

Appendix B: Projects of Special Interest

Disposition of Major Regional Projects of Special Interest

KEY:

Public = funding from federal or state or local fund sources

Private = funding from private companies and developers who are usually responsible for designing and constructing the infrastructure within master planned communities and large subdivisions and developments.

IJR = Interchange Justification Report required by the Federal Highway Administration to explain why a new interchange on the Interstate system is necessary.

Env Doc = Environmental Document required for all projects to assess the project's environmental impacts.

PE = Preliminary Engineering

2012-2025 = Near Term time frame of this MTP; 2012 is the base year. Projects in this time frame have been included in the FFY 2012-2017 TIP, FFY 2014-2019 TIP or the FFY 2016-2021 TIP and are considered candidate projects for the FFY 2018-2023 TIP.

2026-2040 = Late Term time frame of this MTP; projects in this time frame are included in the financial plan for this MTP.

after 2040 = projects in this time frame are not included in this MTP or any of the travel demand model outputs; furthermore, any estimated costs are not included in the financial plan for this MTP. They are very long-term projects which are listed for informational purposes only.

NM 347 Paseo del Volcan (PdV) Corridor

Project Description

NM 347, Paseo del Volcan (listed in previous long-range plans as Paseo del Volcan Western Alignment) is proposed at full build-out, to be a thirty mile long four-lane expressway beginning at a new interchange on I-40 approximately 1.7 miles west of existing Exit #149 to US 550 in Rio Rancho. It will provide an outer loop arterial for the west and northwest section of the metro area. Construction of the expressway would be undertaken in segments, and initially constructed as a two-lane highway with at-grade intersections north of I-40. In 2002 the Environmental Impact Statement (EIS) was prepared culminating with a Record of Decision by the Federal Highway Administration establishing the preferred alignment should the project be funded. The northernmost seven mile segment between Unser Boulevard and US 550 has already been constructed as a two-lane highway. In 2014 the Mid-Region Council of Governments with funding from the City of Albuquerque, conducted a study of the economic impacts of this roadway. (Reference *Paseo del Volcan Corridor, Analysis of Economic Development Opportunities*; prepared by Parsons-Brinckerhoff, August 2014.) The PdV corridor will serve several master planned communities and future activity centers: Santolina, Westland/Estrella, Quail Ranch, Rio Rancho Industrial Park, Rio Rancho City Center, and Paseo Gateway. Also, the City of Albuquerque's master plan for Double Eagle II Airport proposes an Aerospace Technology Park; the master plan was approved by the Environmental Planning Commission (EPC) and the Federal Aviation Administration (FAA). The land on the west side of the proposed road and west of the airport is in the city's open space master plan.

Project Status and Implementation Timeframe

Construction of Paseo del Volcan will require significant funding for the purchase of rights-of-way, design and construction. The proposed new interchange at I-40 will require the purchase of approximately 30 parcels, the segment between the interchange and the Bernalillo-Sandoval county line is under ownership of two private landholders and the City of Albuquerque on the west side of Double Eagle II Airport, and the Sandoval County segment between the county line and Unser Boulevard requires the acquisition of over 1000 parcels. Total projected cost for completion of an initial two-lane roadway with at-grade intersections is approximately \$96 million (2014 dollars). The projected cost does not include the construction of extensions of Paseo del Norte, Ladera Drive, or Arroyo Vista Boulevard which would provide east-west connections to Paseo del Volcan. Full implementation of this corridor should include provisions for dedicated transit rights-of-way. Given the uncertainties of federal, state and local funding availability along with the long-range implementation time frame for the construction of the planned communities/activity centers, much of the implementation of this corridor is beyond the 2040 horizon of this metropolitan transportation plan. However, it remains part of the long-range transportation system for the metro area. Purchase of rights-of-way along the entire corridor as funding becomes available and/or parcels become available is consistent with the MTP. Design and construction of PdV along the west side of Double Eagle II Airport (and improvements to Shooting Range Road) to accommodate economic development and improvements to the Aerospace Technology Park, is also consistent with the MTP as funding becomes available.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
NM 347 Rights-of-Way Acquisition	\$33,700,000	Public & Private	as needed or as funding or parcels become available
I-40 & PdV Interchange Scope, Env Doc, PE & IJR for Basic Interchange	no separate est. included below	Public &/or Private	as develop. warrants
I-40 & PdV Interchange Design & Construct Basic Interchange	\$15,400,000	Public &/or Private	2026-2040
Design & Construction of PdV in Santolina (2 lanes)	\$11,620,000	Private	2026-2040
PdV Design & Construct 13.7 mile 2-Lane Roadway I-40 to Southern Blvd	\$24,700,000	Private (primarily) Public at DEII Airport & Open Space Plan	after 2040 but airport roads 2026-2040
PdV Design & Construct 8.6 mile 2-Lane Roadway Southern Blvd to Unser Blvd	\$19,500,000	Public (some private)	beyond MTP after 2040 earlier only if development warrants
PdV Widening to 4 Lanes Unser Blvd to US 550	\$46,353,600	Public	2026-2040
PdV Widening to 4 Lanes I-40 to Unser Blvd	not estimated	Public &/or Private	beyond MTP after 2040

Atrisco Vista Blvd Extension & Connection to Paseo del Volcan / Southern Blvd

Project Description

Related to Paseo del Volcan, is a proposed connection between future Paseo del Volcan at Southern Boulevard and Atrisco Vista Boulevard (formerly known as both Double Eagle II Road and Paseo del Volcan Eastern Alignment). When fully realized, will be an arterial connection between the existing I-40 interchange at Exit #149 and US 550 via the existing Atrisco Vista Boulevard and the future Paseo del Volcan north of Southern Boulevard. By extending to the north, this corridor will provide improved north-south access serving Double Eagle II Airport, the industrial area near Exit #149 connecting southerly into Santolina and to NM 500, Senator Dennis Chavez Boulevard, thus serving as the innermost, outer loop arterial for the west and northwest sections of the metro area.

Project Status and Implementation Timeframe

Although this connection was not analyzed in the 2014 Paseo del Volcan corridor analysis, implementation of this section will require acquisition of numerous parcels in Rio Rancho and right-of-way through the Quail Ranch landholdings. Construction of this connector along with construction of Paseo del Volcan between Southern Boulevard and Unser Boulevard would provide the metro area with a north-south arterial. The connection to Paseo del Norte already exists although improvements to that roadway will be necessary.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
Atrisco Vista Blvd Ext. Rights-of-Way Acquisition	included below	Public/Private	as needed or available
Atrisco Vista Blvd Ext. Design & Construct 2-Lane Roadway Paseo del Norte to Southern	\$24,400,000	Private (some public)	2026-2040 earlier if development or traffic warrants
Atrisco Vista Blvd Widening to 4 Lanes I-40 to Paseo del Norte	\$15,640,000	Public	2026-2040
Atrisco Vista Blvd Widening to 4 Lanes Paseo del Norte to Southern	\$ 7,000,000	Public/Private	2026-2040

Paseo del Norte (PdN) Extension & Improvements

Project Description

Paseo del Norte is currently a multi-lane arterial highway between Eagle Ranch Road and Tramway Boulevard and a two-lane highway between Atrisco Vista Boulevard and Eagle Ranch Road with intersections at most north-south arterial roadways in the Albuquerque and Rio Rancho areas. Final build-out envisions the widening of the current two-lane segments and extensions westerly to future Paseo del Volcan (PdV) and the Northwest Loop as a multi-lane arterial expressway. Full implementation of this corridor should include provisions for a dedicated transit guideway.

Project Status and Implementation Timeframe

Given the uncertainties of federal, state and local funding availability along with the long-range implementation time frame for growth in this area, much of the implementation of this corridor is beyond the 2040 horizon of this metropolitan transportation plan. Full build-out of Paseo del Norte remains part of the long-range transportation system of the metro area.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
PdN Improvements Widening to 4 Lanes Woodmont Ave to End of Current 4 Lane	\$40,000,000	Public	2026-2040 earlier if development or traffic warrants
PdN Improvements Widening to 4 Lanes Atrisco Vista Blvd to Woodmont Ave	\$21,750,000	Public (some private)	2026-2040 earlier if development or traffic warrants
Paseo del Norte Ext. Rights-of-Way Acquisition between future NW Loop and Atrisco Vista Blvd	not estimated	Public/Private	beyond MTP after 2040
PdN Design & Construct 2 Lane Roadway between PdV and Atrisco Vista Boulevard	\$8,600,000	Public/Private	2026-2040 earlier only if development or traffic warrants
PdN Design & Construct 2 Lane Roadway between PdV and future Northwest Loop	not estimated	Public/Private	beyond MTP after 2040

Northwest Loop Corridor

Project Description

The Northwest Loop is proposed as part of the long-range transportation system of the metro area. The 77 mile roadway would provide a third outer loop connecting I-40 at a new interchange near existing Exit #140 to US 550 at the Unser Blvd intersection. Environmental documentation was undertaken in the 1980's. In 2009 and 2010, some federal, state and local funds under project 3100060, were used to update the environmental document, conduct a cultural resources investigation and design and construct a short segment in the vicinity of the desalination plant site. Currently, the Northwest Loop exists only as a gravel roadway from Alice King Way to a point south of the desalination site, and a very short section between Unser Blvd and US 550 (the connection of Unser Blvd to US 550). The completed roadway would serve the proposed Rio West planned community, the planned Sandoval County general aviation airport, the proposed Sandoval County landfill, and the western edge of the planned Westland community. However, these areas can be accessed in the interim via extensions and improvements to other roadways such as Northern Boulevard, Southern Boulevard, and Encino Road (pipeline road). A phased approach was proposed in 2010 which called for design and construction of a two-lane gravel roadway followed by future paving.

Project Status and Implementation Timeframe

Given the long-range implementation time frame for construction of these developments and facilities, further implementation of this corridor is beyond the 2040 horizon of this metropolitan transportation plan. However, public and/or private funds used to build or improve short segments of the Northwest Loop in order to serve the proposed landfill, airport, desalination plant, etc., are considered consistent with this metropolitan transportation plan in order to support economic vitality of the region. The Northwest Loop Corridor remains part of the long-range transportation system for the metro area.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
NW Loop Design & Constr of Short Segments for Landfill, Airport, Desalination Plant, etc.	not estimated	Public	as development of the facilities occur
NW Loop Rights-of-Way Completion of Acquisition	not estimated	Public & Private	beyond MTP after 2040
I-40 & NW Loop Interchange Scope, Env Doc, PE & IJR for Basic Interchange	not estimated	Public &/or Private	beyond MTP after 2040
I-40 & NW Loop Interchange Design & Construct Basic Interchange	not estimated	Public &/or Private	beyond MTP after 2040
NW Loop Design & Construct 2-Lane Gravel Roadway I-40 to US 550	not estimated	Public &/or Private	beyond MTP after 2040
NW Loop Paving 2-Lane Roadway I-40 to US 550	not estimated	Public &/or Private	beyond MTP after 2040
NW Loop Widening to 4 Lanes			beyond MTP

Mesa del Sol Area Interchanges

Project Description

Mesa del Sol is a master-planned community that has begun development. Current access to Mesa del Sol is provided primarily via University Boulevard with secondary access from NM 47 via Bobby Foster Road. The master plan includes a new interchange on I-25 (vicinity of milepoints 216-217) to provide access to the future extension of Mesa del Sol Boulevard; a second new I-25 interchange proposes the conversion of the Bobby Foster Road overpass to a full interchange. Federal money to partially fund the construction of the Mesa del Sol Boulevard & I-25 interchange was appropriated by Congress (Demo ID NM043); there is \$5,039,440 remaining after some preliminary engineering was conducted. Additional money to fully fund the project was not identified.

Project Status and Implementation Timeframe

The timing of the construction of these interchanges is dependent upon the developer's schedule of further construction. The Mesa del Sol Boulevard interchange will be necessary once traffic on University Boulevard reaches approximately 30,000 AWDT (Average Weekday Daily Traffic).

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
Design & Construct New Interchange at I-25 & Mesa del Sol Blvd	\$26,000,000	Public and/or Private	when traffic warrants 2026-2040
Design & Construct New Interchange at I-25 & Bobby Foster Road	\$26,000,000	Private	beyond MTP after 2040

SP 85 Bridge Construction over Peralta Arroyo in Cochiti Pueblo

Project Description

SP 85 (Southern Pueblo Route 85) is a two-lane roadway which provides primary access to the unincorporated community of Sile (pop. approx. 90). After flooding in 2011 that followed the Las Conchas forest fire, the road has been closed at the arroyo requiring a 16 mile detour for residents, school buses, and emergency vehicles. The Pueblo of Cochiti has been investigating alternatives and has been working with the US Army Corps of Engineers, and other agencies to develop a bridge project to reconnect the roadway and span the arroyo.

The location of the proposed bridge previously had only two ten foot culverts which were inadequate during heavy rains. In 2011, the heavy post-fire flooding exceeded the capacity of the culverts and overtopped the road at SP 85. As an emergency measure, the Cochiti Governors made the decision to remove the culverts because the lack of capacity created a barrier for the flood waters, which threatened the Pueblo village and individual home sites. The removal of the culverts reduced the pinch point and allowed the flood waters to flow through the crossing and around Cochiti Pueblo homes and

infrastructure. This action proved to be the best decision because it saved lives and prevented severe damage to homes and the Pueblo during the heavy July 2013 and September 2013 rains. Because the Las Conchas fire has dramatically changed the Peralta watershed and the future hydrology of the drainage, the crossing will continue to experience heavy flows in the near and extended future, therefore a much wider water channel needs to be spanned. Construction of this bridge is important to the community of Sile and Cochiti Pueblo and is a high priority for the area.

Project Status and Implementation Timeframe

Securing funds to complete the project and the timing of design and construction of this project should be implemented as soon as possible. Any funds secured for this project will be amended into the Transportation Improvement Program (TIP).

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
Design & Construct New Bridge on SP 85 at Peralta Arroyo	\$3,100,000	Public	as soon as possible

Los Lunas New River Crossing Arterial

Project Description

In 2012, the Mid-Region Council of Governments in collaboration with the Village of Los Lunas and the New Mexico Department of Transportation concluded the *Alternatives Analysis Report for the Los Lunas Corridor Study*. The report evaluated the need for an east-west roadway that would connect to existing north-south highways (I-25, NM 314 and NM 47). In Valencia County only three bridges span the Rio Grande: NM 6 in Los Lunas, NM 309 in Belen, and NM 346 south of Belen; only NM 6 provides a direct east-west connection to I-25. The NM 6 and NM 309 bridges are 10.5 miles apart limiting cross-river connectivity. The study recommended the Morris B Alignment as the locally preferred alternative. This alignment proposes the construction of a new interchange at I-25, a new bridge over the Rio Grande to NM 47.

Project Status and Implementation Timeframe

The Village of Los Lunas began begun acquisition of rights-of-way necessary for the corridor under A300961. Construction of the new arterial will be done in phases.

Segment	Estimated Cost (2012 \$)	Possible Fund Sources	Time Frame
Los Lunas Corridor Rights-of-Way Acquisition	remaining \$3,500,000	Public	current and as phased-in
Design & Construct Arterial & New Interchange I-25 to NM 314	\$22,000,000	Public	2015-2025
Design & Construct Arterial & Rio Grande Bridge NM 314 to NM 47	\$37,591,000	Public	2026-2040

Design & Construct
Frontage Roads
I-25 to NM 314

\$ 3,000,000

Public

2026-2040

Belen North I-25 Interchange Expansion

Project Description

The northern Belen interchange (exit #195) currently only provides access along NM 109 east of I-25. The developers of Rancho Cielo are in the process of working with Burlington Northern and Santa Fe Railroad (BNSF) to construct a railyard and transfer facility on the west side of I-25 next to the interchange. The project would modify the existing interchange ramps to provide full access east and west of I-25.

Project Status and Implementation Timeframe

This project is currently in the Transportation Improvement Program (TIP) and is privately funded.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
I-25 North Belen Interchange Reconfiguration Project at Exit 195	\$5,000,000	Private	In TIP proj. # A301490 2012-2025

Manzano Expressway Expansion

Project Description

The Manzano Expressway in Valencia County is currently a 2 lane roadway from the junction of NM 47 and NM 309 to Meadowlake Road. The *2006 Valencia County Mobility Study* recommended future expansion to four lanes.

Project Status and Implementation Timeframe

Resurfacing and rehabilitation of the existing 2 lane roadway is necessary for the preservation of the existing infrastructure and is included in this MTP. Expansion of the expressway to four lanes is not anticipated to be necessary at current levels of development, therefore expansion of this corridor is beyond the 2040 horizon of this metropolitan transportation plan. However, it remains part of the long-range transportation system for the metro area.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
Manzano Expy Improvements Resurfacing and/or Rehabilitation of Existing Road	\$6,000,000	Public	as needed 2012-2025 & 2026-2040
Manzano Expy Widening to 4 Lanes NM 47 to Meadowlake Road	\$50,000,000	Public	beyond MTP after 2040

I-25 Frontage Roads in Valencia County

Project Description

The 2006 Valencia County Mobility Study recommended future construction of a two-way frontage roads on the east and west sides of I-25 between the north Belen interchange and NM 6 (exits 195 and 203). These frontage roads would provide access for economic development adjacent to I-25. The pace of the development of Rancho Cielo, a master planned community in Belen just west of I-25 is a major factor in the timing for the need of these frontage roads.

Project Status and Implementation Timeframe

Currently, Rancho Cielo has undergone minimal development, therefore construction of these frontage roads is beyond the 2040 horizon of this metropolitan transportation plan. However, it remains part of the long-range transportation system for the metro area.

Segment	Estimated Cost (2014 \$)	Possible Fund Sources	Time Frame
I-25 Frontage Road Feasibility Study	\$ 1,000,000	Public	when needed 2026-2040
I-25 Frontage Road Design & Construction Exit 195 to Exit 203	not estimated	Public	beyond MTP after 2040

Albuquerque Rapid Transit (Central Avenue BRT)

Please refer to Chapter 3.4 for a description of this project.

UNM/CNM High Capacity Transit Project

Please refer to Chapter 3.4 for a description of this project.

NW Metro High Capacity Transit Project

Please refer to Chapter 3.4 for a description of this project.