

## Transportation/Road System

The city's transportation/road network consists of federal, state, and local road facilities functionally classified based on mobility and access characteristics. The adopted Street Classification Map has been included at the end of this section as information for the reader. Currently, the local paved road network consists of 67 centerline miles of principal and minor arterial, 55.7 centerline miles of collector, and 307 centerline miles of residential streets for a total of 430. 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 144 miles of unpaved roads throughout the city. The unpaved road network is the result of historical development patterns by which large areas of the city were platted on a bulk land basis with no subdivision improvements such as paved roads, storm drainage, sewer lines and water lines. This early platting placed lots along potential roadways that formed a modified grid, however right of ways are typically narrow and unable to accommodate higher capacity road facilities needed for a growing population. There are three state highways located within city limits -NM 528 (Pat D'Arco Highway), NM 448 (Corrales Road) and NM 347 (Paseo del Volcan), and one federal highway -US 550. NM 528 has historically, and continues to serve as the backbone of the city's transportation/road network and is the main gateway in and out of the City. In recent years, planning and construction efforts to expand the system level road network has focused on Unser Blvd. and Paseo del Volcan.

## Current Capacity and Condition

The city's roadway network includes two major north-south regional principal arterials, Unser Blvd. and NM 528. Rainbow Blvd. will someday become the third regional north-south arterial. Other principal arterials include Westside Blvd., Southern Blvd. Northern Blvd., the recently constructed NM 347 (Paseo del Volcan) and US 550. 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 principal arterial that runs from SW to NE with a break at the Montoyas Arroyo and

Northern Blvd. Other developing minor arterials include Broadmoor Blvd. and Loma Colorado Blvd.

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

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

### Stop Control/Roundabout

- A:  $\leq 10$  seconds, free-flow operations, minimal delay.
- B: 10-15 seconds, control delays are not significant.
- C: 15-25 seconds, stable operations, average delay.
- D: 25-35 seconds, long delay.
- E: 35-50 seconds, approaching capacity, very long delay.
- F:  $> 50$  seconds, over capacity, excessive delay.

## Signalized Control

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

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

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

## Pavement Management

In early 2008, the City of Rio Rancho established MicroPaver as the city's Pavement Management System. MicroPaver is a product of the US Army Corps of Engineers, originally designed to manage the Department of Defense's vast inventory of pavements on military bases and airfields. The

system uses inspection data and a pavement condition index rating from 0 to 100 for consistently describing a pavement's condition.

The Department of Public Works (DPW), Engineering Division collects road assessment data from one council district per year. It is the intention of the Engineering Division to assess more than one council district per year as personnel and budget resources allow. The more districts that are assessed annually, the more accurate the city's overall evaluation of road conditions. Once the assessment data is collected it is then converted to a condition index. At present time, the Engineering Division is gathering additional data in order to begin to use MicroPaver to carry out modeling that will allow for condition projections. After the condition index and distresses are obtained, the Engineering Division determines the appropriate treatments for the individual roadway segments. The treatments will be developed into projects and included each year in the city's Budget and Infrastructure and Capital Improvement Plan (ICIP). The following table presents pavement condition statistics of 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 assets. Districts 4-6 have not been rated in 6 years. District 1 has not been rated since 2010; District 2 was rated in 2011; and District 3 was rated in 2012. Since the ratings are slightly outdated some of the conditions in these districts have reduced with time.

<b>Pavement Condition by Classification and Rating</b>				
<b>Pavement Condition Rating</b>	<b>System Level Roads</b>		<b>Non-System Level Roads</b>	<b>Total Road System</b>
	<b>Arterial (Principal and Minor): 110 Segments</b>	<b>Collector: 120 Segments</b>	<b>Residential: 1,530 Segments</b>	<b>1,760 Segments</b>
Good	54.5%	45.8%	40.2%	41.5%
Satisfactory	18.2%	8.3%	11.3%	11.5%
Fair	8.2%	11.7%	10.3%	10.2%
Poor	7.3%	10.8%	10.1%	10.0%
Very Poor	8.2%	9.2%	7.4%	7.6%
Serious	3.6%	12.5%	13.1%	12.4%
Failed	0.0%	1.7%	7.6%	6.8%

**Repair and Maintenance Programs/Activities**

Expenditures for roadway repair and maintenance, traffic operations and maintenance, and roadway engineering (including drainage infrastructure) have averaged \$4.5 million per year since Fiscal Year 2009. Annual expenditures have declined steadily during that period due to recessionary pressures on the city’s budget. Ninety one percent (91%) of roadway operating expenditures is funded from general fund sources while the remaining nine percent (9%) 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 \$18.8 million was allocated for reconstruction and/or improvement to the existing road network, including Unser Blvd. and Northern Blvd. An additional amount of \$2.9 million was spent in all Council Districts for preventative maintenance on existing streets, while approximately \$4.4 million was allocated for new roads. A subsequent bond election for \$22 million in road funding through Fiscal Year 2013 failed in March 2011. 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 funding 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 development 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.

These funds are used to construct system level improvements in the city wide service area. There are a significant number of road impact fee credits outstanding and the city currently collects revenue on approximately fifteen percent (15%) of assessments generated by annual development activity. Developer contributions and dedications since Fiscal Year 2010 include:

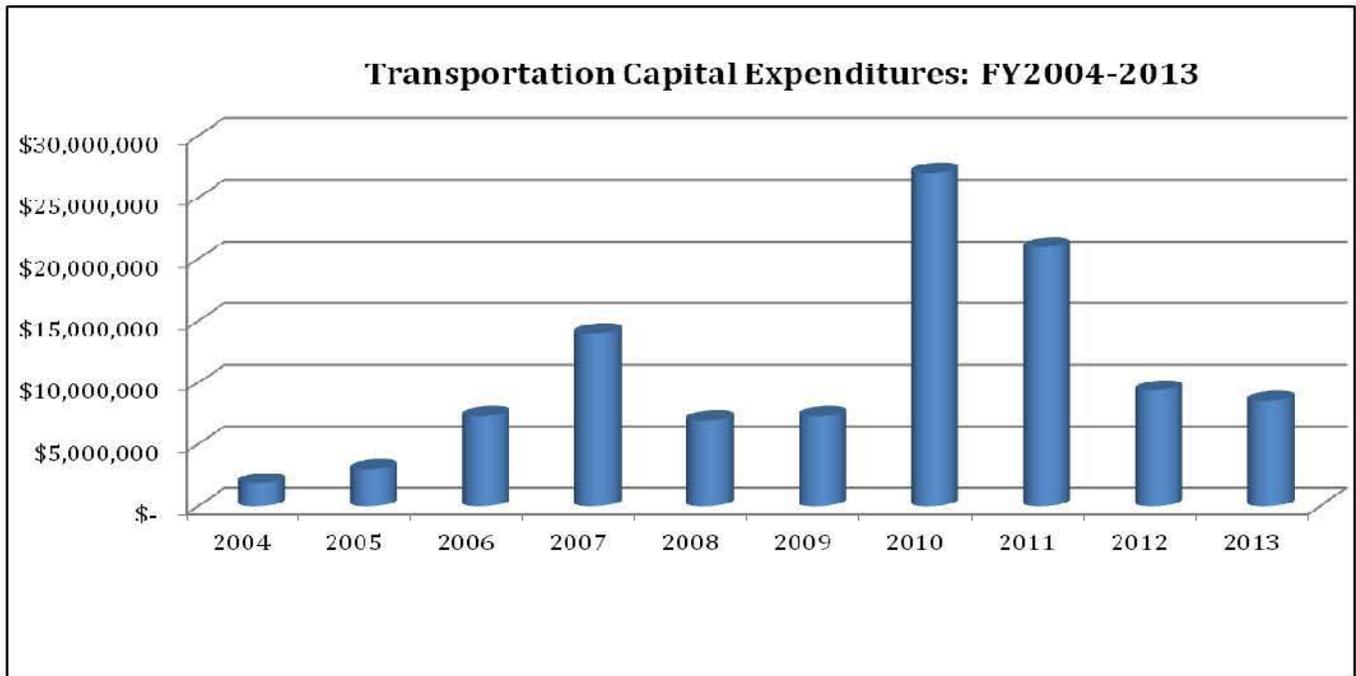
- Northern Meadows (Unit 19): 1.61 centerline miles
- High Range III: 1.53 centerline miles
- Diamond Ridge: 2.78 centerline miles
- Cabezon Tract 1A: 3.58 centerline miles
- Cabezon Communities Tract 11: 0.17 centerline miles
- High Range-40<sup>th</sup> Street: 0.136 centerline miles
- Loma Colorado 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 mile

**Funding Sources**

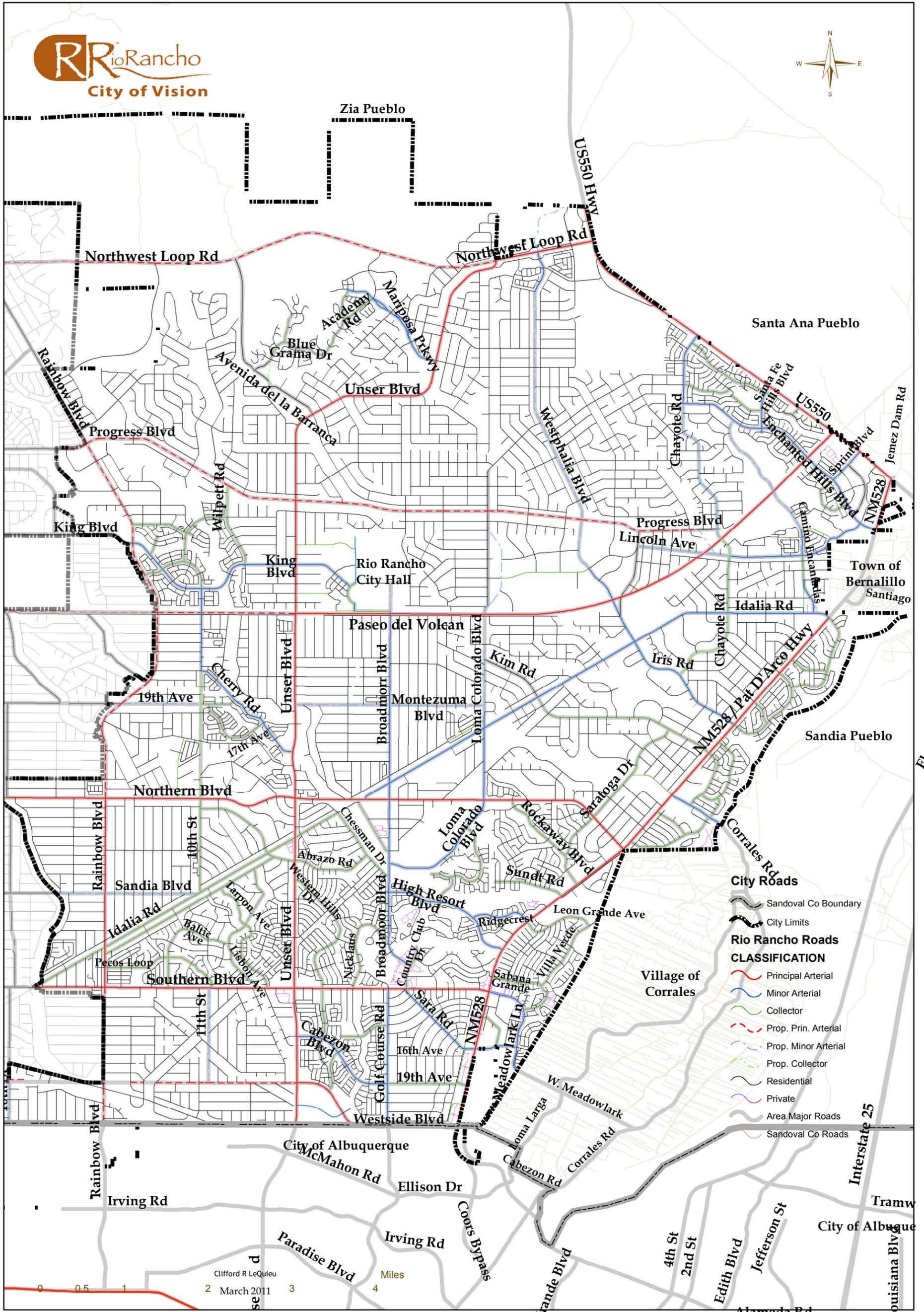
Transportation capital projects are funding through various sources, including:

- Intergovernmental grants
- Transportation Impact Fees
- General Fund Transfers
- General Obligation Bond Proceeds
- Revenue Bond and Loan Proceeds

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



# 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

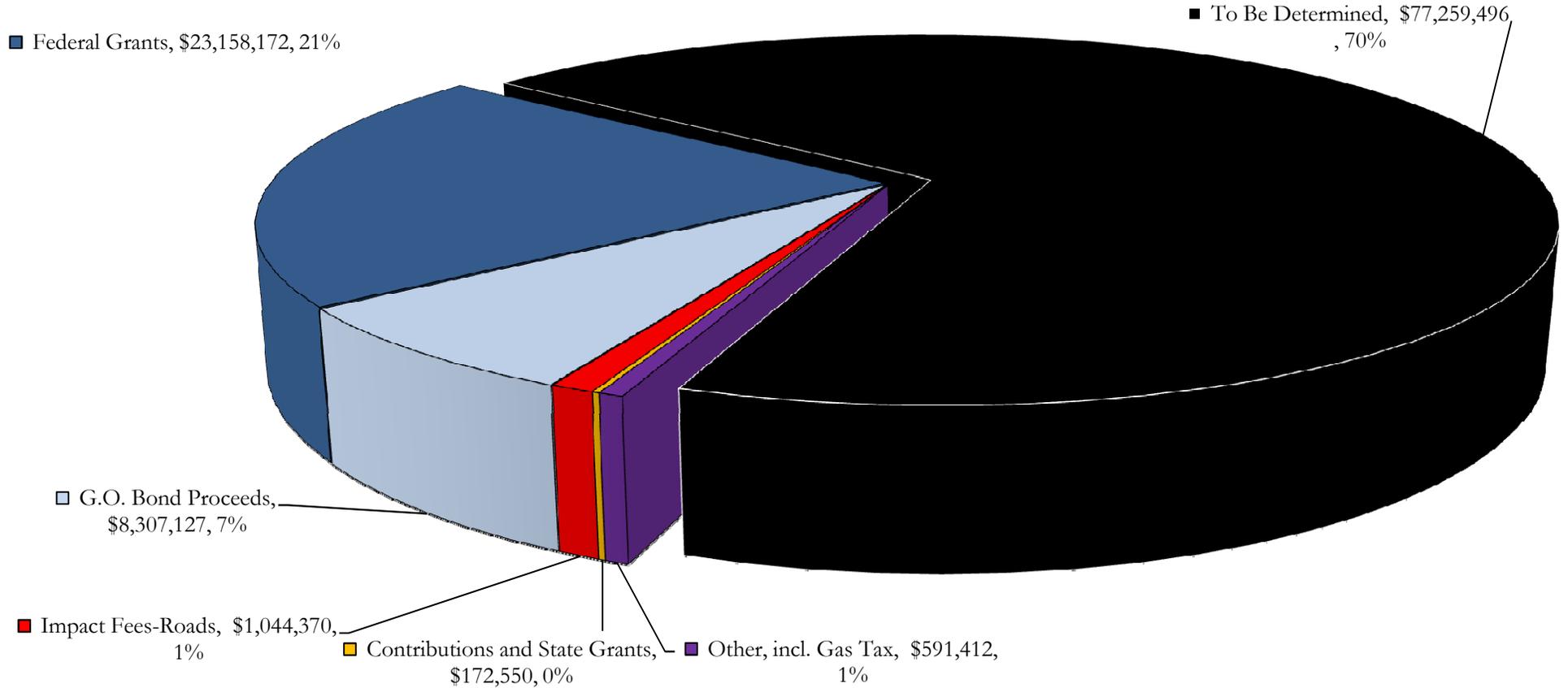
## FY2014-FY2019: ICIP Summary

Rank Priority	Fund/ Project No.	Project Title	Project to Date	2014 Budget	2014 Additional Spending Anticipated	2014 Total	2015	2016	2017	2018	2019	Funding Requested: FY2014-FY2019	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding				
													(A)	(B)	(C)	(D)	(E)	(A)+(B)+(C)+ (D)+(E)				
1	PW0911; PW1446	Pavement Preservation Program	\$ 2,893,669	\$ -	\$ 10,482,179	\$ 10,482,179	\$ 12,652,499	\$ 6,820,270	\$ 7,024,076	\$ 2,710,227	\$ 8,953,468	\$ 48,642,719	To Be Determined						\$ 48,642,719			
2	PW1390	Unser Blvd.-Phase IIB-Cherry Rd. to PdV	\$ -	\$ -	\$ 5,500,000	\$ 5,500,000	\$ -	\$ -	\$ 12,520,000	\$ -	\$ -	\$ 18,020,000	Federal Grants	G.O. Bond Proceeds	To Be Determined				\$ 880,222	\$ 150,000	\$ 16,989,778	\$ 18,020,000
3	Fund 329	2009 General Obligation Bond Proceeds- Unallocated	\$ -	\$ 636,065	\$ -	\$ 636,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 636,065	G.O. Bond Proceeds						\$ 636,065	\$ 636,065		
4	PW1239	Lincoln Avenue Improvements-Phase II Design-Chayote Rd. to Paseo del Volcan	\$ 198,768	\$ -	\$ 318,256	\$ 318,256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,256	Federal Grants	Impact Fees- Roads	G.O. Bond Proceeds				\$ 240,985	\$ 63,583	\$ 13,687	\$ 318,256
5	PW0909	Idalia Rd. Reconstruction from NM HWY 528 to Iris Rd.	\$ 193,253	\$ -	\$ 1,938,003	\$ 1,938,003	\$ 11,440,777	\$ -	\$ -	\$ -	\$ -	\$ 13,378,780	Federal Grants	G.O. Bond Proceeds	Impact Fees- Roads				\$ 11,430,830	\$ 1,665,777	\$ 282,173	\$ 13,378,780
6	PW1384	Southern Blvd Preliminary Design	\$ -	\$ -	\$ 994,850	\$ 994,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 994,850	Federal Grants	G.O. Bond Proceeds					\$ 850,000	\$ 144,850		\$ 994,850
7	PW1436	Saratoga Rd. Sidewalks- Rockaway Blvd. to Northern Blvd.	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ 426,000	\$ -	\$ -	\$ -	\$ -	\$ 476,000	Federal Grants	Impact Fees- Roads					\$ 319,500	\$ 156,500		\$ 476,000
8	PW1345; PW1428	ADA Sidewalk Improvements	\$ 5,628	\$ 20,000	\$ 4,372	\$ 24,372	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 149,372	Municipal Gas Tax Revenues	To Be Determined					\$ 124,372	\$ 25,000		\$ 149,372
9	PW1138	Rockaway Blvd. and Northern Blvd. Traffic Signal	\$ 23,962	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ 160,000	Impact Fees- Roads						\$ 160,000			\$ 160,000
10	PW1344	Minor Traffic Calming/Median Work	\$ 14,513	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 15,000	\$ 20,000	\$ 20,000	\$ 95,000	To Be Determined						\$ 95,000			\$ 95,000

## FY2014-FY2019: ICIP Summary

Rank Priority	Fund/Project No.	Project Title	Project to Date	2014 Budget	2014 Additional Spending Anticipated	2014 Total	2015	2016	2017	2018	2019	Funding Requested: FY2014-FY2019	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding (A)+(B)+(C)+(D)+(E)
													(A)	(B)	(C)	(D)	(E)	
11	PW1343; PW1426	Pedestrian Safety Improvements	\$ 23,895	\$ 10,000	\$ 47,415	\$ 57,415	\$ 20,000	\$ 10,000	\$ 10,000	\$ 20,000	\$ 20,000	\$ 137,415	Municipal Gas Tax Revenues	State Grants	G.O. Bond Proceeds	To Be Determined		\$ 137,415
													\$ 60,000	\$ 35,561	\$ 11,854	\$ 30,000		\$ 137,415
12	N/A	New Streetlights/Street Light Upgrades	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000	To Be Determined					\$ 150,000
													\$ 150,000					\$ 150,000
13	PW1437	UNM West Streetlighting, Center Blvd.	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	Higher Education GRT					\$ 100,000
													\$ 100,000					\$ 100,000
14	PW1236; PW1350; PW1425	Road Restoration (Inlc. American Road Restoration)	\$ 53,659	\$ 5,000	\$ 50,722	\$ 55,722	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 80,722	Road Restoration Fee	G.O. Bond Proceeds				\$ 80,722
													\$ 57,040	\$ 23,681				\$ 80,722
15	PW1074; PW1005	Westside Blvd. Permanent Roadway: Golf Course Rd. to Unser Blvd.	\$ 591,103	\$ -	\$ -	\$ 2,883,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,883,000	G.O. Bond Proceeds					\$ 2,883,000
													\$ 2,883,000					\$ 2,883,000
16	PI0859	Traffic Signal/IT Communications Improvements	\$ 358,206	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	To Be Determined					\$ 250,000
													\$ 250,000					\$ 250,000
17	PW1052	Intersection Improvements / King Blvd. @ Wilpett	\$ 94,574	\$ -	\$ -	\$ 52,590	\$ 1,213,088	\$ -	\$ -	\$ -	\$ -	\$ 1,265,678	To Be Determined					\$ 1,265,678
													\$ 1,265,678					\$ 1,265,678
18	PI0637	Intersection Improvements / Sprint Blvd. @ Enchanted Hills Blvd.	\$ 24,138	\$ -	\$ -	\$ 42,150	\$ 134,545	\$ 415,455	\$ -	\$ -	\$ -	\$ 592,150	Contributions, Donations and Sponsorships	Impact Fees-Roads	To Be Determined			\$ 592,150
													\$ 42,150	\$ 134,545	\$ 415,455			\$ 592,150
19	PW1051	Intersection Improvements / Cabezon Blvd. @ Western Hills Dr.	\$ 19,826	\$ -	\$ -	\$ 62,569	\$ 837,431	\$ -	\$ -	\$ -	\$ -	\$ 900,000	Impact Fees-Roads	To Be Determined				\$ 900,000
													\$ 62,569	\$ 837,431				\$ 900,000
20	N/A	Baltic Avenue Sidewalk from Southern Blvd. to Pecos Loop	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 225,000	Federal Grants	To Be Determined				\$ 225,000
													\$ 150,000	\$ 75,000				\$ 225,000





	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Road Restoration	\$ 32,040	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 57,040
Contributions and State Grants	\$ 130,400	\$ 42,150	\$ -	\$ -	\$ -	\$ -	\$ 172,550
Municipal Gas Tax Revenue	\$ 34,372	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 184,372
Higher Education GRT	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000
Impact Fees-Roads	\$ 395,756	\$ 169,069	\$ 159,545	\$ -	\$ 160,000	\$ 160,000	\$ 1,044,370
G.O. Bond Proceeds	\$ 1,017,950	\$ 5,298,777	\$ -	\$ -	\$ 1,990,400	\$ -	\$ 8,307,127
Federal Grants	\$ 5,094,072	\$ 10,094,500	\$ 510,000	\$ 450,000	\$ 7,009,600	\$ -	\$ 23,158,172
To Be Determined	\$ 15,007,427	\$ 12,815,089	\$ 9,082,699	\$ 28,470,586	\$ 2,820,227	\$ 9,063,468	\$ 77,259,496
<b>TOTAL</b>	<b>\$ 22,062,017</b>	<b>\$ 28,454,585</b>	<b>\$ 9,787,244</b>	<b>\$ 28,955,586</b>	<b>\$ 12,015,227</b>	<b>\$ 9,258,468</b>	<b>\$ 110,533,127</b>

**TRANSPORTATION  
PROJECTS UNDER CONSIDERATION**

<b>Rank</b>	<b>Project Name</b>	<b>Fiscal Year(s)</b>	<b>Project Estimate</b>
26	Lincoln Ave. Improvements-Phase I (Adams Ln. to Chayote Rd.)	2014-2015	\$ 9,700,000
27	Lincoln Ave. Improvements-Phase II (Chayote Rd. to PdV)	2015	\$ 3,351,290
28	PdV Traffic Signal @ US Hwy 550	2015	\$ 300,000
29	Annual Structural Crack Seal Program	2014-2019	\$ 3,275,077
30	Roadway Reconstruction Program	2014-2019	\$ 35,613,335
31	Unser Blvd. Access Management Plan: Southern Blvd. to Abrazo Rd.	2014-2016	\$ 9,056,250
32	Unser Rehab and Shoulders-Progress Blvd. to Northwest Lp.	2014	\$ 1,350,000
33	College Blvd.-King Blvd. to Center Dr.	2014	\$ 1,475,427
34	High Resort Blvd. Reconstruction-NM Hwy 528 to Broadmoor Blvd.	2014	\$ 5,076,720
35	27th St. Improvements	2015-2016	\$ 1,349,532
36	17th Ave. Construction	2015-2017	\$ 2,399,000
37	Joe Harris Ave.-7th St. to 9th St. NE	2015	\$ 1,012,702
38	Loma Colorado Trail-Huron to RRMS	2015	\$ 65,000
39	Traffic Signal @ Pasilla Rd. and NM Hwy 528	2015	\$ 450,000
40	Intersection Improvements-King Blvd. @ 10th St.	2016	\$ 550,000
41	Loma Colorado Blvd. Extension-Huron Dr. to PdV	2016-2018	\$ 28,600,000
42	King Blvd. Construction-Unser Blvd. to Wilpett Rd.	2017-2019	\$ 29,676,000
43	Chayote Rd. Improvements	2017-2019	\$ 2,804,000
44	Camino Encantadas-Lincoln Ave. to Hapsburg Rd.	2017-2019	\$ 1,743,000
45	Southern Blvd. Widening-15th St. to Rainbow Blvd.	2017-2019	\$ 28,584,000
46	Northern Blvd. Widening Phase B-Broadmoor Blvd. to Unser Blvd.	2017	\$ 8,625,000

**TRANSPORTATION  
PROJECTS UNDER CONSIDERATION**

<b>Rank</b>	<b>Project Name</b>	<b>Fiscal Year(s)</b>	<b>Project Estimate</b>
47	Loma Colorado Dr. Extension-Broadmoor Blvd. to Chessman Rd.	2017-2018	\$ 4,350,000
48	Unser Blvd. Widening-Phase IIC-King Blvd. to Progress Blvd.	2018-2019	\$ 9,872,331
49	Arena Dr.-Unser Blvd. to HP Way	2018-2019	\$ 4,110,000
50	Franklin Rd.-Curtis Ct. to Sandia Elementary	2018	\$ 1,340,000
51	Broadmoor Extension Phase II-Northern Blvd. to PdV	2018	\$ 10,790,000
52	City Center Parking Lots	2019	\$ 411,250
53	Loma Colorado Raised Medians-Northern Blvd. to Broadmoor Blvd.	2019	\$ 1,800,000
54	Pine Rd. and 10th St. Intersection Improvements	2019	\$ 250,000
55	Pine Rd. and Old Unser Blvd. Intersection Improvements	2019	\$ 250,000
56	Center Blvd.-Access Rd. to PdV	2019	\$ 1,350,000
57	Westside Blvd. Corridor Study-Unser Blvd. to Rainbow Blvd.	2019	\$ 1,500,000
58	Rainbow Corridor Study-RR/ABQ Boundary to Southern Blvd.	2019	\$ 500,000
59	Encantado Channel Bridge Crossing	2019	\$ 500,000
60	Lakeview Rehabilitation	2019	\$ 1,016,336
61	Paseo del Volcan-10th St. to Unser Blvd.	2019	\$ 3,742,032
62	City Center Sidewalks Phase II-Unser Blvd. to Existing Sidewalks	2019	\$ 750,000
63	Sara Rd./Meadowlark Ln. Roundabout	2019	\$ 750,000
	<b>TOTAL</b>		<b>\$ 218,338,282</b>

**1. PROJECT INFORMATION**

Project Title	Pavement Preservation Program	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority	1
Project Category	Transportation	CIP Year	FY2014	Project No.:	PW0911; PW1446
Estimated Useful Life	10 Years	District Location	Multiple Districts	Project Request Status	Unfunded Previous Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

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

**3. PROJECT JUSTIFICATION**

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

**4. PROJECT HISTORY AND STATUS**

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

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Recent City project	\$ 87,173	\$ 628,931	\$ 759,150	\$ 409,216	\$ 421,445	\$ 162,614	\$ 537,208	\$ 3,005,736
Construction	Recent City project	\$ 2,730,299	\$ 9,433,961	\$ 11,387,249	\$ 6,138,243	\$ 6,321,668	\$ 2,439,204	\$ 8,058,121	\$ 46,508,746
Construction Management	Recent City project	\$ 52,380	\$ 419,287	\$ 506,100	\$ 272,811	\$ 280,963	\$ 108,409	\$ 358,139	\$ 1,998,089
Equipment/ Vehicle									\$ -
Other		\$ 23,818							\$ 23,818
<b>TOTAL</b>		<b>\$ 2,893,669</b>	<b>\$ 10,482,179</b>	<b>\$ 12,652,499</b>	<b>\$ 6,820,270</b>	<b>\$ 7,024,076</b>	<b>\$ 2,710,227</b>	<b>\$ 8,953,468</b>	<b>\$ 51,536,388</b>

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
G.O. Bond Proceeds	329-GO Bond Fund	\$ 2,983,669							\$ 2,983,669
To Be Determined			\$ 10,482,179	\$ 12,652,499	\$ 6,820,270	\$ 7,024,076	\$ 2,710,227	\$ 8,953,468	\$ 48,642,719
									\$ -
<b>TOTAL</b>		<b>\$ 2,983,669</b>	<b>\$ 10,482,179</b>	<b>\$ 12,652,499</b>	<b>\$ 6,820,270</b>	<b>\$ 7,024,076</b>	<b>\$ 2,710,227</b>	<b>\$ 8,953,468</b>	<b>\$ 51,626,388</b>

**1. PROJECT INFORMATION**

Project Title	Lincoln Ave Improvements Phase II-Chayote Rd. to Paseo del Volcan	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority	4
Project Category	Transportation	CIP Year	FY2012	Project No.:	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 constructing Lincoln Ave from Chayote Rd to Paseo del Volcan including the intersection at Paseo Del Volcan.

**3. PROJECT JUSTIFICATION**

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

**4. PROJECT HISTORY AND STATUS**

The Paseo del Volcan Extension to US550 construction project was completed in February 2011 and the remaining federal High Priority Project (HPP) funds will be utilized to design the project. Design commenced in Fall 2012 to be completed in late Summer 2013. Local matching funds (20% match requirement) consists of Road Impact Fees. The estimated right of way acquisition and construction cost of \$3,351,290 has been included in the Projects Under Consideration list for the Transportation facility category in the Infrastructure and Capital Improvement Plan (ICIP).

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW	Other		\$ 750,000						\$ 750,000
Design and Specifications	Other	\$ 198,768	\$ 318,256						\$ 517,024
Construction	Other		\$ 2,601,290						\$ 2,601,290
Construction Management									\$ -
Equipment/Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 198,768</b>	<b>\$ 3,669,546</b>	<b>\$ -</b>	<b>\$ 3,868,314</b>				

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY14	FY15	FY15	FY16	FY17	FY18	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 159,015	\$ 240,985						\$ 400,000
Impact Fees-Roads	351-Impact Fees Roads	\$ 36,417	\$ 63,583						\$ 100,000
G.O. Bond Proceeds		\$ 3,337	\$ 13,687						\$ 17,024
To Be Determined			\$ 3,351,290						\$ 3,351,290
<b>TOTAL</b>		<b>\$ 198,768</b>	<b>\$ 3,669,546</b>	<b>\$ -</b>	<b>\$ 3,868,314</b>				

**1. PROJECT INFORMATION**

Project Title	Idalia Road Reconstruction	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	5
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, including bike lanes, sidewalks, street lights, turn lanes, curb and gutter, storm drawings, and intersection improvements.

**3. PROJECT JUSTIFICATION**

The City will receive a Federal Grant to construct this project. The funds are programmed for FY2014 for design and FY2015 for construction. Currently the roadway is in serious disrepair and does not have curb and gutter. Idalia 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.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Other	\$ 78,704	\$ 1,938,003						\$ 2,016,707
Construction	Other	\$ 112,580		\$ 11,440,777					\$ 11,553,357
Construction Management	Actual	\$ 1,969							\$ 1,969
Equipment/ Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		<b>\$ 193,253</b>	<b>\$ 1,938,003</b>	<b>\$ 11,440,777</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,572,033</b>

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
G.O. Bond Proceeds	329-GO Bond Fund	\$ 193,253	\$ -	\$ 1,665,777					\$ 1,859,030
Federal Grants	305-Infrastructure Fund		\$ 1,655,830	\$ 9,775,000					\$ 11,430,830
Impact Fees-Roads	351-Impact Fees Roads		\$ 282,173	\$ -					\$ 282,173
To Be Determined			\$ -	\$ -					\$ -
<b>TOTAL</b>		<b>\$ 193,253</b>	<b>\$ 1,938,003</b>	<b>\$ 11,440,777</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,572,033</b>

**1. PROJECT INFORMATION**

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

**2. PROJECT DESCRIPTION AND SCOPE**

The project involves preparation of a corridor study for Southern Blvd. from Rainbow Blvd. to NM528. The project will result in 30% construction design for Southern Blvd. improvements from Golf Course Rd. to NM 528

**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 Hwy 528 to Golf Course Road in Fiscal Year 2018.

**4. PROJECT HISTORY AND STATUS**

This is a new project request. Currently the project is in the Mid Region Council of Government's (MRCoG) Transportation Improvement Plan for FY2013. The grant amount is \$850,000 with a local match of \$144,850.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Planning and Feasibility	Other		\$ 994,850						\$ 994,850
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications									\$ -
Construction									\$ -
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		\$ -	\$ 994,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 994,850

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Federal Grants			\$ 850,000						\$ 850,000
G.O. Bond Proceeds			\$ 144,850						\$ 144,850
									\$ -
									\$ -
									\$ -
<b>TOTAL</b>		\$ -	\$ 994,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 994,850

**1. PROJECT INFORMATION**

Project Title	Saratoga Drive Sidewalks	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority	7
Project Category	Transportation	CIP Year	FY2014	Project No.:	PW1436
Estimated Useful Life	Greater than 25 Years	District Location	Council District 6	Project Request Status	New Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

The project involves construction of ADA compliant sidewalks on the north side of Saratoga Dr. This project includes work on several driveways to maintain adequate slope, and construction of retaining walls as necessary from Rockaway Blvd to Northern Blvd.

**3. PROJECT JUSTIFICATION**

Currently, there are no sidewalks on Saratoga Dr from Rockaway Blvd to Northern Blvd. With the construction of this project, the walkability in the existing neighborhood will be improved as well as the safety of pedestrians. With vacant nonresidential lots located in the Rio West Business Park and around Quantum Rd, it is expected that these sidewalks may facilitate expanded new growth in the area.

**4. PROJECT HISTORY AND STATUS**

The City will receive \$319,500 of federal grant funding with a \$54,447 local match in FY2015. An amount of \$50,000 in Road Impact Fees will be appropriated in FY2014 for design of the project and an additional \$106,500 is programmed for allocation in FY15.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Other		\$ 50,000						\$ 50,000
Construction	Other			\$ 426,000					\$ 426,000
Construction Management									\$ -
<b>TOTAL</b>		\$ -	\$ 50,000	\$ 426,000	\$ -	\$ -	\$ -	\$ -	\$ 476,000

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Impact Fees-Roads	351-Impact Fees Roads	\$ -	\$ 50,000	\$ 106,500					\$ 156,500
Federal Grants	305-Infrastructure Fund	\$ -		\$ 319,500					\$ 319,500
									\$ -
									\$ -
<b>TOTAL</b>		\$ -	\$ 50,000	\$ 426,000	\$ -	\$ -	\$ -	\$ -	\$ 476,000

**1. PROJECT INFORMATION**

Project Title	UNM Street Lighting, Center Blvd.	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	13
Project Category	Transportation	CIP Year	FY2014	Project No.:	PW1437
Estimated Useful Life	Greater than 25 Years	District Location	Council District 3	Project Request Status	New Project Request

**2. PROJECT DESCRIPTION AND SCOPE**

Installation of roadway street lighting on Center Blvd. from Civic Center Circle NE to the roundabout at the entrance to the CNM campus. The design of the roadway lighting will be completed by the Engineering Section of the Department of Public Works.

**3. PROJECT JUSTIFICATION**

Under current municipal code, roadway lighting would have been required with the construction of Center Blvd. Classes are offered at both UNM and CNM in the evenings and there is a lack of lighting. The lack of lighting on this roadway with the presence of three intersections (one roundabout) and two-way traffic with pedestrian facilities make this corridor a good candidate for the addition of street lights. LED fixtures will be specified to help reduce the added expense incurred by the City of Rio Rancho in electrical utility billing.

**4. PROJECT HISTORY AND STATUS**

This is a new project request. Center Blvd. was originally constructed as part of the CNM Rio Rancho Campus off-site improvements. Street lighting was not included on the original project.

**5. CAPITAL COSTS**

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications									\$ -
Construction	Other		\$ 100,000						\$ 100,000
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
<b>TOTAL</b>		\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000

**6. PROPOSED SOURCES OF FUNDING**

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY14	FY15	FY16	FY17	FY18	FY19	TOTAL
Higher Education GRT	263-Higher Education GRT		\$ 100,000						\$ 100,000
									\$ -
									\$ -
									\$ -
									\$ -
<b>TOTAL</b>		\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000

**Completed Projects**

**Unser Boulevard Widening Phase IIA (PI0718 and PI0768)**

Construction of Phase IIA from Paseo del Volcan (PdV) to King Blvd. was completed in December 2012 and City staff will be pursuing a portion of right of way acquisition of Phase IIB properties through a federal transportation grant recently allocated through the Mid Region Council of Governments in the amount of \$880,222. The local match amount to the federal grant is \$150,000 for a total of \$1,030,222. The completed project consisted of widening Unser Blvd. from Paseo del Volcan (PdV) to King Blvd. from a two lane undivided roadway to a four lane divided roadway (.833 miles). Improvements include an extensive storm drainage system and detention pond, sidewalks, street lighting, landscaping, and signalized intersections at PdV and King Blvd. Project expenditures and outstanding contracts to date for Phase IIA total \$15,867,747. The project's financing package included General Obligation Bond Proceeds (\$5,142,560), Federal Grants (\$4,771,146), State Grants (\$4,585,765), Road Impact Fees (\$1,087,324), and Limited Obligation Loan Proceeds (\$280,952).



**Lisbon Avenue Sidewalks-Phase II-Southern Blvd. to Sugar Rd. (PI0805)**



Construction of pedestrian improvements on Lisbon Ave. from Southern Blvd. to Tarpon Ave. were completed in March 2012. Additional improvements on the westside of Lisbon Ave. from Tarpon Ave. to Sugar Rd. were completed in February 2013. Total project cost was \$487,482. Funding included State Grants (\$364,899), Municipal Gas Tax Revenue (\$87), and General Obligation Bond Proceeds (\$122,496).

**Wellspring Avenue (PW1005)**

Construction of the new four lane divided roadway was completed in September 2011 at a total cost of \$1,708,678. Work completed as part of the project included street lighting on Wellspring Ave. and



paving of Westside Blvd. from Trailside Rd. to Unser Blvd. Signalized intersections were also installed at Westside Blvd. and Unser Blvd. The project serves development in the southern Cabezón area, including the newly opened Presbyterian Hospital. The project was funded with Road Impact Fees (\$1,474,296) and General Obligation Bond Proceeds (\$234,382). Additional construction of approximately 172' of the northbound turn lane of Unser Boulevard onto Wellspring Avenue westbound was completed in December 2012 at a cost of \$48,738. The project was necessary to alleviate site distance problems and accommodate a future dual left turn lane.

**Meadowlark Lane and Prairie Sage Trail (PW1137)**

Improvements consisted primarily of widening Meadowlark Lane for bike lanes from Sara Rd. to the Rio Rancho/Corrales boundary. Improvements also included retaining/garden walls for erosion control on the adjacent Prairie Sage Trail. The project was completed in November 2012 at a cost of \$407,397. Funding consisted of Federal Grants (\$265,333), Municipal Gas Tax Revenue (\$12,499), Road Impact Fees (\$73,195), and 2009 General Obligation Bond Proceeds (\$52,370).

**Leon Grande Sidewalk Improvements (PW1152)**

Construction of ADA accessible sidewalk improvements on Leon Grande Ave. from NM Hwy 528 to Villa Verde Dr. was completed in October 2012 at a cost of \$367,597. The project was funded by State Grants (\$74,062), Federal Grants (\$207,416), Municipal Gas Tax Revenue (\$22,761), and Road Impact Fees (\$63,358).

**Iris Paving Improvements (PW0925)**

Reconstruction of the intersection of Iris Rd. and Idalia Rd. was completed in April 2010 at a total cost of \$1,454,689. The project was financed primarily through Limited Obligation Loan Proceeds in the amount of \$1,105,107. Other sources of financing included State Grants (\$150,000), Road Impact Fees (\$149,582), and a General Fund Transfer (\$50,000). Additional paving improvements to widen Iris Rd. for a continuous left turn lane and bike lanes from the new roundabout intersection at Idalia Rd. to Paseo del Volcan (PdV) was completed in August 2012. Funding to support this portion of the project included Loan Proceeds (\$138,733) and 2009 General Obligation Bond Proceeds (\$125,238).

**City Center and Tarpon Avenue Pedestrian Improvements (PW1253)**

Construction of pedestrian improvements within the City Center on Civic Center Circle, HP Way, and King Blvd., and on Tarpon Ave. from Wexford Rd. to Southern Blvd. were completed in January 2013. Funding for the project included State Grants (\$161,000), General Obligation Bond Proceeds (\$49,103), Road Impact Fees (\$37,500), and Municipal Gas Tax Revenue (\$25,166).

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**FY13 Pedestrian Safety, Traffic Calming, and ADA Sidewalks (PW1343, PW1344, PW1345)**

Pedestrian and ADA sidewalk improvements were completed in Fiscal Year 2013 included:

- Midblock Crossing at Montreal Lp. across from Mountain View Elementary, including ADA ramp modifications: \$4,467 (Municipal Gas Tax Revenue)
- ADA Ramp at Loitre Dr. and Montreal Lp. to access Mountain View Elementary: \$5,492 (Municipal Gas Tax Revenue)
- Midblock Crossing at King Blvd. and Zia Park: \$9,612 (Municipal Gas Tax Revenue)
- Sidewalk and ADA Ramps on Santa Fe Hills and Glenn Hill Way: \$14,511 (Municipal Gas Tax Revenue)

**Innovation Way (PW1370)**

The construction of public infrastructure as an inducement to Stolar Research Corporation to locate its operations in Rio Rancho was completed in March 2012 at cost of \$485,872. General fund resources were utilized to fund the project consisting of water and wastewater service line extensions, construction of Innovation Way and roadway improvements to Picabo St.

**Works in Progress**

**Idalia Road Reconstruction (PW0909)**

The project involves reconstruction of the two lane roadway, including the addition of bike lanes, sidewalks, street lighting, and intersections where needed. The project is planned for design in Fiscal Year 2014 and construction in Fiscal Year 2015. The City is slated to receive federal surface transportation funding for the project in the amount of \$11,430,830. The City is required to match an amount of \$1,947,950 as a condition of receiving federal funding and has budgeted \$282,173 of road impact fees in Fiscal Year 2013 toward the first cooperative grant agreement accepted by the Governing Body in January 2013. Design proposals have been received and a contract is pending approval by the Governing Body in August 2013.

**Lincoln Ave. Extension Phase I-Adams Lane to Chayote Road and Phase II-Chayote Road to Paseo del Volcan (PI0804 & PW1253)**

Design for the Lincoln Avenue Extension-Phase I project from Adams Lane to Chayote Rd. was completed in November 2009 with funding obtained in Fiscal Year 2007 from two State Capital Outlay Appropriations (\$235,960). Title reports were also obtained under the same state appropriations and in Fiscal Year 2012 the City purchased a land parcel required for drainage improvements associated with the future road project. The estimated cost of additional right of way acquisition for the entire roadway length is nearly \$2 million for the project while construction is estimated to be \$7.7 million. Design for phase II improvements from Chayote Rd. to PdV commenced in September 2012 with Federal Grant

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funding in the amount of \$400,000, Road Impact Fees in the amount of \$100,000, and 2009 General Obligation Bond Proceeds in the amount of \$17,024. Phase II cost is estimated to be \$3.35 million. The multiple phase project would extend a vital arterial roadway from Adams Lane in Lomas Encantadas to the Paseo del Volcan (PdV) restricted access highway. Funding for construction activities have not been determined at this time.

**Paseo del Volcan Landscaping at US Hwy 550 (PW1289)**

Design of landscape improvements at Paseo del Volcan (PdV) and US Hwy 550, including a granite “Welcome to Rio Rancho” sign was completed in Fall 2012 and construction is currently in progress to be completed in August 2013. Funding for the project consists of a Federal Transportation Grant in the amount of \$240,000 and General Obligation Bond Proceeds in the amount of \$60,000.

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