



NEW MEXICO DEPARTMENT OF TRANSPORTATION

NM 500 RIO BRAVO BRIDGES REPLACEMENT PROJECT, BERNALILLO COUNTY, NEW MEXICO

PUBLIC OUTREACH AND COMMENT PUBLIC MEETING SUMMARY – PHASE IC

CONTROL NO.: A301000



U.S. Department
of Transportation
**Federal Highway
Administration**





NM 500 RIO BRAVO BRIDGES
REPLACEMENT PROJECT,
BERNALILLO COUNTY, NEW
MEXICO

PUBLIC OUTREACH AND COMMENT
SUMMARY REPORT - PHASE IC

NEW MEXICO DEPARTMENT OF TRANSPORTATION

CONTROL NO.: CN A301000

DATE: JULY 2022

WSP USA, INC.
2440 LOUISIANA BOULEVARD, SUITE 400
ALBUQUERQUE, NM 87110

WSP.COM



TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	PUBLIC INVOLVEMENT PROCESS.....	1
3	PUBLIC MEETING & SURVEY COMMENTS.....	3
3.1	Public Meeting Questions and Comments	3
3.2	MetroQuest Comments	5
3.2.1	Map Markers.....	5
3.2.2	Multi-use / Pedestrian Access.....	8
3.2.3	Additional Comments.....	11
4	DEMOGRAPHIC INFORMATION	13
	APPENDIX A: PUBLIC MEETING NOTICES	A
	APPENDIX B: VIRTUAL MEETING ATTENDANCE LIST	B
	APPENDIX C: POWERPOINT PRESENTATION	C
	APPENDIX D: PUBLIC COMMENTS RECEIVED	D

LIST OF FIGURES

FIGURE 1: NM 500 METROQUEST SURVEY.....	2
FIGURE 2: MAP MARKER EXERCISE.....	5
FIGURE 3: MULTI-USE / PEDESTRIAN ACCESS EXERCISE	9
FIGURE 4: MULTI-USE / PEDESTRIAN ACCESS AT EAST END OF THE BRIDGE.....	10
FIGURE 5: MULTI-USE / PEDESTRIAN ACCESS AT WEST END OF THE BRIDGE.....	11
TABLE 1: NUMBER OF INPUTS PER ZIP CODE	13
FIGURE 6: DEMOGRAPHICS - AGE OF PARTICIPANTS (YEARS).....	13
FIGURE 7: DEMOGRAPHICS - GENDER OF PARTICIPANTS	14
FIGURE 8: DEMOGRAPHICS - ETHNICITY OF PARTICIPANTS	14

LIST OF TABLES

TABLE 1: NUMBER OF INPUTS PER ZIP CODE	13
--	----

1 INTRODUCTION

The following public meeting summary provides a synopsis of the public outreach process and effort corresponding to Phase IC, including input received, for the NM 500 Rio Bravo Bridges Replacement Project in Albuquerque, Bernalillo County, New Mexico (CN: A301000). Public involvement and stakeholder coordination for the project began in 2020 as part of Phase IA/B study and has continued into summer 2022 for Phase IC. A Public Outreach and Comment Summary Report encapsulating the key issues and concerns brought forth by the public during Phase IA/B is on file with the NMDOT Environmental Bureau.

2 PUBLIC INVOLVEMENT PROCESS

The NM 500 Rio Bravo Bridges Project Area serves a broad and diverse set of stakeholders including federal, tribal, and state resources agencies; county and local agencies; community residents; commuters; area businesses; elected officials; and other users of the bridges within the Albuquerque Metro area. Due to the COVID-19 pandemic, in-person community and stakeholder engagement was not feasible for the Phase IC efforts, which necessitated continuation of a virtual engagement strategy developed during the study phase to reach a wide audience and seek effective tools for public participation. Accordingly, the project team held a live, virtual public involvement meeting during Phase IC on Tuesday, April 13, 2022. The project team selected the Zoom virtual meeting platform for the meeting because of its versatility in allowing participants to join over the internet or via telephone. The following summarizes our context-sensitive approach to public and stakeholder engagement during Phase IC.

To provide notice of the public input request, United States Postal Service Every Door Direct Mailers (EDDM) were sent to 5,428 residents in the immediate vicinity of the project area, and an advertisement was published in the Albuquerque Journal newspaper on March 30, 2022 (**Appendix A**). In addition, a mailing list of over 1,000 contacts was generated using grassroots outreach, which included numerous area neighborhood associations; local trail and biking groups; adjacent businesses and residents; NM State Senator (District 14) Michael Senator Padilla's constituent mailing list; federal and state regulatory agencies; city, county, tribal, and state officials; and anyone from the public who requested to be added to the mailing list and/or had provided comments during the study phase public meeting. The public meeting announcement was sent to those on the mailing list through email with follow-up flyers sent to those immediately within the project area using the available County Assessor property owner information. Additionally, direct phone calls were made to local community contacts including South Valley school principals, community centers, offices of Elected Officials, and health care centers. Lastly, notification of the public meeting announcement was posted on the New Mexico Department of Transportation (NMDOT) general project webpage, meeting calendar, project-specific website (<https://nm500riobravo.nmdotprojects.org>), and social media outlets, and distributed through the NMDOT Public Information Officer.

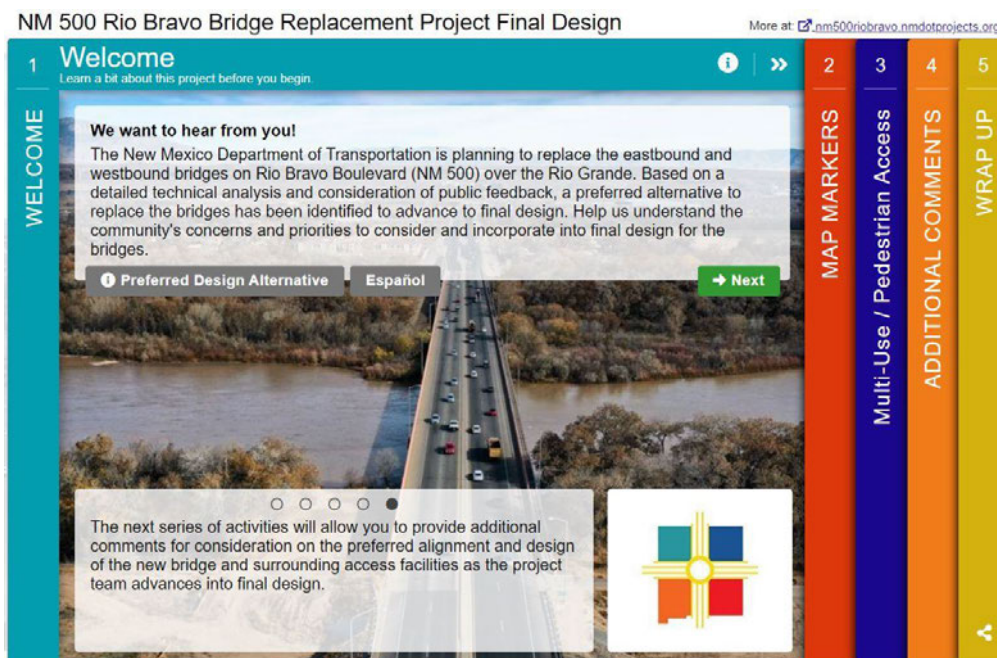
The virtual public meeting included a PowerPoint presentation and a live question-and-answer interaction between the Project Team and participating public. The Project Team offered live, simultaneous Spanish translation through the Zoom platform during the event. The meeting was recorded, in both English and Spanish languages, and videos of the meeting was posted to the NMDOT's YouTube website to allow those who were not able to attend the event to watch the presentation and provide feedback. The presentation began with

introductions, and then the Project Team discussed project location, provided a summary of the previous study phase public meeting and feedback, identified the recommended alternatives and proposed improvements, the maintenance of traffic and adjacent projects, and outlined the project development process and schedule. A copy of the PowerPoint presentation slide deck is located in **Appendix C**.

Considering the urban context of the project corridor, the Project Team chose strategies to encourage public participation from a diverse spectrum of the public. The public advertisement included a custom weblink URL (<http://linktr.ee/nm500riobravo>) that led the public directly to a centralized webpage that offered single-source access to the public meeting registration webpage, the dedicated project webpage, and MetroQuest survey in both English and Spanish. Participants were encouraged to provide comments via email, traditional mail, telephone, or through the online MetroQuest survey option during the public comment period.

To aid in the public involvement process, an interactive and informative web-based survey tool was created on the MetroQuest platform (Figure 1) as a follow-up survey to the one utilized during the Phase IA/B public meeting. Compatible with any internet-connected device (laptops, tablets, and smart phones), MetroQuest allowed the public to receive project background information, including a synopsis of input received from the first MetroQuest survey, while soliciting their input on multi-use and pedestrian access facilities, requesting specific comments with geo-referenced locations, and requesting they optionally volunteer demographic information. The survey was provided in both English and Spanish. Participation in the MetroQuest survey was promoted alongside the virtual public meeting via the project email list, EDDM mailers, on the project webpages, and the advertisement published in the newspaper and social media outlets. The survey was published on the day of the live meeting event and remained live until the end of the public comment period on May 13, 2022.

Figure 1: NM 500 MetroQuest Survey



Overall, 172 people registered for the live public meeting event ahead of time. On the day of the meeting, a total of 116 people attended the event on Zoom. The video of the meeting posted to the NMDOT YouTube channel and on the project website following the meeting has garnered an additional 63 views. During the public meeting event on April 13, 2022, the Project Team received 36 questions and comments through the meeting chat with several additional questions asked verbally during the meeting. Attendees engaged in active discussion and Q&A for longer than the scheduled meeting time of an hour and a half, with the meeting lasting 110 minutes in total. A total of 83 people participated in the English-version MetroQuest survey, consisting of 161 comments. The Spanish-version MetroQuest survey did not gather any participation. Additionally, the Project Team received comments in 7 emails and 5 phone calls.

3 PUBLIC MEETING & SURVEY COMMENTS

Comments received from all platforms were combined and organized into general themes. Review and analysis of comments indicate that the public input received falls into the following themes: (1) environmental concerns, (2) access concerns, (3) safety concerns, (4) multi-modal (pedestrian and bicycle) concerns, and (5) traffic congestion concerns. Comments received that fell outside of the project scope or location were shared with the pertinent land managing agency (e.g., Bernalillo County). The following summary of paraphrased cumulative comments is based on questions or comments received during the comment period for Phase IC from the public. Copies of all comments received as part of previous Phase IA/B engagement efforts for the project, and a complete summary categorized into general themes can be found in the *NM 500 Bridges Replacement Project Public Comment Summary Report*, on file at the NMDOT Environmental Bureau and on the project webpage.

3.1 PUBLIC MEETING QUESTIONS AND COMMENTS

The following list represents the cumulative list of questions and comments provided at the virtual public meeting on April 13, 2022:

- Q. What is the anticipated project construction schedule? A. Two construction seasons.
- Q. Are there going to be speed bumps on Dean Dr. as part of this project? A. This can be passed to Bernalillo County.
- Q. Will there be any imminent domain or condemnation – what about sound walls or barriers? A. The right of way process will include some acquisitions of property, but no homes or structures will need to be acquired and condemnation is not expected. Noise is being considered as part of environmental studies.
- C. We have property you can consider renting for storage near the project area.
- Q. Will the bridge be shut down completely or diverted from one side or the other? A. The zipper tactic is being considered to keep the bridge open through construction and alternate lane access during peak hours.
- Q. Will there be sweeping maintenance? A. There is currently sweeping but this comment is being taken into advisement.
- Q. Is the median getting smaller? A. The median is staying the same size as it is now (6 ft.)

- Q. Is construction going to occur during the day/night and/or weekends? A. Construction schedule is still TBD.
- Q. Will there be trails to ride horseback near the ditch during and after construction? A. There will likely be access restrictions for safety during construction but one of the goals of the project is to improve multimodal access. This should mean improved access through the trail system in the long-term.
- Q. Will there be a protected pedestrian walkway on the bridge? A. Yes.
- Q. How are the multiple projects in the area being coordinated? A. Close coordination is occurring with the lead agencies for the other projects. The project funding is still being determined for bridge replacement and there may be phasing for projects depending on timing for funding for each of the lead agencies.
- Q. How will the community be able to continue to be involved in the project as it continues? A. Keep in touch on the email list and project website.
- Q. How can we make sure that this project will occur on time? I'm concerned this will be like US 550 and continue to extend over time. A. Unlike 550, this project is not anticipated to be constructed in phases and the project team intends to identify full construction funding to start bridge replacement.
- Q. Poco Loco is swamped with AM traffic. Will there be turns possible? A. This is being considered as part of final design.
- Q. Will there be roadblocks to stop people going through the neighborhood during construction? A. Road blocks are likely not feasible due to fire code needs but abatement will be considered in coordination with Bernalillo County.
- Q. Similar to Montano, will there be a barrier between pedestrians/riders and the vehicle traffic? A. Yes, the barrier will continue along the bridge span
- Q. Do we know when the construction will be funded? A. It is currently scheduled for funding for construction in 2026/27 but NMDOT has hopes that through collaboration with legislators, and through federal funding sources, it can be in construction in 2023.
- Q. What does the traffic analysis reveal about west-bound traffic flow during congested hours? A. It reveals consistent traffic that will continue.
- Q. In case the roads will need to be blocked for construction, will there be detour routes? A. We do not intend to close the bridge due to a lack of viable detour options.
- Q. Will there be lighting along the bridge? A. Yes – this is part of the bridge design.
- Q. Will there be another Rio Grande bridge anywhere in the future? A. There is currently no plan to add another river crossing in the MRGCD regional plan.
- Q. Is the 2nd Street intersection part of this project? A. No, that is being led by the County
- Q. How can we, as residents of the South Valley advocate for funding? A. Attend forums, speak to your legislators, and provide comments to NMDOT.
- Q. What is the estimated total cost for the project construction? A. It is estimated to cost around \$61 million to construct the bridge.
- Q. Will there be safety mechanisms in place for construction workers? A. Yes, there are precautions and standards in place.

- Q. Are there other forums to talk about transportation issues including semis blocking lanes along the road? A. Yes, the NMDOT website is a comprehensive place to get contact info.
 - C. Senator Padilla – commented that he regularly provides updates for this project on his social media.
-

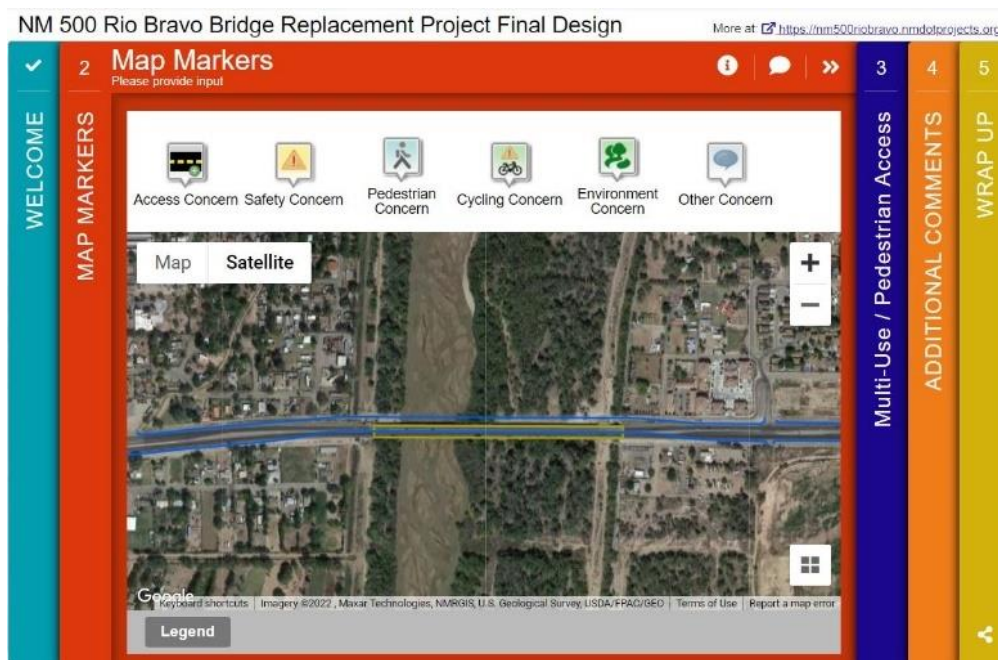
3.2 METROQUEST COMMENTS

The following section identified the activities included in the MetroQuest survey and presents the results of feedback and comments received.

3.2.1 MAP MARKERS

Within the MetroQuest survey, participants were asked to identify concerns on an overlay of the project area and location of the proposed bridge (Figure 2: Map Marker Exercise).

Figure 2: Map Marker Exercise



ENVIRONMENTAL CONCERNS

- Ensuring removal of trees tries to remove trees across age class and does not contribute to the homogeneity of the bosque
- Median trees are dying
- Knocking or cutting down trees
- Cutting down or interfering with these trees
- Ensuring that the Bosque environment is preserved as much as possible is a must
- Designing a bridge that protects the viewshed of the river. Also impacts the river in the least ways possible
- Habitat disruption?
- Protect Bosque and river
- Too much induction of motor traffic will lead to deteriorating environmental concerns. Motor traffic should not be induced more than present.
- Some of the largest, and oldest cottonwoods are near the bridge because they were protected from past fires.
- Large cottonwoods that were protected from past fires because of proximity to the old bridge are important habitat for wildlife.

ACCESS CONCERNS

- If we move the bridge here it will be overlapping the entrance to the picnic area and the picnic area would no longer exist
- Would be blocking entrance to picnic area.
- Bridge in way of entrance
- Concern about the amount of traffic rerouting through Rio Bravo Commons community and the unsafe speeds of travelers trying to avoid 2nd St light
- Need to be able to access the Bosque trail from the north and south, with access to Rio Bravo to the east, as well.
- Easy access from Isleta southbound
- Just a note that this location provides access for cyclists to/from the Bosque path to Rio Bravo.
- How are these homes being accommodated? Will there be road access or a frontage road? The way this map is drawn seems like there will be a steep gradient compared to what is already there.
- Same comment as before.
- Making access to the Bosque better
- Access to Bridge and east to 2nd St., Broadway, freeway will be slow, congested.
- Concerned it will be difficult, slow and congested to access the bridge to Isleta via auto.
- Isleta Intersection access.
- Neighborhood access/exit
- Get in/out of residential areas and businesses.
- Access during construction

SAFETY CONCERNS

- Road right next to fence. Too close to property.
- Too close and covering picnic area.
- Curve. Could cause more traffic and slower flow.
- Bridge too close to property.
- Traffic has increased through the Rio Bravo Commons community present a safety concern especially on Quetzal and Camino
- Cars move fast in this area-protected lanes for pedestrians and cyclists are important!
- It is already difficult and unsafe to exit the neighborhood
- People cut through the neighborhood every morning at high rates of speed to avoid “normal” traffic. Once construction starts, I can’t imagine how bad it will get
- What type of traffic controls will there be to go north off of Rio Bravo down Poco Loco Street?
- Access during construction.
- Speeding towards the light.

MULTI-MODAL (PEDESTRIAN AND BICYCLE) CONCERNS

- Would have to rebuild sidewalk and cycling way.
- Access from River area
- We need safe, separate, pedestrian access in both directions on the bridge and adjacent ROW
- Egress on/off segregated ped bridge to bike path
- Will there be enough space for someone walking and someone in a bike
- No guarded pedestrian/cycling route on the Northside of Rio Bravo.
- I want to be sure peds have a safe avenue to walk along this bridge and Rio Bravo
- Safe way to access walking access across bridge from all directions
- Safe walking after/before bridge
- Safe walking area along Rio bravo
- Will pedestrians be separated from cars?
- Would have to rebuild sidewalk and cycling way.
- We need a safe, separate bike lane for both directions on the bridge and entrance to the bridge.
- No bike path protected from cars
- Will be there enough space?
- No easy access from Rio bike trail to river crossing on Rio Bravo.
- Safe Bicycle paths need to be available along Rio Bravo and this bridge
- Need wide enough lanes to cross the river and access areas to the east and west. Protected lanes would be preferred.
- Existing walkway/bike path too narrow.
- Pedestrian and cycling trails (paved and lighted for safety commuting).
- A protected bicycle lane to separate bike from automobile traffic.
- "The bridge provides an e/w crossing for cyclists and design considerations can make it more accommodating.

- Currently the shoulder is often with debris and is a bit hazardous."
- Providing safety to bicyclists
- Safe way to enter/exit the bike route on bridge from both east & west and north and south
- Safe bike trail before/after bridge
- No separation from motor traffic
- Ease of access from trail(s) and surrounding roads
- Access during construction.
- Will bikes be separated from cars?
- Need protected bike lane. Narrow space and cars move fast or could swerve.
- Easy access to bike lane on west and east ends of bridge
- Old Cycling/Pedestrian path too narrow. Access from north/south pathways is longer than necessary.
- Cars move fast in this area - protected lanes for pedestrians and cyclists are important!

TRAFFIC CONGESTION CONCERNS

- We need more lanes - very congested.
- This intersection is already ridiculous with current traffic patterns and times. Really could use a traffic signal here.
- More lanes so there no bottle necking in high volume of traffic
- Curve could cause more traffic and slower flow.
- Traffic has increased through the Rio Bravo Commons community present a safety concern especially on Quetzal and Camino
- It is already difficult and unsafe to exit the neighborhood
- People cut through the neighborhood every morning at high rates of speed to avoid "normal" traffic. Once construction starts, I can't imagine how bad it will get
- What type of traffic controls will there be to go north off of Rio Bravo down Poco Loco Street?
- Access during construction.
- Speeding towards the light.

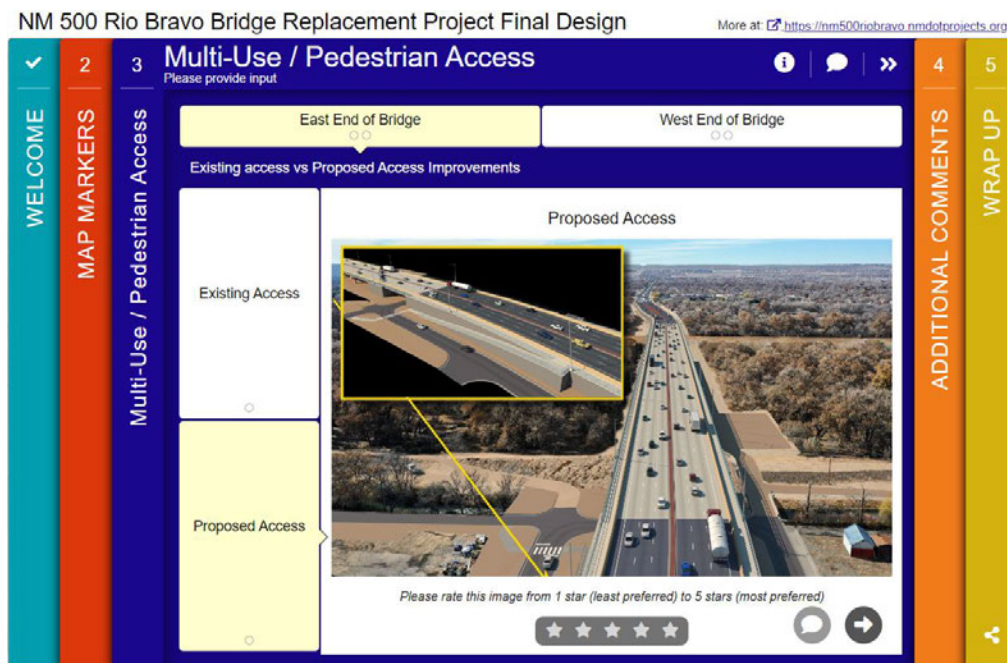
OTHER COMMENTS RELATED TO THE PROJECT

- Bridge too close to property.
- Railroad crossing needs an overpass.

3.2.2 MULTI-USE / PEDESTRIAN ACCESS

The MetroQuest survey allowed participants to rate and compare the existing multi-use / pedestrian access facilities and the proposed improvements at both the east and west end of the bridge facilities. Figure 3: Multi-use / Pedestrian Access Exercise shows the exercise and Figure 4 & Figure 5 show the results of the rankings. *Note that the least preferred rank is 1 and most preferred is 5.*

Figure 3: Multi-use / Pedestrian Access Exercise



- The left end of the chart represents rankings received for existing access of the bridge and the right side of the figures show the ranking received for proposed access.
- A total of 86 respondents provided ratings for the East end of the bridge while 77 provided ratings for the west end.
- For both ends of the bridge, respondents identified the proposed access as significantly more preferred when compared to existing access.
- A few respondents made comments on the proposed access, and some did not find the provided visuals as adequate for providing comments. Their comments are as follows:
 - Too much paving over the MRGCD ditch, with multiple issues deriving therefrom.
 - It is not clear that the "pedestrian trail" is paved. This should be paved to be universal in access for cyclists, people with strollers, skateboarders, and pedestrians.
 - Would be nice to be able to see the actual diagram in full...this image deletes the bottom portion.
 - Design considerations should consider adequate provisions for cyclists for e/w connectivity across the river, and connections to the Bosque Trail.
 - This literally looks the same with updated roads. Maybe I'm missing it, but it looks like there's literally no change besides fresh pavement and paint.
 - Again, this looks exactly the same except the bridge is wider. Same exact access points. About a quarter of them look residential? Why would you point out access to residential property? If I were those homeowners I'd be very upset. Also, where's that pedestrian trail going? Just under the bridge? Why does it end there? Where else is it supposed to be going? This makes very little sense. I would spend time making better visuals with more explanation to help make your point.

- Talk to existing property owner about increased traffic near property.
- A bit difficult to understand your drawings and where things connect.
- How wide is it? It's challenging to provide constructive feedback on this diagram without having more information.

Figure 4: Multi-use / Pedestrian Access at East End of the Bridge

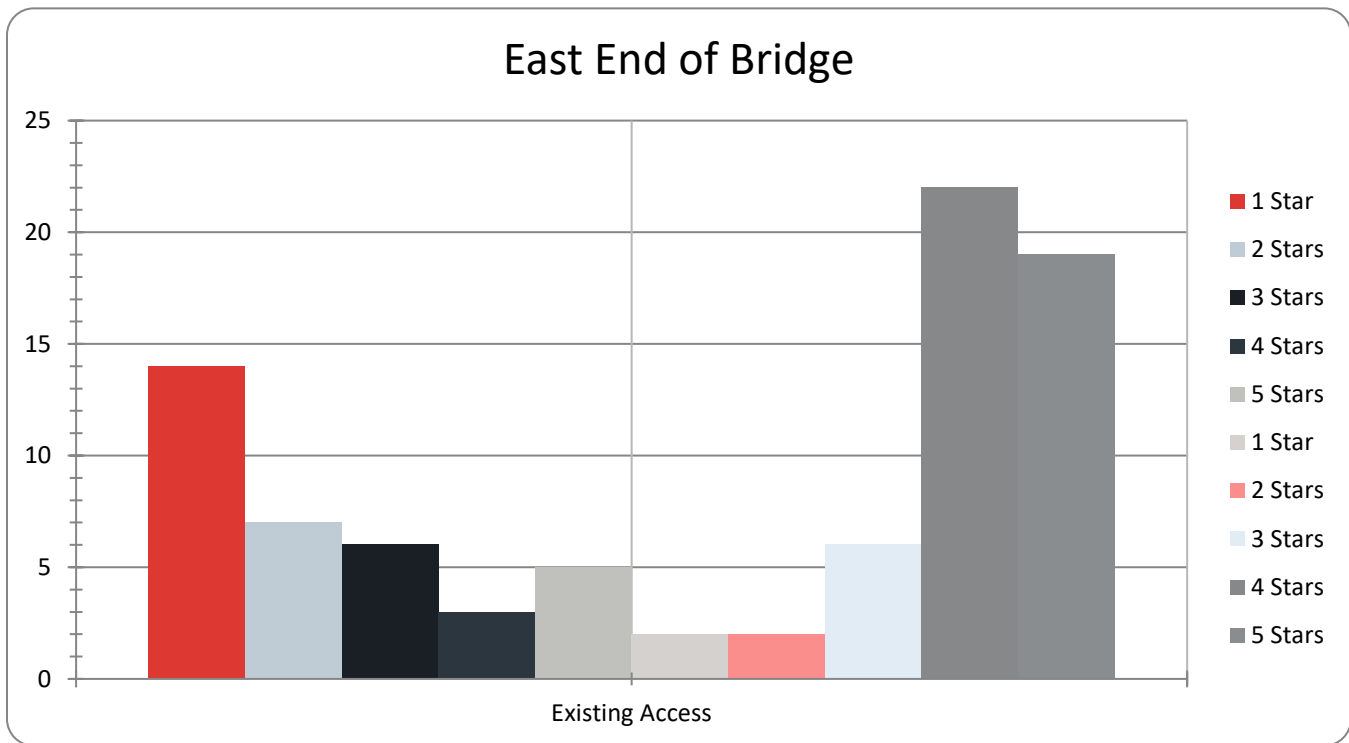
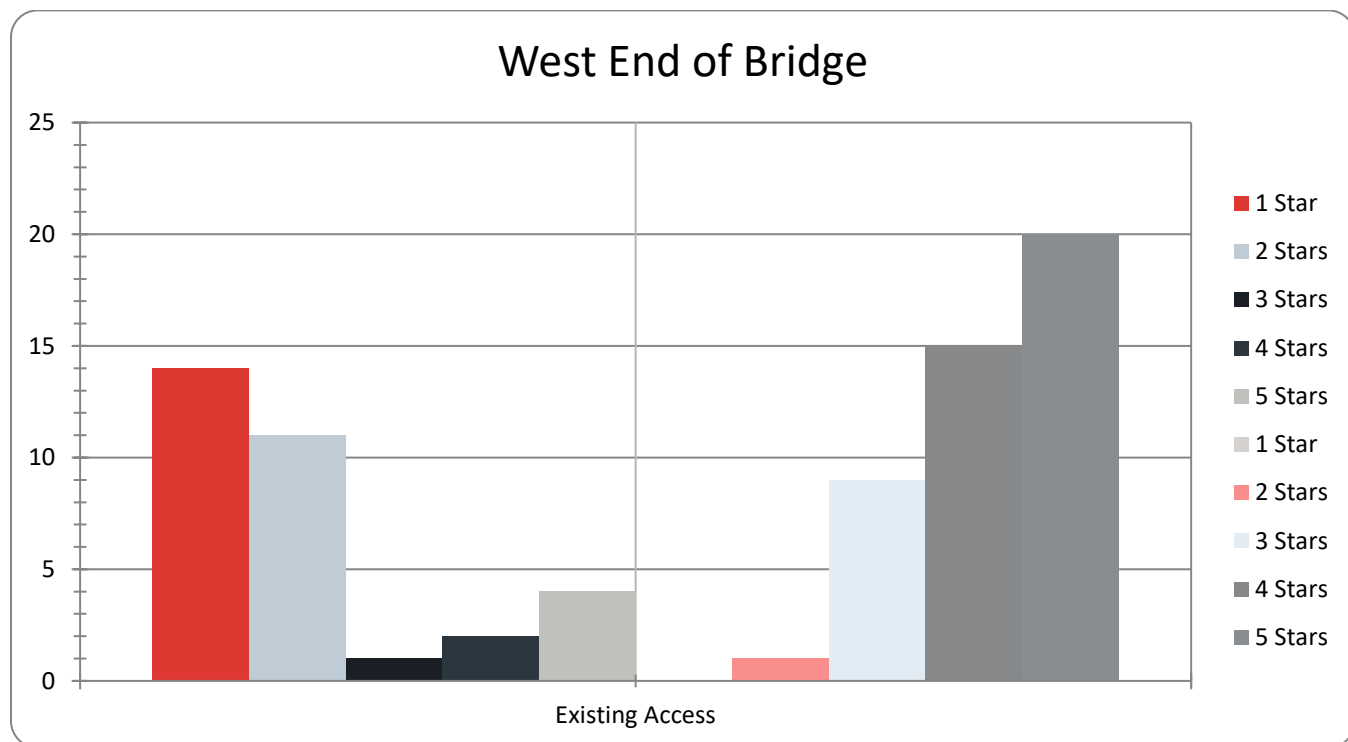


Figure 5: Multi-use / Pedestrian Access at West End of the Bridge



3.2.3 ADDITIONAL COMMENTS

Understanding that the project has the potential to affect a multitude of people with varying priorities, the project team provided an exercise where respondents were asked to provide any additional feedback they would like to share. This section gathers those comments.

- I think we should build the new bridge in the existing place it is in now currently. Traffic here is not that bad. Building a new bridge curved or in a different spot can cause more traffic and high risk for accidents. Building the new bridge in the proposed spot would be putting it on top of the picnic area, restricting access to streets and to the picnic area. Closing would be ideal for the best outcome and yes it may cause delays, but people can plan accordingly. New bike access would be ni
- This is a very congested area the length of time is a concern
- How slow will traffic be and for how long?
- I hope the bridge if designed to help Rio Bravo have better or more traffic lanes in the future. The intersection of Rio Bravo and Coors is really congested, and I hope that the new construction will be tied into making that access much better in the future.
- I would like a barrier between the cars and the pedestrian access on the bridge. A chain link fence maybe?
- Make the bridge as wide as is possible. The more lanes the better. The southwest quadrant is the fastest growing section of the urban area and will need to accommodate many more people and vehicles in the future.
- I think the ideas for keeping traffic moving as much as possible during the construction are good.

- Alternative transportation must become a more dynamic part of life here. Adding it to Rio Bravo just makes sense.
- The legislature approved a road improvement project for Isleta Blvd which will impact the Isleta/Rio Bravo interchange. Do you know if these projects will be going on at the same time? The road improvement bill was sponsored by Senator Padilla
- I wish project would be like North Valley bridge where an entirely new bridge was built and the old bridge turned into pedestrian use only
- "How long is this project will take?"
- Will they close Rio bravo on the weekends on both sides?"
- Maybe a half circle push out off the pedestrian trail on both the North and South side over the middle of the river. That would allow people crossing a place to stop and take in the beauty or maybe pass someone on the trail. Maybe even a spot emergency responders could use for river rescue.
- How are all the smaller streets going to handle the loads of traffic from Rio Bravo. Bridge Street is under construction, Isleta is too narrow, Coors has Its own traffic congestion problems, and God knows how to get out from any neighborhoods between Isleta and Coors that aren't going to take three hours or more because of traffic jams. This will be a nightmare.
- Don't put a permanent stop light at Rio bravo and poco loco. Already traffic backs up at Broadway, the rail Runner Crossing, and 2nd Street a lot especially severe in the morning and late afternoon. In the future a third Lane should be added Between Broadway and second Street both east and west
- Please do not keep this a 4-lane bridge. Traffic for this part of town needs a 6-lane bridge.
- I-40, bridge should be completed first so as not to choke the SW traffic
- You need to do something about these 18 wheelers with their engine break making all kinds of noise in the middle of the night and all through the day
- Just worried about traffic and the ability to get out of the valley during peak times. It is already very congested.
- It looks like the plan is to make the bridge wider? It's very difficult to tell from the drawing that are included here. It would be easier to visualize with better architectural models that add some depth vs 2D images. It's really difficult to see the changes and the potential impacts from what is provided here.
- Please incorporate public artwork and planting trees
- I think we should just move to 3 lanes in both directions.
- A bike bridge separate from Rio Bravo similar to at I-40 would be ideal, but also consider how the bike facilities will connect to routes throughout the southwest side and south valley.
- I would like to see as little environmental impact as possible. Because I live approximately 1/8th of a mile from the bridge nighttime noise is a concern also.
- Please start project as soon as possible! Traffic congestion now is horrible.
- Just safety, safety, safety. And try not to disturb the birds nesting nearby. Thanks!!
- Thanks for your work on this project. I never drive this bridge and only bike it. So, thanks for the upgrades to the bike path.
- A modern look - give it a special look some like the Paseo del Norte Bridge

4 DEMOGRAPHIC INFORMATION

The final page of the MetroQuest survey asked for participants to volunteer demographic details, such as age, zip code, and ethnicity. Combined results are included below in Table 1 and Figures 6-8.

Table 1: Number of Inputs per Zip Code

Zip Code	Number of Inputs
87059	1
87102	1
87104	2
87105	35
87106	1
87107	3
87110	1
87113	1
87121	6
87122	1

Figure 6: Demographics - Age of Participants (years)

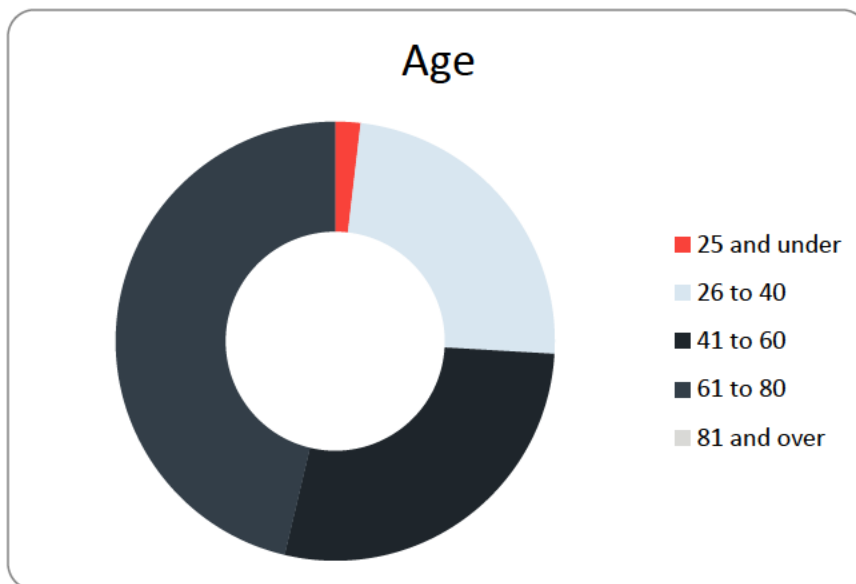


Figure 7: Demographics - Gender of Participants

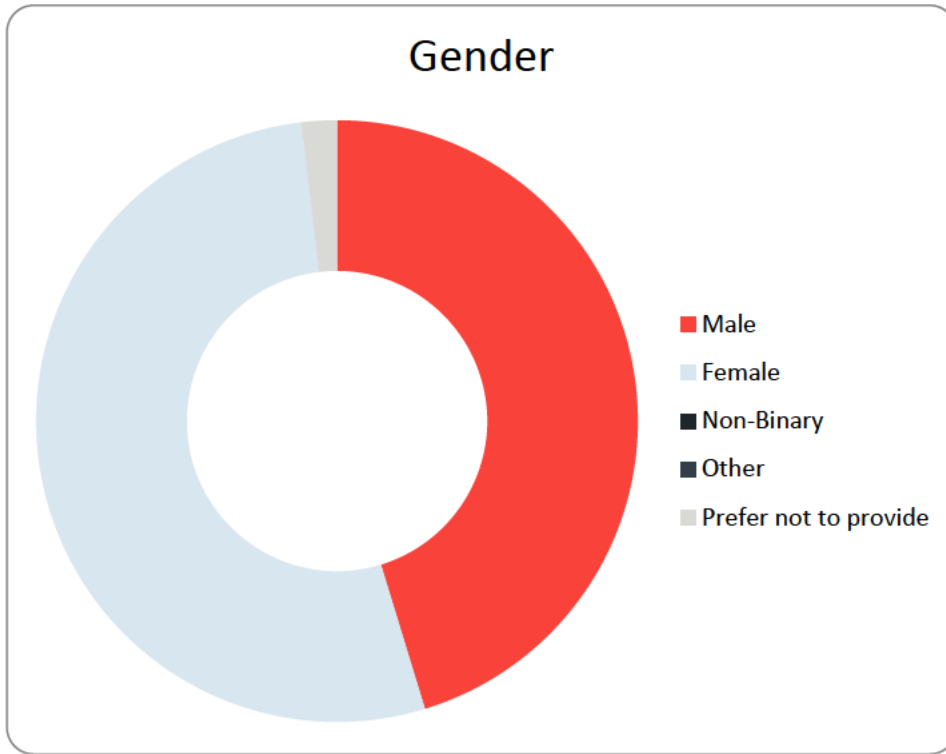
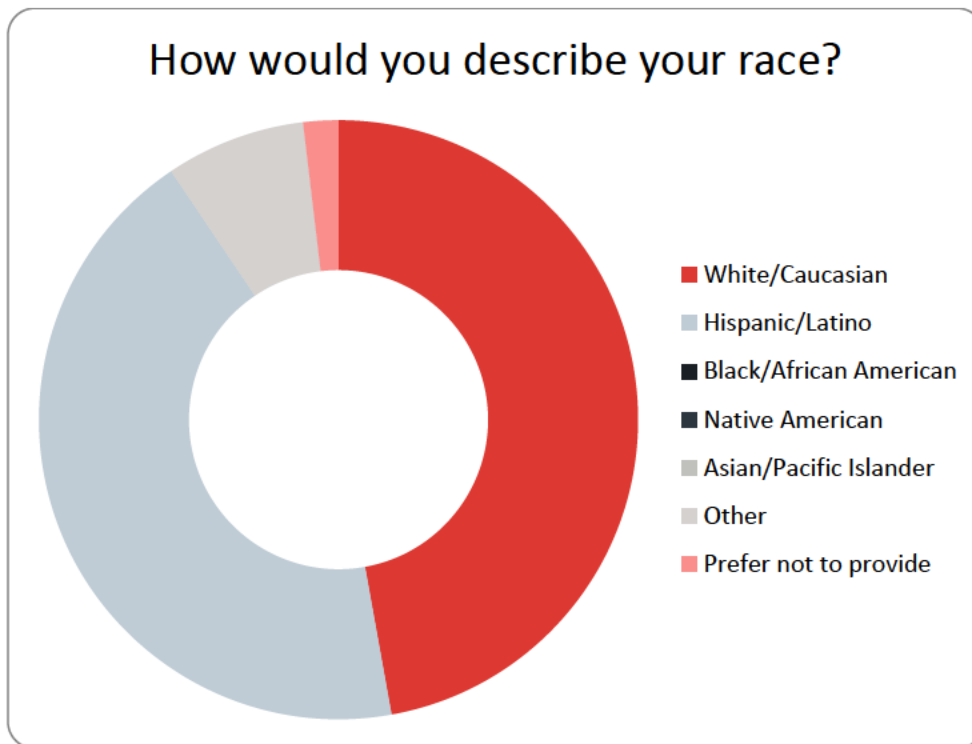


Figure 8: Demographics - Ethnicity of Participants



APPENDIX A: PUBLIC MEETING NOTICES

NEWSPAPER ADVERTISEMENT

AFFIDAVIT OF PUBLICATION
STATE OF NEW MEXICO

NMDOT NM 500 RIO
BRAVO BRIDGE
REPLACEMENT
PROJECT VIRTUAL
PUBLIC MEETING

County of Bernalillo SS

David Montoya, the undersigned, authorized Representative of the Albuquerque Journal, on oath states that this newspaper is duly qualified to publish legal notices or advertisements within the meaning of Section 3, Chapter 167, Session Laws of 1937, that payment therefore has been made of assessed as court cost; and that the notice, copy of which is hereto attached, was published in said paper in the regular daily edition, for 1 time(s) on the following date(s):

03/30/2022

David Montoya

Sworn and subscribed before me, a Notary Public, in and for the County of Bernalillo and State of New Mexico this 30 day of March of 2022

PRICE \$2,216.83

Statement to come at the end of month.

ACCOUNT NUMBER 1099443



Official Seal
Christina White
Notary Public
State of New Mexico

My Commission Expires: 9/16/22

Christina White



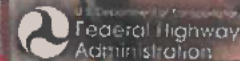
New Mexico DEPARTMENT OF
TRANSPORTATION
MOVING PEOPLE AND FREIGHT

NM 500
Rio Bravo Bridge
Replacement Project

VIRTUAL PUBLIC MEETING

CN A30 1000

April 13, 2022 | 6:00 –7:30 p.m. (MT)



The New Mexico Department of Transportation (NMDOT), in cooperation with the FHWA, is planning to replace the east- and west-bound bridges on Rio Bravo (NM 500) across the Rio Grande. The structures are nearing the end of their design-life and are in need of replacement. Existing conditions demonstrate there is also a need to increase the number of travel lanes along Rio Bravo between Isleta Boulevard and 2nd Street. This is also an opportunity to provide enhanced safety for pedestrians and bicyclists. After reviewing public feedback from the first public meeting and conducting a detailed technical analysis, a preferred alternative to replace the bridges has been identified to advance to final design.



NMDOT will use Zoom, a web-based service with call-in capabilities to host the virtual public meeting. Members of the community are encouraged to register for the event and join the discussion, provide comments and ask questions of the project team.

**REGISTER
NOW!**

Servicios
de interpretación
en español estarán
disponibles en la reunión.



Register at:
<https://linktr.ee/nm500riobravo>
OR Call-in at the
scheduled meeting time:
+1 (346) 248-7799
Webinar ID: 865 8823 0616

Comments can be
submitted at the meeting
or sent by May 13, 2022 to:

WSP USA c/o Jennifer Hyre
Attn: NM 500
2440 Louisiana Blvd NE,
Suite 400
Albuquerque, NM 87110
Jennifer.Hyre@wsp.com
(505)-878-6577

To request ADA accommodations, contact Jennifer Hyre.

EVERY DOOR DIRECT MAILER



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



NM 500 Rio Bravo Bridge Replacement Project

CN A301000

VIRTUAL PUBLIC MEETING

April 13, 2022 | 6:00 –7:30 p.m. (MT)

The New Mexico Department of Transportation (NMDOT), in cooperation with the FHWA, is planning to replace the east- and west-bound bridges on Rio Bravo (NM 500) across the Rio Grande. The structures are nearing the end of their design-life and are in need of replacement. Existing conditions demonstrate there is also a need to increase the number of travel lanes along Rio Bravo between Isleta Boulevard and 2nd Street. This is also an opportunity to provide enhanced safety for pedestrians and bicyclists. After reviewing public feedback from the first public meeting and conducting a detailed technical analysis, a preferred alternative to replace the bridges has been identified to advance to final design.

**Servicios de
interpretación en
español estarán
disponibles
en la reunión.**



**JOIN
US!**



PRSRT STD
ECRWSS
U.S. POSTAGE
PAID
PERMIT #XXXX
SANTA FE, NM

*****ECRWSSDDM*****

Postal Customer

NM 500 Rio Bravo Bridge Replacement Project **VIRTUAL PUBLIC MEETING**

April 13, 2022 | 6:00 – 7:30 p.m. (MT)

Register at: <https://linktr.ee/nm500riobravo>

OR Call-in at the scheduled meeting time:

Phone: +1 346 248 7799

Webinar ID: 865 8823 0616

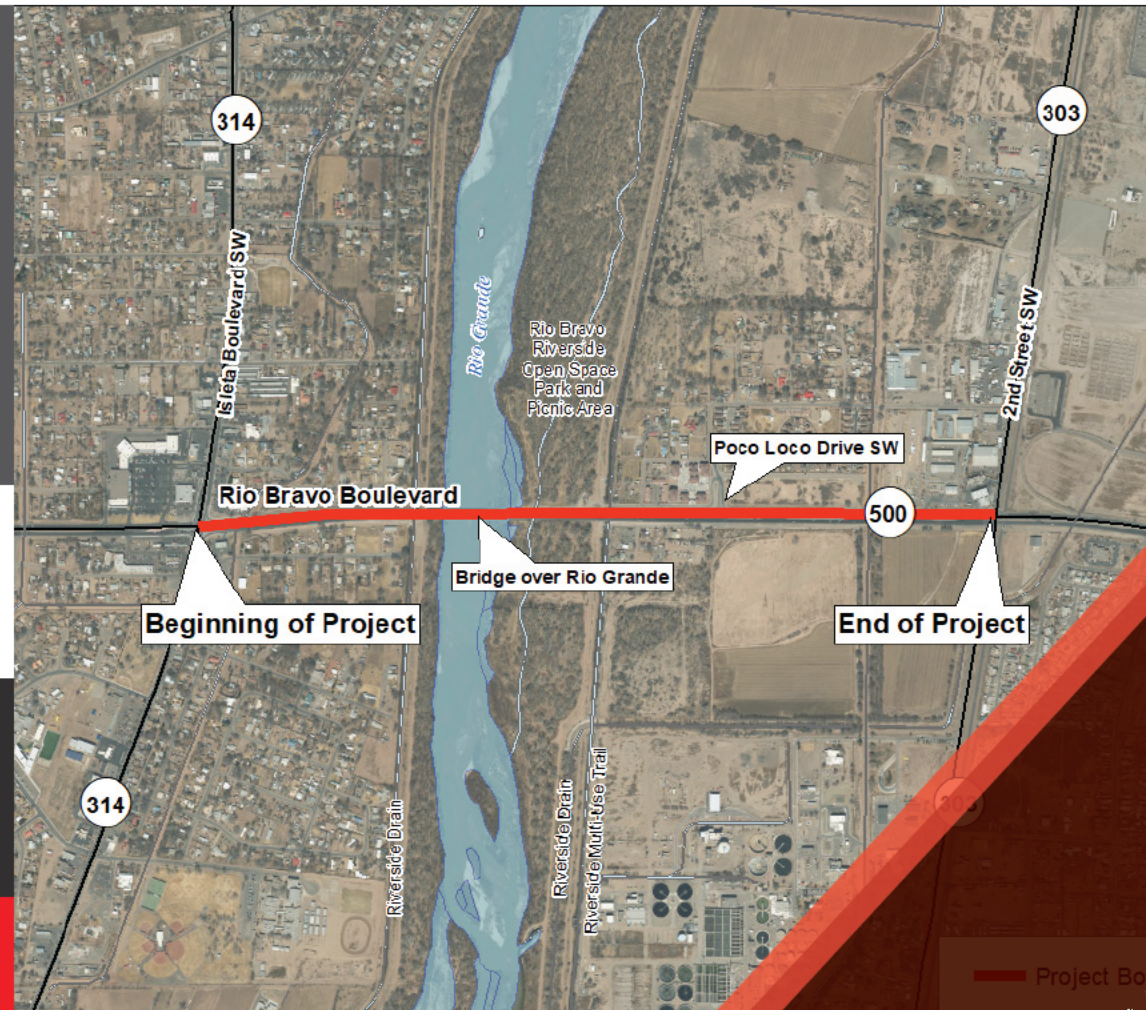


To request ADA accommodations, contact Jennifer Hyre.

NMDOT will use Zoom, a web-based service with call-in capabilities to host the virtual public meeting. Members of the community are encouraged to register for the event and join the discussion, provide comments and ask questions of the project team.

Comments can be submitted at the meeting or sent by May 13, 2022 to:

WSP USA c/o Jennifer Hyre Attn: NM 500
2440 Louisiana Blvd NE, Suite 400
Albuquerque, NM 87110
Jennifer.Hyre@wsp.com | (505)-878-6577



EMAIL E-BLAST



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 500
Rio Bravo Bridge
Replacement Project

VIRTUAL PUBLIC MEETING

CN A301000

April 13, 2022 | 6:00 –7:30 p.m. (MT)



The New Mexico Department of Transportation (NMDOT), in cooperation with the FHWA, is planning to replace the east- and west-bound bridges on Rio Bravo (NM 500) across the Rio Grande. The structures are nearing the end of their design-life and are in need of replacement. Existing conditions demonstrate there is also a need to increase the number of travel lanes along Rio Bravo between Isleta Boulevard and 2nd Street. This is also an opportunity to provide enhanced safety for pedestrians and bicyclists. After reviewing public feedback from the first public meeting and conducting a detailed technical analysis, a preferred alternative to replace the bridges has been identified to advance to final design.



NMDOT will use Zoom, a web-based service with call-in capabilities to host the virtual public meeting. Members of the community are encouraged to register for the event and join the discussion, provide comments and ask questions of the project team.

**REGISTER
NOW!**

**Servicios
de interpretación
en español estarán
disponibles en la reunión.**



Register at:
<https://linktr.ee/nm500riobravo>

OR Call-in at the
scheduled meeting time:
+1 (346) 248-7799
Webinar ID: 865 8823 0616

Comments can be
submitted at the meeting
or sent by May 13, 2022 to:

WSP USA c/o Jennifer Hyre
Attn: NM 500
2440 Louisiana Blvd NE,
Suite 400
Albuquerque, NM 87110
Jennifer.Hyre@wsp.com
(505)-878-6577

To request ADA accommodations, contact Jennifer Hyre.

TWITTER



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 500 Rio Bravo Bridge | CN A301000

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Wednesday, April 13, 2022

6:00 – 7:30 p.m. (MT)

SIGN UP NOW!

Public feedback is needed on a preferred alternative to replace the bridges that has been identified to advance to final design.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 500 Rio Bravo Bridge | CN A301000

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Wednesday, April 13, 2022

6:00 – 7:30 p.m. (MT)

LIVE NOW!

CALL NOW: 346-248-7799
WEBINAR ID: 865 8823 0616

FACEBOOK



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 500 Rio Bravo Bridge | CN A301000

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Wednesday
April 13, 2022

6:00 – 7:30 p.m.
(MT)

SIGN UP NOW!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 500 Rio Bravo Bridge | CN A301000

JOIN US FOR A LIVE VIRTUAL PUBLIC MEETING

Wednesday
April 13, 2022

6:00 – 7:30 p.m.
(MT)

LIVE NOW!

CALL NOW: 346-248-7799
WEBINAR ID: 865 8823 0616

APPENDIX B: VIRTUAL MEETING ATTENDANCE LIST

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

HOST			
User Name	Email		
Brittani Kaim (WSP-CPI West)	cpiwestwsp@gmail.com		
PRESENTATION TEAM			
User Name	Email		
Sandra Chavez	sandra.chavez@state.nm.us		
Jennifer Mullins	jennifer.mullins@state.nm.us		
Jill Mosher	jill.mosher@state.nm.us		
Kellye Rogers, Spanish Interpreter	kellyejrogers@gmail.com		
Priscilla Benavides	priscilla.benavides@state.nm.us		
Sandra, Spanish Interpreter	gauchoarts@aol.com		
Meghan Myers	meghan.myers@wsp.com		
Dominic Montoya	dominic.montoya@wsp.com		
Jennifer Hyre	jennifer.hyre@wsp.com		
Gwyenth Duncan	gwyneth.duncan@state.nm.us		
Jim Heimann	jim.heimann@wsp.com		
Justin Gibson	justinl.gibson@state.nm.us		
Nick Fazio	nick.fazio@wsp.com		
Flor Mason	flor.mason@wsp.com		
PARTICIPANTS			
User Name	First Name	Last Name	Email
REBECCA GABALDON	REBECCA	GABALDON	[REDACTED]
Lori Lavasek	Lori	Lavasek	[REDACTED]
Kimberly Coleman	Kimberly	Coleman	[REDACTED]
ANDREW SUTLIFF	ANDREW	SUTLIFF	[REDACTED]
Dianne Cress	Dianne	Cress	[REDACTED]
Mark Garcia	Mark	Garcia	[REDACTED]
David Barber	David	Barber	[REDACTED]
Senator Michael Padilla	Senator Michael	Padilla	[REDACTED]
Evelyn Costello	Evelyn	Costello	[REDACTED]
Sharon Browne	Sharon	Browne	[REDACTED]
Brenda Rabinowitz	Brenda	Rabinowitz	[REDACTED]
Angelica Delgado	Angelica	Delgado	[REDACTED]
Marilyn Bauer	Marilyn	Bauer	[REDACTED]
N D	N	D	[REDACTED]
Nicole Olonovich	Nicole	Olonovich	[REDACTED] m
Yvette Cardenas	yvette	cardenas	[REDACTED]
Nicole Tsabetsaye	Nicole	Tsabetsaye	[REDACTED] m
April Bradshaw	April	Bradshaw	[REDACTED] g
Luke Tanner	Luke	Tanner	[REDACTED]

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

PARTICIPANTS			
User Name	First Name	Last Name	Email
Mike Athens	Mike	Athens	[REDACTED]
Mark Fahey	Mark	Fahey	[REDACTED]
Nora Garcia	Nora	Garcia	[REDACTED]
Robert Foreman	Robert	Foreman	[REDACTED]
Gerald Moraga	Gerald	Moraga	[REDACTED]
Debbie Mathews	Debbie	Mathews	[REDACTED]
Pearlene Hawkins	Pearlene	Hawkins	[REDACTED]
Pat Leavitt	patleavitt		[REDACTED]
LOIS JONES	LOIS	JONES	[REDACTED]
Kristy Fernandez	Kristy	Fernandez	[REDACTED]
Rose Thompson	Rose	Thompson	[REDACTED]
Lissette Serrano	Lissette	Serrano	[REDACTED]
Lori Morrow	Lori	Morrow	[REDACTED]
Brandon Curtis	Brandon	Curtis	[REDACTED]
Deborah Cobby	Deborah	Cobby	[REDACTED]
Luis G RGCU	Luis G	RGCU	[REDACTED]
Albert Chavez	Albert	Chavez	[REDACTED]
John Hooker	John	Hooker	[REDACTED]
Marcia Fernandez	Marcia	Fernandez	[REDACTED]
Kathleen M ANAYA	Kathleen M	ANAYA	[REDACTED]
Jaime Amezcua	Jaime	Amezcua	[REDACTED]
John Hunter	John	Hunter	[REDACTED]
Ivan Perez-Gonzalez	Ivan	Perez-Gonzalez	[REDACTED]
Hilma Chynoweth	Hilma	Chynoweth	[REDACTED]
Daniel Amezcua	Daniel	Amezcua	[REDACTED]
Mary Ingham	Mary	Ingham	[REDACTED]
Selma & Frank Luna	Selma & Frank	Luna	[REDACTED]et
Liz Taylor	Liz	Taylor	[REDACTED]
K Angelica RESTIVO	K Angelica	RESTIVO	[REDACTED]
Ignacio Garcia	Ignacio	Garcia	[REDACTED]
Morris	Morris		[REDACTED]
Richard Meadows	Richard	Meadows	[REDACTED]
Nancy Perea	Nancy	Perea	[REDACTED]
Andrew Taylor	Andrew	Taylor	[REDACTED]m
Sybil Wertheim	Sybil	Wertheim	[REDACTED]
G Andrés Romero	G Andrés	Romero	[REDACTED]
Scott Hebner	Scott	Hebner	[REDACTED]
Margaret Haynes	Margaret	Haynes	[REDACTED]
Martin Gallegos	Martin	Gallegos	[REDACTED]m
Mary Tyler	Mary	Tyler	[REDACTED]

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

PARTICIPANTS			
User Name	First Name	Last Name	Email
Patrick Cordova	Patrick	Cordova	[REDACTED]
Gene Saavedra	Gene	Saavedra	[REDACTED]
Rodrigo Eichwald	Rodrigo	Eichwald	[REDACTED]
Daniel Anderson	Daniel	Anderson	[REDACTED]
David Johnson	Dacid	Johnson	[REDACTED]
Jim Barrera	Jim	Barrera	[REDACTED]
Jennifer Owen-White	Jennifer	Owen-White	[REDACTED]
Steven Abeyta	steven	abeyta	[REDACTED]
Chrisog	Chrisog		[REDACTED]
Barbara Corfield	Barbara	Corfield	[REDACTED]
Al Adelgren	Al	Adelgren	[REDACTED]
Habib Abi-Khalil	Habib	Abi-Khalil	[REDACTED]
Geri Knoebel	Geri	Knoebel	[REDACTED]
Gregory Heitmann	Gregory	Heitmann	[REDACTED]
Jordan Miller	jordan	Miller	[REDACTED]
Kendall G	Kendall	G	[REDACTED]
Marcella Esquibel	Marcella	Esquibel	[REDACTED]
Mike Cherry	Mike	Cherry	[REDACTED]
Frank Gutierrez	Frank	Gutierrez	[REDACTED]
Gary Kaiser	Gary	Kaiser	[REDACTED]
Daniel Espalin	Daniel	Espalin	[REDACTED]
Antonio Jaramillo	Antonio	Jaramillo	[REDACTED] m
James Tickerhoof	James	Tickerhoof	[REDACTED]
Call-in Participants			
Phone number			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			

APPENDIX C: POWERPOINT PRESENTATION



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



VIRTUAL PUBLIC INFORMATION MEETING

April 13th, 2022

**NM 500 Rio Bravo Blvd.
Bridge Replacement Project**

NMDOT CN A301000

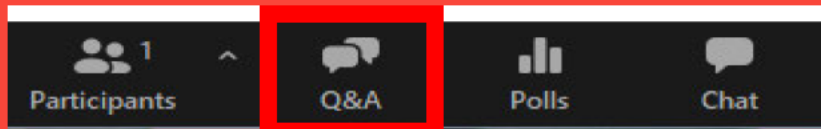
Meeting Platform: Zoom

- ▲ Zoom Webinar – only presenters will be on video
- ▲ This meeting is being recorded
- ▲ For Spanish translation, select the Interpretation icon on your Zoom toolbar; select “Spanish”
- ▲ *Para escuchar la presentación en español, seleccione el ícono de Interpretación en la barra de herramientas de Zoom; seleccione “Spanish”*

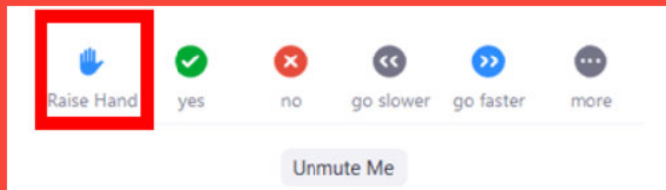


Meeting Platform: Zoom(Cont.)

- Questions & Answers – Please add project-related questions in the Q&A dialogue box



- During Q&A, if you would like to speak, raise your hand (*9 if you have dialed-in)*



Presenters

New Mexico Department of Transportation (NMDOT) Team Presenters

- *Sandra Chavez, NMDOT Central Region Design, Project Development Engineer*
- *Jill Mosher, NMDOT D3 Assistant District Engineer*
- *Justin Gibson, NMDOT D3 District Engineer*
- *Meghan Myers, WSP Project Manager*
- *Jennifer Hyre, WSP Environmental Planner*
- *Jim Heimann, WSP Project Engineer*
- *Brittani Kaim, WSP Communications*



Agenda

▲ Presentation Topics

1. *Project Limits and Background*
2. *Study Phase Public Meeting Content and Feedback*
3. *Recommended Alternatives and Proposed Improvements*
4. *Maintenance of Traffic and Adjacent Projects*
5. *Project Development Process and Schedule*
6. *Next Steps*

▲ Q&A Session (after the presentation)





New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Project Limits and Background

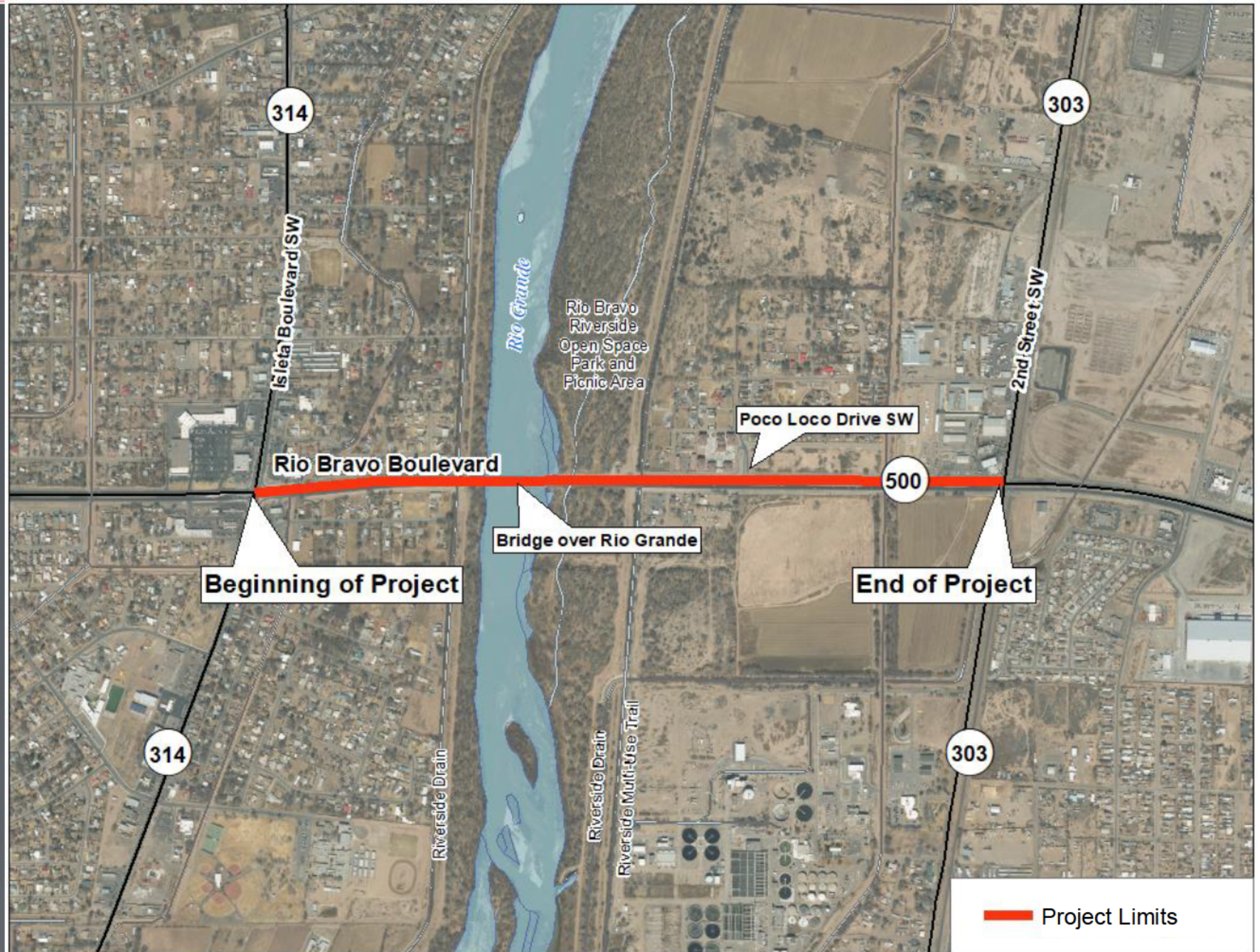
NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

Project Limits

Isleta Boulevard to 2nd Street

Intersection
Improvements are not a
part of this project



Background



▲ Project Purpose and Need

- » **Purpose:** to address structural deficiencies while also reducing congestion and improving multi-modal transportation system connectivity within the project limits.
- » **Need:** the eastbound river bridge is in poor condition and requires replacement; pedestrian and bicycle facilities are discontinuous in the project limits; additional river crossing capacity is needed in the metro area.

▲ Work to Date

- » *Study Phase*
 - A study phase for the project was performed in 2020-2021
- » *Public Involvement*
 - Public input was gathered during the study phase
- » *Preliminary Design*
 - Preliminary design for the project is currently ongoing

Bridge Infrastructure Deficiencies,
Traffic Capacity, and Multi-modal Connectivity

Emergency Rehabilitation for Eastbound River Bridge

What Happened?

- December 2019 – NMDOT inspector noticed a significant bump
- Emergency bridge inspection, repairs, and traffic closures



Ongoing Work

- Regular inspections and monitoring
- Repairs as needed
- Maintaining bridge condition through new bridge construction
- Periodic traffic control



Why this project is different?

Previously planned in STIP; Not an emergency; Assessing all transportation needs; Maintaining traffic flow



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Study Phase Public Meeting Content and Feedback

NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

Summary of Study Phase Public Meeting

- ▲ **Virtual Public Meeting advertised and held in December of 2020**
 - » *Alignment alternatives presented:*
 - Rehabilitation
 - In-line Replacement
 - Split Bridge
 - Curved and Straight Bridges
 - Offset Alignments to North and South
- ▲ **Meeting was recorded and posted to NMDOT's YouTube channel**
- ▲ **MetroQuest Survey and Public Comment Period**



Key Topics from Public Feedback Received

▲ Priorities

- » *Safety and Environmental*
- » *Construction start and end ASAP*

▲ Access

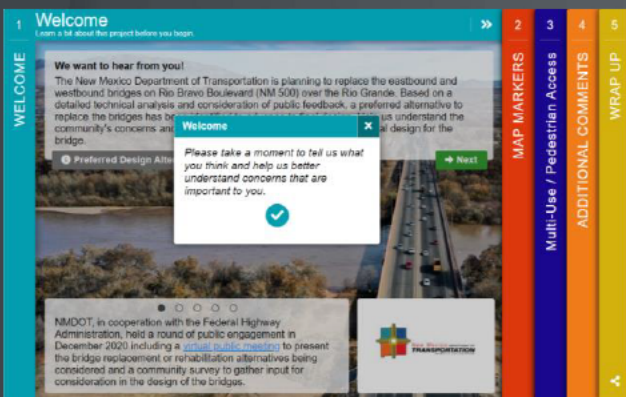
- » *Concern over complete bridge closure*
- » *Level of traffic on Rio Bravo Blvd a concern*
- » *Pedestrian/Multi-modal access to trails*

▲ Environmental

- » *Impacts to Bosque and Rio Grande; Protect ecosystem*
- » *Noise concerns, noise barrier consideration*

▲ Other

- » *Positive feedback for MetroQuest survey format*
- » *Concerns - traffic during peak hours*
- » *Concerns - adjacent homes, properties, livestock, health*
- » *Majority of commenters supportive of project*



How Public Concerns are Considered and Implemented

▲ Alignment Alternative

- » *Straight, partially offset bridge*
 - Fewer impacts to Bosque
 - No building or full property takes
 - Fewer construction complications

▲ Bridge Design

- » *14-span bridge*
 - Fewer impacts to river
 - Quicker construction in river

▲ Maintenance of Traffic

- » *2 lanes open in peak direction*
- » *No full closures*

▲ Noise

- » *Analysis to determine feasibility and extents of noise mitigation*





Recommended Alternatives and Proposed Improvements

NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

Recommended Alternatives Advanced from Phase IA/B Study

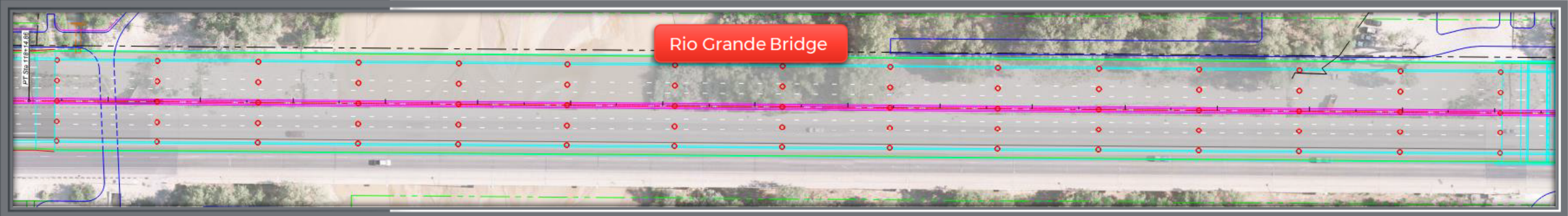
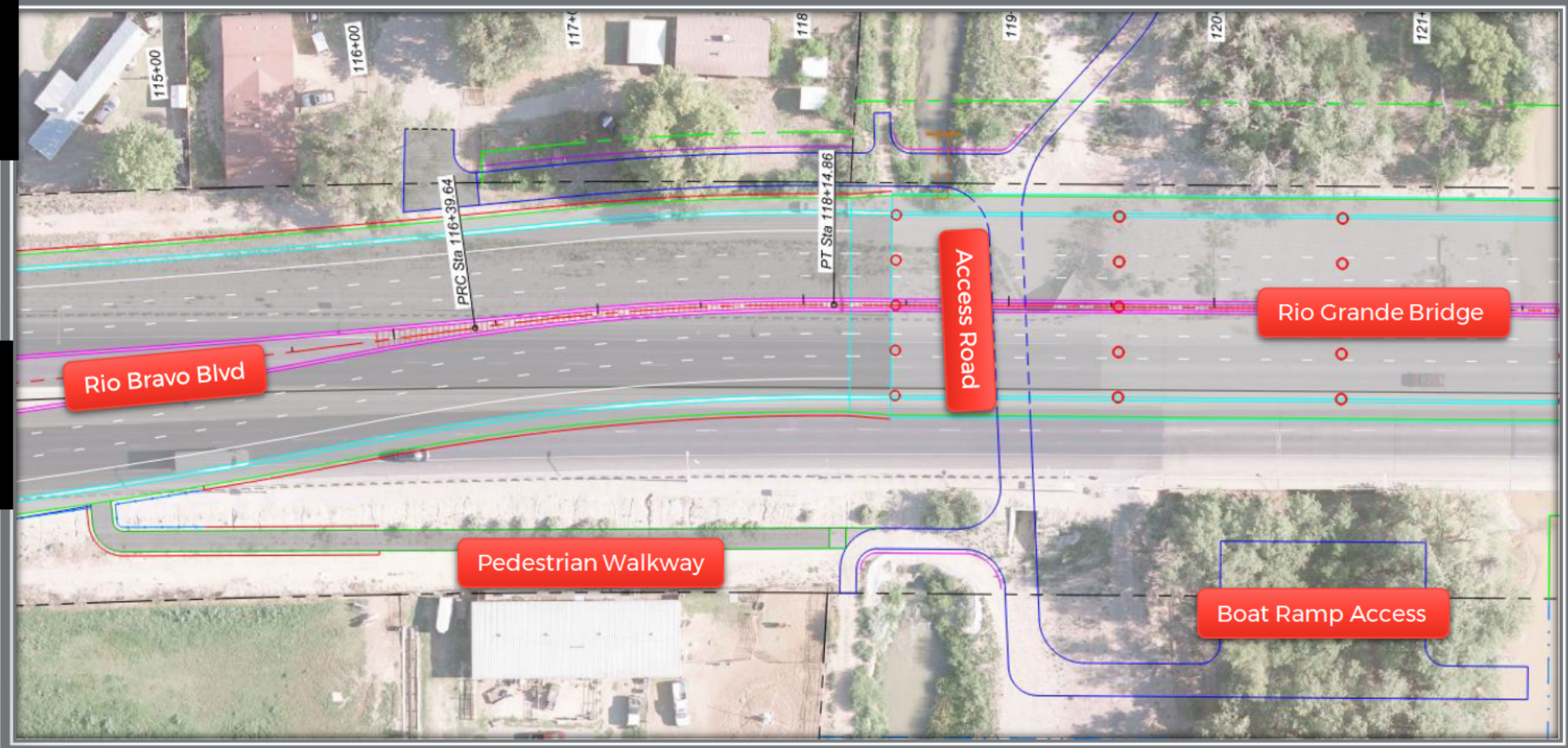
▲ Proposed Improvements

- » *One 14-span, steel girder bridge across the Rio Grande*
- » *One 2-span, concrete slab bridge, and a continuous, closed pipe culvert at Albuquerque Riverside Drain*
- » *Removal of Box Culvert at Atrisco Riverside Drain access road, and extend drain culvert to the north*
- » *Reconfigured pedestrian access at both ends of bridge*

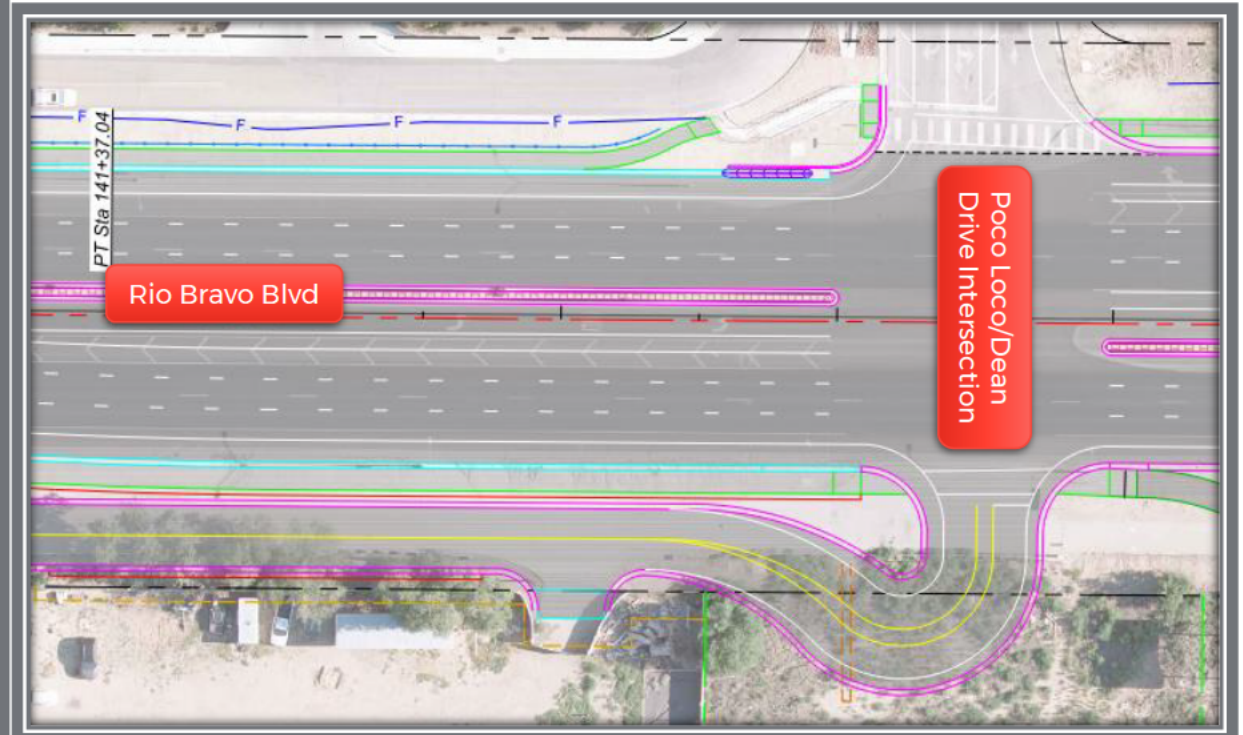
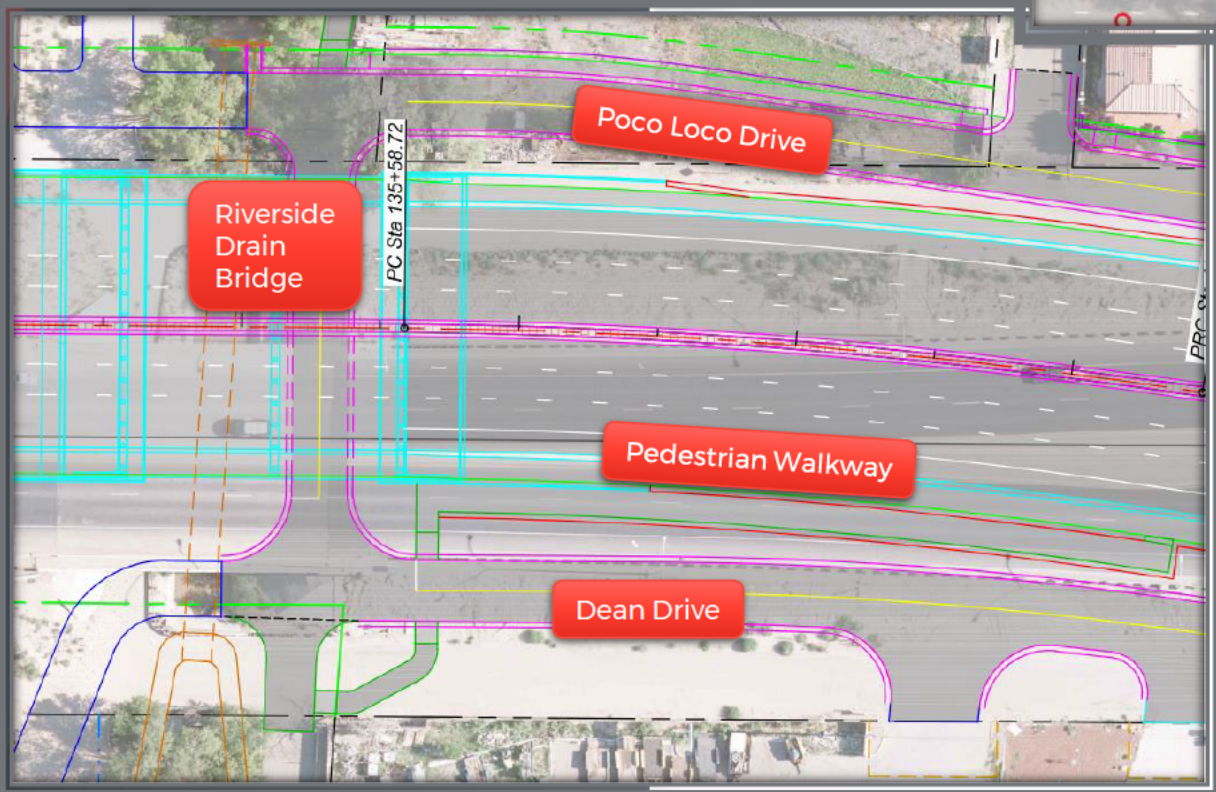
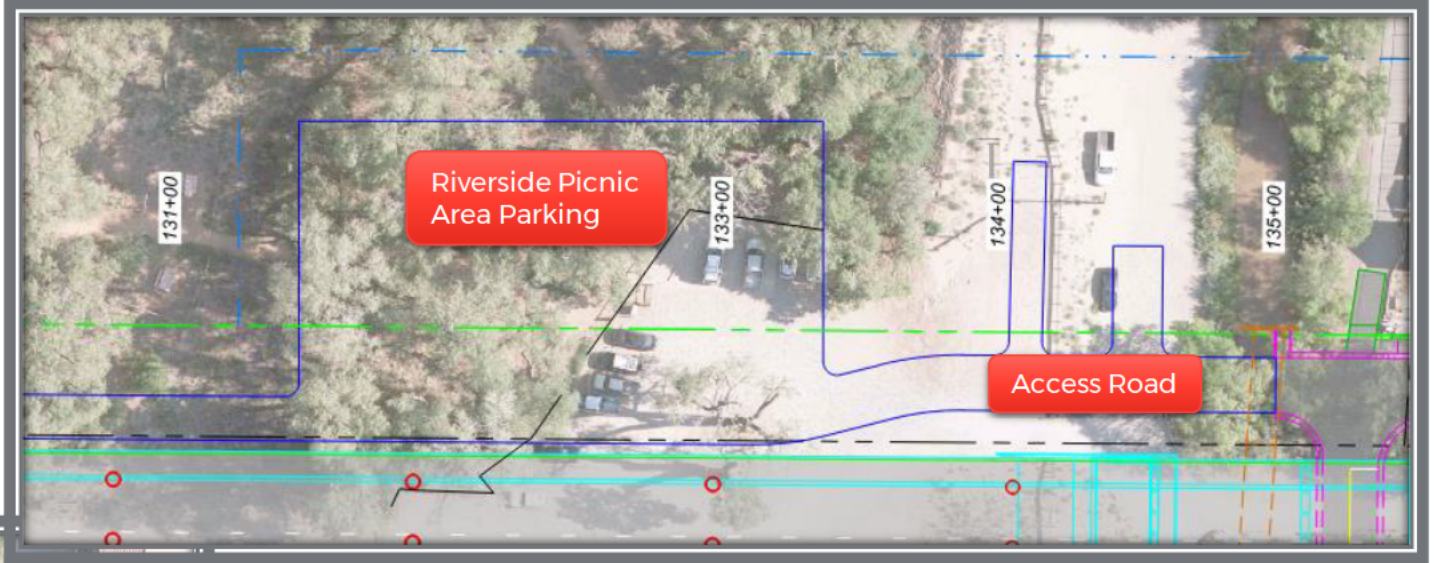
Final conditions will provide an improved, connected corridor



West Side and Rio Grande Bridge Proposed Improvements

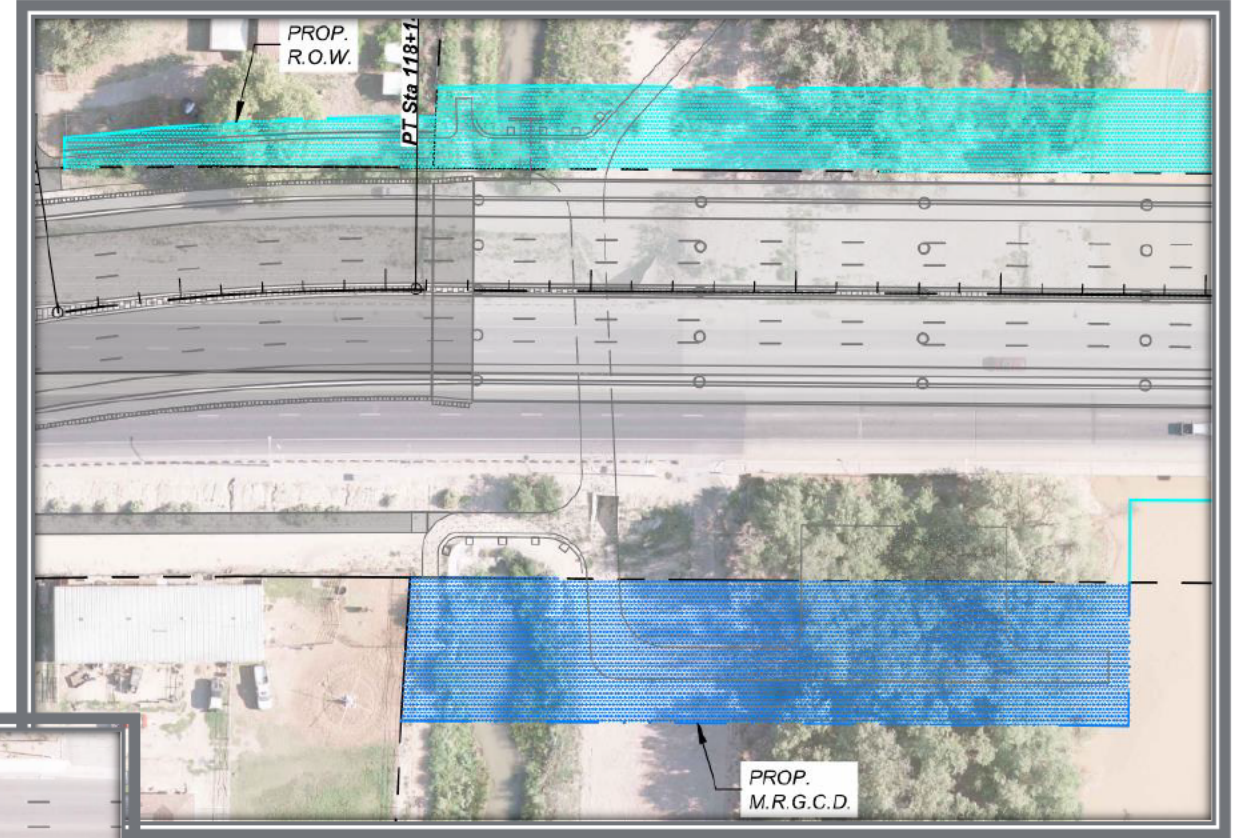
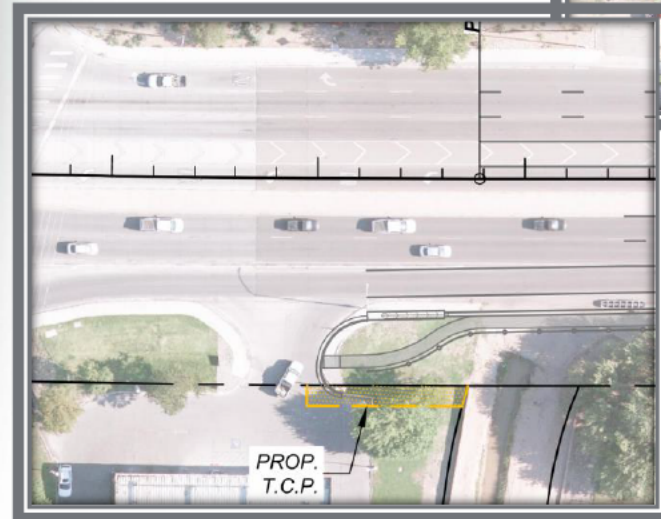


Fast Side Proposed Improvements



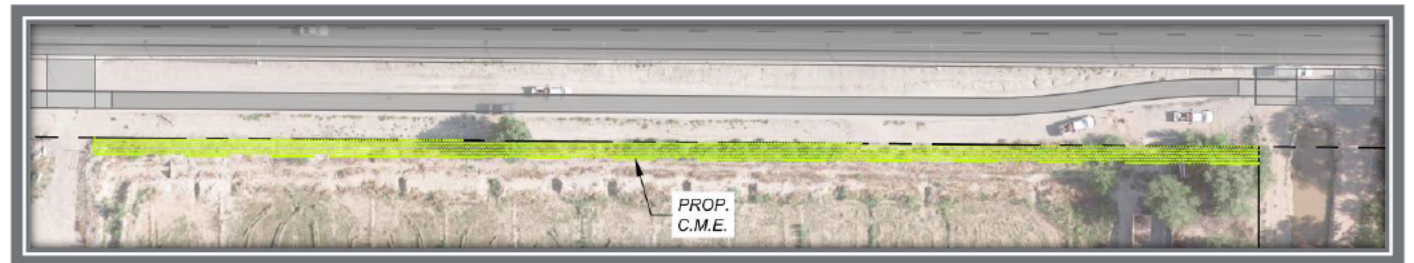
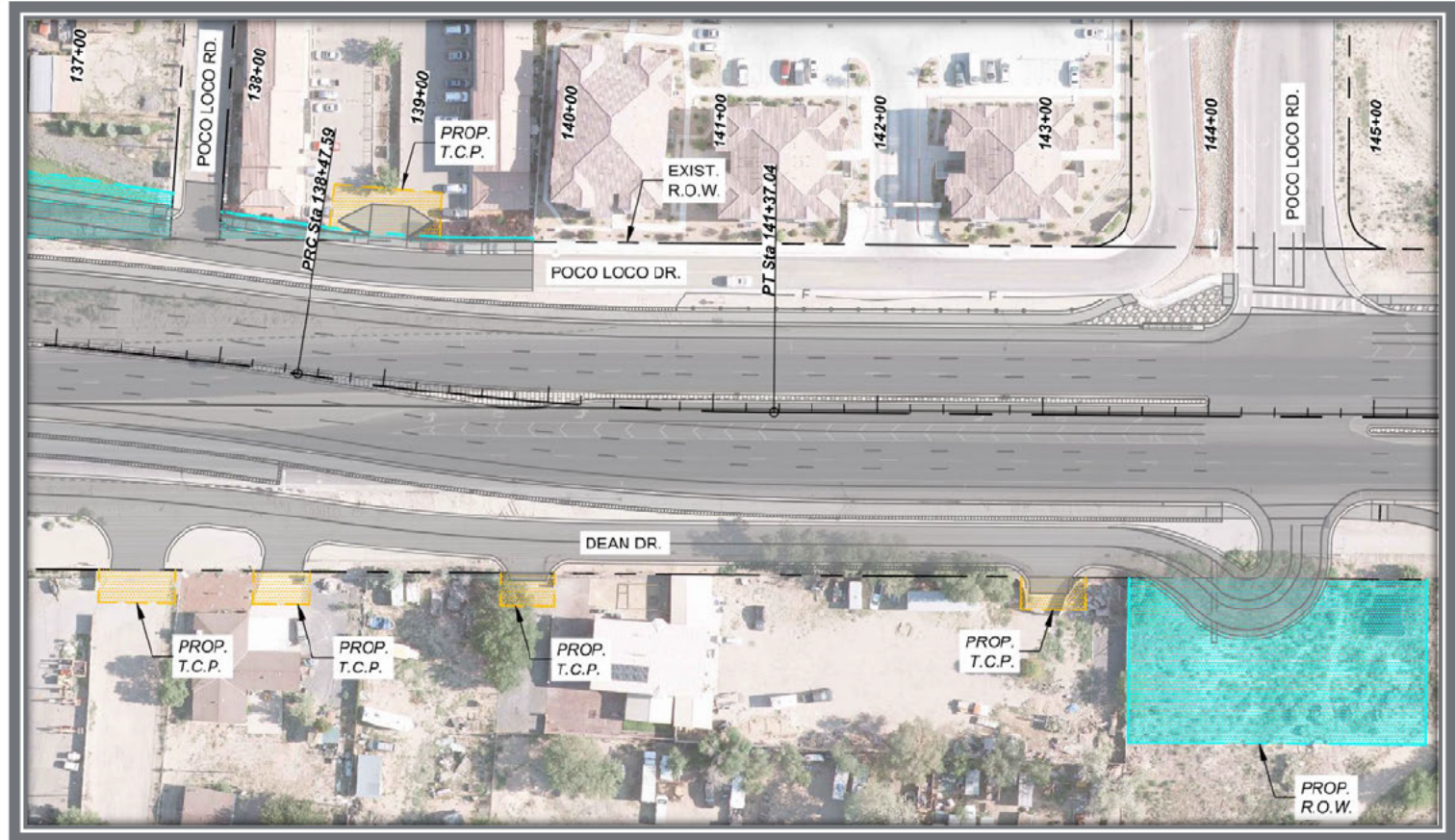
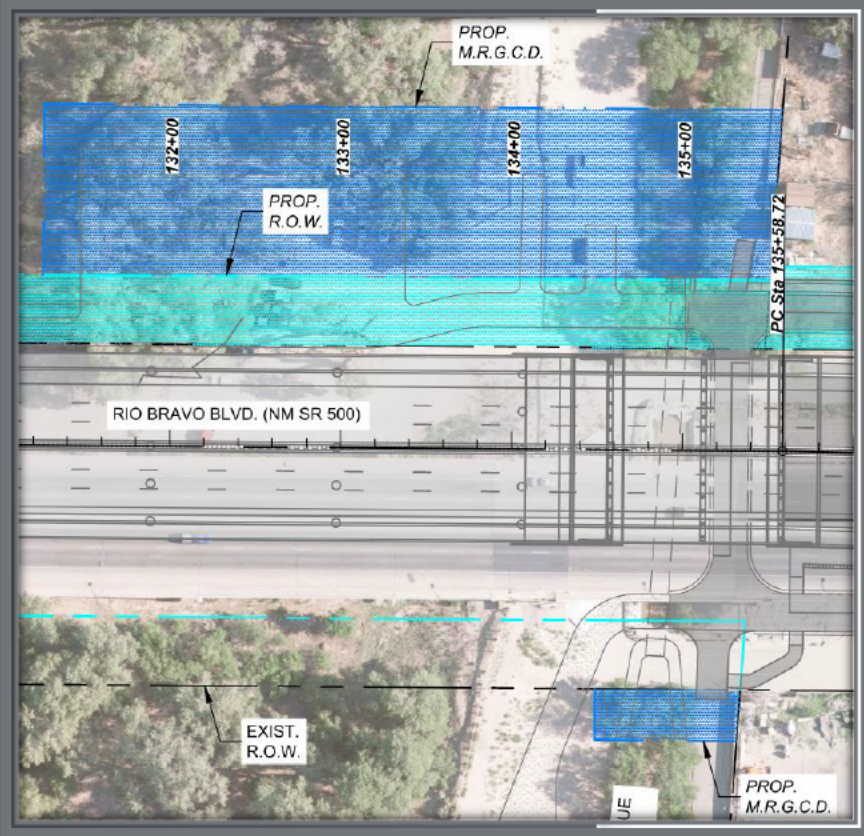
West Side Right of Way (R.O.W.) Impacts

- Impacts to private property and MRGCD lands are anticipated to construct the new bridges, frontage roads, and other features
- Temporary impacts are anticipated during construction



LEGEND			
	PROP. R.O.W.		PROP. T.C.P.
	PROP. C.M.E.		PROP. M.R.G.C.D.

East Side Right of Way Impacts

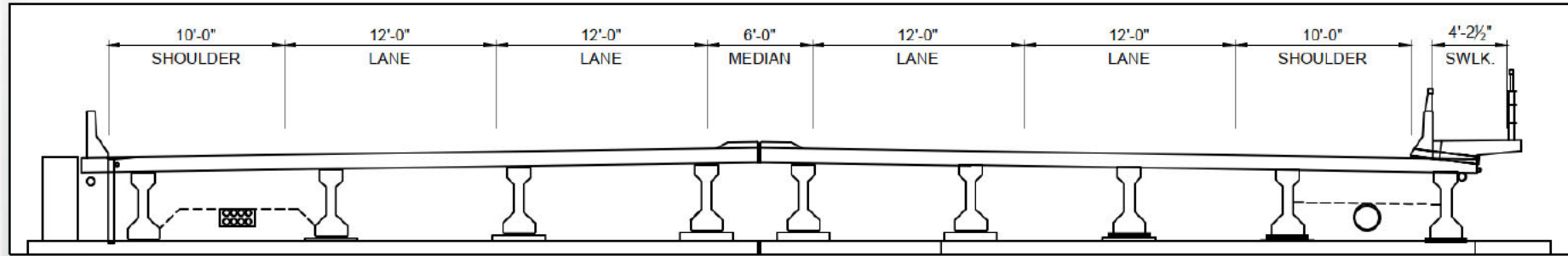


LEGEND			
	PROP. R.O.W.		PROP. T.C.P.
	PROP. C.M.E.		PROP. M.R.G.C.D.

Proposed Improvements

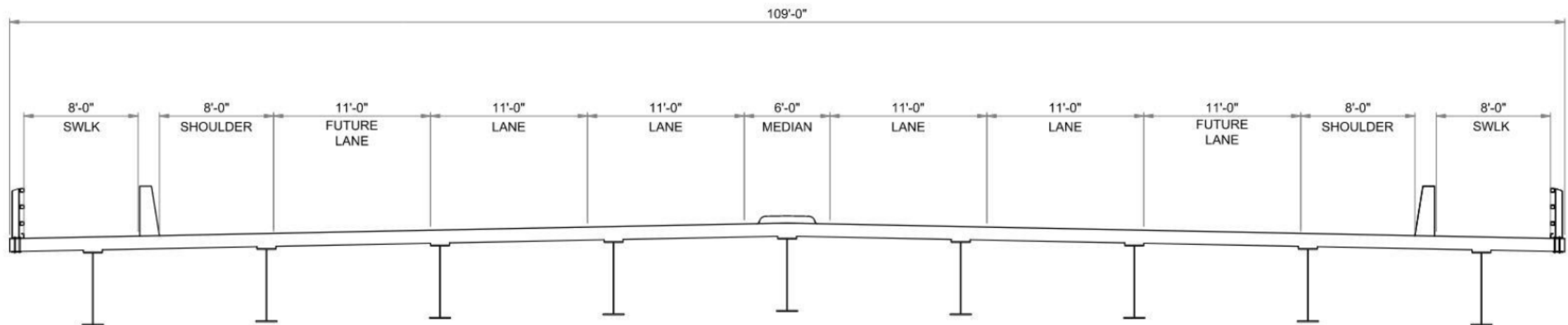
* When first opened, the bridge may only be striped for 2-lanes in each direction

Existing Typical Section



Proposed Typical Section

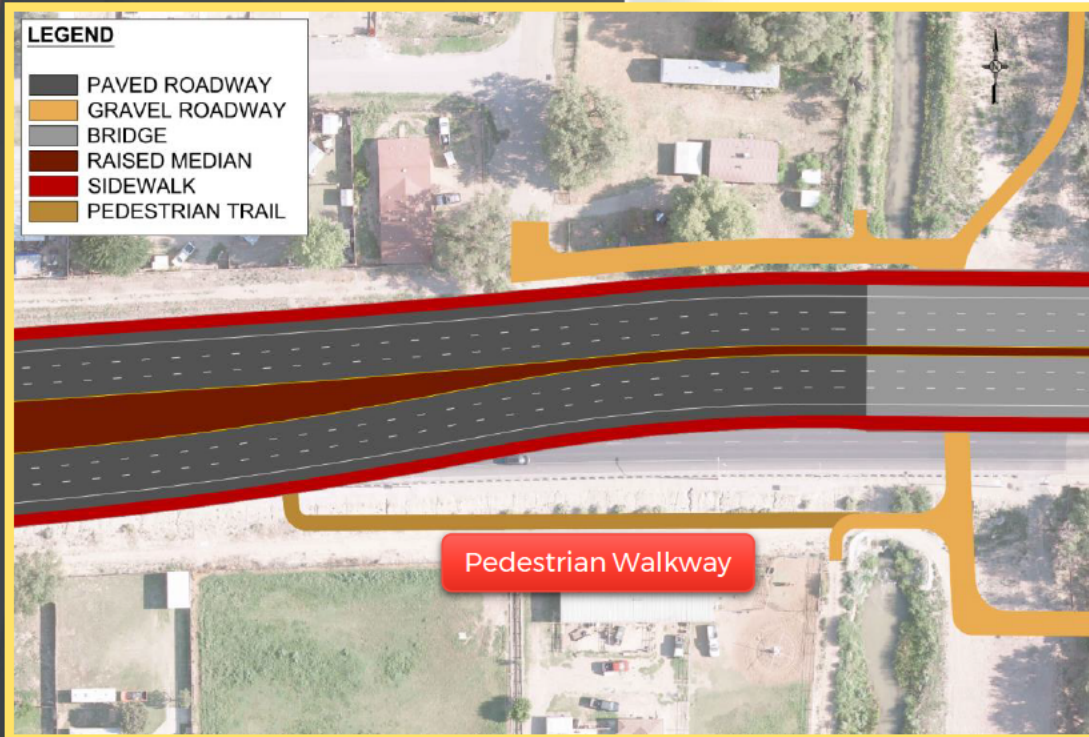
- » Provide additional traffic capacity
- » Provide sidewalk on both sides of the bridge
- » Maintain outside shoulders



Proposed Improvements

▲ Proposed Pedestrian Access

- » Provide inclined walkways to bring pedestrians down from NM 500 to the riverside trails
- » Provide sidewalk on both sides of NM 500 throughout the limits of the project
- » All options are Americans with Disabilities Act (ADA) Compliant





New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



FHWA

Maintenance of Traffic and Adjacent Projects

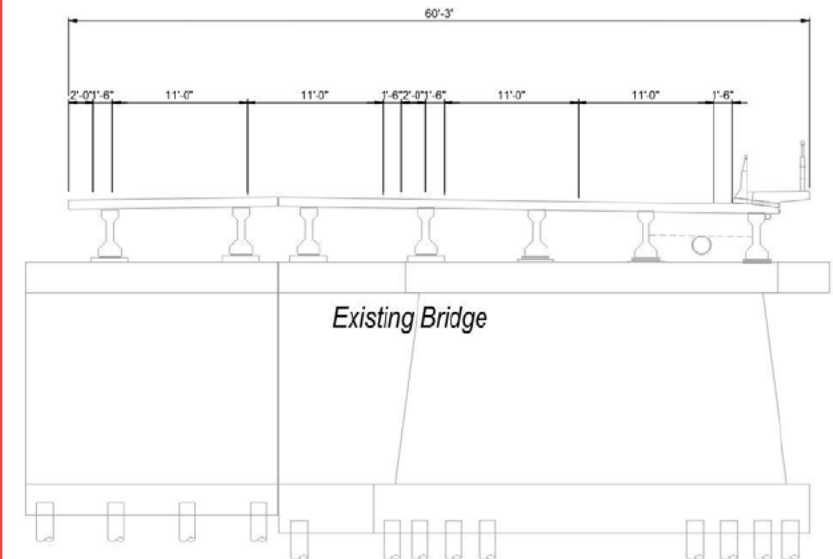
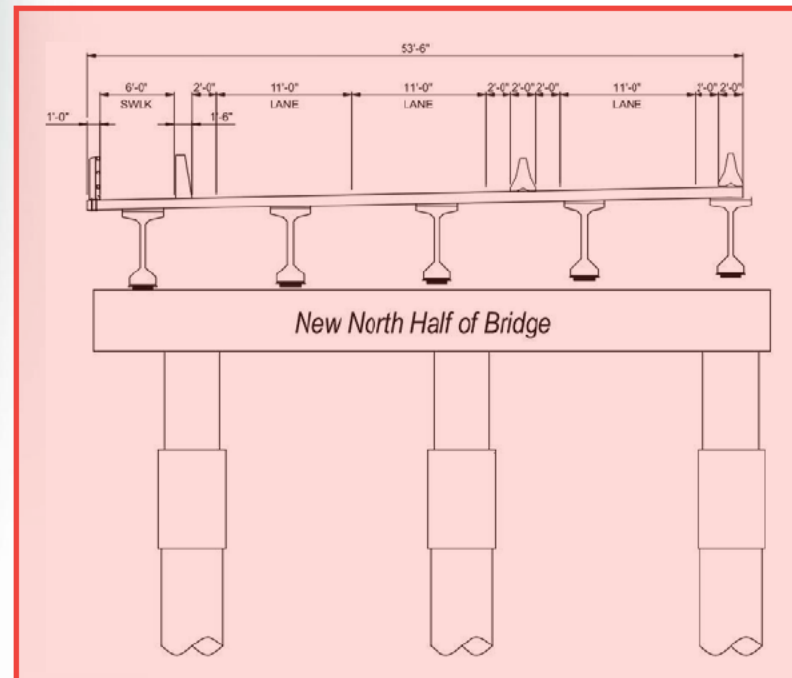
NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

Phased Construction

▲ First Major Phase - North Half

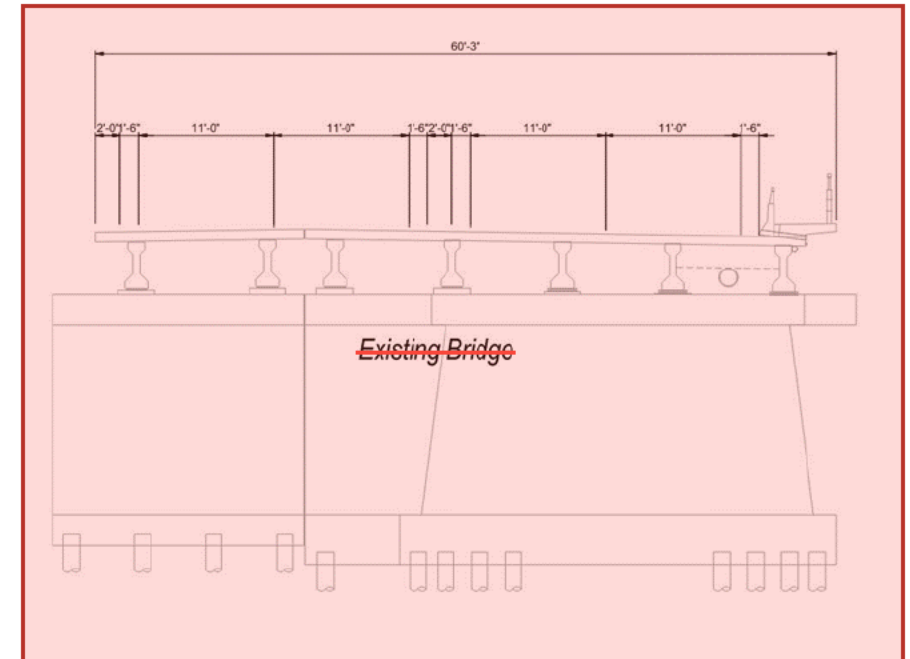
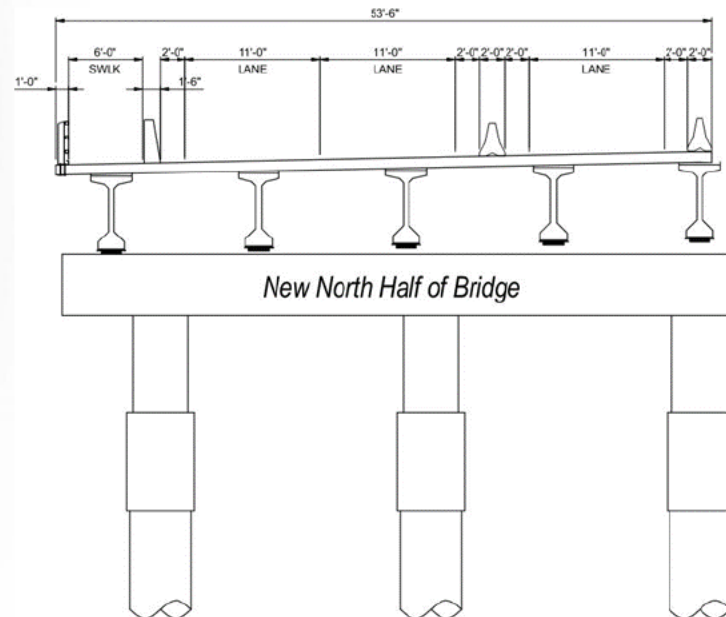
- » *Maintain traffic on existing bridges*
- » *Construct north half of bridges and roadways north of current road alignment for 3 travel lanes and a sidewalk*
- » *Construct transitions*



Phased Construction

▲ Second Major Phase – South Half

- » *Shift traffic to newly constructed north half of bridges*
 - *Will require reversible lanes to provide 2 lanes in peak travel direction*
- » *Demolish existing bridges*
- » *Construct south half of new bridges and roadways*



Road Zipper

- ▲ A Movable Barrier will be used to adjust which direction of traffic has 2 lanes.
- ▲ Peak traffic flow direction will be given 2 lanes and opposite direction will be given 1 lane, changing up to twice daily



Just like a zipper, this machine switches barriers on commuter lane on the I-5 bridge between Vancouver and Portland.

Alisha Jucevic/The Columbian

Pedestrian/ Bicycle Access



▲ First Phase

- » *Multimodal access across the bridges will be as exists*
- » *Access to riverside park and trails may be temporarily affected during construction operations to protect the public*

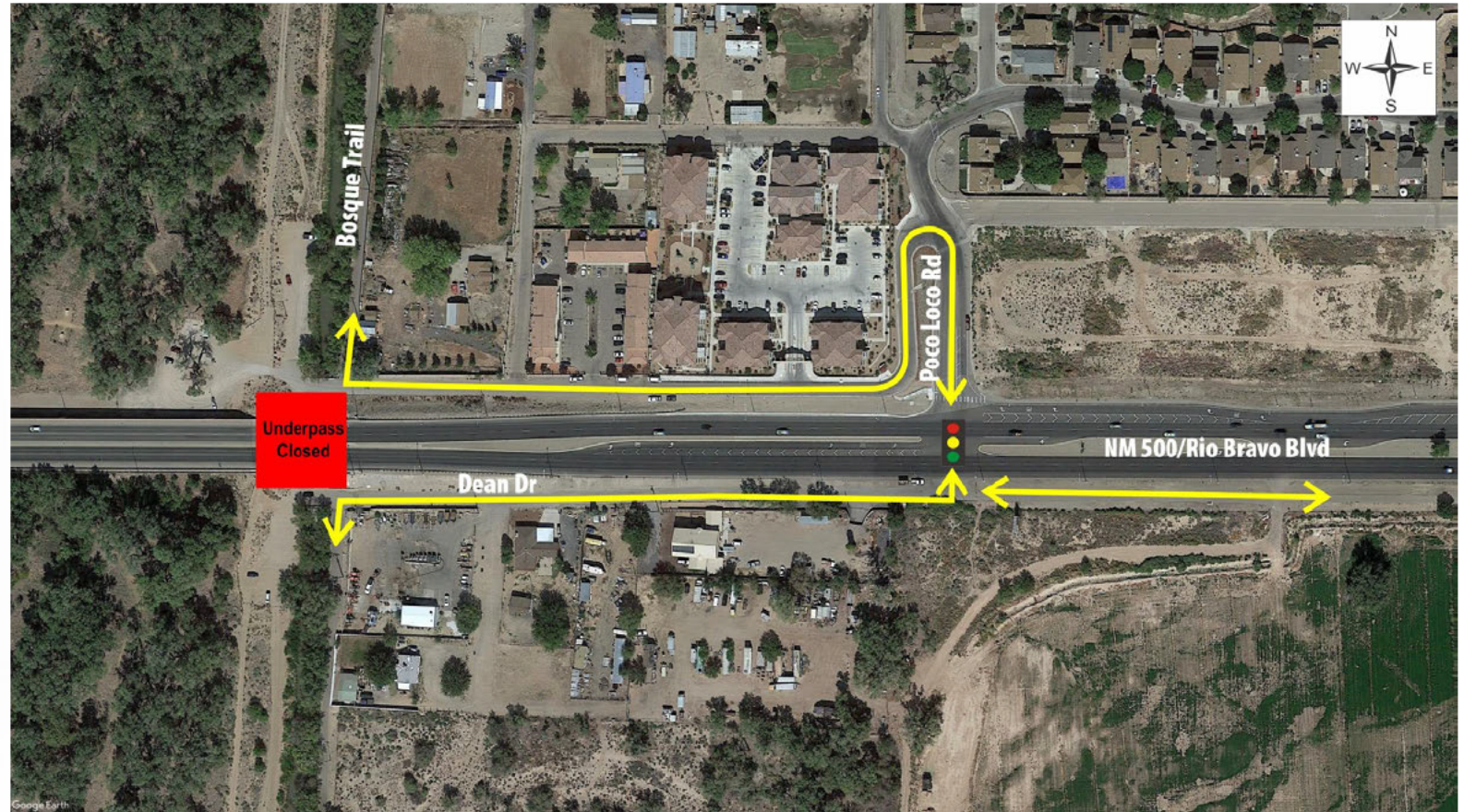
▲ Second Phase

- » *Multimodal access on north side of new bridges*
- » *Access to riverside park and trails may be temporarily affected during construction operations to protect the public*

Pedestrian/ Bicycle Access

▲ Access under Rio Bravo Blvd. on East Side

- » Full closures will be needed
- » Temporary signal at Poco Loco/Dean Drive



Nearby Project Locations and Timeline

- ▲ **Bernalillo County NM 500 Rio Bravo Blvd & 2nd St. Intersection Improvements**
 - » *2022/2023 Funding*
- ▲ **Bernalillo County NM 500 Rio Bravo Gap Widening Improvements**
 - » *2nd Street to South Diversion Channel*
 - » *2023 Funding, expected to follow 2nd Street intersection project*
- ▲ **Projects will be coordinated with NM 500 Bridge project**

Project limits coordination will be important to assuring continuity along corridor





New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Project Development Process and Schedule

NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

Project Development Process

▲ Phase I

» **Currently in this phase**

» Phase II

» *Final Design*

» Phase III

» *Construction*

Phase IA/B: Alignment Study

- » *Establish Why Improvements are Needed*
- » *Evaluate Alternatives and Select the Preferred Alternative*

Phase IC: Environmental Processing

- » *Environmental Investigations*
- » *Obtain Authorization to Construct Improvements*

Phase ID: Preliminary Design

- » *Preliminary Engineering*
- » *Define Right-of-Way Needs*
- » *Prepare Engineering Cost Estimate*

Stakeholder and Public Involvement
– Ongoing throughout Phase I

Project Schedule

- ▲ Start of Study (Phase IAB) – **Spring 2020**
- ▲ Public Meeting (Study Phase) – **Winter 2020**
- ▲ Completion of Study – **Summer 2021**
- ▲ Preliminary Engineering Design Development – **2021/2022**
- ▲ Environmental Analysis & Documentation – **2021/2022**
- ▲ Public Meeting (Design Phase) – **Spring 2022**
- ▲ Final Engineering Design – **May 2023**
- ▲ Anticipated Construction Start - **Pending Funding**

We are Here

Study Phase to Construction



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Next Steps

NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

Next Steps

- ▲ Gather Public Input
- ▲ Complete Environmental Studies & Documentation
- ▲ Develop Final Design Plans
- ▲ Right-of-way Acquisition
- ▲ Finalize Production Plans for Phase III (Construction)

PHASE IC, ID, II



We Want to Hear from You...

Please provide us with comments by May 13th, 2022.

Electronic submittals preferred

▲ How to Provide Comments?

- » Email: jennifer.hyre@wsp.com
- » Call: (505) 878-6577
- » Mail:
 - » WSP / Jennifer Hyre | Attn: NM 500
2440 Louisiana Blvd NE, Suite 400
Albuquerque, NM 87110
- » Complete a MetroQuest Survey:
<https://linktr.ee/nm500riobravo>
- » More information on the NMDOT Projects Page:
<https://nm500riobravo.nmdotprojects.org>

All Comments are Welcome!!

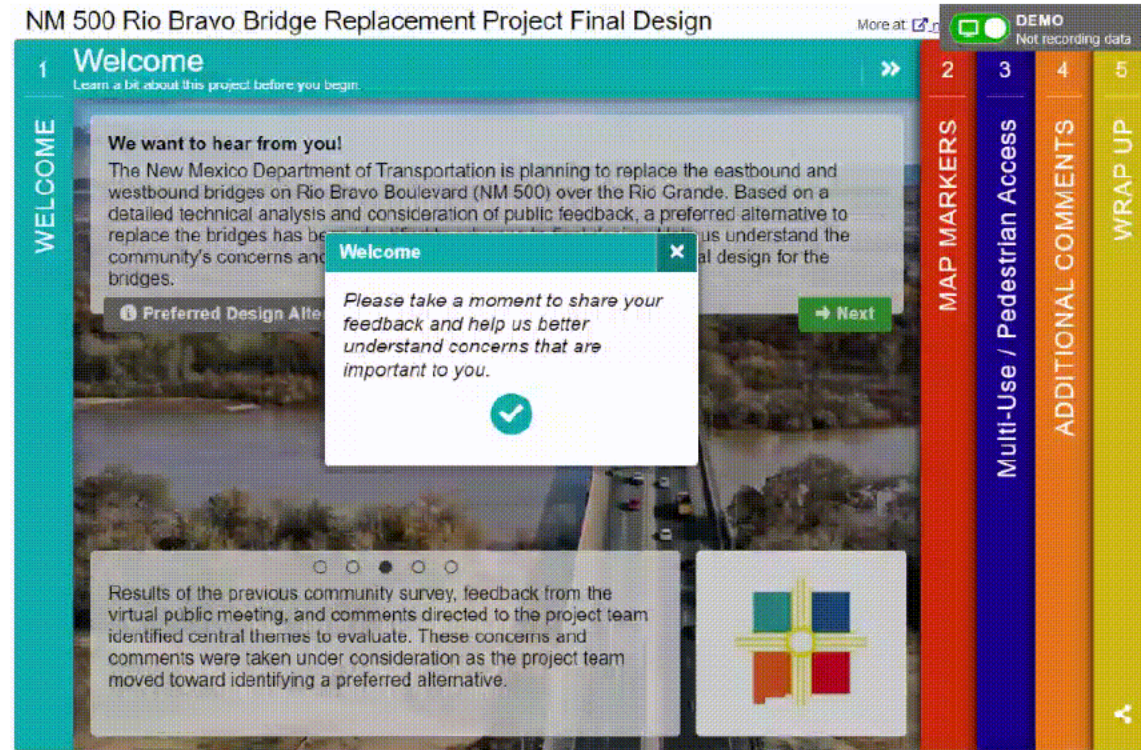


MetroQuest Survey

Access at:
linktr.ee/nm500riobravo

Help us learn about your
concerns and priorities

Available in English
and Spanish



Thank You!

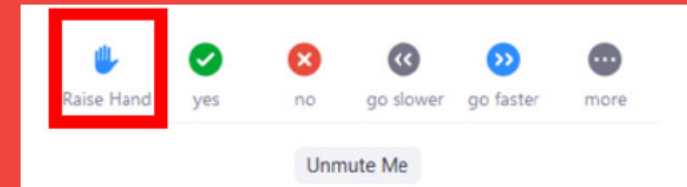


New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Questions

If you would like to speak,
raise your hand
Press *9 if you have dialed-in



NMDOT CN A301000

<https://nm500riobravo.nmdotprojects.org/>

APPENDIX D: PUBLIC COMMENTS RECEIVED

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Thank you for having this 2nd public meeting. - Senator Michael Padilla	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live
Is there going to be speedbumps on dean drive? Theyre needed badly, cars fly down this road and theres kids here.	Ignacio Garcia	[REDACTED]	Zoom, Asked Live
We also have property that you can rent for washouts or construction equipment behind 602 rio bravo	Ignacio Garcia	[REDACTED]	Zoom, Asked Live
Thank you for this thorough presentation. Once the project starts what is the anticipated length. I apologize if you already said that, but I did not hear it. - Senator Michael Padilla	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live
When will presentation be available for link and download?	N D	[REDACTED]	Zoom, Asked Live
Where will noise barriers be installed?	Daniel Amezcua	[REDACTED]	Zoom, Asked Live
Correct.	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live
Will there be any eminent domain/condemnation as part of the project? Also, sound walls or sound barriers?	Anonymous Attendee	[REDACTED]	Zoom, Asked Live
Thank you.	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live
During the construction period will the bridge be shut down completely or traffic converted from one side to the other? Sorry if this was asked Pryor	Mike Cherry	[REDACTED]	Zoom, Asked Live
Cars fly through Poco Loco and through the nearby neighborhood. will there be possible road blocks to prevent people from going through the neighborhoods to get passed the construction	Deborah Cobley	[REDACTED]	Zoom, Asked Live

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
There are 3 projects being planned for RioBravo. the bridge replacement, redo of 2nd and RioBravo intersection and the paving of the 3rd lane from 2nd to Isleta. How is this being coordinated? Also Bridge is beibg redone and will be impacting the Isleta intersection which is another project to create hav oc. How is all this being coordinated?	Geri Knoebel	[REDACTED]	Zoom, Asked Live
Is construction during the day, night, weekend?	N D	[REDACTED]	Zoom, Asked Live
Will the bicycle lane have sweeping maintenance? Right now there is no maintenance. So it id awful riding your bike accross the bridge.	steven abeyta	[REDACTED]	Zoom, Asked Live
will there still be trails to ride horseback on the ditch bank during construction and after the project is finished?	Jaime Amezcua	[REDACTED]	Zoom, Asked Live
Will there be a protected pedestrian walkway ?	Lori Lavasek	[REDACTED]	Zoom, Asked Live
Similar to Montano bridge, will there be a barrier between vehicles and bicyclists, equestrian riders, etc on north and south sides?	N D	[REDACTED]	Zoom, Asked Live
I'm Geri Knoebel. You skipped my question	Geri Knoebel	[REDACTED]	Zoom, Asked Live
Has some money been earmarked for this project construction already?	K Angelica RESTIVO	[REDACTED]	Zoom, Asked Live
What does the traffic analysis reveal, post-construction, regarding west-bound Rio bravo to south-bound Isleta traffic flow, especially during peak traffic hours? Thanks.	Chrisog	[REDACTED]	Zoom, Asked Live
How will the community be able to remain involved in the project as it continues?	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
In case the roads will need to be blocked for construction, will there be signs where traffic will be re-routed?	N D	[REDACTED]	Zoom, Asked Live
Can a vertical concrete barrier on the bridge be considered for the median from a long-term safety perspective? i.e. in a similar way as other bridges in the metro area. Thanks.	Chrisog	[REDACTED]	Zoom, Asked Live
Thank you.	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live
Will there be lighting near or along the bridge?	N D	[REDACTED]	Zoom, Asked Live
If there are enough funding, will there be another new ABQ bridge elsewhere in the future?	N D	[REDACTED]	Zoom, Asked Live
To continue with Debra's question, can another dirt/paved road be made available that vehicles can use instead of cutting through neighborhoods?	N D	[REDACTED]	Zoom, Asked Live
will this project build an overpass going over the train tracks east of 2nd street?	James Tickerhoof	[REDACTED]	Zoom, Asked Live
Will there be safety precautions in place for the construction workers?	N D	[REDACTED]	Zoom, Asked Live
What is the estimated cost of the bridge construction?	Geri Knoebel	[REDACTED]	Zoom, Asked Live
Do you also have a social media page for bridge construction?	N D	[REDACTED]	Zoom, Asked Live
Thank you for this forum. Is the another forum to discuss other issues like semi trucks occupying both lanes on east bound Rio bravo to i25 north bound?	Chrisog	[REDACTED]	Zoom, Asked Live

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Thank you for this forum. Is the another forum to discuss other issues like semi trucks occupying both lanes on east bound Rio bravo to i25 north bound?	Chrisog	[REDACTED]	Zoom, Asked Live
I was late to join the meeting but how will the project effect the homes and business near the bridge	Anonymous Attendee		Zoom, Asked Live
I post updates for this great project on my social media (FB, Insta, Twitter) pages also. You can follow my pages FB- Senator Michael Padilla or @SenPadilla, Instagram- michael.padilla.31 and Twitter- @SenPadilla	Senator Michael Padilla	[REDACTED]	Zoom, Asked Live
Thank you for all the responses to the questions.	N D	[REDACTED]	Zoom, Asked Live
What about nine-mile road?	N D	[REDACTED]	Zoom, Asked Live
Ensuring removal of trees tries to remove trees across age class and does not contribute to the homogeneity of the bosque			MetroQuest
Median trees are dying			MetroQuest
Knocking or cutting down trees			MetroQuest
Cutting down or interfering with these trees			MetroQuest
Ensuring that the Bosque environment is preserved as much as possible is a must			MetroQuest
Designing a bridge that protects the viewshed of the river. Also impacts the river in the least ways possible			MetroQuest
Habitat disruption?			MetroQuest
Protect Bosque and river			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Too much induction of motor traffic will lead to deteriorating environmental concerns. Motor traffic should not be induced more than present.			MetroQuest
Some of the largest, and oldest cottonwoods are near the bridge because they were protected from past fires.			MetroQuest
Large cottonwoods that were protected from past fires because of proximity to the old bridge are important habitat for wildlife.			MetroQuest
Ensuring removal of trees tries to remove trees across age class and does not contribute to the homogeneity of the bosque			MetroQuest
Median trees are dying			MetroQuest
Knocking or cutting down trees			MetroQuest
Cutting down or interfering with these trees			MetroQuest
Ensuring that the Bosque environment is preserved as much as possible is a must			MetroQuest
Designing a bridge that protects the viewshed of the river. Also impacts the river in the least ways possible			MetroQuest
Habitat disruption?			MetroQuest
Protect Bosque and river			MetroQuest
Too much induction of motor traffic will lead to deteriorating environmental concerns. Motor traffic should not be induced more than present.			MetroQuest
Some of the largest, and oldest cottonwoods are near the bridge because they were protected from past fires.			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Large cottonwoods that were protected from past fires because of proximity to the old bridge are important habitat for wildlife.			MetroQuest
If we move the bridge here it will be overlapping the entrance to the picnic area and the picnic area would no longer exist			MetroQuest
Would be blocking entrance to picnic area.			MetroQuest
Bridge in way of entrance			MetroQuest
We need more lanes - very congested.			MetroQuest
This intersection is already ridiculous with current traffic patterns and times. Really could use a traffic signal here.			MetroQuest
Concern about the amount of traffic rerouting through Rio Bravo Commons community and the unsafe speeds of travelers trying to avoid 2nd St light			MetroQuest
need to be able to access the Bosque trail from the north and south, with access to Rio Bravo to the east, as well.			MetroQuest
easy access from Isleta southbound			MetroQuest
Just a note that this location provides access for cyclists to/from the Bosque path to Rio Bravo.			MetroQuest
How are these homes being accommodated? Will there be road access or a frontage road? The way this map is drawn seems like there will be a steep gradient compared to what is already there.			MetroQuest
Same comment as before.			MetroQuest
Making access to the Bosque better			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
access to bridge and east to 2nd ST., BROADWAY, freeway will be slow, congested.			MetroQuest
Concerned it will be difficult, slow and congested to access the bridge to Isleta via auto.			MetroQuest
Isleta Intersection access.			MetroQuest
Neighborhood access/exit			MetroQuest
Get in/out of residential areas and businesses.			MetroQuest
More lanes so there no bottle necking in HIGH volume of traffic			MetroQuest
Road right next to fence. Too close to property.			MetroQuest
To close and covering picnic area.			MetroQuest
Curve. Could cause more traffic and slower flow.			MetroQuest
Bridge too close to property.			MetroQuest
Railroad crossing needs an overpass			MetroQuest
Traffic has increased through the Rio Bravo Commons community present a safety concern especially on Quetzal and Camio			MetroQuest
Cars move fast in this area-protected lanes for pedestrians and cyclists are important!			MetroQuest
It is already difficult and unsafe to exit the neighborhood			MetroQuest
People cut through the neighborhood every morning at high rates of speed to avoid "normal" traffic. Once construction starts, I can't imagine how bad it will get			MetroQuest
What type of traffic controls will there be to go north off of Rio Bravo down Poco Loco Street?			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Access during construction.			MetroQuest
Speeding towards the light.			MetroQuest
Speeding towards the light.			MetroQuest
Too close and covering picnic area.			MetroQuest
Would have to rebuild sidewalk and cycling way.			MetroQuest
Access from River area			MetroQuest
We need safe, separate, pedestrian access in both directions on the bridge and adjacent ROW			MetroQuest
egress on/off segregated ped bridge to bike path			MetroQuest
Will there be enough space for someone walking and someone in a bike			MetroQuest
No guarded pedestrian/cycling route on the Northside of Rio Bravo.			MetroQuest
I want to be sure peds have a safe avenue to walk along this bridge and Rio Bravo			MetroQuest
Safe way to access walking access across bridge from all directions			MetroQuest
Safe walking after/before bridge			MetroQuest
Safe walking area along Rio bravo			MetroQuest
Access during construction			MetroQuest
Will pedestrians be separated from cars?			MetroQuest
Would have to rebuild sidewalk and cycling way.			MetroQuest
We need a safe, separate bike lane for both directions on the bridge and entrance to the bridge.			MetroQuest
egress on/off of protected bike lane on bridge			MetroQuest
No bike path protected from cars			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Will be there enough space?			MetroQuest
No easy access from Rio bike trail to river crossing on Rio Bravo.			MetroQuest
Safe Bicycle paths need to be available along Rio Bravo and this bridge			MetroQuest
Need wide enough lanes to cross the river and access areas to the east and west. Protected lanes would be preferred.			MetroQuest
Existing walkway/bike path too narrow.			MetroQuest
Pedestrian and cycling trails (paved and lighted for safety commuting).			MetroQuest
A protected bicycle lane to separate bike from automobile traffic.			MetroQuest
"The bridge provides an e/w crossing for cyclists and design considerations can make it more accommodating.			MetroQuest
Currently the shoulder is often with debris and is a bit hazardous."			MetroQuest
Providing safety to bicyclists			MetroQuest
Safe way to enter/exit the bike route on bridge from both east & west and north and south			MetroQuest
Safe bike trail before/after bridge			MetroQuest
No separation from motor traffic			MetroQuest
Ease of access from trail(s) and surrounding roads			MetroQuest
Access during construction.			MetroQuest
Will bikes be separated from cars?			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Need protected bike lane. Narrow space and cars move fast or could swerve.			MetroQuest
easy access to bike lane on west and east ends of bridge			MetroQuest
Old Cycling/Pedestrian path too narrow. Access from north/south pathways is longer than necessary.			MetroQuest
Road right next to fence. Too close to property.			MetroQuest
Curve could cause more traffic and slower flow.			MetroQuest
Traffic has increased through the Rio Bravo Commons community present a safety concern especially on Quetzal and Camio			MetroQuest
Cars move fast in this area - protected lanes for pedestrians and cyclists are important!			MetroQuest
It is already difficult and unsafe to exit the neighborhood			MetroQuest
People cut through the neighborhood every morning at high rates of speed to avoid "normal" traffic. Once construction starts I can't imagine how bad it will get			MetroQuest
What type of traffic controls will there be to go north off of Rio Bravo down Poco Loco Street?			MetroQuest
Speeding towards the light.			MetroQuest
Road right next to fence. Too close to property.			MetroQuest
Curve could cause more traffic and slower flow.			MetroQuest
Traffic has increased through the Rio Bravo Commons community present a safety concern especially on Quetzal and Camio			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Cars move fast in this area - protected lanes for pedestrians and cyclists are important!			MetroQuest
It is already difficult and unsafe to exit the neighborhood			MetroQuest
People cut through the neighborhood every morning at high rates of speed to avoid "normal" traffic. Once construction starts I can't imagine how bad it will get			MetroQuest
What type of traffic controls will there be to go north off of Rio Bravo down Poco Loco Street?			MetroQuest
Access during construction.			MetroQuest
Speeding towards the light.			MetroQuest
Road right next to fence. Too close to property.			MetroQuest
Curve could cause more traffic and slower flow.			MetroQuest
Traffic has increased through the Rio Bravo Commons community present a safety concern especially on Quetzal and Camio			MetroQuest
Need wide enough lanes to cross the river and access areas to the east and west. Protected lanes would be preferred.			MetroQuest
Existing walkway/bike path too narrow.			MetroQuest
Pedestrian and cycling trails (paved and lighted for safety commuting).			MetroQuest
A protected bicycle lane to separate bike from automobile traffic.			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
"The bridge provides an e/w crossing for cyclists and design considerations can make it more accommodating.			MetroQuest
Currently the shoulder is often with debris and is a bit hazardous."			MetroQuest
Providing safety to bicyclists			MetroQuest
Safe way to enter/exit the bike route on bridge from both east & west and north and south			MetroQuest
Safe bike trail before/after bridge			MetroQuest
No separation from motor traffic			MetroQuest
Ease of access from trail(s) and surrounding roads			MetroQuest
Access during construction.			MetroQuest
Will bikes be separated from cars?			MetroQuest
Need protected bike lane. Narrow space and cars move fast or could swerve.			MetroQuest
easy access to bike lane on west and east ends of bridge			MetroQuest
Old Cycling/Pedestrian path too narrow. Access from north/south pathways is longer than necessary.			MetroQuest
Too close and covering picnic area.			MetroQuest
Would have to rebuild sidewalk and cycling way.			MetroQuest
Access from River area			MetroQuest
We need safe, separate, pedestrian access in both directions on the bridge and adjacent ROW			MetroQuest
egress on/off segregated ped bridge to bike path			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000



Comment	Name	Email	Platform
Will there be enough space for someone walking and someone in a bike			MetroQuest
No guarded pedestrian/cycling route on the Northside of Rio Bravo.			MetroQuest
I want to be sure peds have a safe avenue to walk along this bridge and Rio Bravo			MetroQuest
Safe way to access walking access across bridge from all directions			MetroQuest
Safe walking after/before bridge			MetroQuest
Safe walking area along Rio bravo			MetroQuest
Access during construction			MetroQuest
Will pedestrians be separated from cars?			MetroQuest
Would have to rebuild sidewalk and cycling way.			MetroQuest
We need a safe, separate bike lane for both directions on the bridge and entrance to the bridge.			MetroQuest
egress on/off of protected bike lane on bridge			MetroQuest
No bike path protected from cars			MetroQuest
Will be there enough space?			MetroQuest
No easy access from Rio bike trail to river crossing on Rio Bravo.			MetroQuest
Safe Bicycle paths need to be available along Rio Bravo and this bridge			MetroQuest
Need wide enough lanes to cross the river and access areas to the east and west. Protected lanes would be preferred.			MetroQuest
Existing walkway/bike path too narrow.			MetroQuest

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Pedestrian and cycling trails (paved and lighted for safety commuting).			MetroQuest
What type of traffic controls will there be to go north off of Rio Bravo down Poco Loco Street?			MetroQuest
Bridge too close to property.			MetroQuest
Railroad crossing needs an overpass			MetroQuest
I don't do Zoom, but would like to have a synopsis of the information. Like the Cliff Notes version in PRINT. Please. NM 500 Rio Bravo Bridge. I have a severe case of Tinnitus, and will never chose to lock myself into hours of talk that I can't hear or understand. It is just too frustrating. All I want, is the information of what happens when. I need something I can read.	Deborah Hall	[REDACTED]	Email
Jennifer, Great presentation during the virtual town meeting. When will PDF version of slide presentation be available?	Al Adलगren	[REDACTED]	Email
Hi Jennifer Thank you so much for hosting the presentation last night. It was very informative. Please forward the slide presentation so I can share with my Presbyterian team.	K Angelica Restivo	[REDACTED]	Email
I wasn't able to make the meeting for the real Bravo Bridge. I live on the West side. I own three properties there and I just want some information of what happened in the meeting. I was told that they were going to put a sound barrier wall	Benny Marquez	N/A	Phone Call [REDACTED]

Comment	Name	Email	Platform
<p>and I want to make sure that it was still gonna happen.</p> <p>How far north is the bridge moving? If you move it to the north, the bridge will be almost on top of those houses. It's already very loud. I won't be happy if we don't get sound walls. In looking at the project information, it seems the design is giving more improvements to the residents on the east side of the bridge and giving less improvements to those on the west side of the bridge.</p> <p>When they did temporary emergency repair, Kelsey Road was used as a road to carry heavy equipment. This damaged the road and dropped a lot of mud onto the road. They never came back to clean the road. Will our road be used again? If so they need to come back and clean it.</p> <p>When will construction start?</p> <p>I work for NM Gas Company. Where will the 16-inch gas line attached to the bridge go? Will it be re-routed?</p> <p>I wasn't able to make the meeting. Can you send me information on the project. I also want to share it with my elderly neighbor and my neighbors that speak Spanish. I don't think they know what's going on.</p>			

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
<p>I am a property owner on the SW side of the bridge. Is the project definitely proceeding forward? Will the new bridge have three lanes in each direction? What is the plan for grading the dirt tie in at each property line, and is there a plan to give the land owners back their easements? Myself and other neighbors want to file a cease order or file a petition to stop the project until our concerns are addressed. What is being done about noise pollution? Will the owners on the SW side of the bridge get a noise wall barrier? We demand peace and quiet. There is so much drag racing in the corridor. Having 6 lanes will increase the noise. In the future as the City grows and more people use the corridor, the noise will increase. We're concerned about the long term impacts to our comfort of living and properties, and want the NMDOT to think of the long term noise impacts as well. In 15 years, how much traffic will be here? Of course the South Valley will get busier and louder, and that's okay. We just want some type of wall barrier to decrease the noise. We are concerned for the long term.</p>	<p>Bill Ortiz</p>	<p>N/A</p>	<p>Phone Call </p>
<p>Moving to New Mexico has been a huge disappointment and there is overwhelming fraud here. The agencies lie. ART was a colossal failure. Central Avenue doesn't meet ADA requirement with those square ugly curbs. Please</p>	<p>David Walt</p>	<p>N/A</p>	<p>Phone Call </p>

Comment	Name	Email	Platform
<p>don't duplicate square ugly ADA curbs. These aren't pedestrian, bike, or wheelchair friendly and are wrong. They don't comply with the standards. We need you to think big, not small. I want more ADA access rather than less.</p> <p>I am concerned about dust control and Contractor oversight. The City here doesn't pay attention to make sure Contractors do what's right. People here do not respect standards and Contractors lie.</p> <p>I live on 2nd Street. Will access to the bridge be closed completely during construction like it was for the emergency repairs? Will there be pedestrian access over the bridge? How wide will the sidewalks and bike lanes be? The street sweepers need to make sure they keep the bike lanes clear of debris. It piles up right now and I'm forced to drive in the travel lanes instead. Having the bike lanes unprotected and next to traffic is dangerous. The bike lane should be put behind the guard rail. When Rio Bravo backs up, the cars use the bike lane as a travel lane. It's dangerous.</p> <p>I plan to attend the meeting and offer the same comments again.</p>			
<p>Will there be recorded meeting minutes? Thanks, Norma</p>	<p>Norma</p>	<p>[REDACTED]</p>	<p>Email</p>

Public Comment Summary
 NM 500 Bridges Replacement Project, CN A301000

Comment	Name	Email	Platform
Please send me a PDF of last night's presentation. Thanks!	Richard Meadows	[REDACTED]	Email
<p>I'm not very technology savvy. I attended your public meeting the other night. It was very informative and helpful.</p> <p>I'm calling regarding the stop light at Poco Loco and Rio Bravo. You said there would be one temporarily during construction. Is there a plan to have a permanent stop light? I looked at the traffic there and it is light during the day. There are already turn lanes. It seems that adding a turn lane at the median might be too small to be useful. How is traffic data collected to determine if a traffic light will be approved? Is it based on all of the turning movements?</p> <p>There is a three-lane up to 2nd Street between 2nd and Broadway. I know this is outside the project limits. Another lane would help traffic congestion.</p>	Rob Foreman	N/A	Phone [REDACTED]
Will this meeting be available to view offline? I have another meeting scheduled at this time, but I do have an interest in this project. Thank You. Tom Salas	Tom Salas	[REDACTED]	Email
I attended the meeting and had a question. Will there be a cement wall or median separating the lanes or will it just be open?	Yvette Cardenas	N/A	Phone [REDACTED]