

# Welcome



U.S. Department  
of Transportation  
Federal Highway  
Administration

**Welcome to the Public Open House for the Paseo del Volcan (PDV) Road Extension Study. This study is an initiative of the New Mexico Department of Transportation (NMDOT) in cooperation with the Federal Highway Administration (FHWA).**

**The PDV Extension is part of a larger regional corridor with an established alignment. The purpose of this event is to re-introduce the PDV Corridor, share preliminary roadway concepts developed, and obtain public feedback. Your input is needed to help make decisions on the roadway alignment within the established corridor and to develop features such as intersections, lighting, access, bicycle and pedestrian facilities, and other related items to best serve your community. Questions answered at this meeting include:**

- Why is NMDOT extending Paseo del Volcan?
- What is the purpose of this study?
- What preliminary roadway alignments and features are being considered?
- How public input can help shape the outcome?
- What is the timeline for the PDV roadway extension?

**Displays and project team members are located at various stations in the room.**

-  **Please feel free to view the information and ask questions.**
-  **You can provide comments at any of the stations, but if you prefer there is also a table for you to comment**

# Thank you for participating!



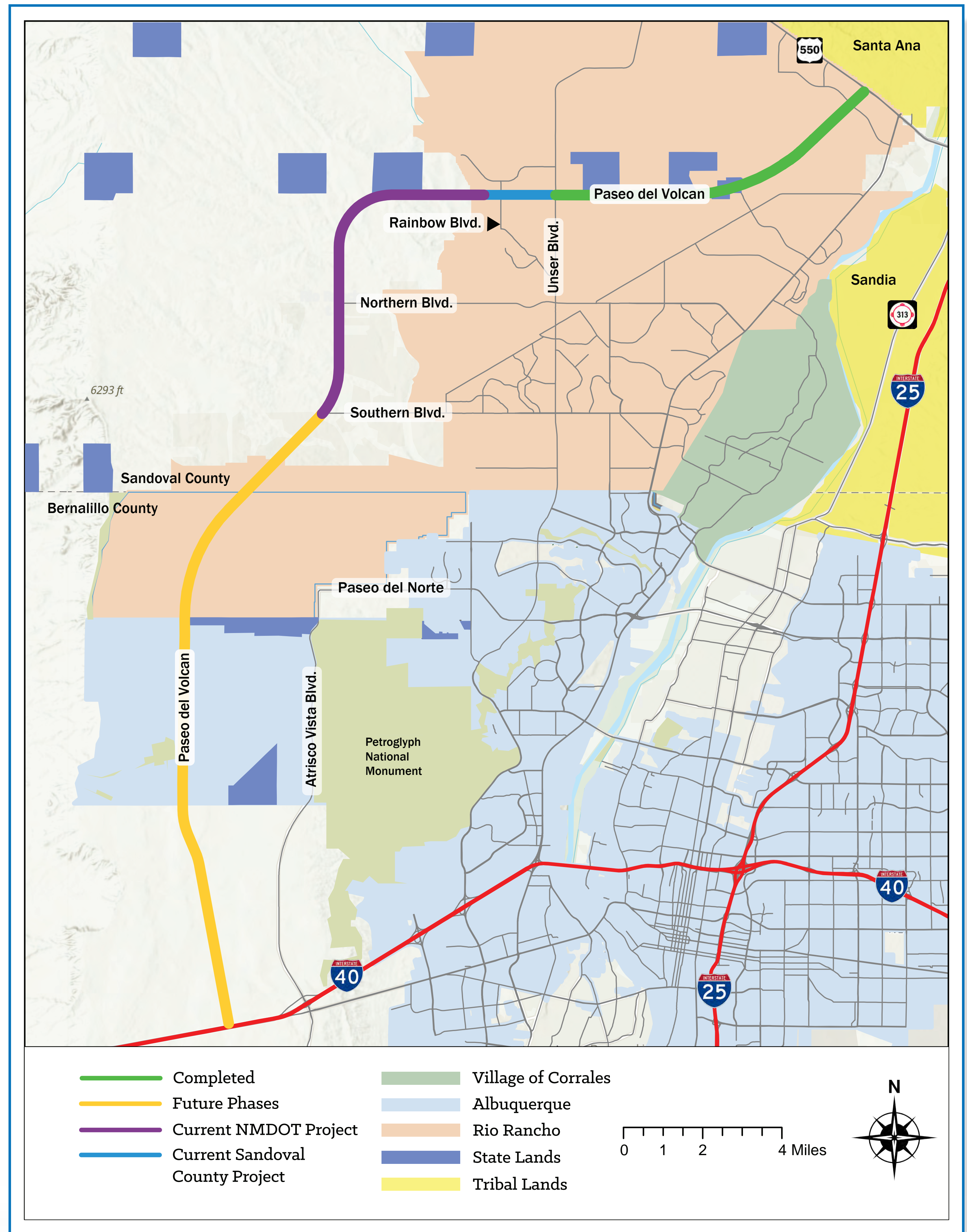
# Why is NMDOT extending PDV?



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## Planning for PDV started over 25 years ago.

- The intent of PDV is to provide a northwest route connecting I-40 and US 550.
- The general alignment and property needs were identified by engineering and environmental studies prepared in the late 1990s and early 2000s.
- PDV has been part of the planned regional transportation system since 2002 when an Environmental Impact Statement (EIS) was prepared and approved by FHWA.



SP-7501(218) CN 2607  
TP-4007(1)

**Final Environmental Impact Statement**  
**Paseo del Volcan**  
Bernalillo and Sandoval Counties, New Mexico

Lead Agencies

New Mexico State Highway and Transportation Department

Federal Highway Administration

June 2001

The EIS authorized right-of-way acquisition for a corridor along the alignment identified and the design development of a 2-lane limited access road. The northern 7 miles has been constructed leaving an additional 22 miles to complete the connection to I-40.

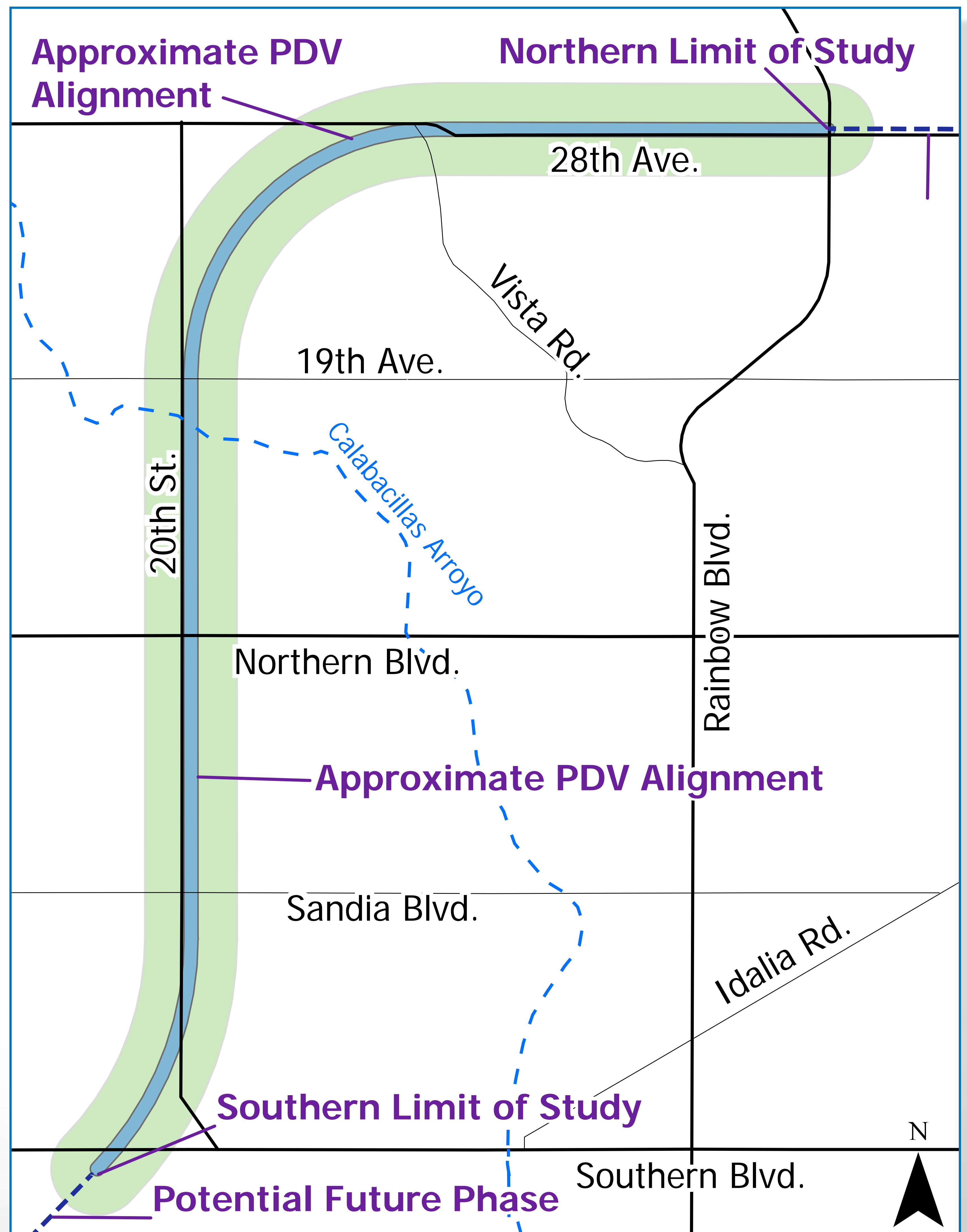


# What alignments and features are being considered?



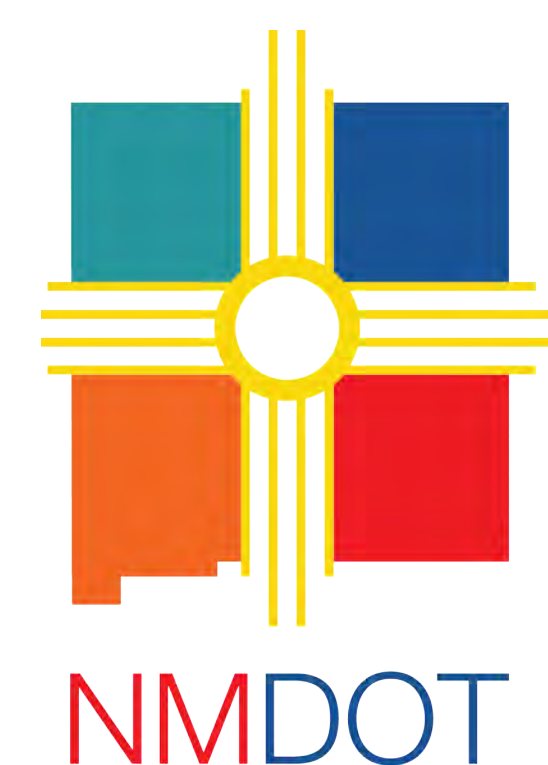
The current study is for the segment of PDV from Rainbow Blvd. south for 7.5 miles to Southern Blvd. The study phase will:

- Identify alignment alternatives within the designated corridor.
- Identify and evaluate roadway features (intersections, lighting, access, bicycles/ pedestrian facilities, etc.).
- Verify access points and determine the configuration of intersections. (Based on regional policy, access points (road intersections) would be limited to 1-mile intervals).
- Update previous environmental studies
- Re-evaluate engineering needs such as traffic and drainage.
- Develop a cost estimate for final design and construction of the preferred alternative.





# Why is NMDOT extending PDV?



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- **PDV will provide a north-south connection to the major east-west street network serving the Rio Rancho area.**

*Why is this important?*

Currently, there are no paved north-south streets serving the area west of Rainbow Blvd. This makes travel less efficient and unreliable.

- **PDV will provide improved access to jobs, schools, groceries, medical services, and other needs for persons living in the areas along 20th St. NW.**

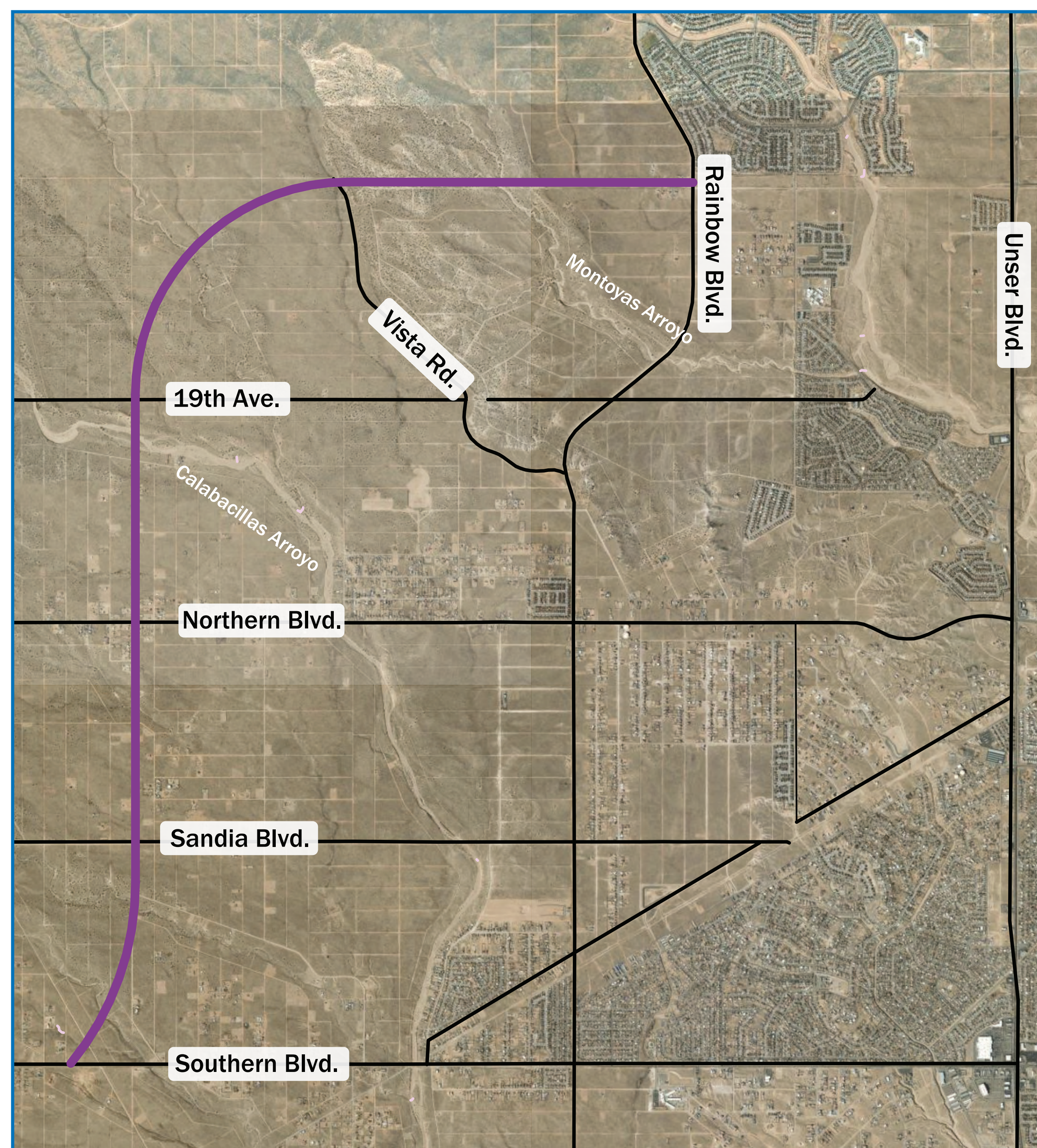
*Why is this important?*

Residents of this area currently use 20th St. and other unpaved roads to access Northern Blvd. and Southern Blvd. and travel into Rio Rancho and other parts of the metropolitan area. The lack of a reliable paved street makes this access more difficult and less reliable.

- **PDV will help provide more orderly growth and development within the unincorporated parts of Sandoval County.**

*Why is this important?*

Development that occurs without improved streets can be random and can prevent future development of an efficient street system. In addition, utilities such as water, natural gas, and underground electric lines rely on street rights-of-way to access developing areas. A major street provides the base structure for this.



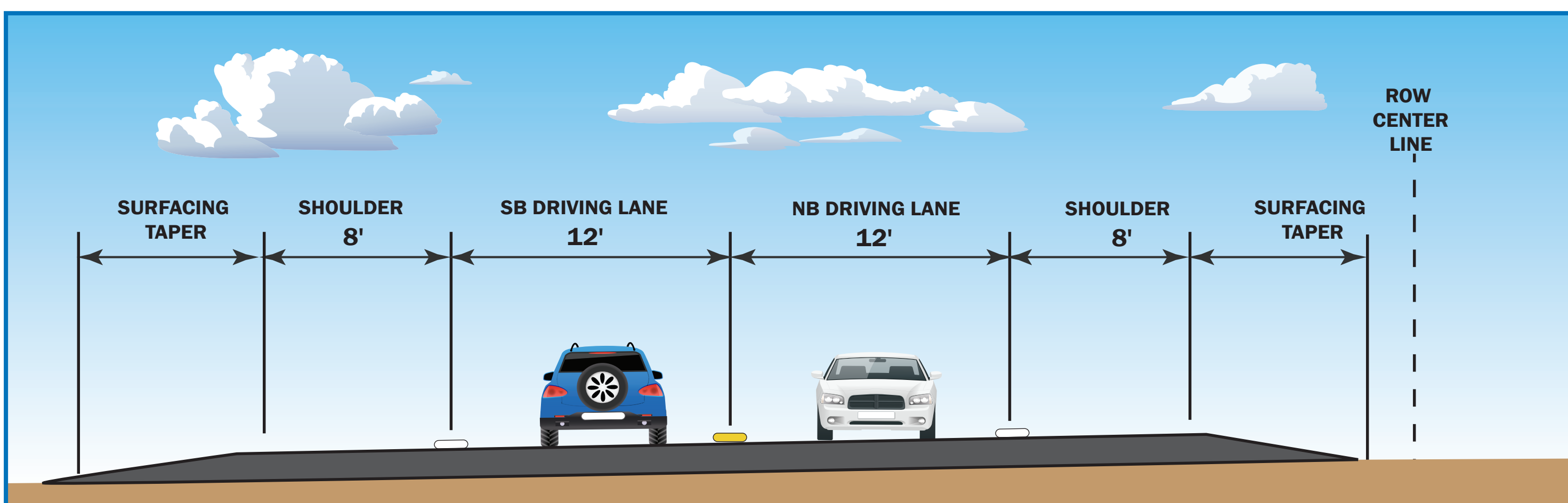


# Preliminary Roadway Alignments and Features

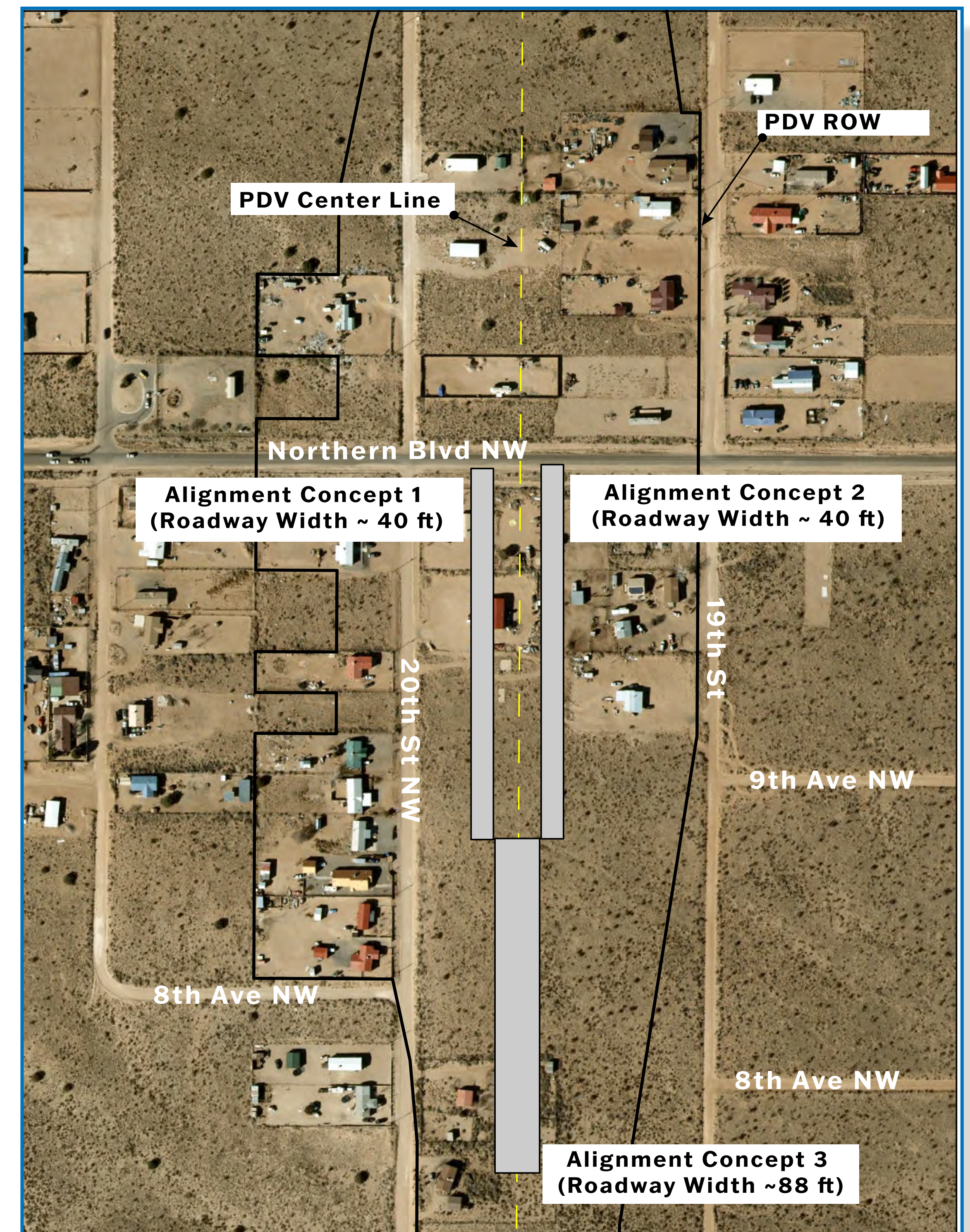
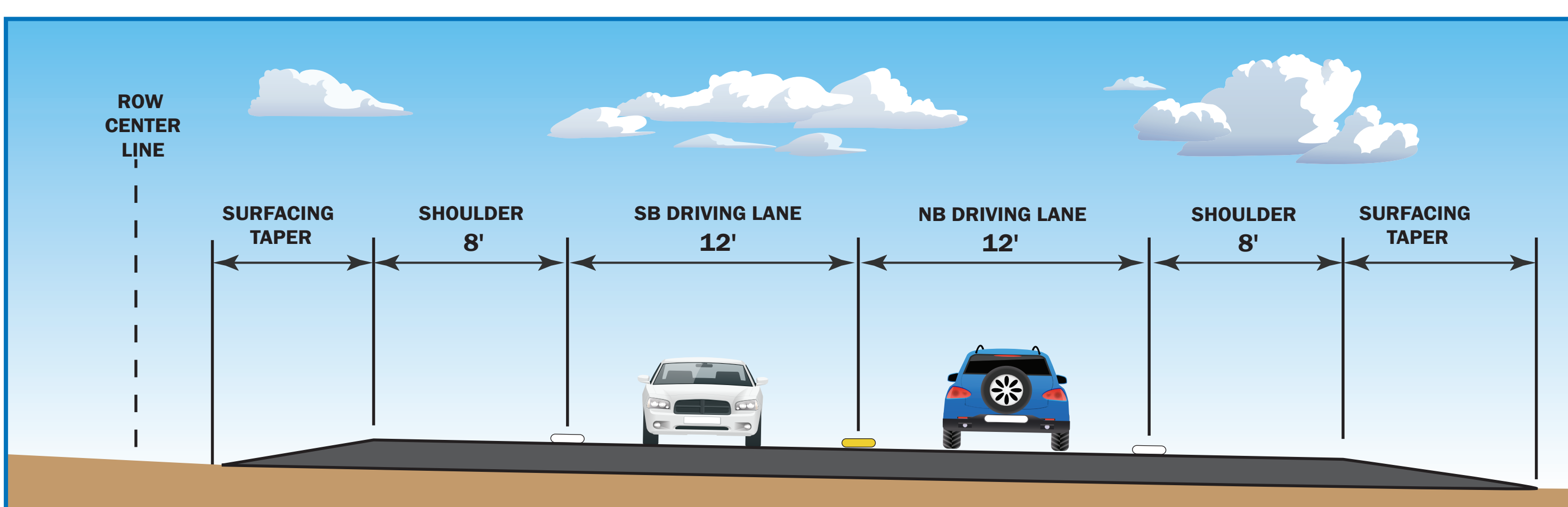


Paseo del Volcan will be extended within the designated corridor. Preliminary road alignments and features being considered are presented below.

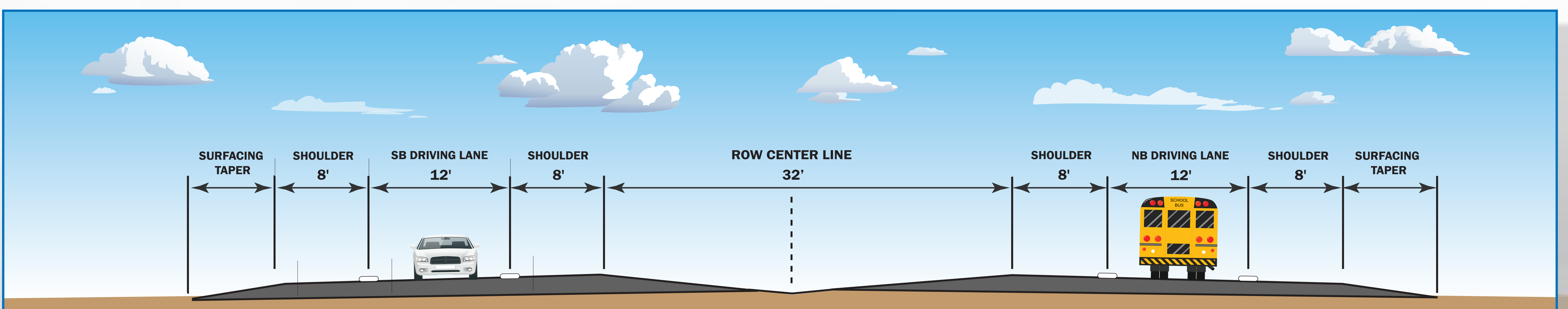
**ALIGNMENT CONCEPT 1.** West (left) Offset - the 2-lane road with shoulders on the west side of the corridor centerline. Shoulder to shoulder width of this roadway is 40 ft.



**ALIGNMENT CONCEPT 2.** East (right) Offset - the 2-lane road with shoulders on the east side of the corridor centerline. Shoulder to shoulder width of this roadway is 40 ft.

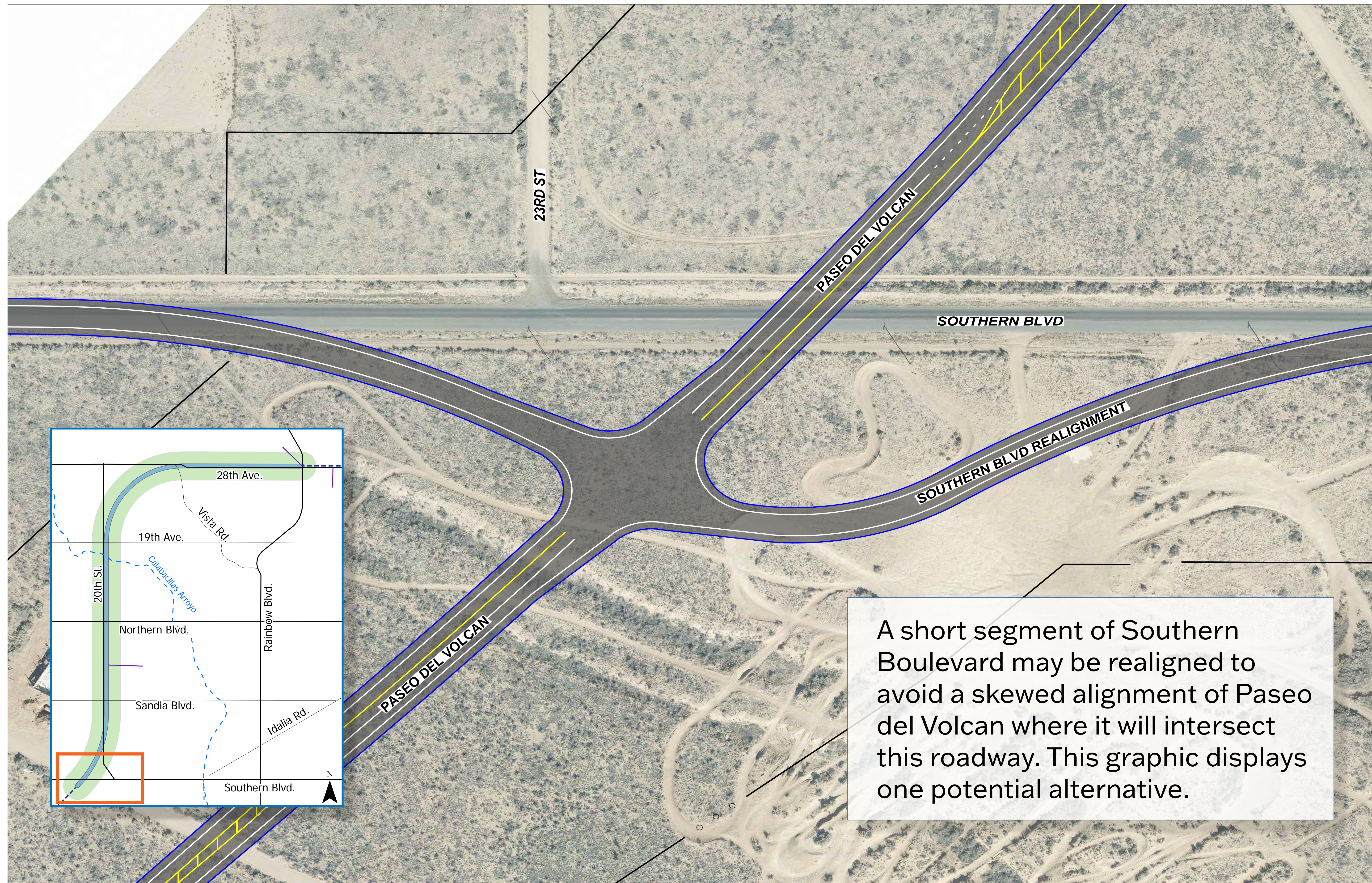


**ALIGNMENT OPTION 3.** Center with Depressed Median - 2-lane road with shoulders and a depressed median in the center of the corridor. Shoulder to shoulder width of this roadway is 88 ft.





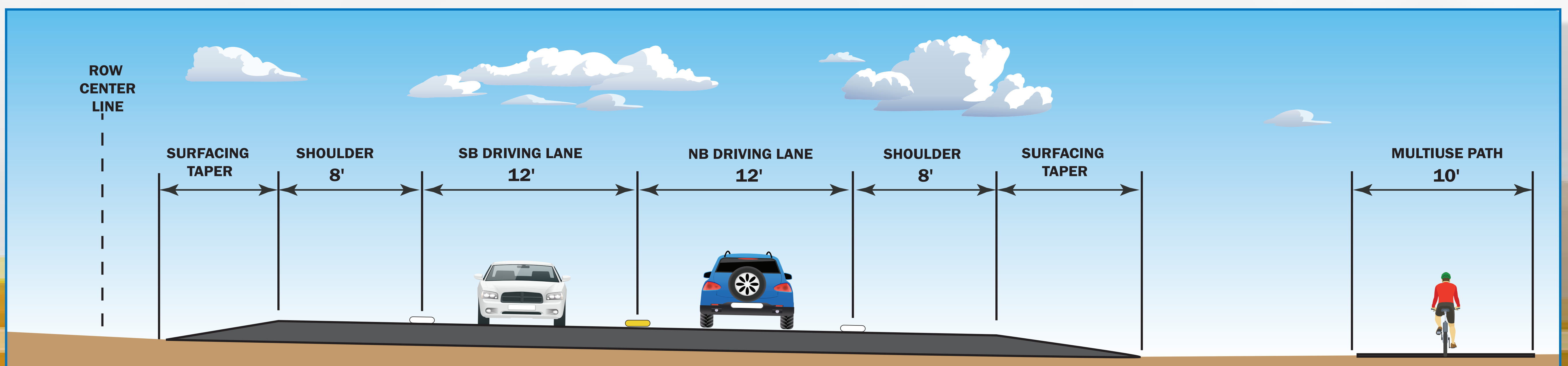
# Roadway Features



A short segment of Southern Boulevard may be realigned to avoid a skewed alignment of Paseo del Volcan where it will intersect this roadway. This graphic displays one potential alternative.

Bicycles will be accommodated on Paseo del Volcan.

A 10-foot multi-use trail can be accommodated within the right-of-way when the roadway connects to other trails in the area.

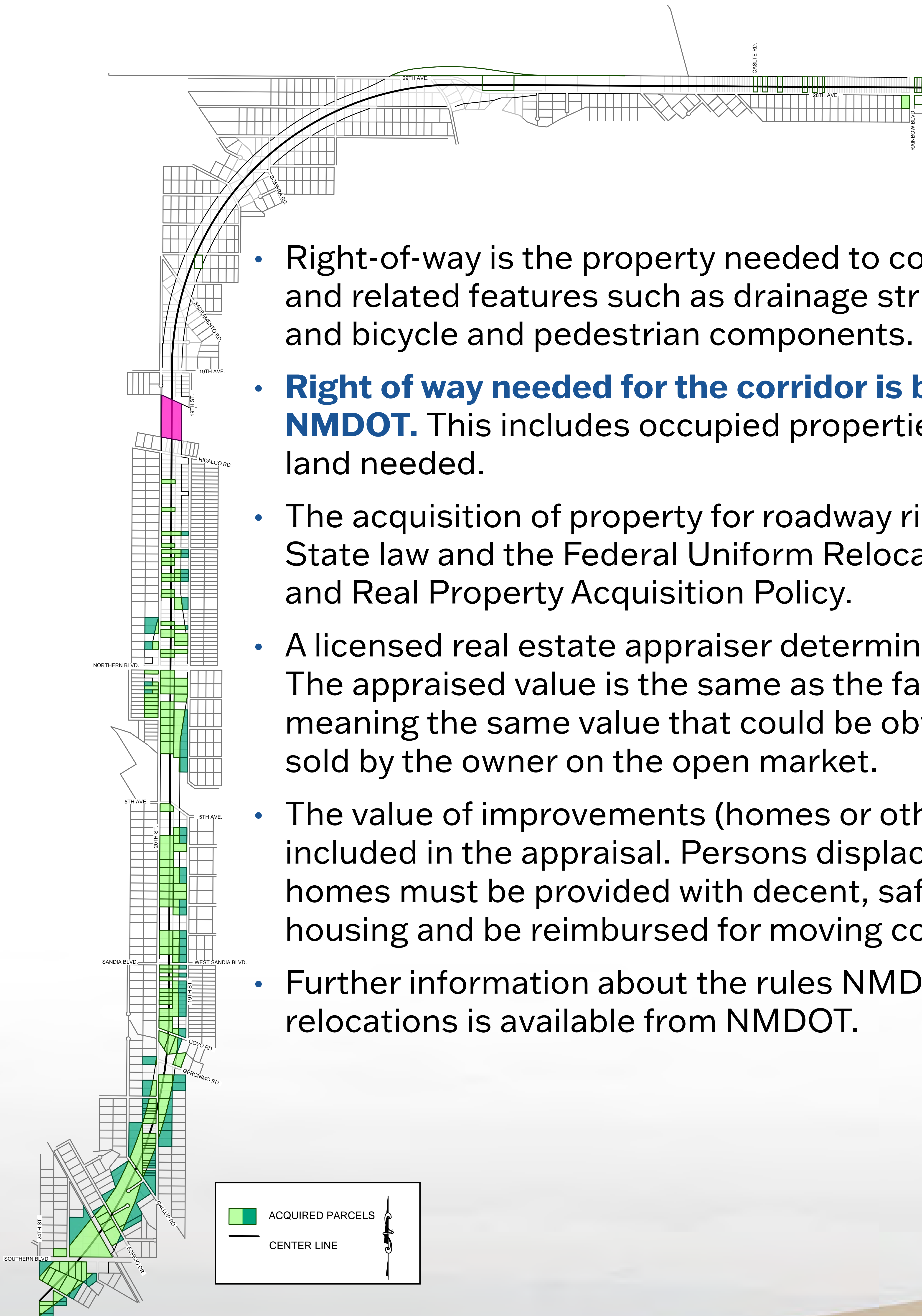




# Right-of-Way



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- Right-of-way is the property needed to construct the road and related features such as drainage structures, lighting, and bicycle and pedestrian components.
- **Right of way needed for the corridor is being acquired by NMDOT.** This includes occupied properties, and the vacant land needed.
- The acquisition of property for roadway right-of-way follows State law and the Federal Uniform Relocation Assistance and Real Property Acquisition Policy.
- A licensed real estate appraiser determines property value. The appraised value is the same as the fair market value, meaning the same value that could be obtained if it were sold by the owner on the open market.
- The value of improvements (homes or other structures) is included in the appraisal. Persons displaced from their homes must be provided with decent, safe, and sanitary housing and be reimbursed for moving costs.
- Further information about the rules NMDOT follows for relocations is available from NMDOT.



# How to Comment and Next Steps



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**Thank you for attending this open house meeting. The NMDOT welcomes your questions and comments about the PDV Extension and the information shared at this meeting.**

The PDV Extension is part of a larger regional corridor with an established alignment. However, public input is still desired for the roadway design concept including alignment within the right-of-way and features of the roadway such as intersection design, lighting, access, bicycle and pedestrian facilities, and other related items.

## Next Steps and Timeline

**SUMMER 2024**

- Several roadway design concepts were developed and shared with stakeholders.
- Public Event (Open House) hosted to present the roadway concepts and receive public input.

**FALL 2024**

- Make adjustments to the roadway concepts developed based on feedback from the public/stakeholders and conduct a detailed analysis and screening.
- Prepare a “draft Phase 1-A/B Report” to summarize findings.
- Event will be hosted to present a recommended concept and obtain input.

**DECEMBER 2024**

- Select a preferred concept and finalize the Phase 1-A/B Report.
- Complete environmental resource surveys and documentation.

**EARLY 2025**

- Begin detailed preliminary design for roadway, drainage, and related features.
- Complete environmental document for review by Federal Highway Administration.
- Public Meeting #3.

**SPRING 2025**

- Begin final design process. Additionally funding will be needed to finalize design and plan for construction.