | TOTAL                |
|----------------------------|------------------------|---------------------|----------------------|----------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| Planning and Feasibility   |                        |                     |                      |                      |                     |                     |                     |                      | \$ -                 |
| Pre Design and Env. Review |                        |                     |                      |                      |                     |                     |                     |                      | \$ -                 |
| Land Acq./ROW              |                        |                     |                      |                      |                     |                     |                     |                      | \$ -                 |
| Design and Specifications  | Recent City project    | \$ 87,173           | \$ 713,601           | \$ 861,352           | \$ 464,308          | \$ 478,182          | \$ 184,506          | \$ 609,531           | \$ 3,398,652         |
| Construction               | Recent City project    | \$ 3,065,275        | \$ 11,076,544        | \$ 12,920,275        | \$ 6,964,613        | \$ 7,172,733        | \$ 2,767,586        | \$ 9,142,958         | \$ 53,109,983        |
| Construction Management    | Recent City project    | \$ 52,380           | \$ 475,734           | \$ 574,234           | \$ 309,538          | \$ 318,788          | \$ 123,004          | \$ 406,354           | \$ 2,260,033         |
| Equipment/ Vehicle         |                        |                     |                      |                      |                     |                     |                     |                      | \$ -                 |
| Other                      |                        | \$ 23,818           |                      |                      |                     |                     |                     |                      | \$ 23,818            |
| <b>TOTAL</b>               |                        | <b>\$ 3,228,645</b> | <b>\$ 12,265,880</b> | <b>\$ 14,355,861</b> | <b>\$ 7,738,459</b> | <b>\$ 7,969,703</b> | <b>\$ 3,075,095</b> | <b>\$ 10,158,842</b> | <b>\$ 58,792,485</b> |

**6. PROPOSED SOURCES OF FUNDING**

| REVENUE SOURCE             | EXPENDITURE FUND        | PRIOR YEARS         | FY16                 | FY17                 | FY18                | FY19                | FY20                | FY21                 | TOTAL                |
|----------------------------|-------------------------|---------------------|----------------------|----------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| Municipal Gas Tax Revenues | 270-Muni Rd Fund        |                     | \$ 77,498            |                      |                     |                     |                     |                      | \$ 77,498            |
| G.O. Bond Proceeds         | 329-GO Bond Fund        | \$ 2,893,669        |                      |                      |                     |                     |                     |                      | \$ 2,893,669         |
| General Fund Revenues      | 305-Infrastructure Fund | \$ 334,976          | \$ 295,024           |                      |                     |                     | \$ 1,040,000        |                      | \$ 1,670,000         |
| To Be Determined           |                         |                     | \$ 11,893,358        | \$ 14,355,861        | \$ 7,738,459        | \$ 7,969,703        | \$ 2,035,095        | \$ 10,158,842        | \$ 54,151,318        |
| <b>TOTAL</b>               |                         | <b>\$ 3,228,645</b> | <b>\$ 12,265,880</b> | <b>\$ 14,355,861</b> | <b>\$ 7,738,459</b> | <b>\$ 7,969,703</b> | <b>\$ 3,075,095</b> | <b>\$ 10,158,842</b> | <b>\$ 58,792,485</b> |

**1. PROJECT INFORMATION**

|                       |   |                       |                                  |                              |                         |
|-----------------------|---|-----------------------|----------------------------------|------------------------------|-------------------------|
| Project Title         | Unser Blvd-Phase IIB- Cherry Road to Paseo del Volcan (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. Construction from the vicinity of Cherry Road to Paseo del Volcan is tentatively planned in FY2021 contingent upon identification of funding.

**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 (\$1,052,030). 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. Right of way acquisition for Phase IIB is currently in progress.

**5. CAPITAL COSTS**

| PHASE                      | SOURCE(S) OF COST INFO | PRIOR YEARS       | FY16              | FY17              | FY18        | FY19        | FY20                | FY21                 | TOTAL                |
|----------------------------|------------------------|-------------------|-------------------|-------------------|-------------|-------------|---------------------|----------------------|----------------------|
| Planning and Feasibility   |                        |                   |                   |                   |             |             |                     |                      | \$ -                 |
| Pre Design and Env. Review |                        |                   |                   |                   |             |             |                     |                      | \$ -                 |
| Land Acq./ROW              | Other                  | \$ 123,320        | \$ 972,301        | \$ 263,308        |             |             | \$ 4,302,071        |                      | \$ 5,661,000         |
| Design and Specifications  |                        |                   |                   |                   |             |             |                     |                      | \$ -                 |
| Construction               | Cost Consultant        |                   |                   |                   |             |             |                     | \$ 11,829,884        | \$ 11,829,884        |
| Construction Management    |                        |                   |                   |                   |             |             |                     |                      | \$ -                 |
| Other                      |                        |                   |                   |                   |             |             |                     |                      | \$ -                 |
| <b>TOTAL</b>               |                        | <b>\$ 123,320</b> | <b>\$ 972,301</b> | <b>\$ 263,308</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 4,302,071</b> | <b>\$ 11,829,884</b> | <b>\$ 17,490,884</b> |

**6. PROPOSED SOURCES OF FUNDING**

| REVENUE SOURCE                     | EXPENDITURE FUND        | PRIOR YEARS       | FY16              | FY17              | FY18        | FY19        | FY20                | FY21                 | TOTAL                |
|------------------------------------|-------------------------|-------------------|-------------------|-------------------|-------------|-------------|---------------------|----------------------|----------------------|
| Federal Grants                     | 305-Infrastructure Fund | \$ 105,365        | \$ 774,857        |                   |             |             |                     |                      | \$ 880,221           |
| State Capital Outlay Appropriation | 315-SAP Capital Fund    | \$ -              | \$ 65,400         |                   |             |             |                     |                      | \$ 65,400            |
| G.O. Bond Proceeds                 | 329-GO Bond Fund        | \$ 17,955         | \$ 132,044        |                   |             |             |                     |                      | \$ 149,999           |
| Impact Fees-Roads                  | 351-Impact Fees Roads   |                   |                   | \$ 263,308        |             |             |                     |                      | \$ 263,308           |
| To Be Determined                   |                         |                   |                   |                   |             |             | \$ 4,302,071        | \$ 11,829,884        | \$ 16,131,955        |
| <b>TOTAL</b>                       |                         | <b>\$ 123,320</b> | <b>\$ 972,301</b> | <b>\$ 263,308</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 4,302,071</b> | <b>\$ 11,829,884</b> | <b>\$ 17,490,884</b> |

**1. PROJECT INFORMATION**

|                       |   |                       |                                  |                          |                         |
|-----------------------|---|-----------------------|----------------------------------|--------------------------|-------------------------|
| Project Title         | Westside Blvd. Improvements: Golf Course Rd. to Unser Blvd. | 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 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" and in 2015 Sandoval County committed \$300,00 to the project. Construction is in progress to be completed in August 2015.

**5. CAPITAL COSTS**

| PHASE                      | SOURCE(S) OF COST INFO | PRIOR YEARS         | FY16                | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL               |
|----------------------------|------------------------|---------------------|---------------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| Pre Design and Env. Review |                        |                     |                     |             |             |             |             |             | \$ -                |
| Land Acq./ROW              |                        |                     |                     |             |             |             |             |             | \$ -                |
| Design and Specifications  | Recent City project    | \$ 121,809          |                     |             |             |             |             |             | \$ 121,809          |
| Construction               | Recent City project    | \$ 856,780          | \$ 1,390,075        |             |             |             |             |             | \$ 2,246,855        |
| Construction Management    | Recent City project    | \$ 38,548           | \$ 21,557           |             |             |             |             |             | \$ 60,105           |
| Equipment/ Vehicle         |                        |                     |                     |             |             |             |             |             | \$ -                |
| Other                      |                        |                     |                     |             |             |             |             |             | \$ -                |
| <b>TOTAL</b>               |                        | <b>\$ 1,017,136</b> | <b>\$ 1,411,632</b> | <b>\$ -</b> | <b>\$ 2,428,768</b> |

**6. PROPOSED SOURCES OF FUNDING**

| REVENUE SOURCE                     | EXPENDITURE FUND      | PRIOR YEARS         | FY16                | FY17        | FY18        | FY19        | FY20        | FY21        | 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      | \$ 234,852          | \$ 460,177          |             |             |             |             |             | \$ 695,029          |
| State Capital Outlay Appropriation | 315-SAP Capital Fund  | \$ 13,545           | \$ 951,455          |             |             |             |             |             | \$ 965,000          |
| County Grants                      |                       | \$ 300,000          | \$ -                |             |             |             |             |             | \$ 300,000          |
| <b>TOTAL</b>                       |                       | <b>\$ 1,017,136</b> | <b>\$ 1,411,632</b> | <b>\$ -</b> | <b>\$ 2,428,768</b> |

**1. PROJECT INFORMATION**

|                       |   |                       |                                  |                              |                         |
|-----------------------|---|-----------------------|----------------------------------|------------------------------|-------------------------|
| Project Title         | Broadmoor Extension Phase I: Norwich Avenue to Paseo del Volcan (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 Northern Boulevard 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 Sandoval County Regional 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 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 SSCAFCA 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 in progress utilizing federal transportation grants and higher education gross receipts tax revenue. Construction is anticipated to commence in Summer 2015.

**5. CAPITAL COSTS**

| PHASE                      | SOURCE(S) OF COST INFO | PRIOR YEARS         | FY16                | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL               |
|----------------------------|------------------------|---------------------|---------------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| Planning and Feasibility   |                        |                     |                     |             |             |             |             |             | \$ -                |
| Pre Design and Env. Review | Recent City project    | \$ 426,052          |                     |             |             |             |             |             | \$ 426,052          |
| Land Acq./ROW              | Other                  | \$ 131,254          | \$ 819,552          |             |             |             |             |             | \$ 950,805          |
| Design and Specifications  | Cost Consultant        | \$ 1,065,550        | \$ 429,053          |             |             |             |             |             | \$ 1,494,604        |
| Construction               | Cost Consultant        |                     | \$ 3,355,894        |             |             |             |             |             | \$ 3,355,894        |
| Construction Management    |                        |                     | \$ 335,589          |             |             |             |             |             | \$ 335,589          |
| Water Rights Acquisition   |                        |                     |                     |             |             |             |             |             | \$ -                |
| <b>TOTAL</b>               |                        | <b>\$ 1,622,856</b> | <b>\$ 4,940,088</b> | <b>\$ -</b> | <b>\$ 6,562,944</b> |

**6. PROPOSED SOURCES OF FUNDING**

| REVENUE SOURCE                                 | EXPENDITURE FUND        | PRIOR YEARS         | FY16                | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL               |
|--|-------------------------|---------------------|---------------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| G.O. Bond Proceeds                             | 329-GO Bond Fund        | \$ 426,052          |                     |             |             |             |             |             | \$ 426,052          |
| Federal Grants                                 | 305-Infrastructure Fund | \$ 1,022,549        | \$ 1,514,343        |             |             |             |             |             | \$ 2,536,892        |
| Higher Education GRT Revenues To Be Determined | 263-Higher Ed. GRT Fund | \$ 174,255          | \$ 3,425,745        |             |             |             |             |             | \$ 3,600,000        |
|  |                         |                     |                     |             |             |             |             |             | \$ -                |
| <b>TOTAL</b>                                   |                         | <b>\$ 1,622,856</b> | <b>\$ 4,940,088</b> | <b>\$ -</b> | <b>\$ 6,562,944</b> |

**1. PROJECT INFORMATION**

|                       |                                       |                       |                                  |                              |                         |
|-----------------------|---------------------------------------|-----------------------|----------------------------------|------------------------------|-------------------------|
| Project Title         | Southern Boulevard Preliminary Design | Requesting Department | Dept. of Public Work/Engineering | Department Rank Priority No. | 7                       |
| 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 2015. 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       | FY16              | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL             |
|----------------------------|------------------------|-------------------|-------------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| Planning and Feasibility   |                        |                   |                   |             |             |             |             |             | \$ -              |
| Pre Design and Env. Review | Recent City project    | \$ 865,463        | \$ 129,386        |             |             |             |             |             | \$ 994,849        |
| Land Acq./ROW              |                        |                   |                   |             |             |             |             |             | \$ -              |
| Design and Specifications  |                        |                   |                   |             |             |             |             |             | \$ -              |
| Construction               |                        |                   |                   |             |             |             |             |             | \$ -              |
| Construction Management    |                        |                   |                   |             |             |             |             |             | \$ -              |
| Equipment/Vehicle          |                        |                   |                   |             |             |             |             |             | \$ -              |
| Other                      |                        |                   |                   |             |             |             |             |             | \$ -              |
| <b>TOTAL</b>               |                        | <b>\$ 865,463</b> | <b>\$ 129,386</b> | <b>\$ -</b> | <b>\$ 994,849</b> |

**6. PROPOSED SOURCES OF FUNDING**

| REVENUE SOURCE     | EXPENDITURE FUND        | PRIOR YEARS       | FY16              | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL             |
|--------------------|-------------------------|-------------------|-------------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| Federal Grants     | 305-Infrastructure Fund | \$ 739,452        | \$ 110,548        |             |             |             |             |             | \$ 849,999        |
| G.O. Bond Proceeds | 329-GO Bond Fund        | \$ 126,011        | \$ 18,838         |             |             |             |             |             | \$ 144,849        |
|                    |                         |                   |                   |             |             |             |             |             | \$ -              |
|                    |                         |                   |                   |             |             |             |             |             | \$ -              |
|                    |                         |                   |                   |             |             |             |             |             | \$ -              |
| <b>TOTAL</b>       |                         | <b>\$ 865,463</b> | <b>\$ 129,386</b> | <b>\$ -</b> | <b>\$ 994,849</b> |

### 1. PROJECT INFORMATION

|                       |  |                       |                                  |                              |                         |
|-----------------------|--|-----------------------|----------------------------------|------------------------------|-------------------------|
| Project Title         | Lincoln Ave Improvements: Interim Roadway and Full Build Out | Requesting Department | Dept. of Public Work/Engineering | Department Rank Priority No. | 9                       |
| 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 Paseo del Volcan (PdV) to Adams Lane, including the intersections at Paseo Del Volcan, Chayote Road, and Adams Lane. The project has been divided into Phases as follows: Phase 1: Interim 2 lane roadway from Chayote Road to Adams Lane; Phase 2: Intersection improvements at Lincoln Avenue and PdV; Phase 3: Interim 2 lane roadway from PdV to Chayote Road; Phase 4: Full Build out of Lincoln Avenue from PdV to Adams Lane, including waterline, sidewalks, and landscaping improvements.

### 3. PROJECT JUSTIFICATION

The project will connect Paseo del Volcan to Lincoln Avenue allowing improved access to the city's Sports Complex North, Sandia Elementary School, the Lomas Encantadas subdivision, and the newly constructed Plaza at Enchanted Hills shopping center.

### 4. PROJECT HISTORY AND STATUS

Design work for the roadway segment from Chayote Road to Adams Lane was completed in March 2010 utilizing a state appropriation (\$235,960) and road impact fees (\$40,984). Design work for the roadway segment from PdV to Chayote Road commenced in Fall 2012 to be completed in Summer 2015. The remaining federal High Priority Project (HPP) funds from the PdV Extension to US550 project are being utilized to complete the current design work. Local matching funds (20%) for this design work consists of road impact fees. The city is slated to received federal grants in FY2021 in the amount of \$1,857,096 for construction of interim road improvements for Phase 1 from Chayote Road to Adams Lane. A local match of \$316,471 will be required. The potential exists to advance construct Phase 1 contingent upon the city purchasing \$1 million in right-of-way.

### 5. CAPITAL COSTS

| PHASE                       | SOURCE(S) OF COST INFO | PRIOR YEARS       | FY16              | FY17        | FY18        | FY19        | FY20        | FY21                 | TOTAL                |
|-----------------------------|------------------------|-------------------|-------------------|-------------|-------------|-------------|-------------|----------------------|----------------------|
| Planning and Feasibility    |                        |                   |                   |             |             |             |             |                      | \$ -                 |
| Pre Design and Envy. Review |                        |                   |                   |             |             |             |             |                      | \$ -                 |
| Land Act./ROW               | Other                  |                   |                   |             |             |             |             | \$ 1,000,000         | \$ 1,000,000         |
| Design and Specifications   | Other                  | \$ 698,160        | \$ 137,807        |             |             |             |             |                      | \$ 835,968           |
| Construction                | Other                  |                   |                   |             |             |             |             | \$ 10,853,954        | \$ 10,853,954        |
| Construction Management     |                        |                   |                   |             |             |             |             |                      | \$ -                 |
| Equipment/ Vehicle          |                        |                   |                   |             |             |             |             |                      | \$ -                 |
| Other                       |                        |                   |                   |             |             |             |             |                      | \$ -                 |
| <b>TOTAL</b>                |                        | <b>\$ 698,160</b> | <b>\$ 137,807</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 11,853,954</b> | <b>\$ 12,689,922</b> |

### 6. PROPOSED SOURCES OF FUNDING

| REVENUE SOURCE                                      | EXPENDITURE FUND        | PRIOR YEARS       | FY16              | FY17        | FY18        | FY19        | FY20        | FY21                 | TOTAL                |
|---|-------------------------|-------------------|-------------------|-------------|-------------|-------------|-------------|----------------------|----------------------|
| Federal Grants                                      | 305-Infrastructure Fund | \$ 336,530        | \$ 63,471         |             |             |             |             | \$ 1,857,096         | \$ 2,257,096         |
| Impact Fees-Roads                                   | 351-Impact Fees Roads   | \$ 122,334        | \$ 60,650         |             |             |             |             |                      | \$ 182,983           |
| 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           |
|   |                         |                   |                   |             |             |             |             | \$ 9,996,858         | \$ 9,996,858         |
| <b>TOTAL</b>  |                         | <b>\$ 698,160</b> | <b>\$ 137,807</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 11,853,954</b> | <b>\$ 12,689,922</b> |

**1. PROJECT INFORMATION**

|                       |                            |                       |                                  |                              |                         |
|-----------------------|----------------------------|-----------------------|----------------------------------|------------------------------|-------------------------|
| Project Title         | Idalia Road Reconstruction | Requesting Department | Dept. of Public Work/Engineering | Department Rank Priority No. | 10                      |
| 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 two lane divided road, turn lanes, intersection improvements, curbs and gutters, storm drains, bike lanes, and landscaping.

**3. PROJECT JUSTIFICATION**

The city is utilizing federal grants to construct the project. 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 was completed in Summer 2015. Construction will commence in Fiscal Year 2016 utilizing federal grant funds in the amount of \$9,775,000, and a local match in the amount of \$1,665,777.

**5. CAPITAL COSTS**

| PHASE                      | SOURCE(S) OF COST INFO | PRIOR YEARS         | FY16                 | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL                |
|----------------------------|------------------------|---------------------|----------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Planning and Feasibility   |                        |                     |                      |             |             |             |             |             | \$ -                 |
| Pre Design and Env. Review |                        |                     |                      |             |             |             |             |             | \$ -                 |
| Land Acq./ROW              | Other                  | \$ 521,469          | \$ 110,940           |             |             |             |             |             | \$ 632,409           |
| Design and Specifications  | Recent City project    | \$ 1,472,436        | \$ 126,157           |             |             |             |             |             | \$ 1,598,592         |
| Construction               | Other                  | \$ 112,580          | \$ 11,614,116        |             |             |             |             |             | \$ 11,726,696        |
| Construction Management    |                        | \$ 1,969            |                      |             |             |             |             |             | \$ 1,969             |
| Equipment/ Vehicle         |                        |                     |                      |             |             |             |             |             | \$ -                 |
| Other                      |                        |                     |                      |             |             |             |             |             | \$ -                 |
| <b>TOTAL</b>               |                        | <b>\$ 2,108,454</b> | <b>\$ 11,851,212</b> | <b>\$ -</b> | <b>\$ 13,959,666</b> |

**6. PROPOSED SOURCES OF FUNDING**

| REVENUE SOURCE     | EXPENDITURE FUND        | PRIOR YEARS         | FY16                 | FY17        | FY18        | FY19        | FY20        | FY21        | TOTAL                |
|--------------------|-------------------------|---------------------|----------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Federal Grants     | 305-Infrastructure Fund | \$ 1,635,021        | \$ 9,908,424         |             |             |             |             |             | \$ 11,543,445        |
| Impact Fees-Roads  | 351-Impact Fees Roads   | \$ 280,179          | \$ 277,011           |             |             |             |             |             | \$ 557,191           |
| G.O. Bond Proceeds | 329-GO Bond Fund        | \$ 193,253          | \$ 1,665,777         |             |             |             |             |             | \$ 1,859,030         |
|                    |                         |                     |                      |             |             |             |             |             | \$ -                 |
|                    |                         |                     |                      |             |             |             |             |             | \$ -                 |
| <b>TOTAL</b>       |                         | <b>\$ 2,108,454</b> | <b>\$ 11,851,212</b> | <b>\$ -</b> | <b>\$ 13,959,666</b> |

### Completed Projects

#### **FY2014 and FY2015 Pedestrian Safety (PW1426 and PW1527) and ADA Sidewalks (PW1428 and PW1528)**

- Rapid Rectangular Flashing Beacon Installation on Santa Fe Hills Boulevard and Meadowlark Lane: \$16,282 completed in February 2015.
- School Zone Flashers at Enchanted Hills Boulevard and Chayote Road: \$10,317 completed in May 2015

### Works in Progress

#### **FY2014 and FY2015 Pedestrian Safety (PW1426 and PW1527) and ADA Sidewalks (PW1428 and PW1528)**

Pedestrian Safety and ADA Sidewalk Improvements in progress in Fiscal Year 2015 include:

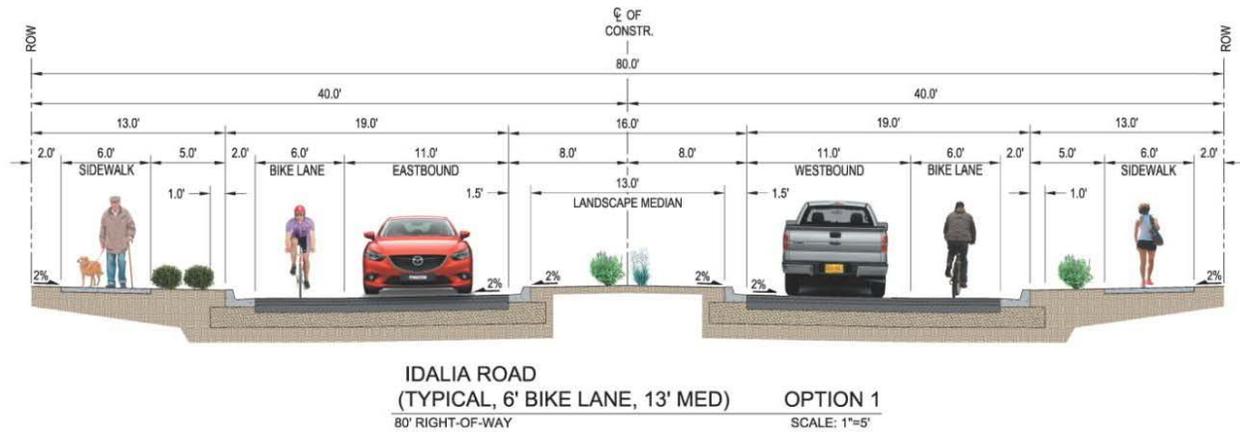
- Street Light Removal and Replacement on Meadowlark Lane and School Zone Flashers Foundation at Enchanted Hills and Chayote Road: \$15,111
- Unser ADA Curb Ramp Improvements on east side intersections at Southern Boulevard, Spring Road, Black Hills Road, Western Hills Road, Zaragoza Road, and Southern Plaza Road: \$147,110
- Street Light Installation on Pine Road: 25,000

#### **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. Land acquisition is also in progress and construction activities are expected to commence in summer 2015.

#### **Idalia Road Reconstruction (PW0909)**

The project involves reconstruction and expansion of the two lane roadway, including the addition of bike lanes, sidewalks, street lighting, storm drainage improvements, and an intersection at Camino Encantadas. Design was completed in summer 2015 and construction is planned in Fiscal Year 2016. Project funding includes federal grants (\$11,543,446), general obligation bond proceeds (\$1,859,030), and road impact fees (\$383,852). 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.

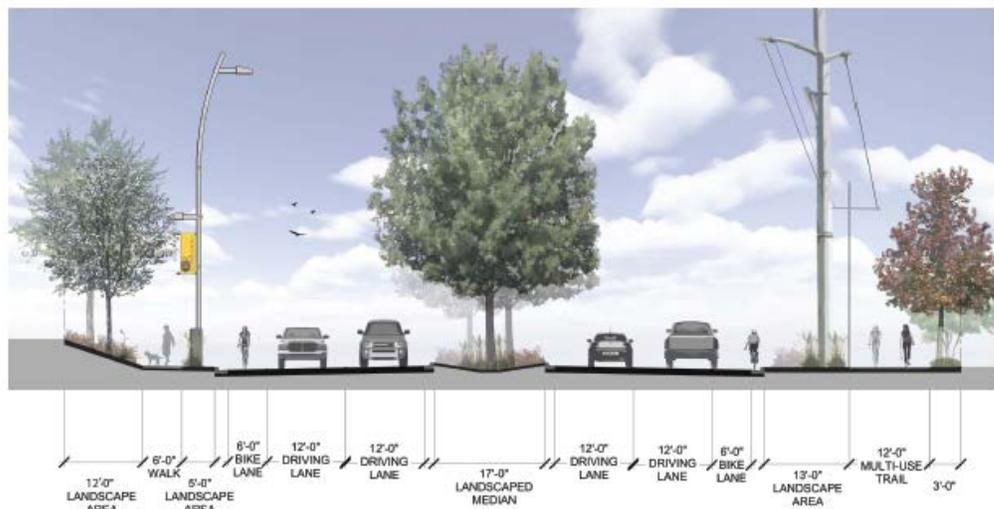


**Lincoln Ave. Extension Phase I-Adams Lane to Chayote Road and Phase II-Chayote Road to Paseo del Volcan (PI0804 & PW1239)**

Design for the Lincoln Avenue Extension project from Chayote Road to Adams Lane 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 utilizing drainage impact fees (\$40,984). Design of improvements from Chayote Road to Paseo del Volcan (PdV) 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 \$17,025. Land acquisition and construction of the multiple phase project is estimated to be \$11.8 million and would extend a vital arterial roadway from Adams Lane in Lomas Encantadas to the PdV restricted access highway. Federal funding and local funds in the amount of \$2,173,568 for Phase I construction for the interim roadway from Chayote Road to Adams Lane are anticipated in Fiscal Year 2021, while funding for the full build out of the roadway from PdV to Adams Lane 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 summer 2015. 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.

**Westside Boulevard (PW1481)**

Construction of the Westside Boulevard bridge at the Cabezon Channel Crossing and related improvements commenced in May 2015 to be completed in August 2015. Funding sources include 2009 general obligation bond proceeds (571,901), a 2014 state capital outlay appropriation (965,000), and a grant from Sandoval County (\$300,000). The project supports development in area, including Rust Medical Center and the Village Commercial Center.



**Northern Boulevard and Rockaway Boulevard Traffic Signal (PW1138 and PW1562)**

Engineering to perform design updates to the construction plans for the project was completed in April 2014, and grant funds from the Municipal Arterial Program received by the city in Fiscal Year 2015 are being utilized to construct the project. The intersection has been approved for traffic signal construction since November 2009. Construction will be completed in August 2015.

**Sprint Boulevard and Enchanted Hills Boulevard Traffic Signal (PI0637 and PW1595)**

In December 2014 the intersection of Sprint Boulevard and Enchanted Hills Boulevard was determined to warrant a traffic signal. Developer contributions in the amount of \$42,150 will fund the design and the Fiscal Year 2016 Budget includes an appropriation of \$217,422 for construction activities. As traffic counts at the intersection continue to increase due to development activity, and new traffic signal will provide for the safe and orderly movement of vehicles in the area.

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