

APPENDIX A

PUBLIC INVOLVEMENT PLAN

New Mexico Department of Transportation

NM 264 Phase A/B Alignment Study from the
Arizona State Line to Yah-Ta-Hey, Milepost
0.0 to 16.0

Public Involvement Plan

CN 6101220

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New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



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1. INTRODUCTION

1.1. OVERVIEW

As a four-lane divided highway, New Mexico (NM) 264 extends east to west for 16 miles, from Yah-Ta-Hey, New Mexico to the Arizona/New Mexico state line in a rural part of the state. NM 264 serves the Navajo Nation as a main corridor to the capital, Window Rock, Arizona, which is located five miles across the Arizona state line. This is a unique study corridor with a typical urban section on the far western end, a typical rural core typical section, and a directional interchange with US 491 at the far eastern end. NM 264 connects to US 491 eight miles north of Gallup, New Mexico.

The NM 264 right-of-way consists of New Mexico Department of Transportation (NMDOT)-owned land and easements through land held in trust by the Navajo Nation or land managed by the New Mexico State Land Trust. Land adjacent to the highway right-of-way is a mixture of land owned by the state, Bureau of Land Management (BLM), private entities, or Navajo Nation trust land. In its current state, the roadway condition of NM 264 is considered fair but is a key connection to the Navajo Nation. In addition, several locations along this stretch of roadway are experiencing drainage issues and erosion.

This study will follow NMDOT's *Location Study Procedures* for a Phases A and B Study. The primary purpose of this study is to document existing conditions and develop highway improvement alternatives along the entire NM 264 corridor from milepost (MP) 0 to MP 16 (see Figure 1). The study is known as the NM 264 Alignment Study, MP 0 to 16., or study, moving forward in this document.

The corridor improvements will be completed in segments. Funding has been programmed for the first construction segment (Segment 1, NM 264 MP 10 to MP 14), which is currently under design. A scoping report for Phase 1 was completed in June 2021, which included a Pavement Condition Assessment Report (PCAR). This report determined that the existing pavement on for this section of NM 264 had reached the end of its life and recommended full-depth reconstruction.

Potential Segment 1 improvements may include improved roadside barriers, updated lane striping and pavement markings, upgraded signage and improved drainage infrastructure.

FIGURE 1: STUDY AREA



1.1.1. Funding

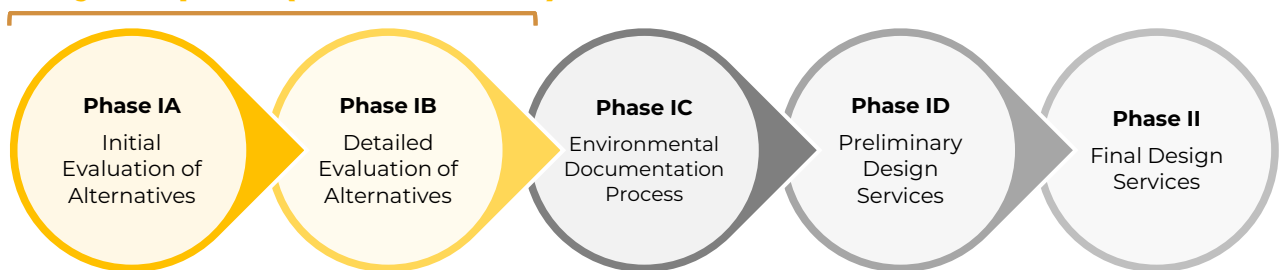
Funding for the NM 264 Alignment Study (MP 0 to MP 16) consists of state funds through HB2 Legislative funding. In addition, construction funding for Segment 1 (MP 10 to MP 14) is a combination of state and federal funds. Funding includes HB2 Legislative funding, Road Fund (RF), STP Flex and STP Rural funding.

1.1.2. Study Phases

As mentioned above, this study is focused on Phases A and B (shown in Figure 2) for all 16-miles of NM 264. These phases are defined by NMDOT's *Location Study Procedures* and "serve to develop, evaluate, and refine the range of possible alternatives to achieve the need for an action" (NMDOT, 2015).

FIGURE 2: STUDY PHASES

Study Purpose (MP 0 – MP 16)



1.2. INTRODUCTION TO CONTEXT-SENSITIVE PUBLIC INVOLVEMENT PLAN

Since its inception in 1969, the National Environmental Policy Act (NEPA) has provided a basis for preventing damage to the environment, stimulating the health and welfare of citizens, and enriching the understanding of ecological systems and the natural resources important to the nation. In transportation facility planning, design, and construction, an innovative and effective use of NEPA is referred to as Context Sensitive Solutions (CSS).

The CSS concept emphasizes the same concepts as the NEPA decision framework, promoting a multidisciplinary collaboration to develop transportation resources in the context of physical, scenic, aesthetic, historic, environmental safety, and mobility constraints. CSS emphasizes the need to have community insight as well as defining at the early planning stages the community's values (defining the context where the study is located), while striving for interdisciplinary collaboration as a mechanism for system consideration and coordination to support evaluation of all aspects of the proposed action's purpose and need.

CSS is integral in all NMDOT location studies and will be a key component of the NM 264 Alignment Study. The goal of CSS is to blend the characteristics listed above with more traditional design elements such as safety, mobility, and traffic flow.

The CSS process for this study includes coordination with stakeholders in the vicinity of the study, including the Navajo Nation, U.S. Bureau of Indian Affairs (BIA), local Navajo Chapter Houses, Federal Highway Administration (FHWA), McKinley County, New Mexico State Land Office, BLM, and U.S. Army Corps of Engineers.

This Context Sensitive Public Involvement Plan (CSPIP) is one layer of the CSS approach that NMDOT will use in its study for NM 264 from the Arizona/New Mexico state line (MP 0) to just west of the US 491 interchange (MP 16). As mentioned above, this is a unique corridor that provides key access for the Navajo Nation between Arizona and New Mexico. This CSPIP is a living document that will evolve as the study progresses and the team identifies concerns or issues, or as our stakeholder outreach evolves based on community engagement. The public's concerns and community values will be identified as stakeholders become involved in the process. Methods to involve stakeholders may change to maximize outreach and provide the best opportunities for input. The CSPIP process incorporates stakeholder participation in the study to produce a design that fits within the context of the community and responds to the needs of the traveling public.

1.3. GOALS OF PUBLIC INVOLVEMENT

This CSPIP is based on the following guiding principles:

- Provide continuous public access to study information as appropriate and opportunities for public input using a variety of outreach tools.
- Identify the major community values and stakeholders and identify methods to inform and involve them,
- Identify the approaches to resolve issues, concerns and conflicts that may arise.
- Link public involvement activities to study milestones, technical activities, and decision-making.
- Develop a decision-making process that involves the stakeholders in a meaningful way.
- Document and maintain, in a central location, a record of all communication received throughout the study.
- Provide reasonable accommodations for those with special needs or those who are traditionally underserved to provide input into the overall process.

- Review the effectiveness of the CSPIP periodically to ensure that information is being disseminated efficiently and effectively.

1.4. TYPES OF ENGAGEMENT

Provide Transparency

The primary objective of transparency activities is to provide transparency in the planning process. They inform the public about an activity or event but do not elicit feedback or have an impact on decisions or deliverables.

- Study featured on NMDOT website (NMDOT managed/responsible)
- Social media posts (NMDOT managed/responsible)
- Posters in community locations
- Newspaper advertisement in local papers
- Radio public service announcements
- Every Door Direct mailers

Seek Feedback

The main objective of Feedback activities is to obtain feedback on specific plans, the study area, the No Build and Preferred Alternatives, or decisions. The intention is to present a proposed idea or action to the target audience and provide people with the opportunity to give input.

- Surveys or comment forms during virtual public involvement meetings
- Opportunities to present study information to different stakeholder groups (virtually)

Lead Collaboration

Collaboration activities are those where the organization works with the target audience throughout the planning process to ensure their concerns are heard and directly influence decisions and final products. For these activities, the audience advises and guides the planning process (activities will be customized to match the public health and safety guidelines and may be done virtually).

- Virtual public involvement meetings.
- Planning meetings with tribal, state and agency representatives.

The guide for preparing to achieve the goals of public involvement will be done in close coordination with NMDOT and will reference the CSPIP.

2. ANALYSES OF THE STUDY BACKGROUND CONTEXT

2.1. PLANNING HISTORY/BACKGROUND INFORMATION

In June 2021, NMDOT completed a scoping report for the four miles of NM 264 between MP 10 and MP 14 (Segment 1). The purpose of the scoping report was to document existing conditions, safety considerations, and develop recommended improvements.

Following the completion of the scoping report for Segment 1, District 6 chose to conduct a Phase A/B report to develop an improvement plan for the entire NM 264 corridor, resulting in the NM 246 Alignment Study.

2.2. STUDY CONTEXT AND KNOWN/LIKELY COMMUNITY CONCERNS AND VALUES

Taking several factors into consideration, including historic development, transportation context, multimodal connectivity, environmental concerns, local economics and land use, community resources, visual aesthetics and public health considerations, the following is an analysis of the study area and known or likely community concerns and values.

2.2.1 *Environmental*

From deeply incised, meandering streams with banks as high as 25 feet to shallow, wandering washes and arroyos with streambeds not more than a few feet below the adjacent banks, the drainage characteristics along the NM 264 alignment are a textbook example of the wide range of drainage formations seen throughout the New Mexico landscape. The characteristics of these drainage features result in bank erosion, which adds to the already large sediment load carried by most of the drainage pathways. Much of this sediment settles out in areas of low velocity, resulting in lower capacities for streamflow, particularly at the cross culverts along the alignment.

Most of the historic flooding in the area has been caused by local thunderstorms of short duration and sharp peaks when runoff increases rapidly in response to heavy rainfall. However, general storms can also cause severe flooding. A high-intensity rainfall cell, which could develop during a general storm, may be sufficient to cause damaging floods in the study area.

NM 264 is located within an area with Flood Insurance Rate Map (FIRM) panels that indicate multiple flood hazard areas throughout the corridor. The floodplains are designated as Zone A (approximate) flood hazard areas, indicating that their limits and characteristics are not studied in detail but rather are shown as approximate areas of potential flood hazard. This only emphasizes the need for an updated Hydrology and Hydraulics assessment of the study corridor. It also emphasizes the need for a team of roadway and drainage specialists who can collaborate on the design to provide safe passage for motorists while addressing the potential for floodplain inundation. The study team will continue collaboration on addressing floodplain issues throughout the remainder of the corridor, specifically between MP 0 and MP 2, where the roadway lies completely within the delineated floodplain.

2.2.2 *Historic Development*

What is currently called NM 264 was established in the mid-1930s. It was originally designated as NM 68, but it was renumbered in the mid-1960s to match the Arizona state route that continues from the Arizona/New Mexico border to the west. In 2010, NM 264 was dedicated as the Navajo Code Talkers Highway (*Navajo Times 2010*). Additionally, NM 264 is included as part of the Trail of the Ancients Scenic Byway, one of 26 national or state scenic byways in New Mexico. No historic districts are found along the NM 264 corridor.

In the past 25 years, there has been minimal development along the NM 264 corridor. Development, including new structures, businesses, and homes, has remained concentrated around Tse Bonito and Yah-Ta-Hey.

2.2.3 *Transportation*

NM 264 begins at the Arizona–New Mexico state line just northwest of the unincorporated village of Tse Bonito. NM 264 begins within the main body of the Navajo Nation but heads southeast and passes through Tse Bonito. The highway is four lanes and has both urban and rural sections. The first 0.5 miles east of the Arizona/New Mexico state line from MP 0 to MP 0.5 consists of urban conditions with two lanes in each direction, curb and gutter and sidewalk on both sides. The intersection of Alma Drive is signalized. Several businesses and residences intersect the urban section of the corridor.

From MP 0.5 to MP 16 the corridor is two lanes in each direction with either a center turn lane or raised median. Numerous turnouts intersect the rural section that provides access to both Navajo and non-Navajo-owned properties. NM 264 passes through the village of Yah-Ta-Hey before it reaches its eastern terminus at a trumpet interchange with US 491. The existing roadway consists of four 12-foot lanes with either a 14-foot left turn lane and four-foot raised median, or a 16-foot raised median and 10-foot shoulders with standard rumble strips. The posted speed on the corridor varies from 25 miles per hour (mph) in the urban section to 55-mph in the rural section.

2.2.4 *Modal Considerations and Connectivity*

Transit

Navajo Transit System Route 5 travels along NM 264 and operates four times daily, Monday through Friday. The bus departs from Fort Defiance Arizona and travels to Gallup New Mexico prior to returning. In addition to stops in Fort Defiance and Gallup (total of three) the route provides stops in both Tse Bonito and Yah-Ta-Hey (a total of two stops in the study area as shown on Figure 3). There are no other defined transit routes in the corridor.

FIGURE 3: TRANSIT SERVICE



Pedestrian

The urban section from MP 0 to MP 0.5 has sidewalks on both sides of the roadway but they are largely not compliant with the Americans with Disabilities Act (ADA) and the Public Right-of Way Accessibility Guidelines (PROWAG). Currently, there are no pedestrian facilities east of MP 0.5 to MP 16 near the US 491 interchange.

Bicycle

There is no identified state or Navajo Nation bicycle route on NM 264, although there are shoulders greater than four feet in width that could contribute to a potential network of bike shoulder facilities. Rumble strips are along NM 264 and are standard placement, which is 28-inches from the edge of the driving lane stripe. That leaves over seven feet of shoulder that can be used as a bike shoulder facility.

NM 264 has been designated a Tier 2 bike route based on the *New Mexico Bike Plan*. This means that the desired infrastructure quality should meet at least the minimum level of dedicated infrastructure for bike use.

2.2.5 Land Use

The surrounding land in the area along NM 264 is primarily undeveloped, with low-density housing and businesses concentrated around Tse Bonito and Yah-Ta-Hey. The roadway is fenced at the right-of-way and the adjacent undeveloped land, consisting of Navajo and non-Navajo land, is likely used primarily for grazing or recreation (hunting or camping). Farther from the roadway corridor, mining operations are found in the mountainous areas.

2.2.6 Community

Understanding the makeup of the communities along NM 264 is vital to the public involvement process. The insights we obtain through census and American Community Survey (ACS) data allows NMDOT to reach stakeholders more successfully with meaningful engagement.

Communication tools and tactics will be targeted with messaging that is meaningful to stakeholders and delivered in places where they spend their time and get their information.

As a result, NMDOT should see higher engagement rates and effectively educate the community while investing resources in a purposeful and meaningful way.

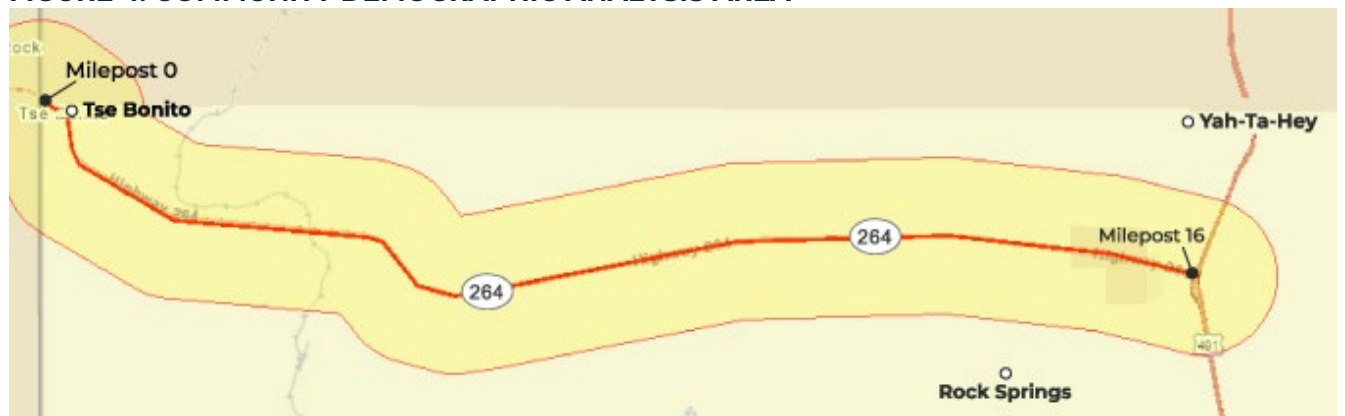
DEMOGRAPHIC PROFILE OF THE STUDY AREA

The entire NM 264 corridor from MP 0 to MP 16, with a one-mile buffer (Figure 4), has a population of approximately 2,593 people with a total American Indian population of 89%. Out of this population, 61% of adults over the age of 25 are High School graduates or less. In addition, 7% of the population speaks English “less than very well.” Results of the demographic profile assessment for the corridor are shown below in Table 1.

TABLE 1: DEMOGRAPHIC PROFILE ASSESSMENT OF THE STUDY AREA

	Study Area (MP 0 to MP 16)	
	Number of Persons	Percent of Total
Total Population	2,593	100%
Race and Ethnicity		
American Indian	2,325	90%
Education		
High School Diploma or Less	890	58%
Ability to Speak English		
Speak non-English language at home	1,442	59%
Speak English “less than very well”	164	7%

FIGURE 4: COMMUNITY DEMOGRAPHIC ANALYSIS AREA



In addition to a corridor-wide assessment, we assessed multiple Census-designated places (CDPs) surrounding the study area including Rock Springs, Yah-Ta-Hey, and Tse Bonito. The results of this assessment are presented in Table 2.

TABLE 2: DEMOGRAPHIC PROFILE ASSESSMENT OF SURROUNDING CENSUS-DESIGNATED PLACES

	Rock Springs		Yah-Ta-Hey		Tse Bonito	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total	Number of Persons	Percent of Total
Total Population	531	100%	552	100%	347	100%
Race and Ethnicity						
American Indian	441	83%	459	83%	325	94%
Education						
High School Diploma or Less	350	66%	364	66%	253	73%
Ability to Speak English						
Speak non-English language at home	232	55%	241	45%	208	65%
Speak English “less than very well”	25	5%	26	5%	31	10%

Full reports can be found in the appendix.

2.2.6 Visual Resources

The viewshed along NM 264 includes the roadway, associated signage along the roadway, surrounding vegetation, topographic features, any overhead power poles and utilities, and adjacent homes and businesses. Vegetation along NM 264 consists primarily of shrubs and scattered trees. The landscape is hilly with some large geologic formations in the background and incised washes throughout the corridor. User groups of NM 264 include residents who live in the area and motorists who travel through the area.

2.2.7 Economic Concerns

Businesses along NM 264 are scattered along the corridor but primarily consist of small businesses, stores, and restaurants in Tse Bonito, just east of the Arizona-New Mexico border, and in Yah-Ta-Hey just west of US 491. Various churches and convenience stores are also found throughout the corridor adjacent to NM 264.

2.2.8 Public Health

No health clinics or hospitals located along NM 264, though there is a dental clinic in Tse Bonito. The nearest health facilities are located in Gallup, approximately eight miles to the south of Yah-Ta-Hey, or near Fort Defiance, Arizona, approximately eight miles to the north of Tse Bonito.

2.2.9 Environmental Justice

In the vicinity of the NM 264 corridor, three CDPs have recorded data in the American Community Survey 5-year estimates for 2015 to 2020: Rock Springs CDP, Tse Bonito CDP, and Yah-Ta-Hey CDP. In McKinley County, 49% of the population is considered low income (income below 150% of the poverty level). In Rock Springs and Tse Bonito, the percentage is less than the county's low-income percentage (31% and 7%, respectively), whereas in Yah-Ta-Hey, 73% of the population is considered low-income.

Within the census block groups that encompass NM 264, between 95% and 99% of people are considered minorities. In McKinley County, 92% of residents are minorities; therefore, the population surrounding NM 264 has a slightly higher minority population than the county.

3. OPPORTUNITIES TO EXPRESS LOCAL VALUES

3.1. FUNCTIONAL CLASSIFICATION

The functional classification of NM 264 is a Principle Arterial.

3.2. DESIGN SPEED

Design Speeds are anticipated to remain the same with respect to the currently posted speed limits. Posted speeds are 25 mph through Tse Bonito and 55 mph for the remainder of the corridor.

3.3. TRAFFIC CALMING

The study team will evaluate crash data and coordinate with major stakeholders including the two villages along the corridor, Tse Bonito and Yah-Ta-Hey, to determine whether traffic calming measures are appropriate.

3.4. GATEWAY AND PLACE-MAKING TREATMENTS

The study team will coordinate with major stakeholders including local representatives to evaluate the potential opportunity for gateway and place-making treatments.

3.5. STRUCTURAL AESTHETICS

NM 264 is a Scenic Byway as it is part of the Trail of the Ancients. There is only a single rural bridge structure at approximately MP 4 and no other structural elements. Anticipated improvements at the bridge and other locations on the project are not anticipated to be a substantial change from what exists today; therefore, structural aesthetics are not anticipated to be a major aspect of the study. The team will work with corridor stakeholders to confirm this approach.

3.6. ROAD DIET

The study team will evaluate crash data and traffic volumes and coordinate with major stakeholders including the two villages along the corridor, Tse Bonito and Yah-Ta-Hey, to determine whether road diet measures are desirable.

4. SCALE THE SOLUTION TO THE PROBLEM

4.1. AFFORDABILITY

The study implementation and funding plan will be refined based on the information and recommendations developed throughout the study and will be updated as decisions are made to ensure that the selected alternatives are reasonable and feasible.

4.2. SUPPORTED BY THE COMMUNITY

Community support will be essential for the study to move forward, and public involvement will play a critical part in developing study plans. This CSPIP outlines an approach that includes public involvement activities with opportunities for input.

4.3. CAN BE IMPLEMENTED IN A REASONABLE TIME PERIOD

The study development process will proceed at a steady pace. The study team will have regular meetings and coordination with the public during the study process.

5. IDENTIFICATION OF ISSUES

5.1. CONSENSUS BUILDING

The cornerstone of every transportation study is the Purpose and Need statement, which lays out the objectives that will be met by the study and identifies the deficiency or problem the study aims to correct. It is paramount to arrive at a consensus between the study team and the stakeholders on the purpose of the study. The study team will continually identify and update criteria for evaluation based on the feedback received by partner agencies and stakeholders to keep the public at large involved and invested in the study.

5.2. KNOWN OR LIKELY IMPACTS/ISSUES

As a part of the scoping phase for the section of NM 264 between MP 10 to MP 14 and through information gathering efforts, several factors were identified and outlined below that may affect the entire corridor. These factors include:

Intelligent Transportation Systems (ITS): There is the potential for installation of broadband conduit (protective pipe) with each construction phase. This would require coordination with the NMDOT ITS Bureau.

Drainage: Drainage issues in the corridor may include highly erodible soils, resulting in scour critical facilities such as perched pipe outfalls or undermined drainage infrastructure. Onsite surveys indicated the transport of sedimentation through the study area. The potential for reduced capacity in the cross culverts and inlets is substantial.

Utilities: A utility survey would be completed to determine potential utility conflicts. In addition, there are overhead power lines along the south right-of-way fence line and a communication line within the north right-of-way line.

ADA Accommodations: In the urban section (MP 0 to MP 0.5) of the corridor, alternatives would be evaluated to accommodate ADA-compliant design for the pedestrian routes and at the Alma Drive intersection. For the rural section (MP 0.5 to MP 16) of NM 264, pedestrians use the existing shoulder width. Pedestrian traffic may be accommodated in this study.

School Crossing: Currently, there are no identified school crossings. However, through the study process and stakeholder/public outreach the study team will identify any school crossings within the study area. Coordination with the Chee Dodge Elementary School, Window Rock Elementary School, Window Rock Unified School District, and the Gallup McKinley County School District will be critical to identifying school crossings.

Environmental: Environmental impacts on biological and cultural resources would be identified during the study. Consultations would likely be required with the Navajo Nation Heritage and Historic Preservation Department and the Navajo Nation Department of Fish and Wildlife. For potential improvements that include drainage and/or culverts, Clean Water Act Section 404 and Section 401 permitting would likely be required through the U.S. Army Corps of Engineers and the Navajo Environmental Protection Agency. Work to be performed outside of the existing NMDOT right-of-way would require temporary construction permits or construction maintenance easements. The need for temporary construction permits or construction maintenance easements on Navajo Nation lands would require the development of a BIA Environmental Assessment.

6. CONTEXT-SENSITIVE PUBLIC INVOLVEMENT APPROACH

To develop context-sensitive solutions, the specific approach uses several different elements:

- Creating a multi-disciplinary study team that has a full complement of technical disciplines required to identify, comprehend, and respond to the study within its context.
- Developing a study-specific communication strategy for interactions between the study team and study area stakeholders.
- Using a collaborative design and decision-making process to identify and evaluate the potential alternatives.

Each of these elements are discussed in further detail below. An understanding of critical study area values and resources from the different perspectives of stakeholders is critical to develop context sensitive solutions.

6.1. MULTIDISCIPLINARY STUDY TEAM

A multi-disciplinary study team will provide a direct connection between the technical specialists and the stakeholders. The team will be responsible for developing and evaluating alternatives, presenting the recommended preferred alternative, and making other recommendations for the NM 264 Alignment Study. The study team includes FHWA;

NMDOT's Project Development Engineer, Central Region Design, Environmental Bureau, District 6 and other NMDOT representatives; and HDR and subconsultants.

6.2.STUDY-SPECIFIC COMMUNICATION STRATEGY

Communication would be established with all stakeholders and information would be shared between the study team and identified stakeholder groups. The approach to engaging stakeholders in the study process is described in the sections below.

This CSPIP is being developed in the early stages of the study; therefore, some of the methods may change as other stakeholders are identified, concerns are better defined, and the effectiveness of outreach methods is determined.

6.2.1.PUBLIC INVOLVEMENT MEETINGS

Two public meetings will be conducted to present study-related information and obtain feedback from the public and stakeholders. The public meetings are anticipated to be virtual but, if in-person, would be held near the corridor and potentially in surrounding areas such as Rock Springs or Yah-Ta-Hey. If needed, we can select a location that is convenient for members of the Navajo Nation at one of their community facilities. A public meeting summary report will be prepared to document the meeting, including questions and comments from attendees.

6.2.2. VIRTUAL PUBLIC MEETINGS

Virtual public meetings will be held as the primary public engagement opportunity. An in-person meeting will be considered depending on the community's needs and may be supplemental to the virtual opportunities.

Notice of a virtual public meeting must comply with NEPA requirements, including the requirement to develop and implement strategies to address the needs of traditionally underserved populations and Limited English Proficiency (LEP) persons where such groups are identified within the study area. Notice of a virtual public meeting must include the following:

- Clear instructions about how to log on and/or call into the virtual public meeting.
- An explanation of how the virtual public meeting will be conducted.
- A statement that members of the public, as an alternative to the virtual public meeting, may request alternative language formats; contact the study team to ask questions about the study; access study materials; and submit public comments via the study information telephone line, the study email, or U.S. Postal Service mail.

A virtual public meeting must comply with the following:

- Participants in a virtual public meeting may be asked to "sign in" by entering their name, telephone number and email (no account or password will be required).
- NMDOT's standard nondiscrimination language may be displayed or read to participants in a virtual public meeting.

- A virtual public meeting must present the web address for a website at which study materials will be posted for public viewing during and after the virtual public meeting.
- A virtual public meeting must include a presentation by the study team. The presentation must provide information on how participants may submit comments via the study information telephone line, the study email, U.S. Postal Service mail or verbally during the virtual public meeting.
- The virtual public meeting may include a chat feature to capture comments, in addition to providing comments via other methods. Auto-closed captioning would be active during the presentation.
- Following the presentation, the virtual public meeting will include an allotted amount of time (usually 30 calendar days or longer as deemed appropriate by the study team) for members of the public to provide comments.
- Strategies for communicating with LEP populations during the virtual public meeting must be developed, including providing interpreters if needed.
- A transcript of the presentation given during the virtual public meeting must be prepared.
- A recording of the virtual public meeting must be made and posted online until at least the end of the comment period.

Stakeholders with limited or no access to the technology needed to participate in virtual public meetings may request reasonable accommodations by contacting the study team, whose contact information is provided in meeting notifications and on the study website. Accommodations may include offering interpretation services for alternative languages, mailing printed public meeting materials to include in alternative languages to stakeholders, mailing or providing a thumb drive with public meeting documents or offering a location for stakeholders to view study documents. Access to the study team will be provided using traditional contact methods (via telephone, U.S. Postal Service mail, email, etc.).

6.2.3. *PUBLIC HEARING*

Public hearings are not anticipated to be needed; however, agency stakeholder meetings and virtual public meetings would be held. If controversial issues are identified during these meetings, a public hearing may be required to address these issues.

6.2.4. *PUBLIC MEETING NOTIFICATION*

WEBSITE

The study team will distribute study-related documents, information, and updates on the study website. The website may be used to provide information at key milestones, circulate key planning dates and study details and provide notice of meetings and/or other opportunities to participate in the decision-making process. Website updates will be made throughout the study process and at key milestones and shared with the Navajo Nation and its Chapters to be posted on their websites or other online communication platforms.

SOCIAL MEDIA

Social media gets information to the public more quickly than other strategies. In addition to distributing information more promptly, the public may also provide feedback by responding to social media posts. Social media packages will be developed and shared with NMDOT, as well as the Navajo Nation, schools, and the county to post on their social sites.

DIRECT MAILERS

Direct mailers are a convenient and efficient way to share study information with stakeholders and the public within the study area. Direct mailers will include details on the study, upcoming public meetings, and opportunities to provide input. Using Every Door Direct mailings, we can develop mailers that will be delivered to every mailbox (both residential and business) within designated zip codes in the study area. We anticipate delivering up to 6,970 postcards throughout the study area.

RADIO ADVERTISEMENTS

Direct mailers and posters will be shared with the local radio stations such as those belonging to Millennium Media Inc. in Gallup (KXXI, KYVA, K-YA-T); Gallup Public Radio (KGLP); KWRK and KWIM in Window Rock, KHAC in Tse Bonito and KGAK out of Gallup to help distribute information on the study and upcoming public meetings or input opportunities.

POSTERS

The study team will distribute posters at locations where targeted audiences tend to congregate to distribute key information about the plan. Because internet access in the area may be more limited, the posters will provide general study information and public information meeting notifications and will be posted in communities along the alignment.

NEWSPAPER ADVERTISEMENTS

A printed advertisement will invite the public to participate in the public meeting and provide adequate notice of meeting dates, details, and other opportunities to participate in the decision-making process.

There will be two public meeting newspaper advertisements per public meeting, which will be distributed in the *Gallup Independent* and *Navajo Times*.

6.2.5. PUBLIC MEETING MATERIALS

Based on the meeting format, the study team may prepare exhibits in the form of display boards, factsheets, and presentations. Comment forms and sign-in sheets will be provided at any public meeting.

6.2.6. MEETING LOCATION AND TIMES

If in-person meetings are needed, the study team will be responsible for securing a venue for the public meeting. The study team will research locations along the study corridor to identify meeting locations that are accessible to the majority of the affected stakeholders. The following considerations will be made:

- The location is conveniently located to attend, within or near the study area.
- There is a place for signage directing people to the correct room or rooms.
- There is enough free public parking.
- The parking lot is well-lit for an evening public meeting.
- The facility provides technical resources including Wi-Fi, projectors, projector screens and other audio/visual equipment.
- The facility is ADA compliant.

- No other events or meetings are scheduled on the same date and time that could conflict with or disrupt the meeting.

6.2.7. *BILINGUAL/ADA REQUIREMENTS*

According to the U.S. Census Bureau, 2014 to 2018 ACS 5-Year Estimates, the study area has a total population of 2,593, with 7% of the population that speaks English less than “very well,” therefore interpretation/translation can be accommodated upon request. Additionally, ADA accommodations will be made upon request.

6.2.8. *PUBLIC COMMENTS*

Written, electronic, call-in, or oral methods may be used to provide feedback on the study. A public comment period will coincide with the virtual public meeting.

The team will establish study contact information, including an email, phone line and USPS mailing address. In addition, the team will be responsible for comment management, including establishing a comment log and drafting responses in conjunction with NMDOT.

6.2.9. *STAKEHOLDER COORDINATION ACTIVITIES*

A stakeholder meeting will be held virtually, at the beginning of the study, to invite stakeholder feedback, and facilitate efficient coordination and review times. The meeting will be with agencies who may have input into the study and will include the FHWA, McKinley County, U.S. Army Corps of Engineers, BIA, the Navajo Nation, local Navajo Chapter Houses, and others. The complete list will be refined with input from the study team at the beginning of the study.

6.2.10. *NAVAJO NATION OUTREACH*

Communication and coordination with the Tribe will be done throughout the life of the study to confirm the best outreach methods for their community as well as the best way to receive feedback from the Navajo Nation members, and the CSPIP will be updated as needed. In the early stages of the study, we will reach out to the surrounding chapter houses, Rock Springs and Tsayatoh, to better understand their communities and identify the most effective ways to communicate with their members. In addition, the team will offer and supply Diné or other interpretation services at events, as needed/requested.

We understand the current policies in place as it relates to in-person events within the Navajo Nation and can accommodate these policies by offering smaller (25 persons or less) in-person events for this community as supplements to any virtual meetings or events.

Communication and coordination with the Navajo Nation will be consistently evaluated to meet and accommodate changing or evolving needs of community members.

6.3.INITIAL IDENTIFICATION OF STAKEHOLDERS

In general, stakeholders will be divided into three categories:

- Those directly affected by the proposed improvements due to their location adjacent to the study corridor or their frequent use of affected facilities as part of their travel routine.
- Those indirectly affected, such as the traveling public or other affected parties.
- Agencies with jurisdictional authority over the infrastructure or land use within the study area.

The three stakeholder groups are identified and defined in more detail below.

6.3.1.General Public: Directly Affected Stakeholders

Those with properties located within or adjacent to the study area:

- Property owners or agency land managers on adjoining properties within or adjacent to the study limits.
 - **Residents living within one mile of the study area – approximately 2,593 persons:**
 - Large residential area just west of the US 491 Interchange
 - Numerous single-home areas along NM 264
 - Tse Bonito Mobile Home Park
 - **Area land managers:**
 - Navajo Nation
 - New Mexico State Land Office
 - BLM
- Institutions, business owners, or managers on adjacent properties or within the study limits:
 - **Schools:**
 - Hilltop Christian School
 - **Churches:**
 - God House Church
 - Across Nations
 - Gateway Community Christian Church
 - Community Bible Church
 - Navajo Mission Christian Academy
 - **Agencies/Agency Organizations:**
 - Navajo Division of Transportation
 - Navajo Nation Veterans Administration
 - Navajo Nation Records Management
 - **Businesses:**
 - Yah-Ta-Hey Flea Market
 - Navajo Law Center
 - Family Dollar (Yah-Ta-Hay)

- Sagebrush Liquor Store
- Speedy's Gas Station
- Navajo Nation Veterinary Clinic
- Tse Bonito Car Wash
- O'Reilly Auto Parts
- Payday Today
- Liberty Tax
- Speedway Gas Station
- Subway
- Silver Creek Mortuary
- Blake's Lotaburger
- First American Credit Union
- Family Dollar
(Tse Bonito)
- Napa Auto Parts
- Griswold's Inc (pawn shop)
- Griswold Arts and Crafts
- Sun Loan Company
- California Chinese Fast Food
- KFC
- Domino's
- Texaco
- **Owners of vacant properties adjacent to the study limits**

Those who frequently travel through or utilize the study area:

- **Bicyclists, pedestrians, and representative organizations and advocacy groups:**
 - Gallup Trails (Nonprofit)
 - New Mexico Interscholastic Cycling League
 - NavajoYes
- **City and county police, fire and emergency services providers:**
 - Navajo Estates Volunteer Fire Department
 - City of Gallup Police Department
 - McKinley County Sheriff's Department
 - New Mexico State Police
 - Navajo Nation Division of Public Safety
 - McKinley County Fire Office
 - Gallup Fire Department
 - Navajo Nation Emergency Medical Services
 - Gallup Indian Medical Center
- **Businesses/Organizations that depend on NM 264:**
 - Navajo Nation Zoo
 - Navajo Nation Museum
 - Arizona Motor Vehicle Department
 - Chee Dodge Elementary
 - Window Rock Elementary School
 - Rock Spring Navajo Mission

- Window Rock United Methodist Church
- St. Mark's Episcopal Church
- United States Postal Service (Window Rock)
- Window Rock Airport
- Family Assistance Administration
- Navajo United Way
- Navajo Nation Shopping Center
- Navajo Nation WIC
- Navajo Nation Division of Social Services
- Quality Inn Navajo Nation
- Navajo Election Office
- Navajo Times
- Miscellaneous businesses west of the AZ/NM state line

6.3.2. *General Public: Indirectly Affected Stakeholders*

- General public
- Elected officials
 - Rock Springs and Tsayatoh Chapters
 - Council Delegate
 - Chapter President
 - McKinley County Commissioner
 - District 2
 - Navajo Nation

6.3.3. *Agencies and Government Agencies*

- BIA
- BLM
- Navajo Nation Heritage and Historic Preservation Department
- Navajo Nation Department of Fish and Wildlife
- Navajo Nation Environmental Protection Agency
- Navajo Transit System
- Navajo Department of Transportation
- Navajo Nation Archaeology
- Navajo Nation Department of Water Resources
- New Mexico State Police City (multiple departments)
- County (multiple departments)
- Tribal entities
- New Mexico Office of Cultural Affairs, Historic Preservation Division
- New Mexico Department of Game and Fish
- New Mexico Office of the State Engineer
- New Mexico State Forestry Division
- New Mexico State Land Office
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers

7. COLLABORATIVE DESIGN AND DECISION-MAKING PROCESS

7.1. OPPORTUNITIES FOR PARTICIPATION

7.1.1. Issues Identification and Screening of Alternatives

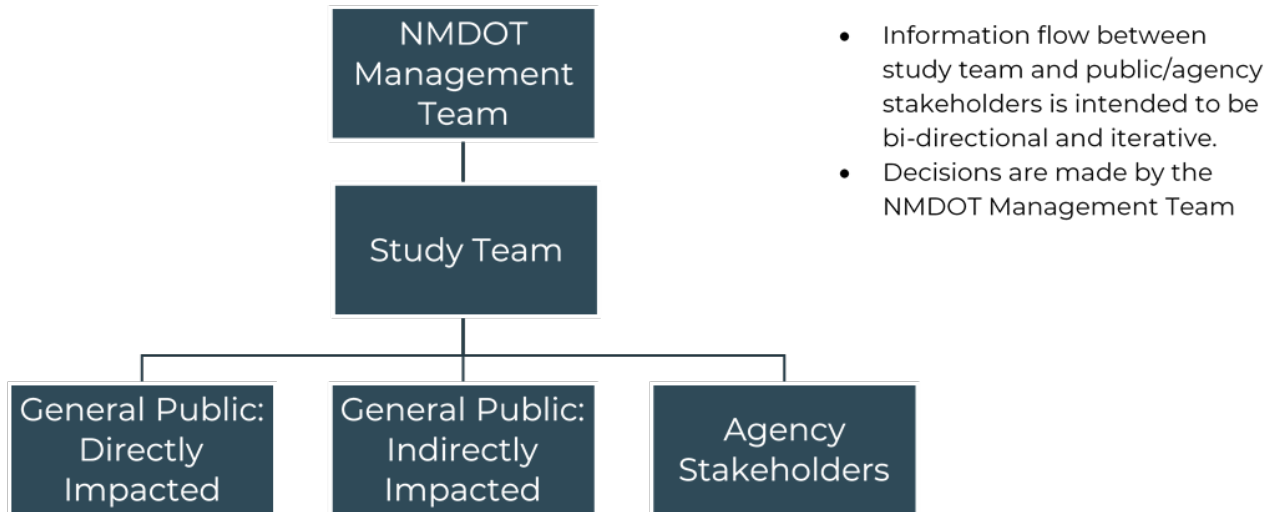
Public input is important to present a complete picture of study-related concerns. Residents, business owners, landowners and others in the area have an on-the-ground perspective that enhances the information provided by design data. In the early stages of the study, a public meeting will be held virtually, where the study team will introduce the study, the conditions identified and receive public input.

A second public meeting will be held following the identification of improvement alternatives. The purpose of this meeting will be to share the results of the initial evaluation, including public input, explain the proposed improvement alternatives, and receive public input.

7.2. DECISION-MAKING

The study team will strive to keep the decision-making process (Figure 5) transparent and accessible to stakeholders. All decisions, recommendations and comments will be documented as the study develops. The study team meetings, local government/stakeholder briefings and virtual public meetings will be documented with summaries.

FIGURE 5: DECISION-MAKING PROCESS



8. DOCUMENTATION/TRACKING

The public involvement process needs consistent procedures for recording and responding to public comments and for relaying public comments to key study team members and decision makers. All comments directed to the study team regarding the study will become part of the record.

Comments can be collected at any time during the decision-making process using a variety of tools. All comments will be documented in the comment log and forwarded to the study team when necessary.

All comments received by the team will be combined and compiled into the communications log (master spreadsheet). Comments will be logged with the following information:

- **Date** – This is important for documenting the evolution of the study. It also establishes a benchmark for a timely response.
- **Comment** – It is important to document the comment, so a sufficient response can be developed and to understand potential trends that could emerge. All comments provided by members of the public should be documented as such (e.g., provided by a member of the public).
- **Name, address, telephone number and email address** – This information is optional and is often redacted within reports or summaries but is valuable information to obtain for the life of the study.
- **Nature of comment** – This data will allow for easy categorization of comments to be submitted for NEPA or Title VI documentation, and to capture and summarize trends.

Comments and questions received during each public meeting will be monitored and logged into the communication log.

HDR will work with NMDOT and continue the development of mailing lists and a list of key constituencies and stakeholders and the responsibilities of team members.

9. REFERENCES

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Appendix

Full Corridor ACS Report

Census Designated Places ACS Reports

Location: User-specified linear location

Ring (buffer): 1-miles radius

Description: NM 264 - 16 Miles

Summary of ACS Estimates		2015 - 2019	
Population		2,593	
Population Density (per sq. mile)		71	
People of Color Population		2,505	
% People of Color Population		97%	
Households		681	
Housing Units		910	
Housing Units Built Before 1950		23	
Per Capita Income		14,424	
Land Area (sq. miles) (Source: SF1)		36.46	
% Land Area		100%	
Water Area (sq. miles) (Source: SF1)		0.00	
% Water Area		0%	
	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	2,593	100%	452
Population Reporting One Race	2,568	99%	851
White	153	6%	185
Black	10	0%	26
American Indian	2,325	90%	458
Asian	0	0%	12
Pacific Islander	0	0%	12
Some Other Race	79	3%	158
Population Reporting Two or More Races	25	1%	37
Total Hispanic Population	201	8%	234
Total Non-Hispanic Population	2,392		
White Alone	87	3%	107
Black Alone	10	0%	26
American Indian Alone	2,284	88%	450
Non-Hispanic Asian Alone	0	0%	12
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	11	0%	24
Population by Sex			
Male	1,221	47%	269
Female	1,372	53%	266
Population by Age			
Age 0-4	162	6%	82
Age 0-17	744	29%	173
Age 18+	1,849	71%	252
Age 65+	198	8%	92

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified linear location

Ring (buffer): 1-miles radius

Description: NM 264 - 16 Miles

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	1,512	100%	272
Less than 9th Grade	158	10%	73
9th - 12th Grade, No Diploma	272	18%	106
High School Graduate	460	30%	125
Some College, No Degree	357	24%	117
Associate Degree	89	6%	81
Bachelor's Degree or more	177	12%	86
Population Age 5+ Years by Ability to Speak English			
Total	2,431	100%	429
Speak only English	989	41%	289
Non-English at Home ¹⁺²⁺³⁺⁴	1,442	59%	263
¹ Speak English "very well"	1,277	53%	261
² Speak English "well"	102	4%	71
³ Speak English "not well"	59	2%	66
⁴ Speak English "not at all"	4	0%	22
³⁺⁴ Speak English "less than well"	62	3%	66
²⁺³⁺⁴ Speak English "less than very well"	164	7%	96
Linguistically Isolated Households*			
Total	49	100%	57
Speak Spanish	1	2%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	48	98%	56
Households by Household Income			
Household Income Base	681	100%	95
< \$15,000	182	27%	79
\$15,000 - \$25,000	92	13%	50
\$25,000 - \$50,000	165	24%	72
\$50,000 - \$75,000	127	19%	72
\$75,000 +	115	17%	58
Occupied Housing Units by Tenure			
Total	681	100%	95
Owner Occupied	424	62%	92
Renter Occupied	258	38%	72
Employed Population Age 16+ Years			
Total	1,931	100%	341
In Labor Force	879	46%	178
Civilian Unemployed in Labor Force	125	6%	75
Not In Labor Force	1,052	54%	235

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified linear location

Ring (buffer): 1-miles radius

Description: NM 264 - 16 Miles

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified polygonal location
 Ring (buffer): 0-miles radius
 Description: Rock Springs CDP

Summary of ACS Estimates		2015 - 2019	
Population		531	
Population Density (per sq. mile)		91	
People of Color Population		524	
% People of Color Population		99%	
Households		114	
Housing Units		135	
Housing Units Built Before 1950		2	
Per Capita Income		10,817	
Land Area (sq. miles) (Source: SF1)		5.82	
% Land Area		100%	
Water Area (sq. miles) (Source: SF1)		0.00	
% Water Area		0%	

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	531	100%	452
Population Reporting One Race	530	100%	791
White	40	8%	185
Black	0	0%	12
American Indian	441	83%	412
Asian	0	0%	12
Pacific Islander	0	0%	12
Some Other Race	48	9%	158
Population Reporting Two or More Races	1	0%	7
Total Hispanic Population	84	16%	234
Total Non-Hispanic Population	447		
White Alone	7	1%	38
Black Alone	0	0%	12
American Indian Alone	440	83%	411
Non-Hispanic Asian Alone	0	0%	12
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	0	0%	12
Population by Sex			
Male	265	50%	269
Female	266	50%	241
Population by Age			
Age 0-4	17	3%	55
Age 0-17	168	32%	173
Age 18+	363	68%	223
Age 65+	36	7%	56

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Rock Springs CDP

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	288	100%	231
Less than 9th Grade	38	13%	66
9th - 12th Grade, No Diploma	71	25%	92
High School Graduate	80	28%	96
Some College, No Degree	69	24%	110
Associate Degree	13	4%	54
Bachelor's Degree or more	17	6%	62
Population Age 5+ Years by Ability to Speak English			
Total	514	100%	429
Speak only English	282	55%	289
Non-English at Home ¹⁺²⁺³⁺⁴	232	45%	206
¹ Speak English "very well"	206	40%	179
² Speak English "well"	12	2%	50
³ Speak English "not well"	12	2%	44
⁴ Speak English "not at all"	1	0%	13
³⁺⁴ Speak English "less than well"	13	3%	44
²⁺³⁺⁴ Speak English "less than very well"	25	5%	66
Linguistically Isolated Households*			
Total	4	100%	16
Speak Spanish	0	0%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	4	100%	10
Households by Household Income			
Household Income Base	114	100%	93
< \$15,000	18	15%	31
\$15,000 - \$25,000	25	22%	50
\$25,000 - \$50,000	22	19%	49
\$50,000 - \$75,000	29	25%	72
\$75,000 +	21	18%	58
Occupied Housing Units by Tenure			
Total	114	100%	93
Owner Occupied	104	91%	90
Renter Occupied	10	9%	43
Employed Population Age 16+ Years			
Total	393	100%	341
In Labor Force	163	42%	175
Civilian Unemployed in Labor Force	7	2%	15
Not In Labor Force	229	58%	235

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Rock Springs CDP

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Ya Ta Hey CDP

Summary of ACS Estimates		2015 - 2019	
Population		552	
Population Density (per sq. mile)		138	
People of Color Population		545	
% People of Color Population		99%	
Households		144	
Housing Units		170	
Housing Units Built Before 1950		2	
Per Capita Income		10,817	
Land Area (sq. miles) (Source: SF1)		3.99	
% Land Area		100%	
Water Area (sq. miles) (Source: SF1)		0.00	
% Water Area		0%	
	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	552	100%	452
Population Reporting One Race	551	100%	791
White	42	8%	185
Black	0	0%	12
American Indian	459	83%	412
Asian	0	0%	12
Pacific Islander	0	0%	12
Some Other Race	50	9%	158
Population Reporting Two or More Races	1	0%	7
Total Hispanic Population	87	16%	234
Total Non-Hispanic Population	465		
White Alone	7	1%	38
Black Alone	0	0%	12
American Indian Alone	458	83%	411
Non-Hispanic Asian Alone	0	0%	12
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	0	0%	12
Population by Sex			
Male	276	50%	269
Female	276	50%	241
Population by Age			
Age 0-4	18	3%	55
Age 0-17	175	32%	173
Age 18+	377	68%	223
Age 65+	37	7%	56

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Ya Ta Hey CDP

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	300	100%	231
Less than 9th Grade	39	13%	66
9th - 12th Grade, No Diploma	74	25%	92
High School Graduate	83	28%	96
Some College, No Degree	72	24%	110
Associate Degree	13	4%	54
Bachelor's Degree or more	17	6%	62
Population Age 5+ Years by Ability to Speak English			
Total	534	100%	429
Speak only English	293	55%	289
Non-English at Home ¹⁺²⁺³⁺⁴	241	45%	206
¹ Speak English "very well"	215	40%	179
² Speak English "well"	13	2%	50
³ Speak English "not well"	13	2%	44
⁴ Speak English "not at all"	1	0%	13
³⁺⁴ Speak English "less than well"	14	3%	44
²⁺³⁺⁴ Speak English "less than very well"	26	5%	66
Linguistically Isolated Households*			
Total	6	100%	16
Speak Spanish	0	0%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	6	100%	10
Households by Household Income			
Household Income Base	144	100%	93
< \$15,000	22	15%	31
\$15,000 - \$25,000	31	22%	50
\$25,000 - \$50,000	28	19%	49
\$50,000 - \$75,000	36	25%	72
\$75,000 +	26	18%	58
Occupied Housing Units by Tenure			
Total	144	100%	93
Owner Occupied	131	91%	90
Renter Occupied	13	9%	43
Employed Population Age 16+ Years			
Total	409	100%	341
In Labor Force	170	42%	175
Civilian Unemployed in Labor Force	7	2%	15
Not In Labor Force	239	58%	235

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Ya Ta Hey CDP

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified polygonal location
 Ring (buffer): 0-miles radius
 Description: Tse Bonito CDP

Summary of ACS Estimates		2015 - 2019	
Population			347
Population Density (per sq. mile)			245
People of Color Population			329
% People of Color Population			95%
Households			111
Housing Units			153
Housing Units Built Before 1950			2
Per Capita Income			12,442
Land Area (sq. miles) (Source: SF1)			1.42
% Land Area			100%
Water Area (sq. miles) (Source: SF1)			0.00
% Water Area			0%

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	347	100%	452
Population Reporting One Race	346	100%	614
White	20	6%	108
Black	1	0%	12
American Indian	325	94%	458
Asian	0	0%	12
Pacific Islander	0	0%	12
Some Other Race	1	0%	12
Population Reporting Two or More Races	1	0%	12
Total Hispanic Population	10	3%	65
Total Non-Hispanic Population	337		
White Alone	19	5%	107
Black Alone	1	0%	12
American Indian Alone	318	91%	450
Non-Hispanic Asian Alone	0	0%	12
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	0	0%	12
Population by Sex			
Male	161	46%	225
Female	186	54%	266
Population by Age			
Age 0-4	28	8%	82
Age 0-17	87	25%	135
Age 18+	260	75%	252
Age 65+	33	10%	92

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Public Outreach Summary

NM 264 Alignment Study Milepost 0 to 16

CN 6101220

New Mexico Department of Transportation

October 10, 2022



Prepared by:

HDR Engineering, Inc.
2155 Louisiana Blvd NE
Albuquerque, NM 87110

In cooperation with:

NMDOT
FHWA

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Appendices

- Appendix A: Public Meeting Notification
- Appendix B: Public Meeting Materials
- Appendix C: Public Comments

Introduction

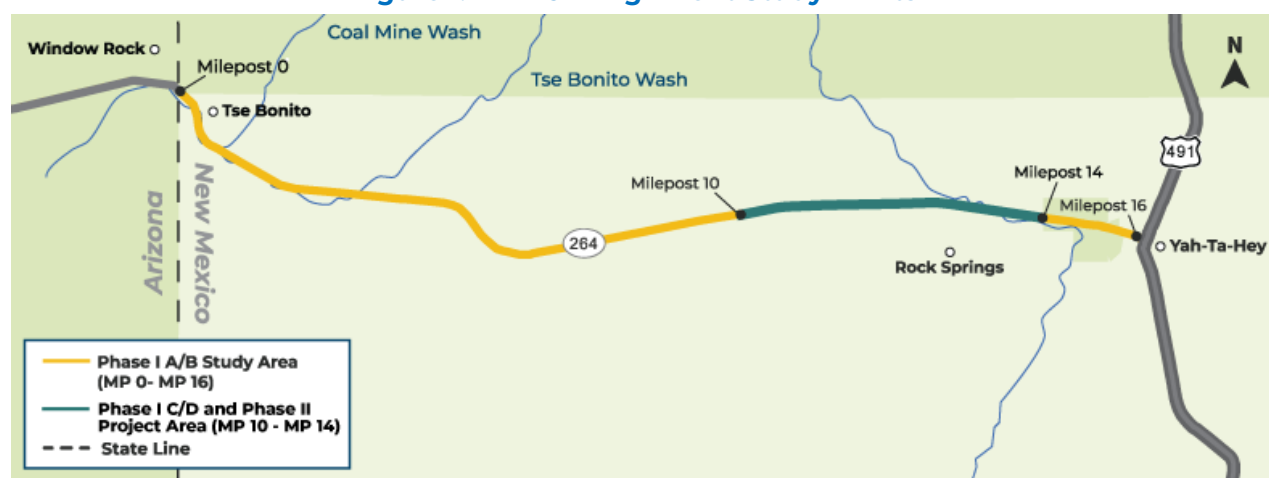
The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration (FHWA), is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey.

The corridor improvements will be completed in segments. Funding has been programmed for the first construction segment (Segment 1), which will run from milepost 10 to 14 and is currently under design.

NM 264 Alignment Study Milepost 0 to 16

NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, Arizona, and serves as a connection to US 491. The purpose of the study is to document existing conditions and develop highway improvement alternatives along the entire NM 264 corridor from milepost 0 to 16.

Figure 1: NM 264 Alignment Study Limits



Public Involvement Process

NM 264 is a unique corridor, including both rural and urban segments, that provides key access for the Navajo Nation between Arizona and New Mexico. Due to this, there is a wide variety of stakeholders we must reach through these efforts including groups such as tribal communities, commuters, emergency services, schools and school transportation, agencies, and the traveling public among others. Ultimately, the goal of these public involvement efforts is to identify these stakeholders' concerns and values to help guide the development of improvements along this corridor.

Public and agency coordination for this study began in summer of 2022 with initial scoping letters being distributed to agencies and organizations in July of 2022. Following the initial coordination with agencies, the study team planned and implemented two virtual meetings to provide study information and solicit feedback. A summary of those efforts is highlighted below.

Agency Scoping Meeting

The study team, in collaboration with NMDOT and FHWA, held a virtual stakeholder meeting on Wednesday, August 17, 2022, at 10 a.m. MST via Webex. To participate, stakeholders were invited to log in to the meeting using the Webex application, web browser, or via telephone. The meeting had a total of 29 attendees. The meeting focused on an overview of the study area, the preliminary purpose and need, existing roadway conditions, and proposed highway improvements. Comments and questions were accepted live, following the presentation.

Stakeholder Meeting Notification

The team prepared an email meeting invitation that was sent to 12 organizations and invitees. A copy of the stakeholder scoping meeting invitation and list of invitees can be found in Appendix A.

Virtual Public Meeting

The study team, including NMDOT staff, held a virtual public meeting on Tuesday, August 23, 2022, at 6 p.m. via Webex. To participate, the public was invited to log in to the meeting using the Webex application, web browser, or via telephone.

The meeting focused on an overview of the study area, the preliminary purpose and need, existing roadway conditions, and proposed highway improvements. Three participants attended the virtual meeting. Comments and questions were accepted live, following the presentation. All questions and comments provided at the virtual public meeting were recorded and are included in Appendix C.

Notifications

Newspaper Advertisements

The team developed and distributed two newspaper advertisements for this meeting. The newspaper advertisements provided an overview of the study, invited the public to attend the virtual public meeting, and provided information on how to provide their comments. The advertisements – which also included the date, time, and log-in information for the meeting – were distributed in the following publications:

- Navajo Times (August 4, 2022)
- Gallup Independent (August 8, 2022)

Copies of the newspaper advertisements can be found in Appendix A.

Meeting Notification Poster

The study team distributed virtual public meeting fliers electronically to key stakeholders such as other agencies and tribal chapter houses, which included details on how to attend and participate in the virtual public meeting. Following the meeting, a second poster was created and distributed to the same list, which included details on how to watch a recording of the virtual public meeting. Copies of the posters can be found in Appendix A.

Direct Mailer

A direct mailer was sent to 6,970 addresses in the study area to inform residents and property owners of the virtual public meeting. The mailer was distributed on August 2, 2022. The mailers were sent to the following postal codes within the study area:

- 86515- PBOX
- 87375- PBOX
- 87305- PBOX
- 87301- H033

A copy of the direct mailer can be found in Appendix A.

Press Release

NMDOT distributed a press release to their local media list on August 15, 2022, that included details of the study and how to participate in the virtual public meeting. A second press release was distributed on August 30, 2022, following the meeting, which included details on how to watch a recording of the virtual public meeting. Copies of both press releases can be found in Appendix A.

Local Radio Stations

Copies of the direct mailer were provided electronically to local radio stations within the study area via email on August 9, 2022. The emails were sent to the following radio stations:

- KXXI 93.7 FM
- KYAT 94.5 FM
- KGLP 91.7 FM

- KTNN 660 AM/101.5 FM
- KHAC 880 AM
- KGAK 1330 AM

A copy of the email can be found in Appendix A.

Social Media

Social media posts were developed for NMDOT accounts, including details on how to participate in the virtual public meeting, how to comment, and how to watch the recording of the virtual public meeting. Copies of the social media posts can be found in Appendix A.

Project Webpage

The study webpage www.dot.nm.gov/projects/nm264study was updated in August 2022 and included information about the study and a link to the event webpage with full meeting details.

Event Webpage

An event webpage was created at www.dot.nm.gov/event/nm-264-public-meeting, which included information about the study, how to log in and participate in the meeting, and how to provide comments on the study. Following the meeting, the recording of the event was also placed on this webpage to allow the public to watch the meeting at their convenience and continue to provide comments through September 22.

Public Meeting Materials

Presentation

A PDF of the presentation was made available to the public through the study webpage in August 2022. In addition to the presentation, a link to the recording of the virtual public meeting was posted to the study webpage in August 2022. A copy of the presentation is available in Appendix B.

Fact Sheet

A fact sheet was posted to the webpage and provided information on the study, a map of the study area, and a study timeline. A copy of the fact sheet can be found in Appendix B.

Public Comments

Public comments were accepted from August 23 – September 22 in the following ways:

- Live at the virtual public meeting
- Study webpage: www.dot.nm.gov/event/nm-264-public-meeting/
- Email: NM264Study@hdrinc.com
- Phone: 602.299.9581
- Mail: NM 264 Alignment Study C/O Kristi Shepherd, HDR Engineering
20 E. Thomas Road, Ste 2500, Phoenix, AZ 85012

In total, seven comments were received throughout the study period which focused on safety, school bus access, drainage, access, lighting, and pavement. Of the seven comments received, six were study-specific and one was unrelated to the current study.

Virtual Meeting Questions and Answers

Four questions/comments were submitted by attendees during the virtual public meeting and were responded to by the study team on August 23, 2022. A summary of those questions and answers can be found in Appendix C.

Additional Comments/Questions

Three additional questions/comments were received during the comments period and were responded to by the study team. A summary of those comments and responses can be found in Appendix C.

Appendix A – Public Meeting Notification

Agency Scoping Meeting

Newspaper Advertisements

Meeting Notification Poster

Direct Mailer

Press Release

Radio Station Emails

Social Media

Study Webpage

Shepherd, Kristi

To: Shepherd, Kristi
Subject: RE: [EXTERNAL] NM 264 Alignment Study Agency Scoping Meeting

From: Altemus, Maria <Maria.Altemus@hdrinc.com>

Sent: Friday, August 5, 2022 12:48 PM

To: Sanchez-Ramos, Gabriel, NMDOT; Benavides, Priscilla, NMDOT; Gisler, Steven, NMDOT; Kazmi, Arif, NMDOT; Rizvi, Rais, NMDOT; Potthoff, Edward; Gutierrez, Amanda; Shepherd, Kristi; Unger, Audrey C.; Policar, Randy

Cc: Rock Springs Chapter; Williams, Evan; marmijo@slo.state.nm.us; blm_nm_comments@blm.gov; Wyatt.T.Medley@usace.army.mil; Patrick Antonio; Joseph J. Peterman; Milligan, Lauren S., DPS; Martin, Shawn R., DPS; leonard.notah@bia.gov; Myles.Lytle@bia.gov

Subject: [EXTERNAL] NM 264 Alignment Study Agency Scoping Meeting

When: Wednesday, August 17, 2022 2:00 PM-3:00 PM (UTC-07:00) Mountain Time (US & Canada).

Where: <https://meethdr.webex.com/meethdr/j.php?MTID=m362770e4e7ac14a967609cd5797d77df>

CAUTION: This email originated outside of our organization. Exercise caution prior to clicking on links or opening attachments.

On behalf of the New Mexico Department of Transportation, we would like to invite you to an agency scoping meeting for the NM 264 Alignment Study. The meeting will provide a presentation to introduce the study, the conditions identified and receive agency input. The presentation will also briefly cover the proposed project from milepost 10 to 14 on NM 264 that will improve the roadway and include drainage improvements.

If you or someone from your agency would like to attend, please RSVP to this meeting invite. The meeting will be held virtually. Login details can be found below.

For more information on the project, please visit this website: www.dot.nm.gov/projects/nm264study

If you have any questions or comments prior to the meeting, feel free to email Maria Altemus, Environmental Planner at HDR (maria.altemus@hdrinc.com) or Kristi Shepherd, Strategic Communications Manager at HDR (Kristi.shepherd@hdrinc.com).

NMDOT CN 6101020 - NM 264 Alignment Study Agency Scoping Meeting
Hosted by Kristi Shepherd

<https://meethdr.webex.com/meethdr/j.php?MTID=m362770e4e7ac14a967609cd5797d77df>

Wednesday, Aug 17, 2022 2:00 pm | 1 hour

Meeting number: 2482 515 4980

Password: NM264

Join by phone: +1-408-418-9388 United States Toll

Access code: 248 251 54980

EDUCATION BRIEFS

Diné College grants pay for tuition, meals, housing, books

TSAILE, Ariz. – To help students earn college degrees, Diné College will offer grants to all students to fully pay for tuition, meals and residential halls, as well as books.

Starting this fall, the college will provide 100% grants to make college accessible and increase student success.

Diné College President Charles Roessel said, "We live

in extraordinary times and we need to take extraordinary steps to help our Navajo people."

A recent survey showed that 75% of Diné College students faced one or more forms of basic needs insecurity. This includes food insecurity, housing insecurity or homelessness.

Provost Geraldine Garrity said, "We wanted to target the needs we are seeing in our students with this initiative. We have been discussing what interventions and supports we can provide for our students

and we finally just said, let's think bigger."

Funding for this plan will come from money the college received through the Higher Education Emergency Relief Fund and the American Rescue Plan Act.

Bo Lewis, vice president of finance and administration, said, "The goal is that by improving retention rates and increasing enrollment, this plan can become sustainable beyond these Covid-related funds."

The plan will be in place

through 2024.

Coconino Co. brings Starlink to Navajo students

FLAGSTAFF, Ariz. — Coconino County is leading the effort to bring high-speed broadband internet with SpaceX's Starlink to students in grades K-12 on the Navajo Nation, according to a county news release.

The county began conversations with SpaceX when District 5 Supervisor Lena Fowler and

the county's Chief Information Officer Matt Fowler met with the company in 2019.

This resulted in securing accounts for the county to utilize SpaceX beta technology to make internet accessible to rural areas of Northern Arizona.

The county successfully became an early customer, purchasing and launching Starlink beta internet in a 45-household trial on May 6, 2021.

Shortly after, the county identified K-12 students living on the Navajo Nation without

access to the internet or existing speeds less than 5 Mbps download and 3 Mbps upload.

The Information Technology Department engaged with the board of supervisors and the Flagstaff Unified School District, seeking eligible students.

To date, approximately 150 households have received Starlink hardware and internet services for a free two-year period, which was made possible by private donations.

This provides students the ability to connect with education providers and continue their studies remotely.

Supervisor Lena Fowler said, "We know the critical need for quality, reliable internet access to rural Coconino County. Our families and workforce need to be connected to compete in today's market, grow in their education, and enhance their quality of life."

Starlink is now available in Arizona. Those interested in service should visit <https://www.starlink.com/>

Two IAIA students awarded Warner Bros. scholarship

SANTA FE – Two outstanding students in the Institute of American Indian Arts' Low Residency MFA in Creative Writing program have been

awarded scholarships of \$10,000 each from Warner Bros. Discovery Access.

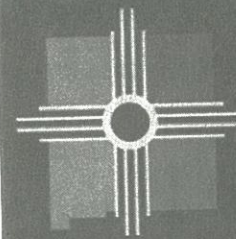
The scholarship is annually awarded to second-year Indigenous master's

students with a concentration in screenwriting.

The students are Sabrina Saleha, Diné, and Cressandra Thibodeaux, Sault Ste. Marie Tribe of Chippewa Indians.

The scholarship committee noted their promising TV pilot screenplays and commitment to advancing visibility, opportunities, and intellectual property rights for Indigenous people in the television and film industries.

As Warner Bros. Discovery



NEW MEXICO DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



CN 6101220

Learn more and share your thoughts!

Virtual Public Meeting for the NM 264 Alignment Study Milepost 0 to 16 – August 23, 2022

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, and serves as a connection to US 491. The purpose of the meeting is to introduce the study, the conditions identified and receive public input.

NMDOT invites you to participate in a live virtual public meeting on **Tuesday, August 23, 2022, starting at 6:00 pm (MT)** to learn more about and share your input on the study.

We Want to Hear from You!

Comments are being accepted from August 23, 2022, through September 22, 2022.

You can comment in the following ways:

- Attend virtual meeting
- Email: NM264Study@hdrinc.com
- Call: 602-299-9581
- Visit the project website:

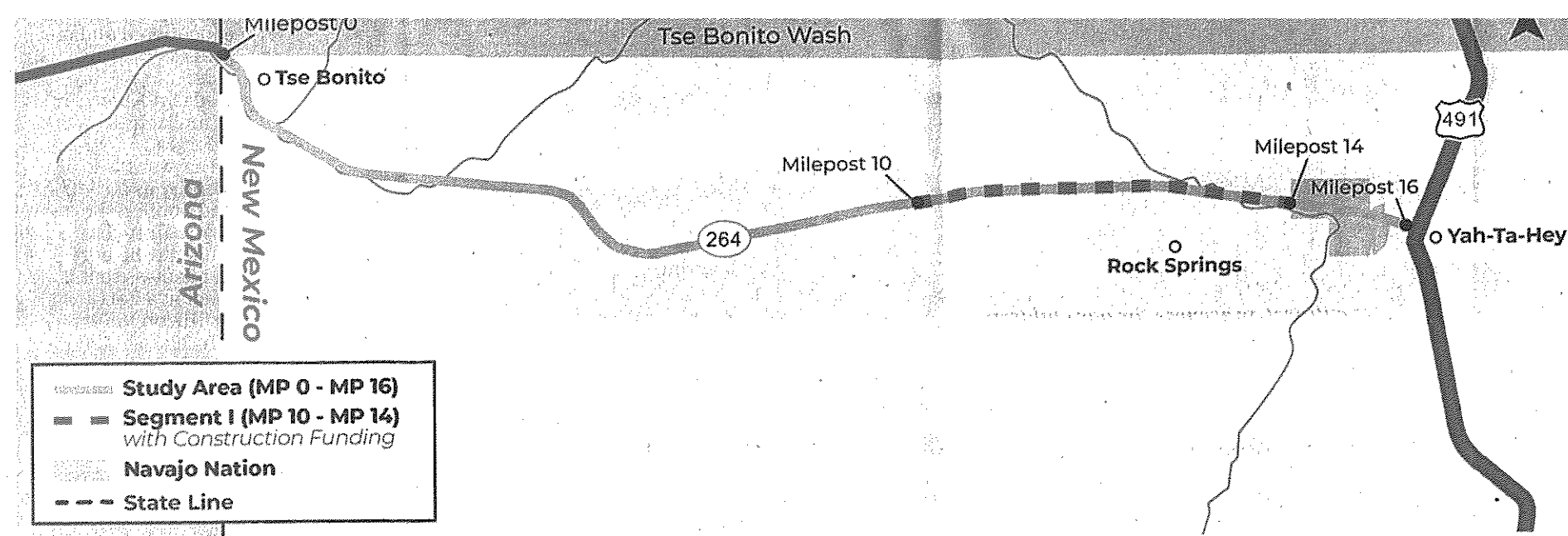
www.dot.nm.gov/projects/nm264study

- USPS mail to: NM 264 Study C/O

Kristi Shepherd | HDR Engineering
20 E. Thomas Road, Ste 2500
Phoenix, AZ 85012



Sabrina Saleha



How To Participate

Tuesday, August 23, 2022 | Beginning at 6:00 pm (MT)

Join the live virtual public meeting on your computer, smartphone or tablet by using the link below, or by calling in on your telephone:

ONLINE OR CALL-IN

- **Link:** bit.ly/NM264-EN
- **Phone:** +1-408-418-9388
- **Meeting number (Access code):** 2485 956 3910
- **Password:** NM264 (66264 from phones)

Unable to attend?

If you cannot participate in the virtual meeting, the event will be recorded and posted on the project website shortly after the meeting.

To request meeting assistance, language translation, or ADA accommodations, please contact **Kristi Shepherd at 602.299.9581 or NM264Study@hdrinc.com by August 16, 2022.**

Learn more at: www.dot.nm.gov/projects/nm264study | Navajo Times: August 4, 2022

educational and professional goals as screenwriters.

Saleha is a Navajo and Bangladeshi-American screenwriter and actress based in Atlanta, Georgia.

Her work is influenced by her identity as a Native American and South Asian woman.

As a first-generation college student, she pursued studies in business that led to employment at a Fortune 500 company in Silicon Valley.

In 2018, she left the corporate world to pursue her passion for storytelling. Saleha, who writes science fiction and fantasy, is working on adapting Navajo stories for film and television that accurately represent Indigenous people and cultures through complex and nuanced story arcs.

She says she is inspired "to tell stories that reflect her love of her culture" and "to show younger generations that they're loved and can dream of being whomever they want to be in this world."

Cressandra Thibodeaux has already experienced great success as a filmmaker, playwright, and photojournalist.

She earned an MFA in directing from Columbia University's film program and received many awards, including two MacDowell Colony Fellowships and a Rockefeller grant.

Coconino Co. superintendent announces nominations for 2023 awards

FLAGSTAFF — Cheryl Mango-Paget, superintendent of schools for Coconino County, issued a request for nominations for the 10th annual teacher of the year, fifth annual rookie teacher of the year and second annual lifetime achievement award.

The awards celebrate, honor and recognize full-time teachers from pre-kindergarten to 12th grade.

Nominations are required for all three award categories. Nominations must be received Sept. 15 at 5 p.m.

A panel of five judges will score the applications using a rubric and discussion to determine the top six candidates in each category. The top six candidates will then be interviewed. Judges will score the interviews with another rubric to determine the three finalists in each category.

Information: <https://coconino.az.gov/1863/Celebrate>

Grain ship from Ukraine docks in Turkey, nuke plant shelled

By Mehmet Guzel and Andrew Wilks
Associated Press

DERINCE, Turkey — The first of the ships to leave Ukraine under a deal to unblock grain supplies and stave off a potential global food crisis arrived at its destination in Turkey on Monday, as Russia again accused Ukraine of shelling Europe's largest nuclear power station.

The Turkey-flagged Polarnet docked at Derince port in the Gulf of Izmit after setting off from Chornomorsk on Aug. 5 laden with 12,000 tons of corn.

"This sends a message of hope to every family in the Middle East, Africa, and Asia: Ukraine won't abandon you," Ukrainian Foreign Minister Dmytro Kuleba tweeted. "If Russia sticks to its obligations, the 'grain corridor' will keep maintaining global food security."

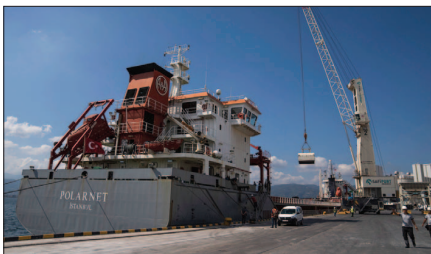
Polarnet Captain Ahmet Yucel Alibeyler highlighted the risks faced by the three grain-carrying ships that left Ukraine.

"These were, of course, dangerous areas, corridors that had been cleared, demined," he said, adding that the convoy was escorted by a harbor pilot ship until it left the risky waters.

A total of 12 ships have now been authorized to sail under the grain deal between Ukraine and Russia, which was brokered by Turkey and the United Nations — ten outbound and two headed for Ukraine. Some 322,000 metric tons of agricultural products have left Ukrainian ports, the bulk of it corn but also sunflower oil and soy.

Four ships that left Ukraine on Sunday are expected to anchor near Istanbul on Monday evening, Turkey's Defense Ministry said. They are due to be inspected on Tuesday.

Ships leaving Ukraine are checked by officials from the three countries and the



AP photo/Khalil Hamra

The cargo ship Polarnet arrives at Derince port in the Gulf of Izmit, Turkey, Monday. The first of the ships to leave Ukraine under a deal to unblock grain supplies amid the threat of a global food crisis arrived at its destination in Turkey on Monday.

U.N. to make sure they carry only grain, fertilizer or food and not any other commodities. Inbound vessels are checked to ensure they are not carrying weapons.

But the grain deal remains far from plain sailing. The first ship to leave Ukraine, the Sierra Leone-flagged Razoni, which left on Aug. 1, will no longer dock in Lebanon and will change course, the director of the Tripoli Port told The Associated Press on Monday.

The Sierra Leone-flagged Razoni ship, carrying 26,000 metric tons of corn for chicken feed that departed from Odesa last Monday was set to dock in the northern Lebanese port on Sunday. But according to Marine Traffic, it changed its status on Saturday to "order," meaning the ship was waiting for someone to buy the corn.

"All that I know is that the ship is no

longer coming here," Tripoli Port director Ahmad Tamer said.

Ukraine's embassy in Beirut tweeted Monday that the corn's final buyer in Lebanon refused to accept the cargo due to delivery delay beyond a contractual limit and that the shipper was now looking for another buyer.

The shipment had been a grain of hope for the economically-shattered tiny Mediterranean nation, also suffering from a food security crisis. Soaring food inflation, wheat shortages, and breadlines have crippled a population, of which about half are food insecure, according to the United Nations World Food Program.

Meanwhile, Moscow again accused Ukrainian forces of shelling the territory of the Zaporizhzhia Nuclear Power Station from Marganets on the opposite bank of the Dniپر River on Sunday.



AP photo/Ramon Espinosa

Flames and smoke rise from the Matanzas Supertanker Base as firefighters and specialists work to quell the blaze which began during a thunderstorm the night before in Matanzas, Cuba, Saturday. Cuban authorities say lightning struck a crude oil storage tank at the base, causing a fire that led to four explosions which injured dozens.

Firefighters battle big blaze at Cuba tank farm for 2nd day

By Andrea Rodriguez
Associated Press

HAVANA — Cuban firefighters were joined by special teams sent by Mexico and Venezuela on Sunday as they battled for a second day to control a fire blazing at a big oil tank farm in the western province of Matanzas.

The blaze began Friday night when lightning struck a storage tank during a thunder storm, and the fire spread to a second tank early Saturday, triggering a series of explosions, officials have said.

"The mission of the day is to keep the third tank cold," in hopes of preventing the flames from spreading into more of the site, provincial Gov. Mario Sabines said.

Most of the fuel held in the tank where the fire initially started was believed to have been consumed, officials said.

Authorities said a body found at the site Saturday had been identified as firefighter Juan Carlos Santana, 60. Officials previously said a group of 17 firefighters had gone missing while trying to quell flames, but there was no word if he was one of those.

Conditions were still too dangerous to mount a search for the missing firefighters, officials said.

A total of 122 people were treated for injuries, including five that officials said were in critical condition.

The governor said 4,946 people had been evacuated, mostly from the Dubrocq neighborhood,

which is next to the Matanzas Supertanker Base in Matanzas city. The facility's eight huge storage tanks hold oil used to fuel electricity generation.

Dense black smoke billowed up from the tank farm and spread westward more than 62 miles to Havana. The Ministry of Science and Technology said Sunday that the cloud contained sulfur dioxide, nitrogen oxide, carbon monoxide and other toxic substances.

The disaster comes as Cuba struggles with a severe economic and energy crisis, with frequent power blackouts hitting during a torrid summer. It was unknown how much fuel had been lost to the flames.

Cuba's government had appealed for help Saturday from oil nations, and specialized firefighting teams began arriving with their equipment from Mexico and Venezuela late Saturday. They brought helicopters and specialized chemicals for fighting oil fire.

"The support (is) in the prevention of risks and also help to quell the fire by means of cooling based on water and foam," Mexican Brig. Gen. Juan Bravo said upon arrival. "We hope that more support will arrive soon, such as chemical material."

President Miguel Diaz-Canel met with the heads of the teams from Mexico and Venezuela to coordinate efforts for controlling the blaze. He later told Cuban media he appreciated the help, since Cuba doesn't have experience or resources for fires of such magnitude.

Myanmar's ambassador to China dies

BEIJING (AP) — Myanmar's ambassador to China has died, the Chinese government said Monday.

"I can confirm what you mentioned," Foreign Ministry spokesperson Wang Wenbin said in response to a question about the reported death of Ambassador

Myo Thant Pe.


He did not say when the diplomat had died or what the cause of death was.

Myo Thant Pe had been ambassador to China since 2019, Wang said.

"He dedicated himself to the development of China-Myanmar relations," he

said. "We express our deep condolences and regret over his sudden passing and our sincere sympathies to his family."

China is one of Myanmar's closest allies and has expressed unequivocal support for the country's ruling military that seized power last year.



CN 6101220

Learn more and share your thoughts!

Virtual Public Meeting for the NM 264 Alignment Study Milepost 0 to 16 – August 23, 2022

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, and serves as a connection to US 491. The purpose of this meeting is to introduce the study, the conditions identified and receive public input.

NMDOT invites you to participate in a live virtual public meeting on **Tuesday, August 23, 2022, starting at 6:00 pm (MT)** to learn more about and share your input on the study.

How To Participate

**Tuesday, August 23, 2022
Beginning at 6:00 pm (MT)**

Join the live virtual public meeting on your computer, smartphone or tablet by using the link below, or by calling in on your telephone:

ONLINE OR CALL-IN

- **Link:** bit.ly/NM264-EN
- **Phone:** +1-408-418-9388
- **Meeting number (Access code):** 2485 956 3910
- **Password:** NM264 (66264 from phones)

Unable to attend?

If you cannot participate in the virtual meeting, the event will be recorded and posted on the project website shortly after the meeting.

Learn more at:
www.dot.nm.gov/projects/nm264study
Gallup Independent: August 8, 2022

We Want to Hear From You!

Comments are being accepted from August 23, 2022, through September 22, 2022.

You can comment in the following ways:

- Attend virtual meeting
- Email: NM264Study@hdrinc.com
- Call: 602-299-9581
- Visit the project website: www.dot.nm.gov/projects/nm264study
- USPS mail to: NM 264 Study C/O | Kristi Shepherd, HDR Engineering
20 E. Thomas Road, Ste 2500 | Phoenix, AZ 85012

To request meeting assistance, language translation, or ADA accommodations, please contact **Kristi Shepherd** at 602-299-9581 or NM264Study@hdrinc.com by August 16, 2022.





Learn more and share your thoughts!

Virtual Public Meeting for the NM 264 Alignment Study Milepost 0 to 16 – August 23, 2022

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ and serves as a connection to US 491. The purpose of this meeting is to introduce the study, the conditions identified, and receive public input.

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Kristi Shepherd, HDR Engineering
20 E. Thomas Road, Ste 2500
Phoenix, AZ 85012



Learn more and share your thoughts!

Virtual Public Meeting Recording Now Available for the NM 264 Alignment Study

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, and serves as a connection to US 491. A public meeting was hosted on August 23, 2022 to introduce the study, the conditions identified, and receive public input.



How To Participate

Watch the live recording:

The virtual meeting was recorded and posted to the project website. Visit www.dot.nm.gov/projects/nm264study to watch the meeting at your own convenience.

We Want to Hear from You!

Comments will be accepted through September 22, 2022.

You can comment in the following ways:

- **Email:** NM264Study@hdrinc.com
- **Call:** 602-299-9581
- **Visit the project website:** www.dot.nm.gov/projects/nm264study
- **USPS mail to:** NM 264 Study C/O, Kristi Shepherd, HDR Engineering, 20 E. Thomas Road, Ste 2500 Phoenix, AZ 85012

To request meeting assistance, language translation, or ADA accommodations, please contact **Kristi Shepherd at 602-299-9581 or NM264Study@hdrinc.com**.

You're Invited to a Virtual Public Meeting

CN 6101220

Virtual Public Meeting for the NM 264 Alignment Study Milepost 0 to 16 – August 23, 2022

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, and serves as a connection to US 491. The purpose of this meeting is to introduce the study, the conditions identified and receive public input.

We Want to Hear From You!

Comments are being accepted from
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Kristi Shepherd, HDR Engineering
20 E. Thomas Road, Ste 2500
Phoenix, AZ 85012

NMDOT invites you to participate in a live virtual public meeting on **Tuesday, August 23, 2022, starting at 6:00 pm (MT)** to learn more about and share your input on the study.





New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



FHWA

Indicia
clearance area

How To Participate

Tuesday, August 23, 2022 | Beginning at 6:00 pm (MT)

Join the live virtual public meeting on your computer, smartphone or tablet by using the link below, or by calling in on your telephone:

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**Kristi Shepherd at 602-299-9581 or
NM264Study@hdrinc.com by August 16, 2022.**

Address and barcode
clearance area

Learn more at: www.dot.nm.gov/projects/nm264study



New Mexico DEPARTMENT OF
TRANSPORTATION

Michelle Lujan Grisham, Governor
Ricky Serna, Cabinet Secretary

FOR IMMEDIATE RELEASE

August 30, 2022

NMDOT Seeks Public Comment for NM 264 Alignment Study
Virtual Meeting Recording Now Available

MILAN – The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ and serves as a connection to US 491.

NMDOT hosted a virtual public meeting on August 23, 2022. The virtual meeting was recorded and posted to the project website at <https://www.dot.nm.gov/projects/nm264study>. Share your comments before September 22, 2022, in the following ways:

- Email: NM264Study@hdrinc.com
- Call: 602-299-9581
- Visit the project website: www.dot.nm.gov/projects/nm264study
- USPS mail to: NM 264 Study C/O, Kristi Shepherd, HDR Engineering, 20 E. Thomas Road, Ste 2500 Phoenix, AZ 85012



###

NMDOT
Mobility for everyone

Delane D. Baros, District-6 PIO | Delane.Baros@state.nm.us | 505 240 1392



New Mexico DEPARTMENT OF
TRANSPORTATION

Michelle Lujan Grisham, Governor
Ricky Serna, Cabinet Secretary

FOR IMMEDIATE RELEASE

August 15, 2022

Virtual Meeting Scheduled for NM 264 Alignment Study *NMDOT seeks public comment*

MILAN – The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ and serves as a connection to US 491.

NMDOT will be hosting a virtual public meeting on Tuesday, August 23, 2022 at 6:00 p.m. to discuss the NM 264 alignment study and answer questions. The purpose of this meeting is to introduce the study, the conditions identified, and receive public input. Share your comments during the public meeting or submit before September 22, 2022. To request meeting assistance, language translation, or ADA accommodations, contact Kristi Shepherd at NM264Study@hdrinc.com or call (602) 299-9581.

To join online: bit.ly/NM264-EN, passcode NM264.

To join by phone: +1-408-418-9388, Webinar ID: 2485 956 3910, passcode 66264.

For more information about the study visit: www.dot.nm.gov/event/nm-264-public-meeting/ or visit the project webpage: <https://www.dot.nm.gov/projects/nm264study>



###

Shepherd, Kristi

From: NM264 study
Sent: Tuesday, August 9, 2022 1:12 PM
To: NM264 study
Cc: Mullins, Jennifer, NMDOT; Gisler, Steven, NMDOT; Policar, Randy
Subject: NMDOT Virtual Public Meeting for the NM 264 Alignment Study- August 23, 2022
Attachments: 7.11.2022_NM264_Direct Mailer_FNL_Radios.pdf

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, and serves as a connection to US 491. The purpose of this meeting is to introduce the study, the conditions identified and receive public input.

NMDOT invites the public to participate in a live virtual public meeting on **Tuesday, August 23, 2022, starting at 6:00 pm (MT)** to learn more about and share input on the study.

Attached is a copy of the postcard that was sent to residents in the study area about the upcoming virtual meeting. We would appreciate it if you could share details about the meeting with your listeners. Thank you in advance and let us know if you have any additional questions.

NM 264 Study Team
NM264Study@hdrinc.com

Kristi Shepherd,
Strategic Communications Manager

Virtual Public Meeting

NM 264 Alignment Study, MP 0 to MP 16

CN 6101220

Tuesday, August 23, 2022 | 6 p.m.

We want to hear from you!

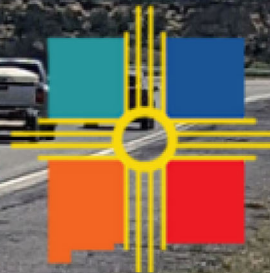


New Mexico DEPARTMENT OF
TRANSPORTATION
MOVILITY FOR EVERYONE

Live Virtual Public Meeting

NM 264 Alignment Study, MP 0 to MP 16

Tuesday, August 23, 2022 | 6 p.m.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Live Virtual Public Meeting

NM 264 Alignment Study, MP 0 to MP 16

Tuesday, August 23, 2022 | 6 p.m.

Learn more and provide comments!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Virtual Public Meeting

NM 264 Alignment Study,

MP 0 to MP 16

CN 6101220

Tuesday, August 23, 2022

starting at 6 p.m.

Visit our project website
to learn more!



Help fight the spread of
Covid-19
Wash Your Hands & Remember!
MASKS. DISTANCING. STAY HOME.
BE SAFE & STAY SAFE



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

We Want to Hear From You!

NM 264 Alignment Study, MP 0 to MP 16

CN 6101220

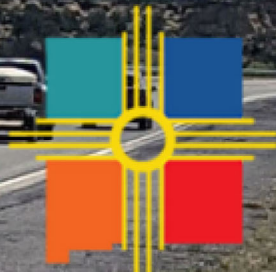
**Comment period open through
September 22.**



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

YOUR COMMENTS ARE IMPORTANT!

NM 264 Alignment Study, MP 0 to MP 16



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 264 Alignment Study, MP 0 to MP 16

Learn more and provide comments by visiting:

<https://www.dot.nm.gov/event/nm-264-public-meeting/>



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 264 Alignment Study, MP 0 to MP 16

How to Comment:

- On the study website:
<https://www.dot.nm.gov/event/nm-264-public-meeting/>
- Call: (602) 299-9581
- Email Us:
NM264Study@hdrinc.com

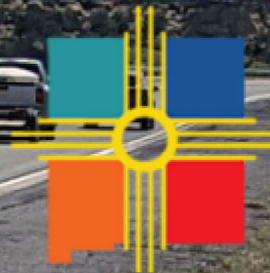


New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



LAST CHANCE TO PROVIDE COMMENTS!

NM 264 Alignment Study, MP 0 to MP 16



New Mexico DEPARTMENT OF
TRANSPORTATION
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Appendix B – Public Meeting Materials

Presentation

Fact Sheet



The NM 264 Alignment Study public meeting will begin shortly.

If you are having technical difficulties contact
Webex Help: 866.229.3239



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 264 Alignment Study

CN 6101220

Public Scoping Meeting

August 23, 2022

Welcome

- All participants have been muted to avoid background noise.
- This meeting will be recorded.
- Technical difficulties:
- Call Webex at 866.229.3239
- Following the meeting presentation, we will take questions and comments online and by phone.
 - Instructions will be provided on how to participate.

Agenda

- Introductions: Study Team
- What is a public scoping meeting?
- NMDOT location study procedures
- Study location
- Alignment Study background and purpose
- Study overview
- Schedule
- Next steps
- How to provide input
- Question and Answer

Introductions: Study team

- NMDOT
 - Priscilla Benavides, PE , Central Region Design General Manager
 - Lisa Vega, PE, D6 District Engineer
 - Gabriel Sanchez-Ramos, Engineer Intern
 - Arif Kazmi, PE , D6 Assistant District Engineer
 - Rais Rizvi, PE , D6 Technical Support Engineer
 - Steven Gisler, D6 Environmental Bureau
 - Jennifer Mullins, Public Involvement Specialist
- Consultants
 - Ed Potthoff, PE, Project Manager
 - Amanda Gutierrez, PE, Roadway Engineer
 - Dan Pfeifer, PE, Drainage Engineer
 - Kristi Shepherd, Strategic Communications Manager
 - Maria Altemus, Environmental Planner

What is a Public Scoping Meeting?

- The first step of the study process as defined by the National Environmental Policy Act (NEPA)
- Solicit public feedback and insights of the study area such as:
 - Physical, environmental and operational characteristics
 - Other important considerations

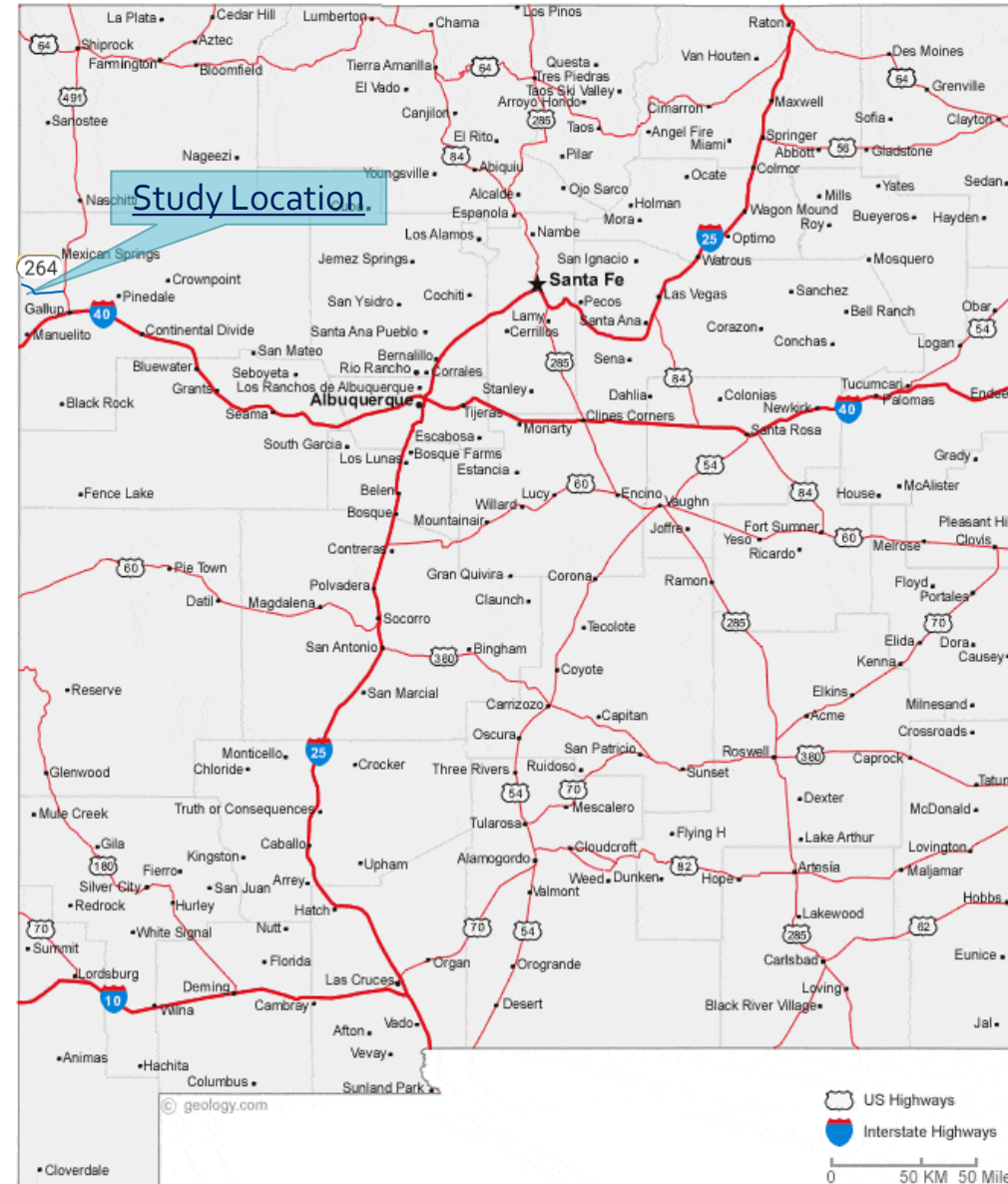
NMDOT Location Study Procedures

- Public involvement occurs throughout the Evaluation/Environmental/Design process
- Phase I (MP 0 – MP 16)
 - Phase A: Initial Evaluation of Alternatives
 - Phase B: Detailed Evaluation of Alternatives
- Phase I (MP 10 – MP 14)
 - Phase C: Environmental Documentation
 - Phase D: Preliminary Design
- Phase II (MP 10 – MP 14)
 - Final Design



Study Location

NM 264, AZ/NM State Line to Yah-Ta-Hey (MP 0 to MP 16)



Alignment Study Location:

NM 264
MP 0 to 16



Purpose of the Alignment Study

- **NM 264 Alignment Study will:**
 - Document existing conditions
 - Identify traffic and safety areas of concern
 - Investigate sensitive cultural and biological resources
 - Seek public and agency feedback
 - Identify improvement alternatives
 - Arrive at a proposed improvement alternative

Alignment Study Overview



- **Preliminary Purpose and Need:**
 - To address the existing roadway's conditions
 - To improve drainage conditions
 - To improve multi-modal access to the corridor
 - To improve safety

Alignment Study Background

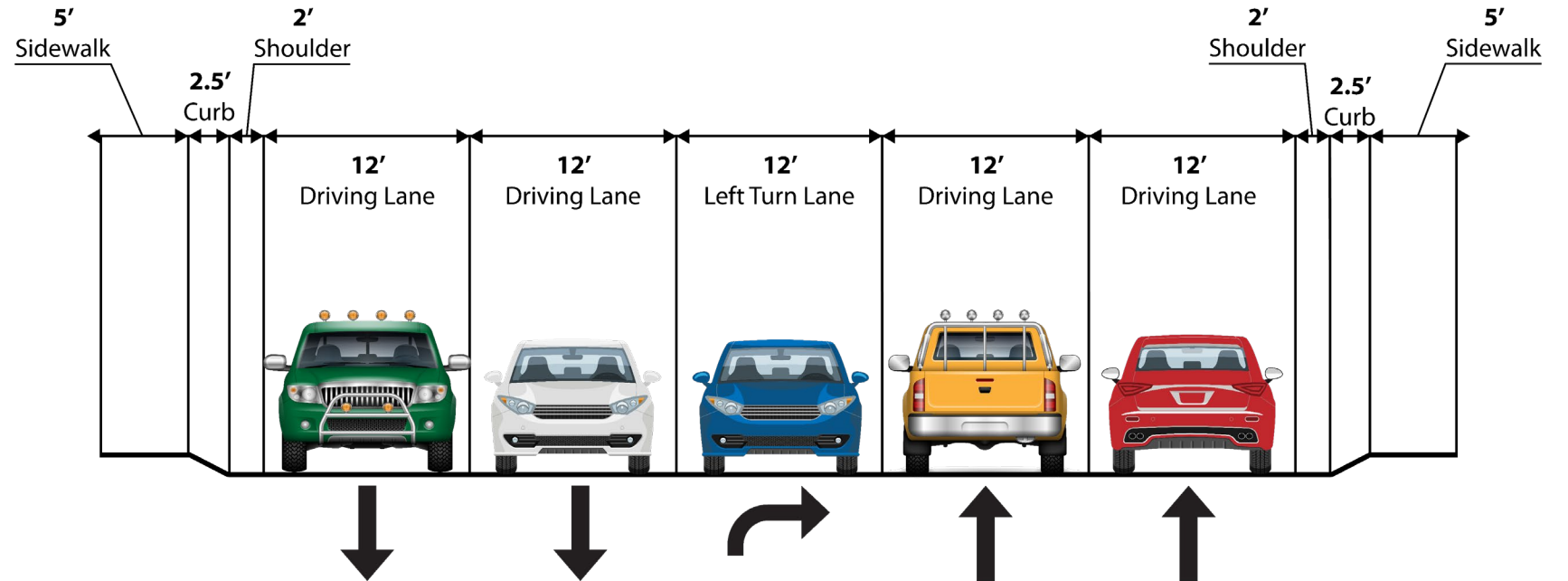
Existing Conditions



- Poor pavement conditions
- Substandard roadside barriers
- Dated pavement markings
- Roadway embankment erosion
- Right-of-way limitations
- Lack of median drainage system
- Pedestrian access routes don't meet current standards
- Significant sediment deposits

Alignment Study Area:

Existing Conditions Typical Sections

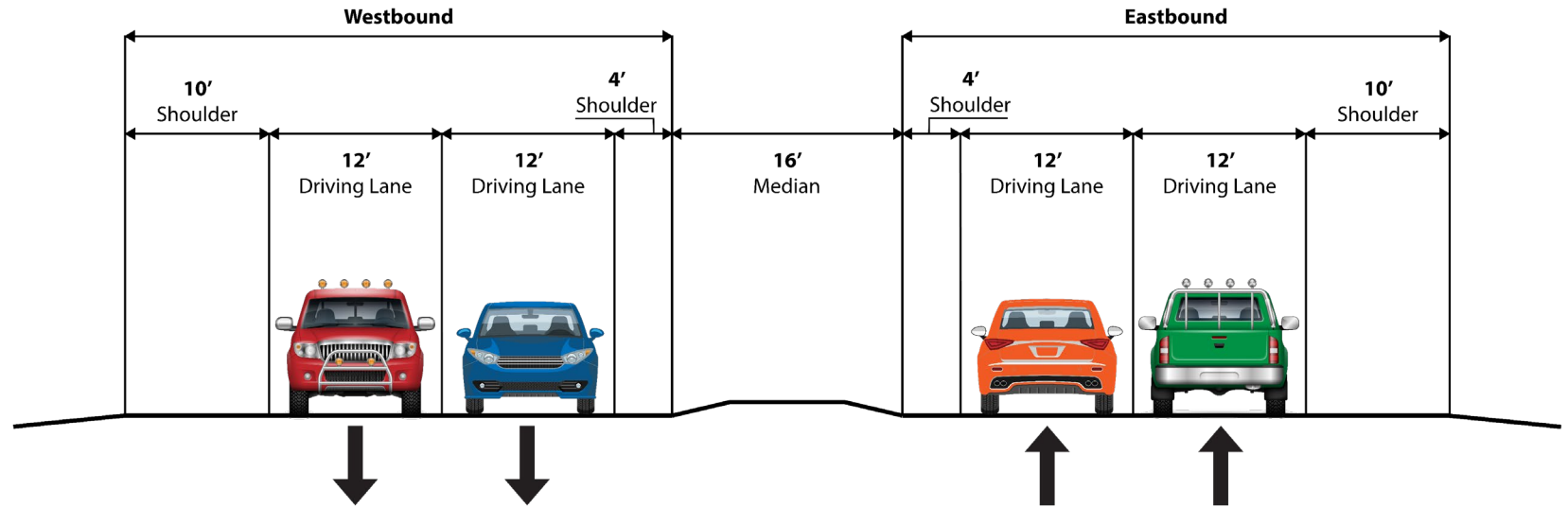


Urban Section (Tse Bonito: MP 0 to MP 0.6)

Alignment
Study Area:

Existing
Conditions
Typical Sections

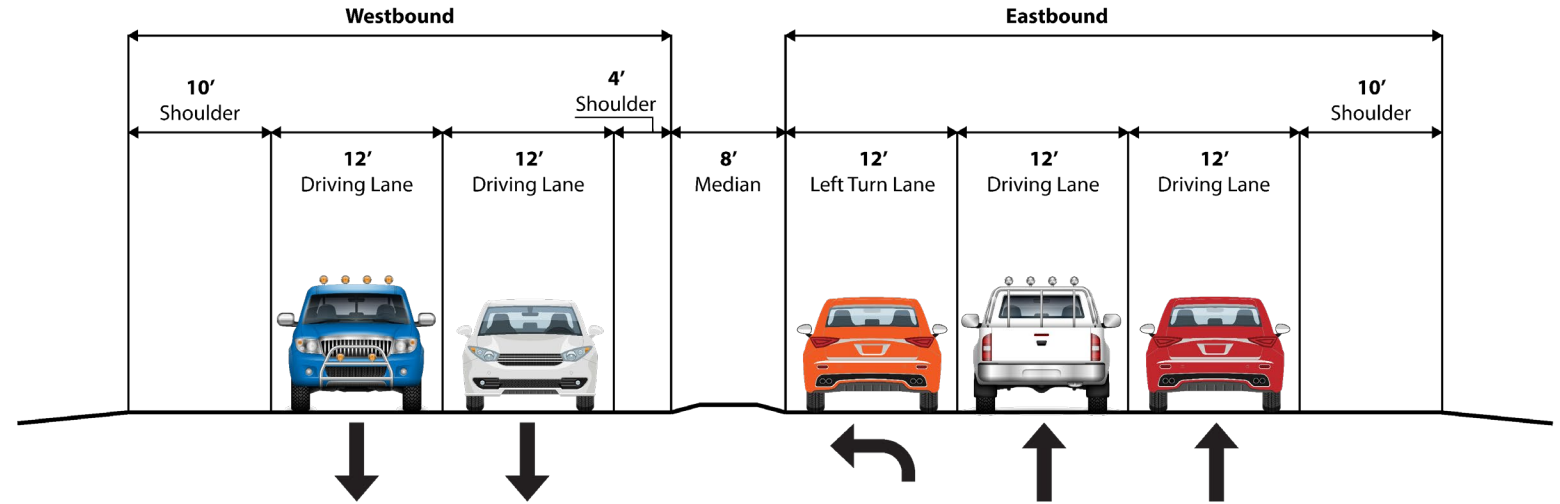
Rural Section (MP 0.6 to MP 15.5)



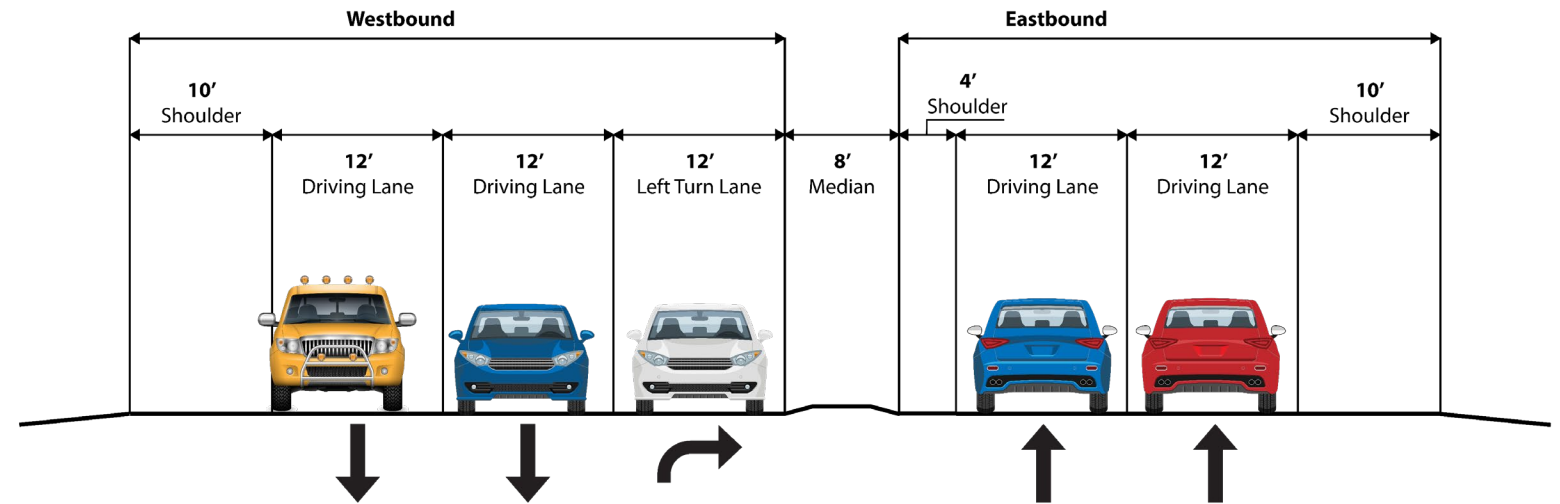
Standard Rural Section

Alignment Study Area: Existing Conditions Typical Sections

Rural Section (MP 0.6 to MP 15.5)

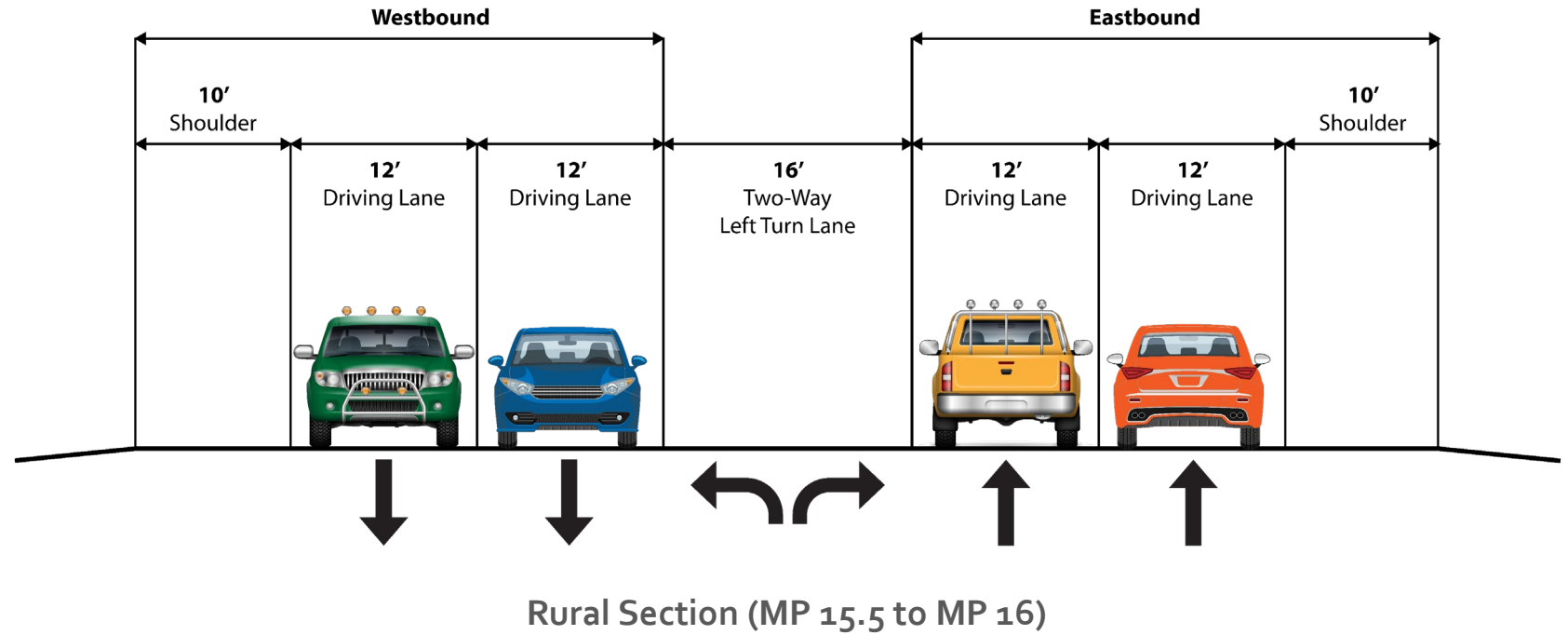


Eastbound Left Turn Access



Westbound Left Turn Access

Alignment
Study Area:
Existing
Conditions
Typical Sections



Existing
Conditions:

Drainage
Crossings



MP 3.0



MP 8.3



MP 12.3



MP 13.2

Existing Conditions: Traffic Speed



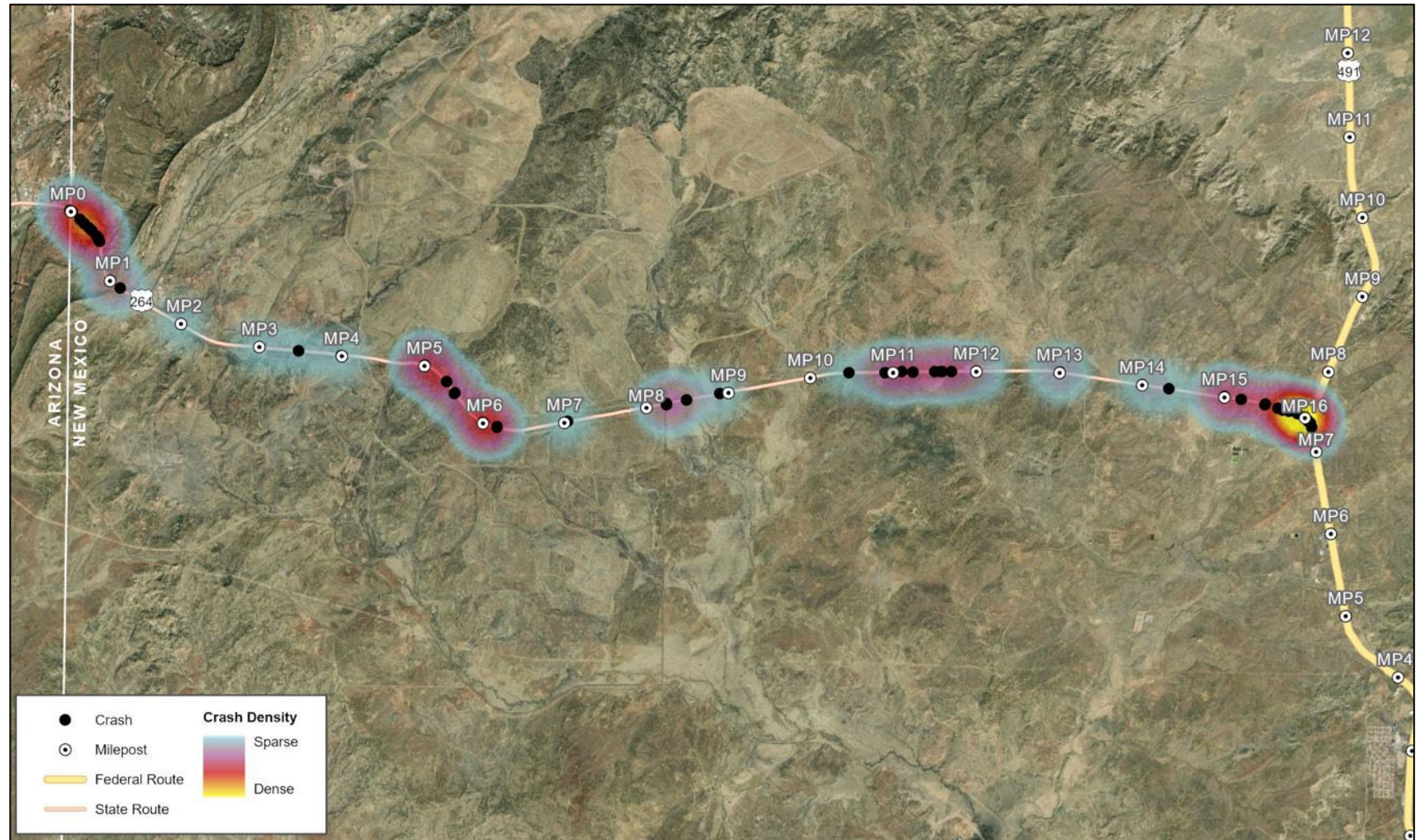
NM 264 Posted Speed Limits

Existing Conditions

- **Substandard Roadway Geometry:**
 - Horizontal Geometry
 - 6 deficient curves
 - Substandard superelevation
 - Vertical Geometry
 - 15 deficient curves
 - Substandard stopping sight distance or roadway grade

Existing Conditions:

Traffic Conditions



NM 264 Crash Locations

Alignment Study Overview

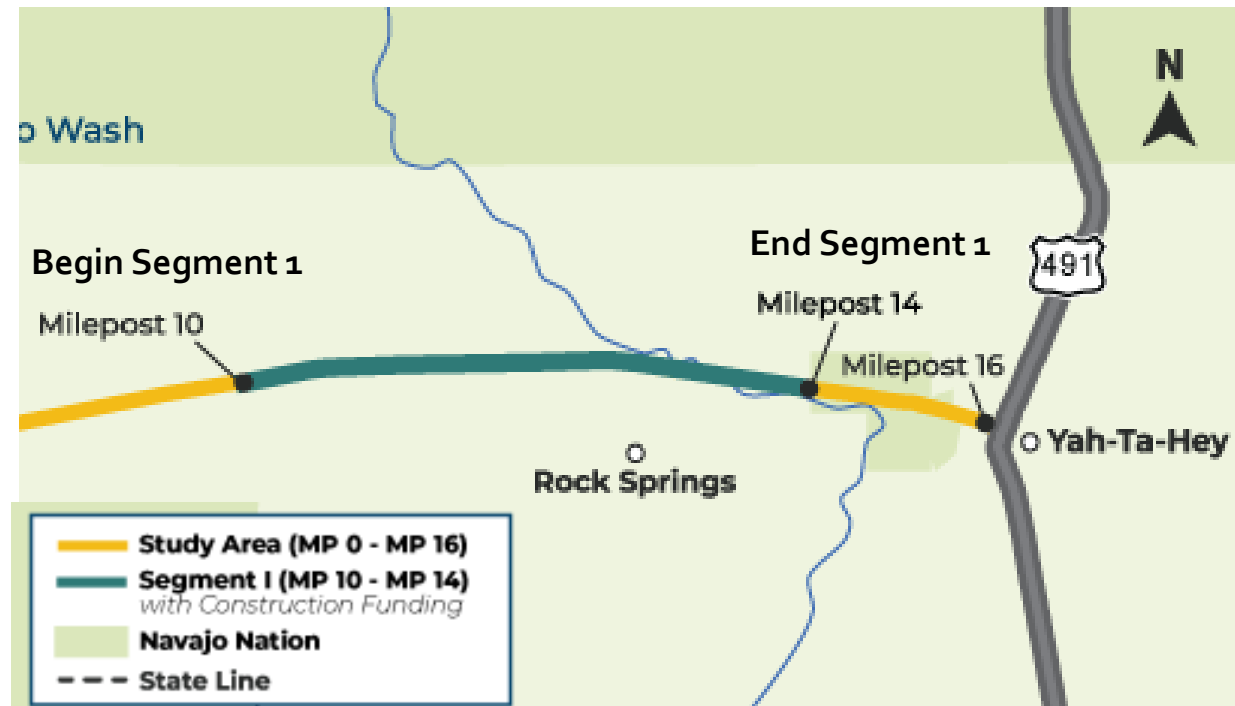
- Potential improvements include:
 - Improved roadside barriers
 - Improved turnouts/access
 - Updated pavement markings
 - Upgraded ITS infrastructure (broadband)
 - Upgraded signage
 - Addition of drainage improvements
 - Improved bicycle and pedestrian facilities

Segment 1 :

NM 264
MP 10 to 14

Segment 1:

- Environmental Documentation
- Preliminary Design Phase
- Final Design Phase



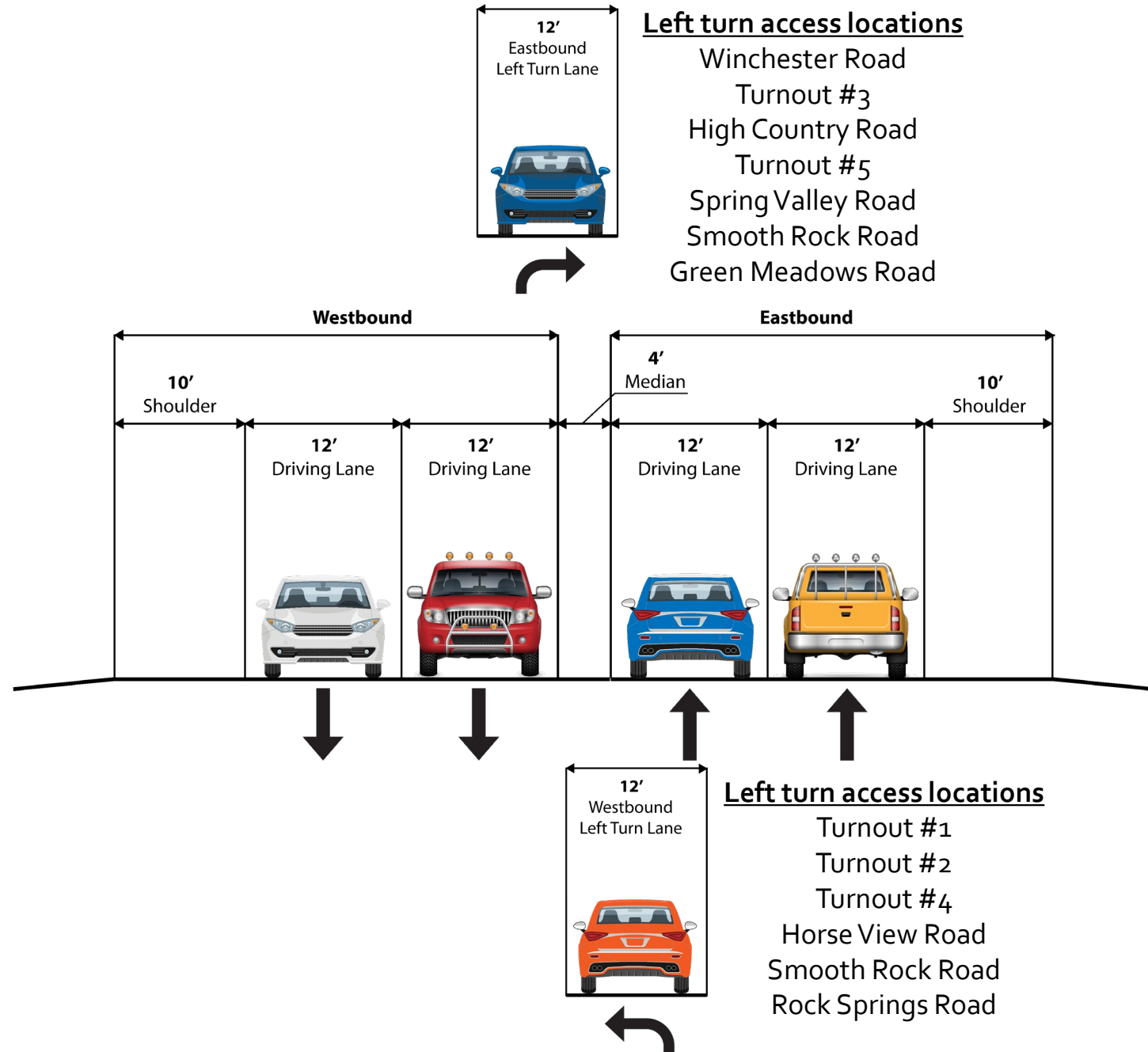
Segment 1 :

NM 264
MP 10 to 14

- Construction funding has been identified for Segment 1 (CN 6101221)
- Anticipated construction start Fall 2023
- Segment 1 highway improvements under design include full depth reconstruction of existing pavement, drainage improvements and updating roadside barriers, signing and pavement markings

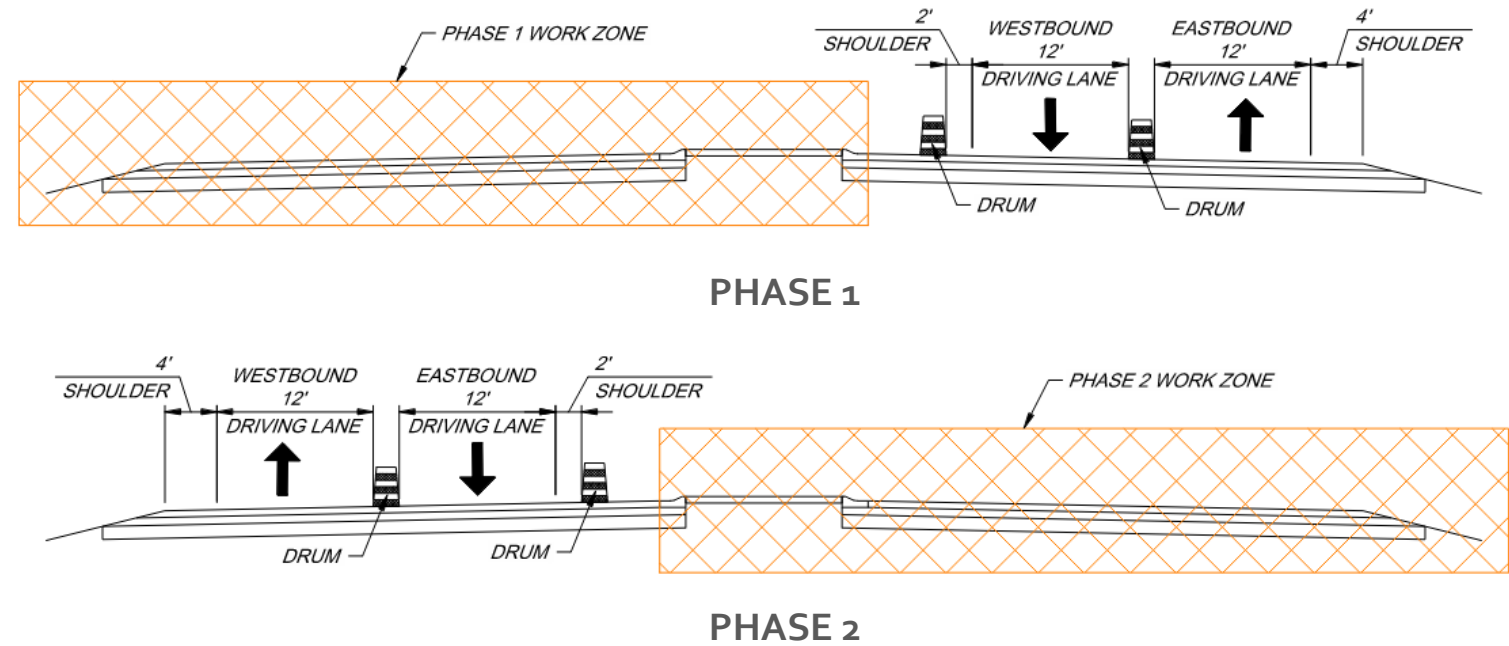
Segment 1 :

Proposed Typical Sections



Maintenance of Traffic

TRAFFIC CONTROL PHASING



Schedule

Spring/ Summer 2022	Fall 2022	Fall/ Winter 2022	Winter 2022/2023	Spring 2023	Fall 2023
<ul style="list-style-type: none"> Establish the need for improvements 	<ul style="list-style-type: none"> Virtual Public Meeting #1 Identify highway improvement alternatives 	<ul style="list-style-type: none"> Evaluate improvement alternatives Prepare draft Alignment Study document 	<ul style="list-style-type: none"> Virtual Public Meeting #2 	<ul style="list-style-type: none"> Select preferred alternative(s) Completion of NM 264 Alignment Study 	<ul style="list-style-type: none"> Anticipated Start of Construction for Segment 1 (CN 6101221)

Next Steps

- The consultant will collect background data for the Alignment Study
- Review and document public and agency input
- Develop potential alternatives based on input

How to Provide Input

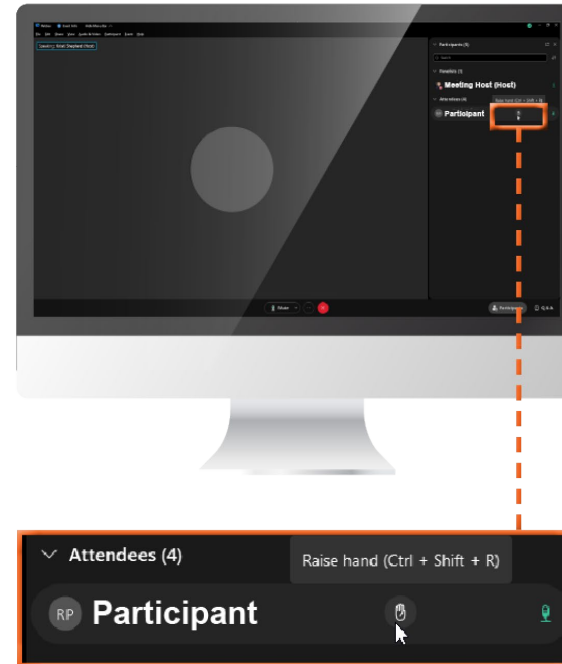
- Website Comments:
www.dot.nm.gov/projects/nm264study
- Call: 602.299.9581
- Email: NM264Study@hdrinc.com
- USPS Mail:
NM 264 Study
C/O Kristi Shepherd, HDR Engineering
20 E Thomas, Ste 2500
Phoenix, AZ 85012-3118

Comments should be received by September 22, 2022

Questions?

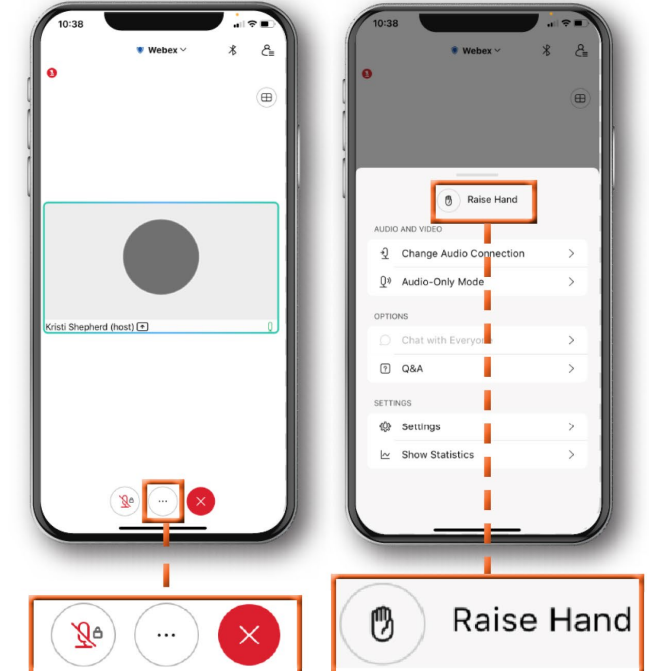
Raising Your Hand

Webex App & Online



1. Select "Participant" panel
2. Find your name
3. Click on the "hand" icon (raise/lower)

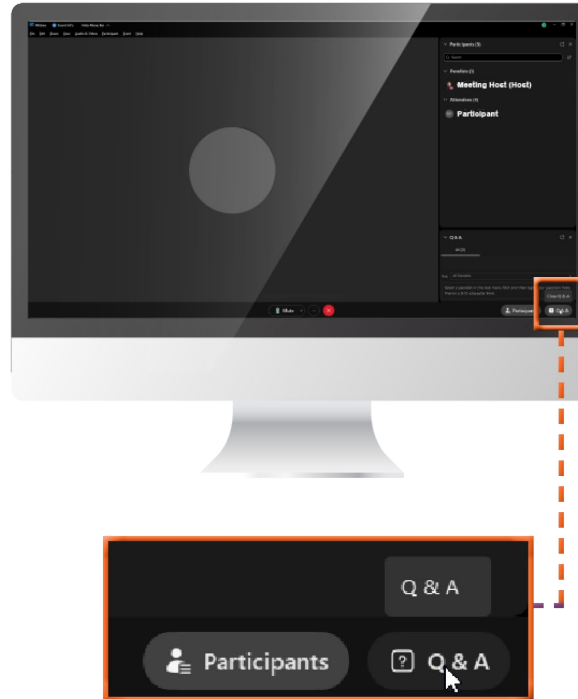
Mobile App



1. Click three dot menu icon
2. Click "Raise Hand" icon
3. To lower, click icon again

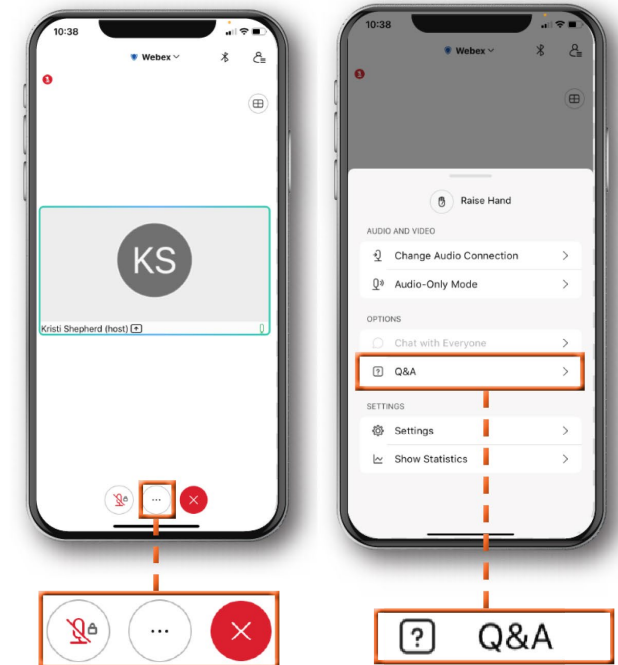
Asking a Question

Webex App & Online



1. Open the "Q&A" panel
2. "Q&A" panel will pop up
3. Type your question, hit send

Mobile App



1. Click three dot menu icon
2. Click "Q&A" tab
3. Type your question, hit send

NM 264 ALIGNMENT STUDY MILEPOST 0 TO 16

OVERVIEW

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. The purpose of the study is to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, Arizona, and serves as a connection to US 491.

The corridor improvements will be completed in segments. Funding has been programmed for the first construction segment (Segment 1), which will run from milepost 10 to 14 and is currently under design.



PROJECT SCHEDULE

Spring/ Summer 2022	Fall 2022	Fall/ Winter 2022	Winter 2022/2023	Spring 2023	Fall 2023
<ul style="list-style-type: none"> Establish the need for improvements 	<ul style="list-style-type: none"> Virtual public meeting #1 Identify improvement alternatives 	<ul style="list-style-type: none"> Evaluate improvement alternatives Prepare draft Alignment Study document 	<ul style="list-style-type: none"> Virtual public meeting #2 	<ul style="list-style-type: none"> Select preferred alternative(s) Completion of NM 264 Alignment Study 	<ul style="list-style-type: none"> Anticipated start of construction for Segment 1 (CN 6101221)

EXISTING CONDITIONS

The study phase will document the existing conditions, identify traffic and safety areas of concern, investigate sensitive cultural and biological resources, seek public and agency feedback, identify improvement alternatives and arrive at a proposed improvement alternative.

Existing conditions include:

- **Poor pavement condition**
- **Roadway embankment erosion**
- **Right-of-Way limitations**
- **Lack of median drainage system**
- **Non-compliant pedestrian access routes**
- **Significant sediment deposits**

POTENTIAL IMPROVEMENTS



Improved roadside barriers



Improved turnouts/access



Updated lane striping and pavement markings



Improved drainage infrastructure



Upgraded ITS infrastructure (broadband fiber)



Upgraded signage



Improved bicycle and pedestrian facilities

WHERE ARE WE NOW?

We are currently establishing a need for improvements and identifying highway improvement alternatives. Once highway improvement alternatives are identified and evaluated, the study team will present the alternatives to the public for review and input.

Appendix C – Public Comments

Virtual Meeting Q&A

Comment Period Comments

Public Comments

Virtual Public Meeting Q&A – August 23, 2022

Number	Question/Comment	Response	Themes
1	<p>I wanted the study team to be mindful of the buses. The Gallup/McKinley school buses who take that route. Sometimes there is no turn-off when they have to pick up students from the road.</p> <p>The second thing is drainage. I think with the amount of monsoon weather we have received, there are certain areas that always get filled to capacity. So, I am glad to hear of that change.</p> <p>The third thing is, around the Tsayatoh turn-off, where there are a number of accidents on your study sheet. Is there a better way to gauge that area? Sometimes in the mornings, I see vehicles coming from that road when I am on the main highway. Sometimes I am not too sure whether those vehicles are going to stop or not. I have seen a number of accidents at that turnoff and juncture. I am just hoping that you will be mindful of that.</p>	<p>These comments are greatly appreciated. We will make sure we incorporate them into our study. Thank you.</p>	<p>School Bus Access/Drainage/Safety</p>

2	<p>The Gallup McKinley school bus starts picking up students right at Tse Bonito and works its way toward Gallup. There are many roadside turn-offs that are paved off-roads, up to the cattle guards. The school buses will pull off to the road and sometimes those in the morning commute will merge to the left to get into the passing lane so there is no disruption. The bus does not turn on its lights nor do they display the stop sign. Traffic still flows through. In the winter, it's more hazardous because we are trying to mitigate trying to go through snow. So, we are having enough space between the other vehicles who don't consider the bus or follow the rules. There are several stops, I don't know if your team could observe during the early morning hours. I usually get through about 6:30 before 7, passing the bus. After school, I don't know how it is. I just see the morning commute. I know New Mexico, heading into window rock, they offered some turn-offs for buses. The county chipped in with the state on that, so they have about 6 or 7 turn-offs for buses so they aren't holding up traffic.</p>	<p>This is very helpful. We have reached out to the school as a stakeholder, but based on what you have told us, we will emphasize that effort to make sure we get some feedback from bus drivers and find out how we can improve the situation.</p>	<p>School Bus Access/Safety</p>
3	<p>I have noticed flooding, but past milepost 12 heading towards Tse Bonito where the abandoned trailer is, they had some flooding in that area. That's the same area where when it snows, it gets clogged up with snow slush. The</p>	<p>That is very helpful and I really appreciate the information. We will interview our local maintenance patrol to zero in</p>	<p>Drainage</p>

	<p>other area is a little past Tsayatoh. There's a small area that always gets flooded. You can see debris right now. The third area, we had the mass flooding not long ago, just right before you get to rimrock coming by south mine turn off, you come down that hill and the big curve, there's a bridge area there that lately has been flooded. You can still see mud debris today.</p>	<p>on some of those drainage issues.</p>	
4	<p>Just before the Edward Plummer interchange near Gallup, they had mass flooding in that area two weeks ago. Going under the bridge, you have a big pile of sand, and the lights don't work, but that's another major area that causes traffic delays. Just close to the tail end of 264 by the Edward O. Plummer interchange.</p>	<p>Thank you very much, this is very helpful.</p>	<p>Drainage</p>

Public Comments

Comment Period: August 23 – September 22, 2022

Received Via	Question/Comment	Response	Theme
Website	<p>I live at mile post 5.6 on the north side of Hwy 264. During monsoon season, July-September, large quantities of water, mud, and sediment move through the drainage ditch east of my driveway. This sediment then accumulates and fills the drain area on the east side of the driveway and is unable to continue east in the drainage area on the north side of Hwy 264. The design is inadequate to carry the water and sediment away from the driveway and then backs-up into the driveway. Almost every year I contact the Highway Dept and request the drainage ditch be cleared. Due to the angle of the ditch and the equipment that is dispatched only a small amount of sediment is removed and each year the conundrum continues. I would be happy to meet with a representative to show them the area. I have photos that can represent the problem. I would appreciate your consideration of improvement.</p>	<p>Thank you for your interest in the NMDOT NM 264 Alignment Study. Your comment has been received and will be reviewed by a member of the study team. If you are requesting more information, a member of the study team will respond shortly. All comments and responses received during the public comment period will be documented in the public involvement summary and posted to the study website following the close of the comment period.</p>	Drainage/Access/Safety

Also, each year the Highway Dept plows the snow into the middle of the road. As the snow melts the water damages the road as it runs to the shoulder as well as creates a hazard for drivers in the form of wet, slushy and ice covered asphalt. Plowing the left lane first and pushing the snow to the shoulder through multiple passes would be the least expensive way to avoid this problem. However, a more expensive way to handle this would be to provide a center drain system however winter temperatures will interfere with the effectiveness of the second idea. Another problem that is created by plowing the snow into the middle of the highway is that the crossovers are blocked and this makes ingress and egress of driveways impossible. Again, I am happy to meet with a representative.

Email

This email is a response to the public announcement and requests for input.

In the many years my family have traveled this portion of the New Mexico highways, we offer our opinions as to the improvements that Highway 264 may need:

- The roadway cross section needs to be 2% crown for drainage.

Thank you for your interest in the NMDOT NM 264 Alignment Study. Your comment has been received and will be reviewed by a member of the study team. If you are requesting more information, a member of the study team will respond shortly. All comments and responses received during the public comment period will be documented in the public

Drainage/Lighting/Pavement/Safety

- The subgrade at the median seems to settle over time and creates an inverted crown.
- The centre median needs enhancements, either with robust curbing or markings.
- The ac pavement has deteriorated and creates spalling or potholes.
- Low lying areas, need to consider additional drainage pipes and elevate as floodwaters have recently overtopped highway.
- Add lighting for visibility for both driver and pedestrian
- Add rumble strips for weary drivers and for snow conditions when markings are not visible.
- Pavement markings need improvement, consider raised pavement markings.
- A portion of the 264 is superelevated, this causes problems in the winter time when road is iced over, where motorists end up sliding into low side lane or into adjacent swale.
- Update roadway signage.

involvement summary and posted to the study website following the close of the comment period.

We offer these suggestions for improvements.
Thank you for asking for public input and considering the roadway improvements that will keep us safe.

Email	<p>This is James David Davis. I am the property owner of 1070 highway 264, Black Hat, NM 87301 since 2005.</p> <p>I am currently applying for access to my property and requesting a deceleration lane and proper turn out at mile post 5 1/2 264.</p> <p>My access that came with the property had been there since the 4 lane highway was built I am told. Though I recently have been told by NMDOT that it is an “illegal” access. Not too happy about that.</p> <p>Please reply so that I know I have contacted the correct people.</p>	<p>Thank you for contacting the NM 264 Alignment Study Team. We have received your comment and shared it with the appropriate contact at the New Mexico Department of Transportation, Jayson Grover at District 6. If you have additional questions or comments related to your access, please feel free to continue to coordinate with Jayson.</p>	Access/Unrelated to Study
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New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Prepared by:

HDR Engineering, Inc.
2155 Louisiana Blvd NE
Albuquerque, NM 87110

In cooperation with:

New Mexico Department of
Transportation
Federal Highway Administration

Public Meeting #2 Outreach Summary

NM 264 Alignment Study Milepost 0 to 16

CN 6101220

New Mexico Department of Transportation

July 19, 2023

Contents

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Appendices

- Appendix A: Public Meeting Notifications
- Appendix B: Public Meeting Materials
- Appendix C: Public Comments

Introduction

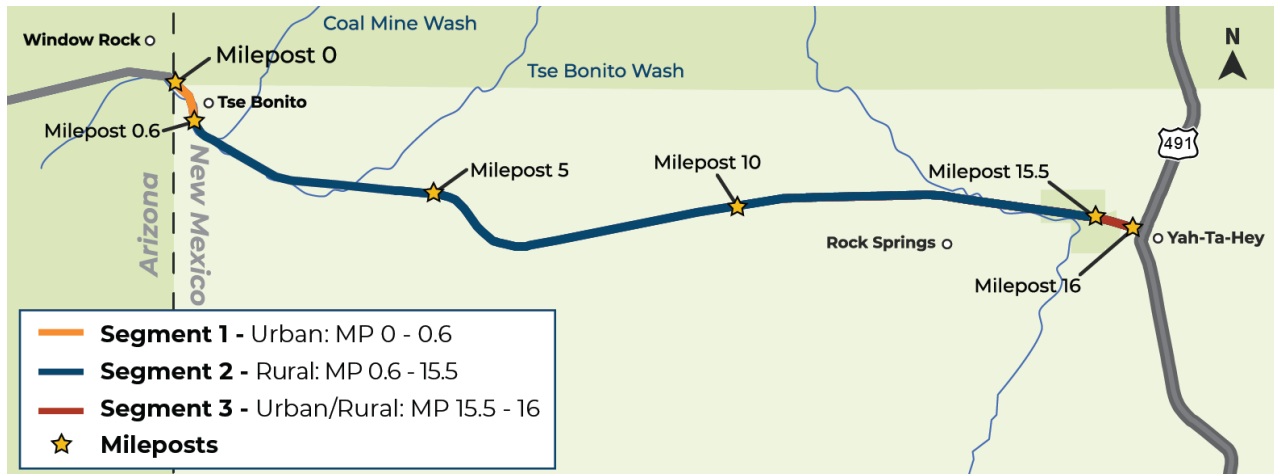
N.M. Highway 264 (NM 264) is a 16-mile highway that extends west to east from the New Mexico/Arizona state line (milepost 0.0) to the US 491 interchange near Yah-Ta-Hey (milepost 16.0) in McKinley County. It serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, located five miles across the Arizona border. NM 264 also connects to US 491, eight miles north of Gallup. The NMDOT, in coordination with the Federal Highway Administration, is conducting the NM 264 Alignment Study (Study) and identifying why improvements to this highway are needed. The purpose of the Study is to document existing conditions and develop highway improvement alternatives for the corridor. Once the Study has been completed, the improvements will be prioritized, and as more construction funding becomes available, the work will be completed in phases.

NM 264 Alignment Study Milepost 0 to 16

The purpose of the project(s) would be to improve the roadway's condition and life expectancy, improve drainage conditions, address substandard roadway geometry, add multimodal facilities, implement access management, and improve overall safety. Each alignment study alternative was evaluated based on purpose and need, traffic operations, safety, existing access and land use, right-of-way and environmental impacts, constructability, and construction cost. Based on the alternatives evaluation and community input received early in the study process, the following alternatives are recommended to advance into the next phase:

- **Segment 1 - Urban Section (Milepost 0.0 to 0.6) - Tse Bonito**
 - Includes reconstruction of the existing roadway to include four, 12-foot (ft) travel lanes, a 16-ft two-way left-turn lane, 6-ft bike lanes, curb and gutter, and 6-ft-wide sidewalks. Other improvements would include improved crosswalk signal timing and the addition of lighting at the Alma Dr. signalized intersection.
- **Segment 2 Rural Section (Milepost 0.6 To 15.5)**
 - Includes reconstruction of the existing roadway to include four, 12-ft travel lanes, an 8-ft flush median, 8-ft outside shoulders, and rumble strips. Other improvements would include updated signs and striping with left-turn lanes to adjacent properties.
- **Segment 3 Urban-Rural Section (Milepost 15.5 to 16.0) – Yah-Ta-Hey**
 - Includes reconstruction of the existing roadway to include four, 12-ft travel lanes, 8-ft outside shoulders, a 16-ft two-way left-turn lane, and rumble strips. Other improvements would include updated signs and striping with left-turn lanes at major intersections.

Figure 1: NM 264 Alignment Study Limits



Public Involvement Process

NM 264 is a unique corridor, including both rural and urban segments, that provides key access for the Navajo Nation between Arizona and New Mexico. Due to this, there is a wide variety of stakeholders we must reach through these efforts including groups such as tribal communities, commuters, emergency services, schools and school transportation, agencies, and the traveling public among others. Ultimately, the goal of these public involvement efforts is to continue to identify these stakeholders' concerns and values to help guide the development of potential improvements along this corridor.

Public and agency coordination for this study began in the summer of 2022 with initial scoping letters being distributed to agencies and organizations in July of 2022. The study team, in collaboration with NMDOT and FHWA, held a virtual stakeholder meeting on August 17, 2022, as part of the first virtual public meeting process. The meeting had a total of 29 attendees. The first virtual public meeting was later held on August 23, 2022, with three participants in attendance. Both meetings focused on an overview of the study area, the preliminary purpose and need, existing roadway conditions, and proposed highway improvements.

Following the initial coordination with agencies and the community, the study team planned and implemented a second virtual public meeting to review the alternatives developed and the study team's recommendations and solicit feedback.

A summary of those efforts for the second virtual public meeting is highlighted below.

Second Virtual Public Meeting

The study team, including NMDOT staff, held the second virtual public meeting on Wednesday, May 17, 2023, at 6 p.m. via Zoom. To participate, the public was invited to log in to the meeting using the Zoom application, web browser, or via telephone.

The meeting focused on an overview of the study area, the preliminary purpose and need, existing roadway conditions, and the proposed highway improvement alternatives and recommendations developed. 19 participants attended the virtual meeting. Comments and questions were accepted live, following the presentation. All questions and comments provided at the second virtual public meeting were recorded and are included in Appendix C.

Notifications

Copies of all the notifications can be found in Appendix A.

Newspaper Advertisements

The team developed and distributed two newspaper advertisements for this meeting. The newspaper advertisements provided an overview of the study, invited the public to attend the second virtual public meeting, and provided information on how to provide their comments. The advertisements – which also included the date, time, and log-in information for the meeting – were distributed in the following publications:

- Navajo Times (April 27, 2023)
- Gallup Independent (May 2, 2023)

Meeting Notification Poster

The study team distributed virtual public meeting fliers electronically to key stakeholders such as other agencies and tribal chapter houses, which included details on how to attend and participate in the virtual public meeting. Other agencies and tribal chapter houses included the Navajo Nation, Navajo Nation Division of Transportation, Bureau of Indian Affairs, Navajo Nation Chapters, Gallup-McKinley County Schools, Northwest New Mexico Council of Governments, and Bureau of Land Management.

Direct Mailer

A direct mailer was sent to 6,970 addresses in the study area to inform residents and property owners of the virtual public meeting. The mailer was distributed on May 2, 2023. The mailers were sent to the following postal codes within the study area:

- 86515- PBOX
- 87375- PBOX
- 87305- PBOX
- 87301- H033

Press Release

NMDOT distributed a press release to their local media list on May 11, 2023, that included details of the study and how to participate in the virtual public meeting.

Local Radio Stations

Copies of the direct mailer were provided electronically to local radio stations within the study area via email on May 2, 2023. The emails were sent to the following radio stations:

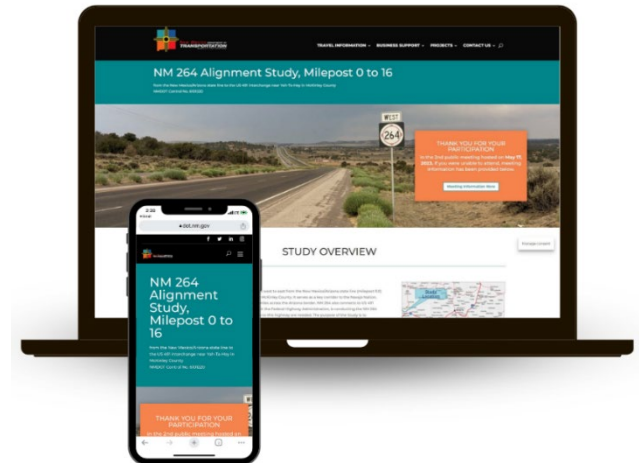
- KXXI 93.7 FM
- KYAT 94.5 FM
- KGLP 91.7 FM
- KTNN 660 AM/101.5 FM
- KHAC 880 AM
- KGAK 1330 AM

Social Media

Social media posts were developed for NMDOT accounts, including details on how to participate in the virtual public meeting, how to comment, and how to watch the recording of the virtual public meeting.

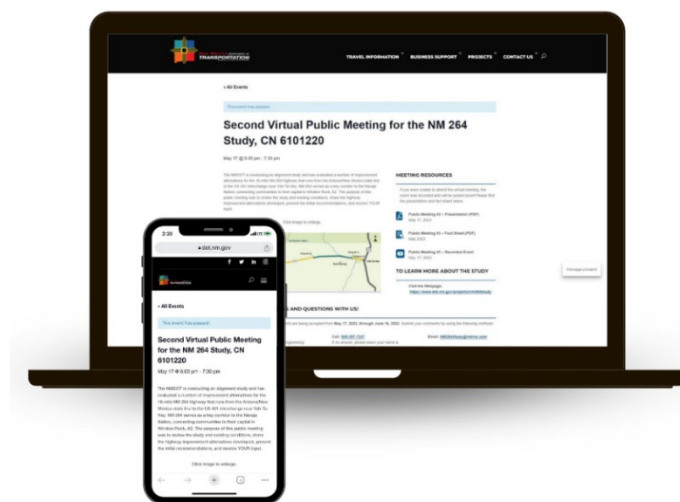
Project Webpage

The study webpage www.dot.nm.gov/projects/nm264study/ was updated in May 2023 and included information about the study and a link to the event webpage with full meeting details.



Event Webpage

An event webpage was created at www.dot.nm.gov/event/nm264publicmeeting2/, which included information about the study, how to log in and participate in the meeting, and how to provide comments on the study. Following the meeting, the recording of the event was also placed on this webpage to allow the public to watch the meeting at their convenience and continue to provide comments through June 16.



Public Meeting Materials

Copies of all the public meeting materials can be found in Appendix B.

Presentation

A PDF of the presentation was made available to the public through the study webpage in May 2023. In addition to the presentation, a link to the recording of the virtual public meeting was posted to the study webpage in May 2023, following the second virtual public meeting.

Fact Sheet

A fact sheet was posted to the webpage and provided information on the study, a map of the study area, and a study timeline.

Public Comments

A summary of all comments, responses, questions, and answers can be found in Appendix C.

Public comments were accepted from May 17 through June 16, 2023, in the following ways:

- Live at the virtual public meeting
- Study webpage: www.dot.nm.gov/projects/nm264study/
- Email: NM264Study@hdrinc.com
- Phone: 505.357.7327
- Mail: NM 264 Alignment Study C/O Victoria Romejko, HDR Engineering, 2155 Louisiana Blvd NE, # 3000, Albuquerque, NM 87110

In total, 16 comments were received throughout the study period which focused on safety, drainage, access, lighting, and pavement. 10 of these comments were received during the second virtual public meeting and six were received during the comment period.

Virtual Meeting Questions and Answers (Q&A) and Comments

10 questions and comments were submitted by attendees during the virtual public meeting and were responded to by the study team on May 17, 2023. The questions and comments pertained to highway safety, drainage, access management, lighting, congestion, and project funding.

Appendix A – Public Meeting Notifications

Newspaper Advertisements

Meeting Notification Poster

Direct Mailer

Banner

Press Release

Radio Station Emails

Social Media



CN 6101220

Learn more and share your thoughts!

Public Invited to Comment on the NM 264 Alignment Study (CN 6101220) – May 17, 2023

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is evaluating alternatives and completing an alignment study for the 16-mile NM 264 highway that runs from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to their capital in Window Rock, AZ and serves as a connection to US 491.

NMDOT invites you to participate in the second virtual public meeting for this study on **Wednesday, May 17, 2023, starting at 6:00 p.m. (MDT)**. The purpose of this meeting is to go over the alternatives developed and the study team's recommendations. We would like to receive your input on the alternatives considered.

We Want to Hear from You!

Comments are being accepted from May 17, 2023, through June 16, 2023.

You can comment in the following ways:

- **Attend virtual meeting**
- **Email:** NM264Study@hdrinc.com
- **Call:** 505-357-7327
- **Visit the project website:**
www.dot.nm.gov/projects/nm264study
- **USPS mail to:**
NM 264 Study
C/O Victoria Romejko, HDR Engineering
2155 Louisiana Blvd NE, # 3000
Albuquerque, NM 87110

Study Area Map



How To Participate

Wednesday, May 17, 2023 | Starting at 6:00 p.m. (MDT)

Join the live virtual public meeting on your computer, smart phone or tablet by using the link below, or by calling in on your telephone:

ONLINE OR CALL-IN

- **Link:** bit.ly/NM264P2
- **Webinar/Meeting ID:** 993 9247 0879
- **Phone:** 1-408-638-0968
- **Password:** 906367



Scan Me!

Unable to attend?

If you cannot participate in the virtual meeting, the event will be recorded and posted on the project website shortly after the meeting.

To request meeting assistance, language translation, or ADA accommodations, please contact **Victoria Romejko at 505-357-7327 or NM264Study@hdrinc.com by May 10, 2023.**

CN 6101220

Learn more at: www.dot.nm.gov/projects/nm264study



New Mexico DEPARTMENT OF
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CN 6101220

Learn more and share your thoughts!

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Albuquerque, NM 87110

Study Area Map



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Learn more and share your thoughts!

Provide Your Input on the NM 264 Alignment Study (CN 6101220) – May 17, 2023

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is evaluating alternatives and completing an alignment study for the 16-mile NM 264 highway that runs from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to their capital in Window Rock, AZ and serves as a connection to US 491.

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2155 Louisiana Blvd NE, # 3000, Albuquerque, NM 87110

Study Area Map



How To Participate

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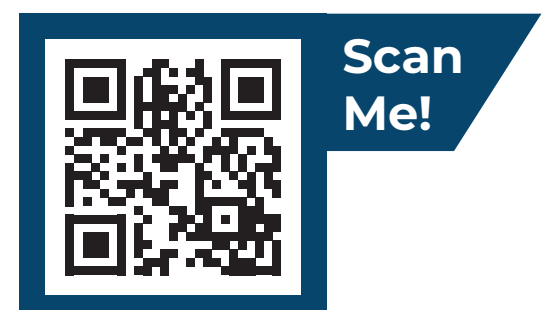
ONLINE OR CALL-IN

- **Link:** bit.ly/NM264P2
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To request meeting assistance, language translation, or ADA accommodations, please contact **Victoria Romejko at 505-357-7327 or NM264Study@hdrinc.com by May 10, 2023.**



You're Invited to a Virtual Public Meeting

CN 6101220

Join us on May 17, 2023, to learn more about the NM 264 Alignment Study (CN 6101220)

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is evaluating alternatives and completing an alignment study for the 16-mile NM 264 highway that runs from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to their capital in Window Rock, AZ and serves as a connection to US 491.

NMDOT invites you to participate in the second virtual public meeting for this study on **Wednesday, May 17, 2023, starting at 6:00 p.m. (MDT)**. The purpose of this meeting is to go over the alternatives developed and the study team's recommendations. We would like to receive your input on the alternatives considered.

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C/O Victoria Romejko, HDR Engineering
2155 Louisiana Blvd NE, # 3000
Albuquerque, NM 87110





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FHWA

Indicia
clearance area

How To Participate

Wednesday, May 17, 2023 | Starting at 6:00 p.m. (MDT)

Join the live virtual public meeting by using the link below, or by calling in on your telephone:

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- **Link:** bit.ly/NM264P2
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To request meeting assistance, language translation, or ADA accommodations, please contact

Victoria Romejko at 505-357-7327 or NM264Study@hdrinc.com by May 10, 2023.



**Scan
Me!**

Address and barcode
clearance area

CN 6101220

Learn more at: www.dot.nm.gov/projects/nm264study



NM 264 Alignment Study Tse Bonito to Yah-Ta-Hey (CN 6101220)

Virtual Public Meeting

May 17, 2023 | 6:00 pm (MDT)

Meeting Link: bit.ly/NM264P2

Connect with us:

Email: NM264Study@hdrinc.com

Call: 505-357-7327

Visit the project website: www.dot.nm.gov/projects/nm264study





New Mexico DEPARTMENT OF
TRANSPORTATION

Michelle Lujan Grisham, Governor
Ricky Serna, Cabinet Secretary

FOR IMMEDIATE RELEASE

May 11, 2023

Second Virtual Meeting Scheduled for NM 264 Alignment Study
NMDOT seeks public comment

MILAN – The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is conducting an Alignment Study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ and serves as a connection to US 491.

NMDOT will be hosting a virtual public meeting on Wednesday, May 17, 2023, at 6:00 p.m. to discuss the NM 264 alignment study and answer questions. The purpose of this meeting is to review the study and existing conditions, discuss the highway improvement alternatives and initial recommendations, and receive input from the community. To request meeting assistance, language translation, or ADA accommodations, contact Victoria Romejko at NM264Study@hdrinc.com or call (505) 357-7327.

To join online: <https://bit.ly/NM264P2>.

To join by phone: +1-408-638-0968, Webinar ID: 993 9247 0879, Passcode: 906367

Comments can be shared during the public meeting or submit before June 16, 2023, using the following methods:

Email: NM264Study@hdrinc.com

Phone: 505-357-7327

Mail: NM 264 Study
C/O Victoria Romejko, HDR Engineering
2155 Louisiana Blvd NE # 3000
Albuquerque, NM 87110

For more information about the study visit: <https://www.dot.nm.gov/event/nm264publicmeeting2/>
or visit the project webpage: <https://www.dot.nm.gov/projects/nm264study>



###

NMDOT
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Delane D. Baros, District-6 PIO | Delane.Baros@state.nm.us | 505 240 1392

Romejko, Victoria

From: NM264 study
Sent: Tuesday, May 2, 2023 4:52 PM
To: NM264 study
Cc: Gisler, Steven, DOT; Ross, Kristi; Mullins, Jennifer, NMDOT
Subject: Please Share! NM 264 Alignment Study- Virtual Public Meeting #2 on Wednesday, May 17
Attachments: NMDOT Social Media Plan- NM 264 Alignment Study.zip; NMDOT_NM264_Public Meeting 2_Poster.pdf

Greetings,

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is evaluating alternatives and completing an alignment study for the 16-mile NM 264 highway that runs from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to their capital in Window Rock, AZ and serves as a connection to US 491.

NMDOT invites the public to participate in the second virtual public meeting for this study on **Wednesday, May 17, 2023, starting at 6:00 p.m. (MDT)**. The purpose of this meeting is to go over the alternatives developed and the study team's recommendations. We would like to receive public input on the alternatives considered.

Attached is a copy of the poster and social media posts about the upcoming virtual meeting. We would appreciate it if you could share these details about the meeting with your listeners. Thank you in advance and let us know if you have any additional questions.


NM 264 Study Team
NM264Study@hdrinc.com

Victoria Romejko
Senior Communications Coordinator

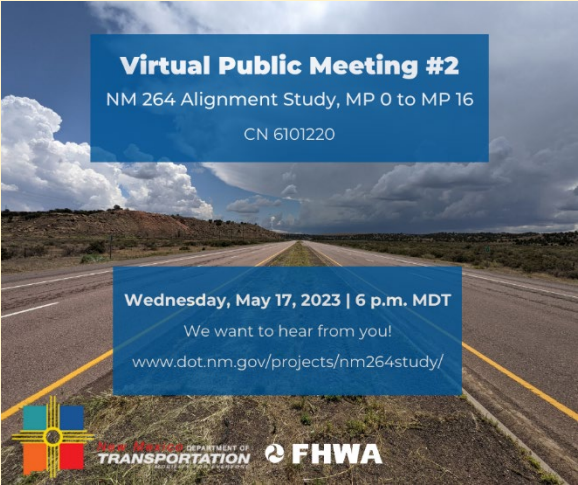

NM 264 | Social Media | May 2023

Suggested Hashtags:



- #NMDOTcares
- #NM264Study

Date	Content	Social Account	Graphic/Image
Twitter Posts			
5/2	Learn about the NM 264 Alignment Study. Join us for a virtual public meeting on Wednesday, 5/17 @ 6 PM MDT to learn more about the alternatives & ask questions: www.dot.nm.gov/projects/nm264study/ . #NMDOTcares #NM264Study	Twitter	 A graphic for a virtual public meeting. It features a background image of a desert landscape with a 'NEW MEXICO WELCOMES YOU' sign. Overlaid on the image are two blue text boxes. The top box says 'Virtual Public Meeting #2', 'NM 264 Alignment Study, MP 0 to MP 16', and 'CN 6101220'. The bottom box says 'Wednesday, May 17, 2023 6 p.m. MDT', 'Join Online: bit.ly/NM264P2', 'Join by Phone: 408-638-0968', 'Webinar ID: 993 9247 0879', and 'Password: 906367'. At the bottom left are the New Mexico Department of Transportation and FHWA logos.



NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/4	The NM 264 Alignment Study Team will be holding a 2nd public meeting on 5/17 @ 6 PM MDT to discuss & answer questions about the study alternatives on the 16-mile highway between the AZ/NM border & US 491. More info: www.dot.nm.gov/projects/nm264study/ . #NMDOTcares #NM264Study	Twitter	 A graphic for a virtual public meeting. It features a blue sky with clouds over a desert landscape with a road. A blue box at the top contains the text: "Virtual Public Meeting #2", "NM 264 Alignment Study, MP 0 to MP 16", and "CN 6101220". A second blue box below it contains: "Wednesday, May 17, 2023 6 p.m. MDT", "We want to hear from you!", and the website "www.dot.nm.gov/projects/nm264study/". At the bottom are the logos for the New Mexico Department of Transportation and FHWA.
5/8	We want feedback on a key connection between the AZ/NM state line & Yah-Ta-Hey! Join the NM 264 Alignment Study virtual public meeting on 5/17 @ 6 PM MDT to learn about the study alternatives & provide comments. Visit www.dot.nm.gov/projects/nm264study/ . #NMDOTcares #NM264Study	Twitter	 A graphic titled "We Want to Hear From You!". It features the same desert landscape background. A blue box at the top contains: "We Want to Hear From You!", "NM 264 Alignment Study, MP 0 to MP 16", and "CN 6101220". A second blue box below it contains: "Provide your feedback through" and "June 16.". At the bottom are the logos for the New Mexico Department of Transportation and FHWA.

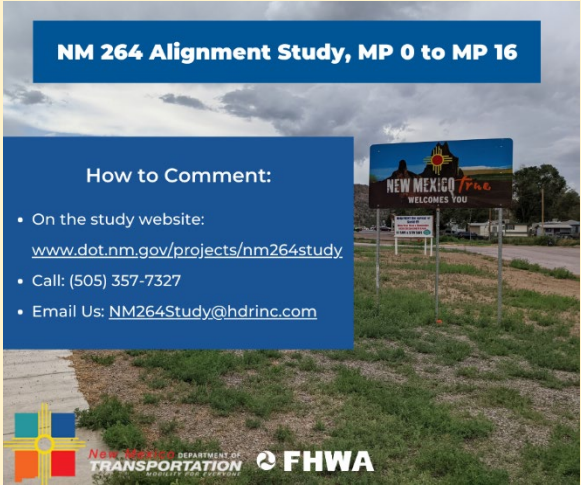

NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/10	On Wednesday, 5/17 @ 6 PM MDT, NMDOT will be hosting a virtual public meeting on the NM 264 Alignment Study. Join us to learn more about the study process & ask questions about this key connection between NM and AZ: www.dot.nm.gov/projects/nm264study/ . #NMDOTcares #NM264Study	Twitter	
5/16	The second virtual public meeting for the NM 264 Alignment Study starts TOMORROW @ 6 PM MDT. Participate via bit.ly/NM264P2 (Password: 906367) or call 408-638-0968 (Webinar ID: 993 9247 0879) #NMDOTcares #NM264Study	Twitter	



NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/17	<p>Join us TONIGHT @ 6 PM MDT for the NM 264 Alignment Study virtual public meeting. Learn more about the alternatives on the 16-mile highway in McKinley County & ask questions. #NMDOTcares #NM264Study</p> <p>JOIN BY 🌐: bit.ly/NM264P2 JOIN BY ☎️: 408-638-0968 Webinar ID: 993 9247 0879 Password: 906367</p>	Twitter	 A graphic for a virtual public meeting. It features a blue background with white text. The text reads: "Virtual Public Meeting #2", "NM 264 Alignment Study, MP 0 to MP 16", "CN 6101220", "Wednesday, May 17, 2023", "starting at 6 p.m. MDT", and "Learn more: www.dot.nm.gov/projects/nm264study/ ". On the right side, there is a photograph of a highway sign that says "NEW MEXICO WELCOMES YOU". At the bottom, there are logos for the New Mexico Department of Transportation and FHWA.
5/22	<p>Missed the virtual meeting? Check our study website at www.dot.nm.gov/projects/nm264study/ to watch the recorded presentation and provide your comments. #NMDOTcares #NM264Study</p>	Twitter	 A graphic for the NM 264 Alignment Study. It features a blue background with white text. The text reads: "NM 264 Alignment Study (CN 6101220)", "Watch the virtual public meeting recording at:", and " www.dot.nm.gov/projects/nm264study/ ". On the right side, there is a photograph of a highway. At the bottom, there are logos for the New Mexico Department of Transportation and FHWA.



NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/25	Don't forget to provide your comments on the NM 264 Study! Comments will be accepted through 6/16. Learn more at: www.dot.nm.gov/projects/nm264study/ . #NMDOTcares #NM264Study	Twitter	
5/31	REMINDER: Your feedback is important! Comment on the NM 264 Alignment Study by 6/16 via our website www.dot.nm.gov/projects/nm264study/ . #NMDOTcares #NM264Study	Twitter	


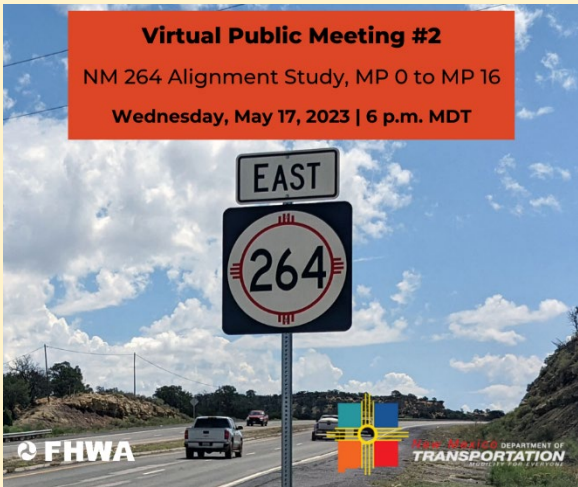
NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
6/7	There's still time to comment on the NM264 Alignment Study. Visit the study website at www.dot.nm.gov/projects/nm264study/ and provide your input by 6/16. #NMDOTcares #NM264Study	Twitter	
6/15	Tomorrow is the last day to submit your comments on the NM 264 Alignment Study. Provide feedback on our website at www.dot.nm.gov/projects/nm264study/ before the deadline. #NMDOTcares #NM264Study	Twitter	

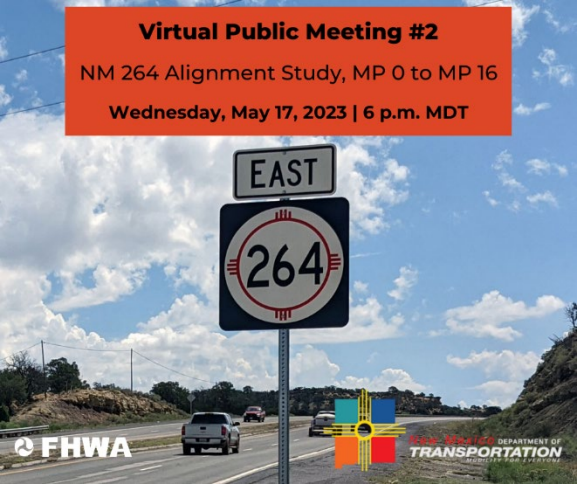

NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
Facebook Posts			
5/2	<p>NMDOT is evaluating alternatives and completing an alignment study for the 16-mile NM 264 highway in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. Join us for a virtual public meeting on Wednesday, May 17 at 6:00 p.m. MDT to discuss the alternatives considered and provide YOUR input.</p> <p>Join the meeting here: bit.ly/NM264P2 (Password: 906367) or by phone at 408-638-0968 and use meeting ID: 993 9247 0879 at the scheduled meeting time. #NMDOTcares #NM264Study</p>	Facebook	
5/4	<p>Do you drive the NM 264 between the Arizona/New Mexico state line and Yah-Ta-Hey? We want to hear from you! Join us for a live virtual public meeting on Wednesday, May 17 at 6:00 p.m. MDT to learn more about the alternatives considered in the NM 264 Alignment Study.</p> <p>TO JOIN ONLINE, VISIT: bit.ly/NM264P2 TO JOIN BY PHONE, CALL: 408-638-0968 Webinar ID (Meeting ID for phones): 993 9247 0879 Password: 906367</p> <p>#NMDOTcares #NM264Study</p>	Facebook	

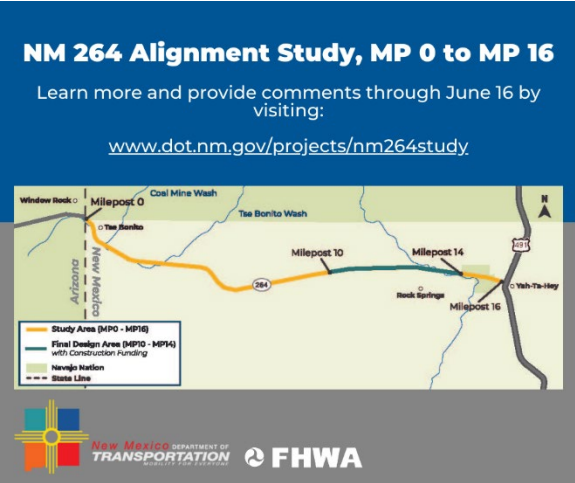

NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/8	<p>The New Mexico Department of Transportation, in cooperation with the Federal Highway Administration, is evaluating an Alignment Study for NM 264 between the Arizona/New Mexico state line and the US 491 interchange near Yah-Ta-Hey. We want your feedback! Take part in our virtual public meeting on Wednesday, May 17 at 6:00 p.m. MDT and ask your questions or share your thoughts. For more information: https://www.dot.nm.gov/event/nm264publicmeeting2/</p> <p>Don't miss your opportunity to hear directly from the study team and have your questions answered! #NMDOTcares #NM264Study</p>	Facebook	
5/10	<p>Next Wednesday, May 17 at 6:00 p.m. MDT, join the New Mexico Department of Transportation for a virtual public meeting on the NM 264 Alignment Study. Join members of the study team as they discuss the alternatives considered for this key 16-mile highway connecting Arizona and New Mexico near Yah-Ta-Hey and ask questions or provide your comments.</p> <p>More information here: www.dot.nm.gov/projects/nm264study/ #NMDOTcares #NM264Study</p>	Facebook	



NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/16	<p>Our virtual public meeting is tomorrow, Wednesday, May 17 at 6 p.m. MDT! Join us live to learn about the NM 264 Alignment Study in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. The study team will be sharing information about the improvement alternatives and answering your questions.</p> <p>Join the meeting here: bit.ly/NM264P2 (Password: 906367) or join by phone by calling 408-638-0968 and using access code 993 9247 0879. #NMDOTcares #NM264Study</p>	Facebook	 A graphic for a virtual public meeting. It features a red banner at the top with the text "Virtual Public Meeting #2", "NM 264 Alignment Study, MP 0 to MP 16", and "Wednesday, May 17, 2023 6 p.m. MDT". Below the banner is a photograph of a road with a sign that says "EAST" and "264". The FHWA logo is in the bottom left, and the New Mexico Department of Transportation logo is in the bottom right.
5/17	<p>Can't make tonight's virtual meeting at 6 p.m. MDT? Check our study website at www.dot.nm.gov/projects/nm264study/ to watch the recorded presentation on the NM 264 Alignment Study and provide your comments. The recorded presentation will be posted shortly after tonight's meeting. Comments are being accepted through June 16! #NMDOTcares #NM264Study</p>	Facebook	 A graphic for the NM 264 Alignment Study. It features a blue banner at the top with the text "NM 264 Alignment Study (CN 6101220)". Below the banner is a photograph of a road with a sign that says "EAST" and "264". A blue box in the center contains the text "Watch the virtual public meeting recording at:" and the URL www.dot.nm.gov/projects/nm264study/ . The FHWA logo is in the bottom left, and the New Mexico Department of Transportation logo is in the bottom right.


NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/22	Want to learn more about the NM 264 Study? Visit our study website to watch the recorded virtual public meeting and send us your thoughts! Comments will be accepted through 6/16. Learn more at: www.dot.nm.gov/projects/nm264study/ http://www.dot.nm.gov/projects/nm264study/ #NMDOTcares #NM264Study	Facebook	
5/25	Missed the virtual meeting? Check our study website at www.dot.nm.gov/projects/nm264study/ to watch the recorded presentation on the NM 264 Alignment Study and provide your comments. Comments are being accepted through June 16! #NMDOTcares #NM264Study	Facebook	

NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
5/31	<p>We want to hear from you on the NM 264 Alignment Study! Comments are being accepted through June 16.</p> <p>You can comment in the following ways:</p> <ul style="list-style-type: none"> Email: NM264Study@hdrinc.com Call: 505-357-7327 Visit the project website: www.dot.nm.gov/projects/nm264study/ USPS mail to: NM 264 Study C/O Victoria Romejko, HDR Engineering 2155 Louisiana Blvd NE, # 3000 Albuquerque, NM 87110 <p>#NMDOTcares #NM264Study</p>	Facebook	
6/7	<p>REMINDER: Your feedback is important! Comment on the NM 264 Alignment Study by June 16 in one of the following ways.</p> <ul style="list-style-type: none"> Email: NM264Study@hdrinc.com Call: 505-357-7327 Visit the project website: www.dot.nm.gov/projects/nm264study/ USPS mail to: NM 264 Study C/O Victoria Romejko, HDR Engineering 2155 Louisiana Blvd NE, # 3000 Albuquerque, NM 87110 <p>#NMDOTcares #NM264Study</p>	Facebook	

NM 264 | Social Media | May 2023

Date	Content	Social Account	Graphic/Image
6/15	<p>Tomorrow is the last day to submit your comments to NMDOT on the NM 264 Alignment Study. To provide feedback before the June 16 deadline, visit our website at www.dot.nm.gov/projects/nm264study/. #NMDOTcares #NM264Study</p>	Facebook	

NM 264 | Social Media | May 2023


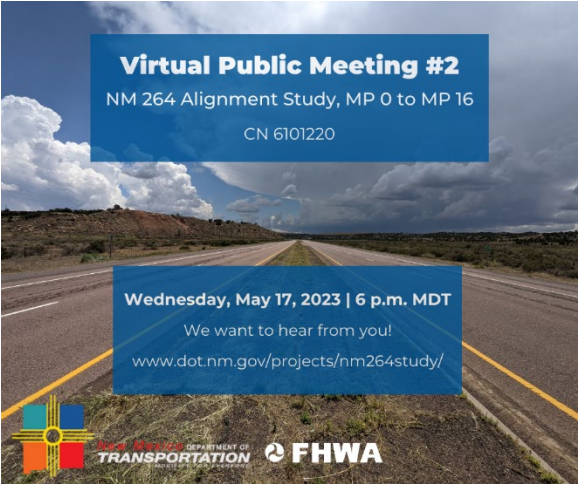
Suggested Graphics:





NM 264 | Social Media | May 2023

Virtual Public Meeting #2
NM 264 Alignment Study, MP 0 to MP 16
CN 6101220

Wednesday, May 17, 2023 | 6 p.m. MDT
We want to hear from you!
www.dot.nm.gov/projects/nm264study/



Virtual Public Meeting #2
NM 264 Alignment Study, MP 0 to MP 16
Wednesday, May 17, 2023 | 6 p.m. MDT
Learn more and provide comments!




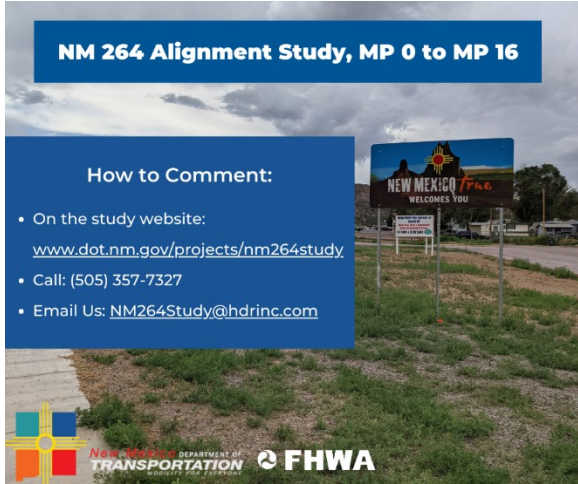
Virtual Public Meeting #2
NM 264 Alignment Study, MP 0 to MP 16
Wednesday, May 17, 2023 | 6 p.m. MDT





NM 264 Alignment Study, MP 0 to MP 16

How to Comment:

- On the study website:
www.dot.nm.gov/projects/nm264study
- Call: (505) 357-7327
- Email Us: NM264Study@hdrinc.com



NM 264 Alignment Study, MP 0 to MP 16
Learn more and provide comments through June 16 by visiting:
www.dot.nm.gov/projects/nm264study




Virtual Public Meeting #2
NM 264 Alignment Study,
MP 0 to MP 16
CN 6101220
Wednesday, May 17, 2023
starting at 6 p.m. MDT
Learn more:
www.dot.nm.gov/projects/nm264study/



LAST CHANCE TO PROVIDE COMMENTS!
NM 264 Alignment Study (CN 6101220)



YOUR FEEDBACK MATTERS!
NM 264 Alignment Study (CN 6101220)



NM 264 | Social Media | May 2023

Facebook Event

The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is evaluating an alignment study on NM 264 in McKinley County from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey to document existing conditions and develop highway improvement alternatives. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to Window Rock, AZ, and US 491. Join us for a second virtual public meeting to learn more about the alternatives considered and ask questions! Details are below!

TO JOIN ONLINE, VISIT: bit.ly/NM264P2

TO JOIN BY PHONE, CALL: 408-638-0968

Webinar ID (Meeting ID for phones): 993 9247 0879

Password: 906367

Can't make the meeting? Check back here for the meeting recording and share your thoughts anytime between May 17 and June 16, 2023, at www.dot.nm.gov/projects/nm264study/.

Event Photo:



Appendix B – Public Meeting Materials

Presentation

Fact Sheet



The NM 264 Alignment
Study public meeting
will begin shortly.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NM 264 Alignment Study

CN 6101220

Second Public Meeting

May 17, 2023

Welcome

- All participants have been muted to avoid background noise.
- This meeting will be recorded.
- Following the meeting presentation, we will take questions and comments online and by phone.
 - Instructions will be provided on how to participate.

Agenda

- Introductions
- NMDOT location study procedures
- Study location
- Study background and purpose
- Study overview
- Alternative recommendations
- Schedule
- Next steps
- How to provide input
- Question and answer

Introductions: Study team

NMDOT

- Priscilla Benavides, PE , Central Region Design General Manager
- Lisa Vega, PE, D6 District Engineer
- Gabriel Sanchez-Ramos, Engineer Intern
- Arif Kazmi, PE , D6 Assistant District Engineer
- Rais Rizvi, PE , D6 Technical Support Engineer
- Steven Gisler, Environmental Bureau

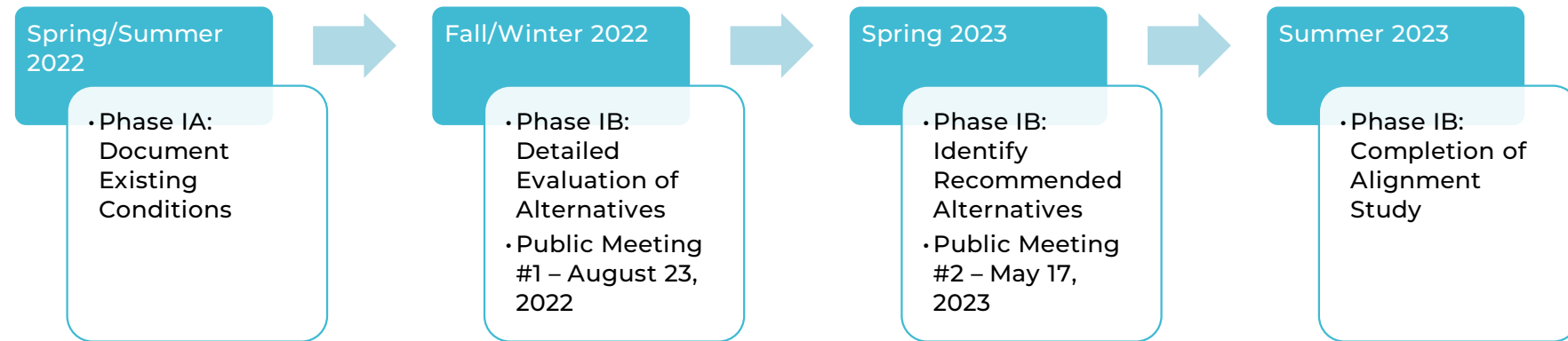
Introductions: Study team

HDR

- Ed Potthoff, PE, Project Manager
- Amanda Gutierrez, PE, Roadway Engineer

Study Area: MP 0 – MP 16 Alignment Study

NM 264 Project Study Outline



Public involvement occurs throughout the Evaluation/Environmental/Design process

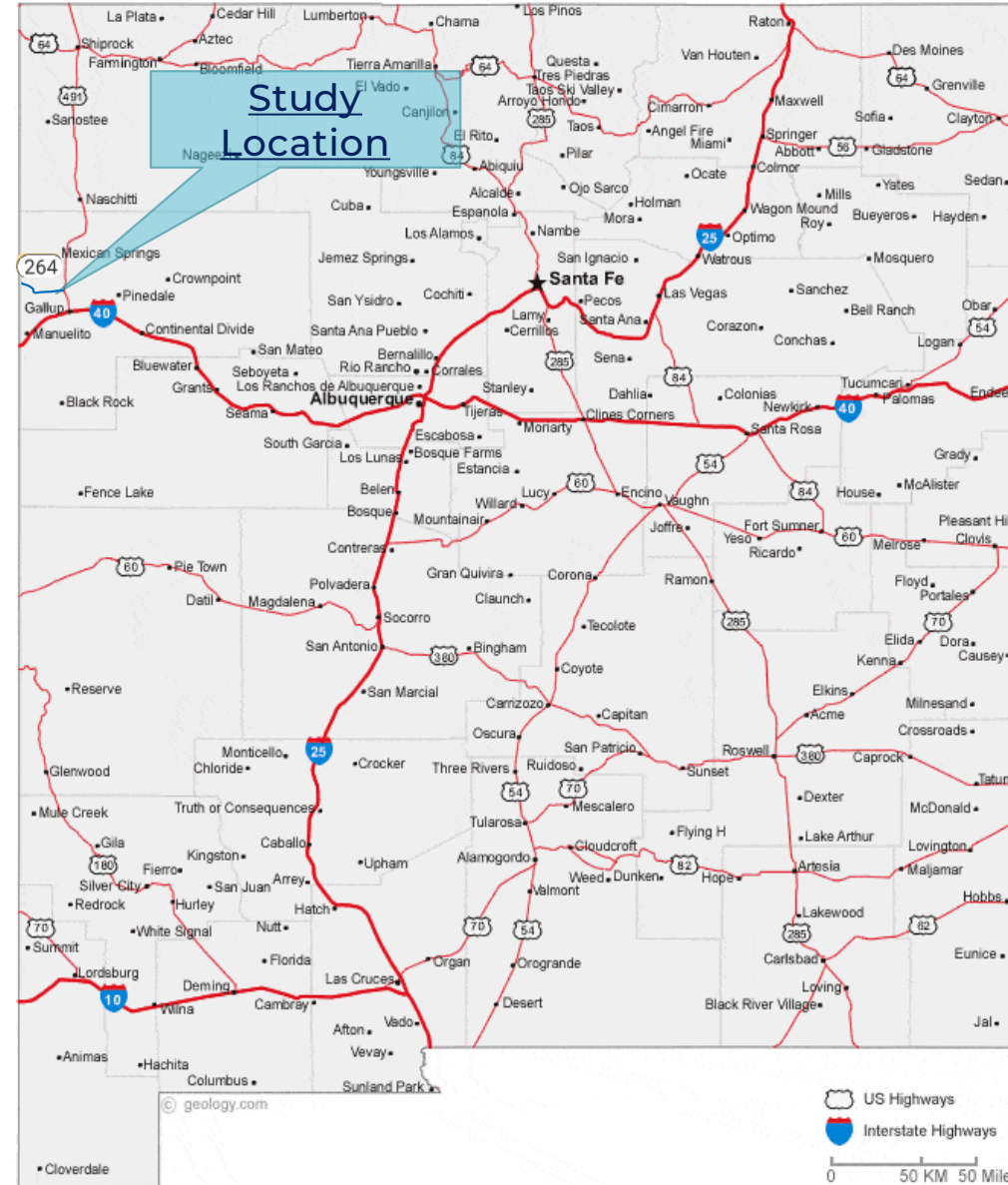
Public Meeting #1 Overview

- Tuesday, August 23, 2022 at 6 p.m.
- Meeting purpose:
 - Provide study overview
 - Discuss preliminary purpose and need, existing conditions, and potential highway improvements
 - Seek public input
- Public comment themes:
 - Drainage concerns
 - Pavement improvements
 - Lighting
 - School bus access
 - Safety

A detailed summary of this meeting is available online via the project study website: www.dot.nm.gov/projects/nm264study

Study Location

NM 264, AZ/NM
State Line to
Yah-Ta-Hey
(MP 0 to MP 16)



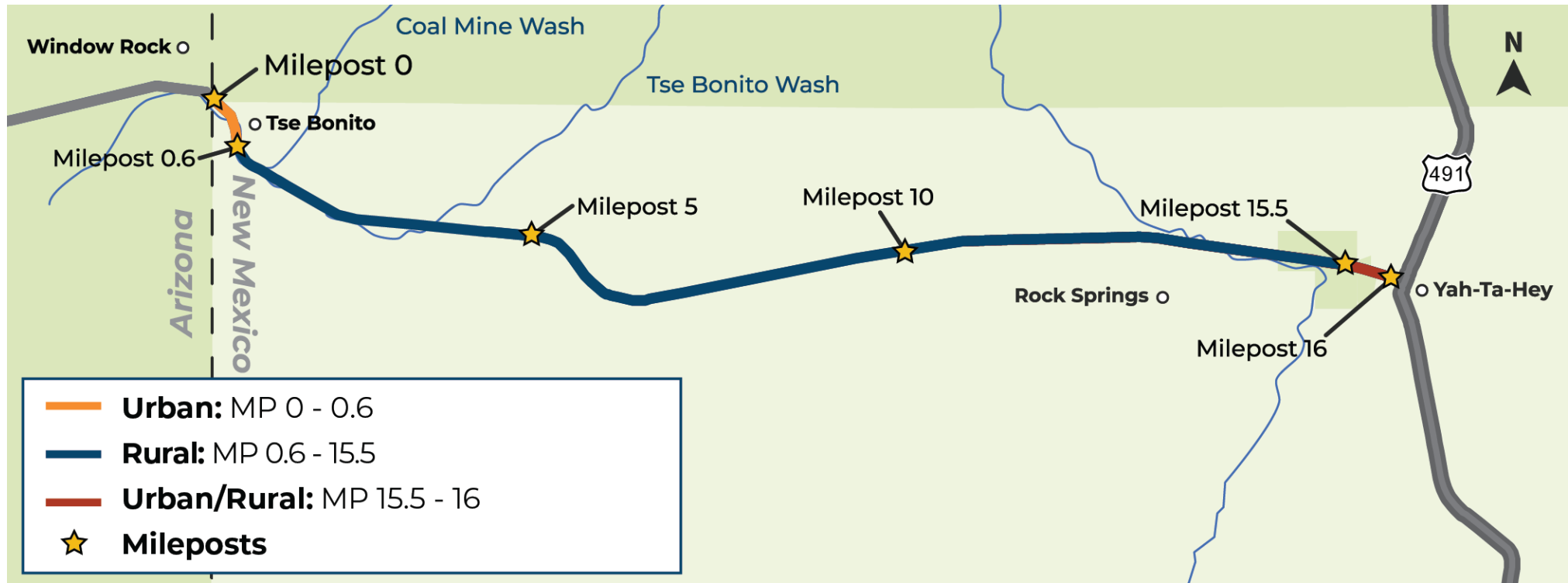
Alignment Study Location:

NM 264
MP 0 to 16



Begin
Study

End Study



Corridor Map

Purpose of the Alignment Study

NM 264 Alignment Study:

- Documented existing conditions
- Identified traffic and safety areas of concern
- Investigated sensitive cultural and biological resources
- Identified improvement alternatives
- Sought public and agency feedback

Developed and proposed recommended improvement alternatives

Alignment Study Overview



- **Purpose and Need:**
 - To address the existing roadway's conditions
 - To improve drainage conditions
 - To improve multi-modal access to the corridor
 - To improve safety

Poor pavement condition
Dated pavement striping



Existing Conditions

Substandard roadside guardrail



Significant sediment deposits



Pedestrian access routes don't meet current standards

Existing Conditions



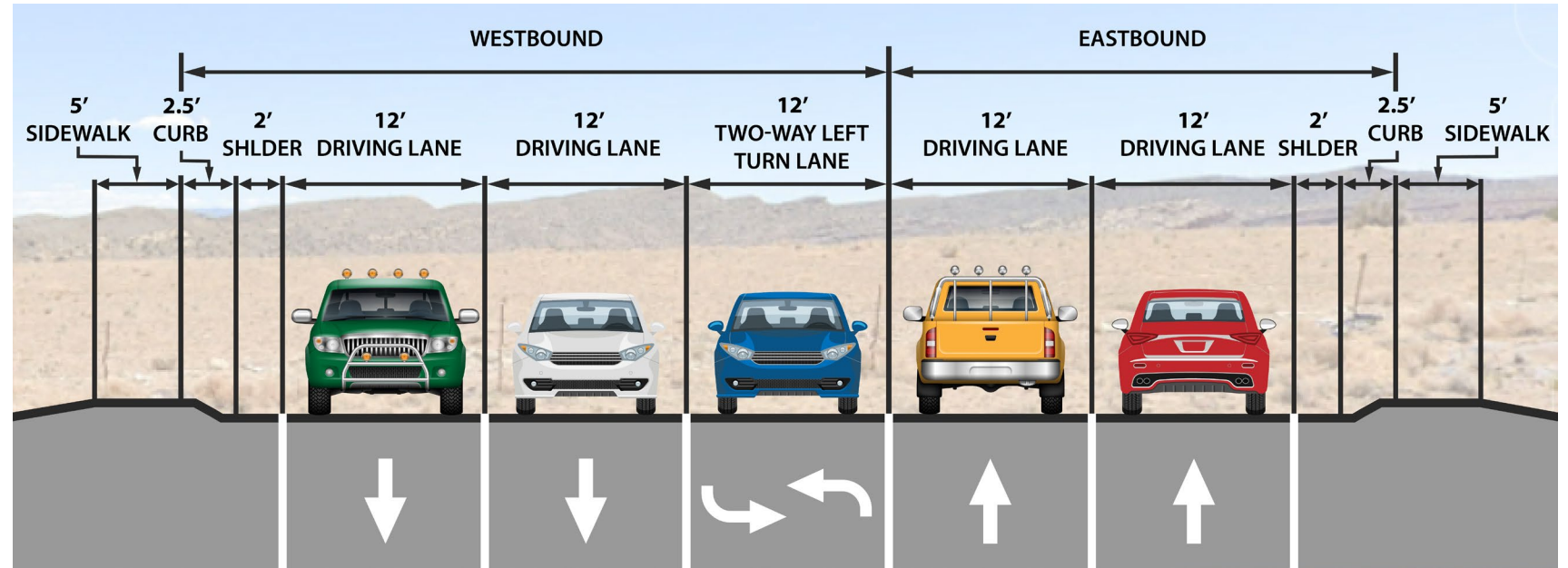
Roadside embankment erosion



Inadequate drainage capacity

Existing Conditions Typical Sections

Urban Section (Tse Bonito: MP 0 to MP 0.6)

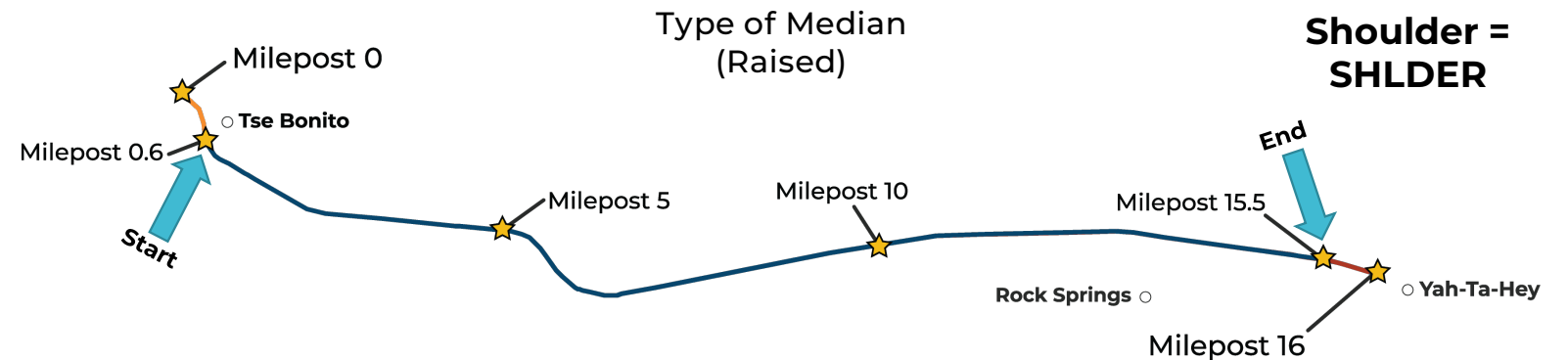
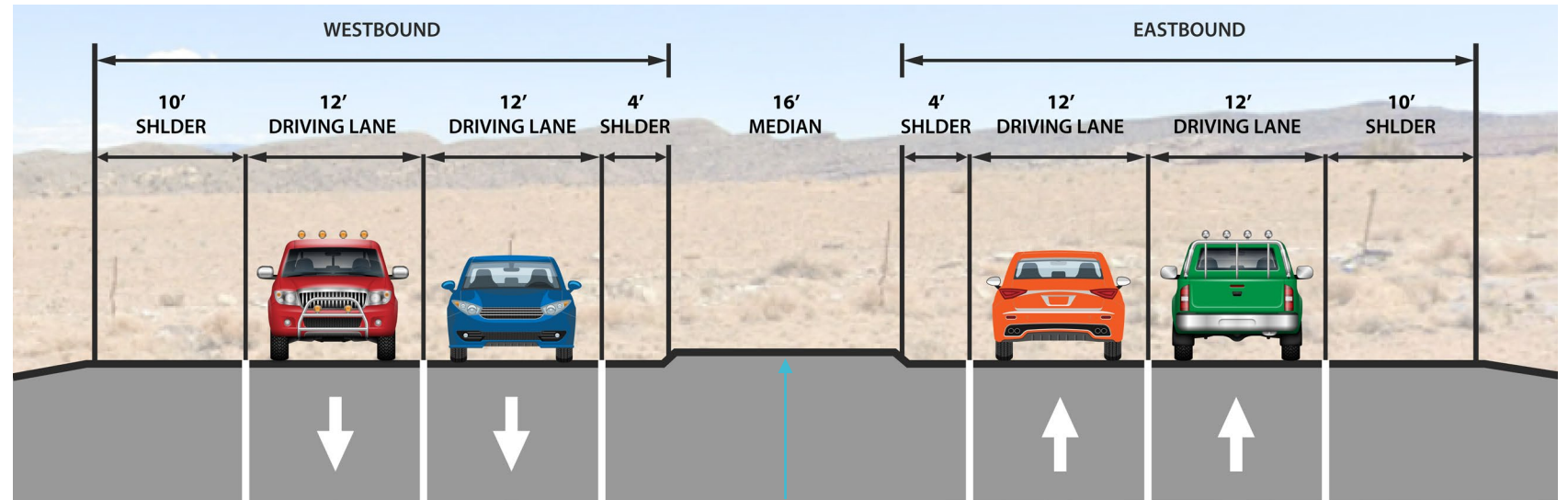


Shoulder =
SHLDER



Existing Conditions Typical Sections

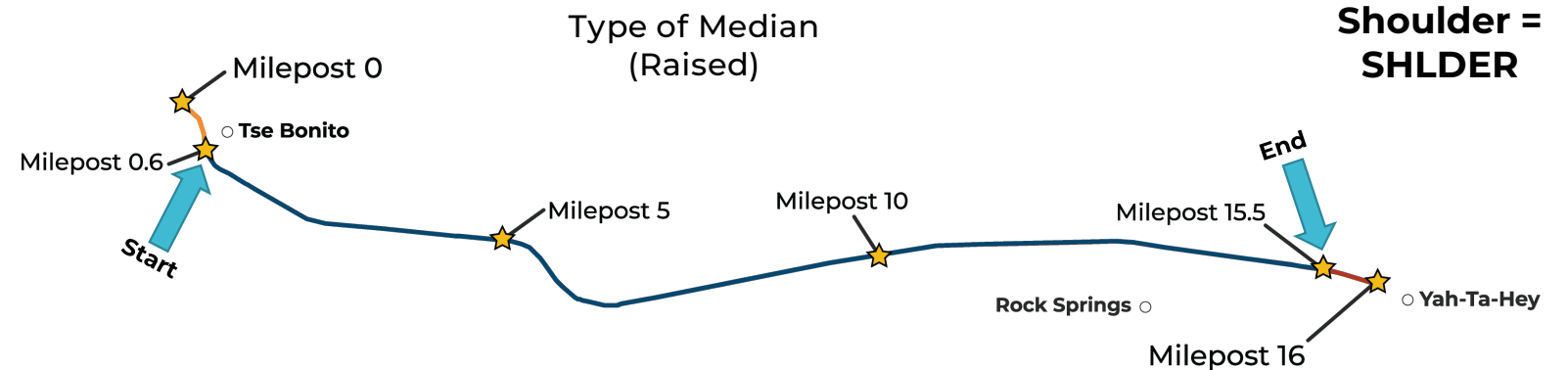
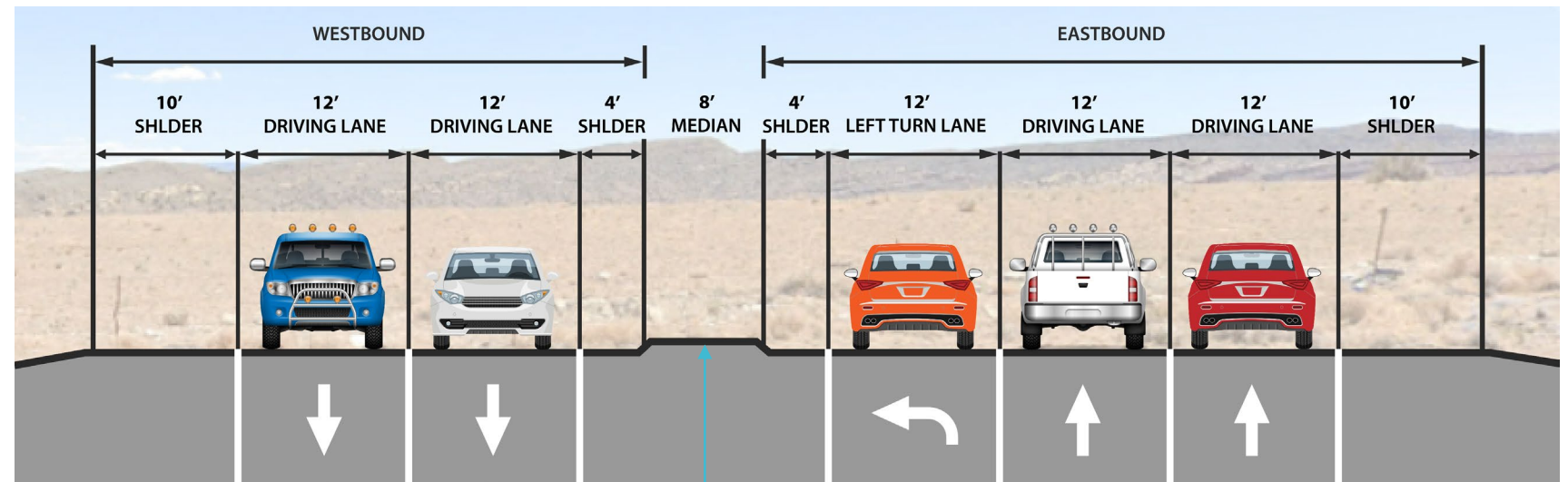
Rural Section (MP 0.6 to MP 15.5) Standard Rural Section



Existing Conditions Typical Sections

Rural Section (MP 0.6 to MP 15.5)

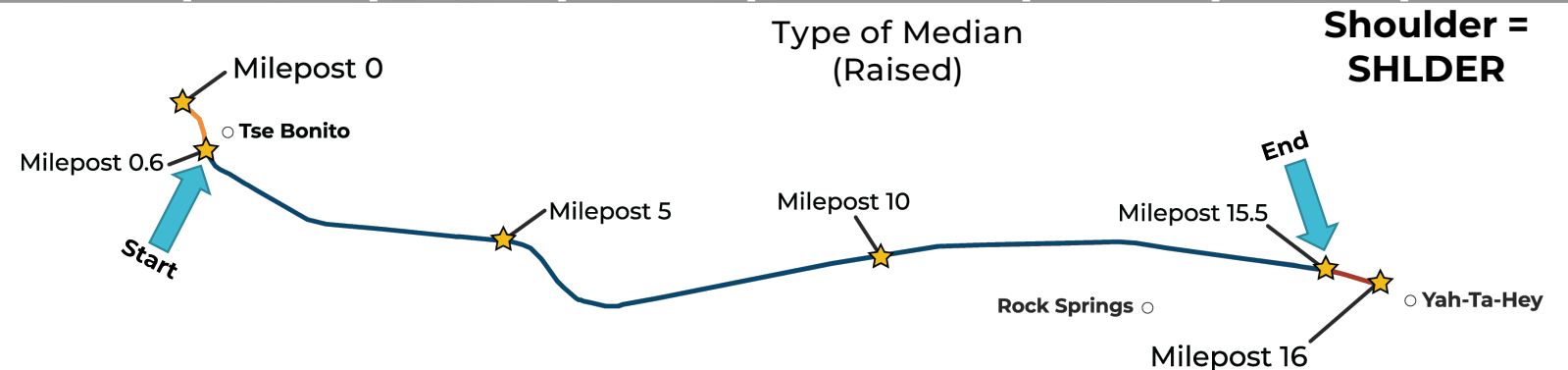
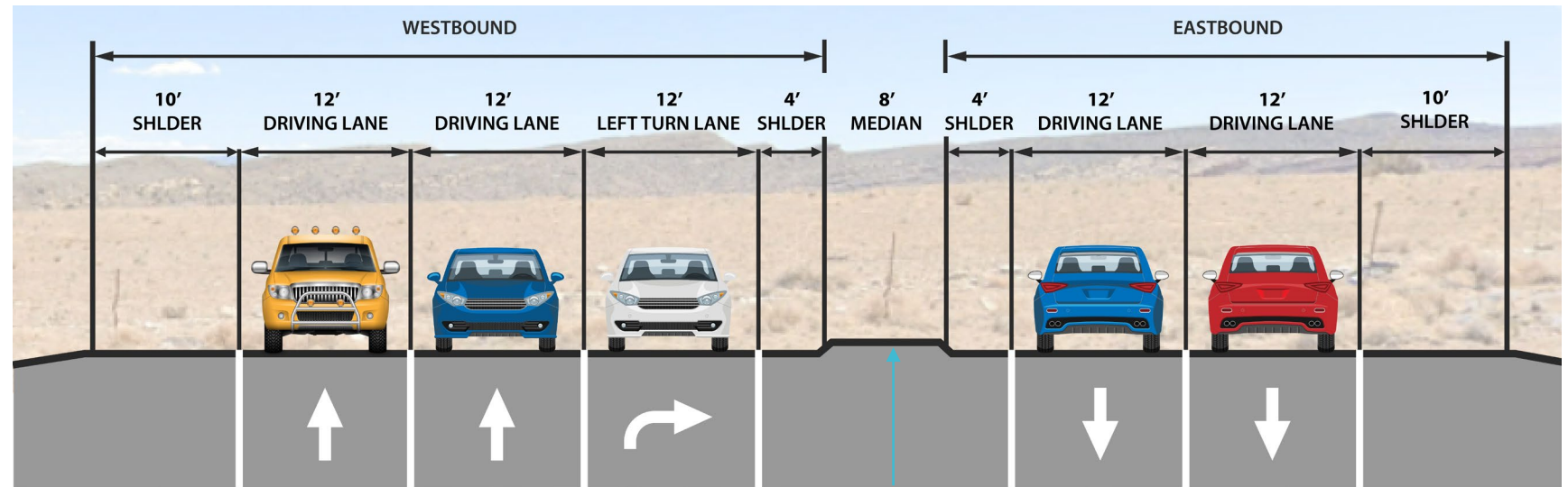
Eastbound Left Turn Access



Existing Conditions Typical Sections

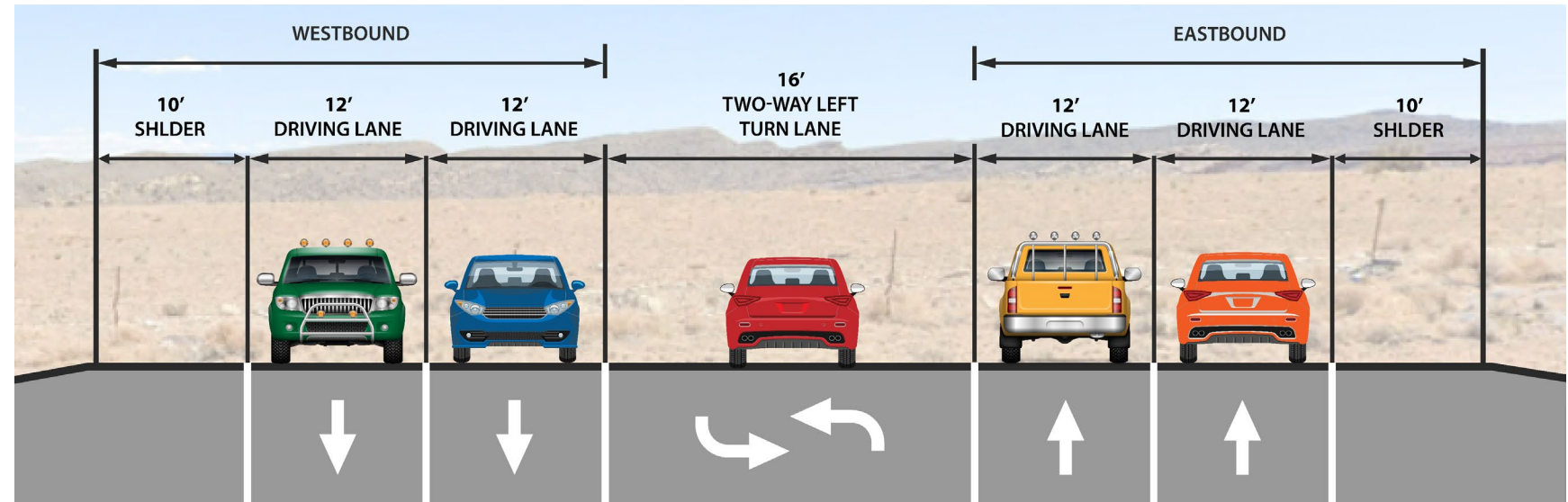
Rural Section (MP 0.6 to MP 15.5)

Westbound Left Turn Access



Existing Conditions Typical Sections

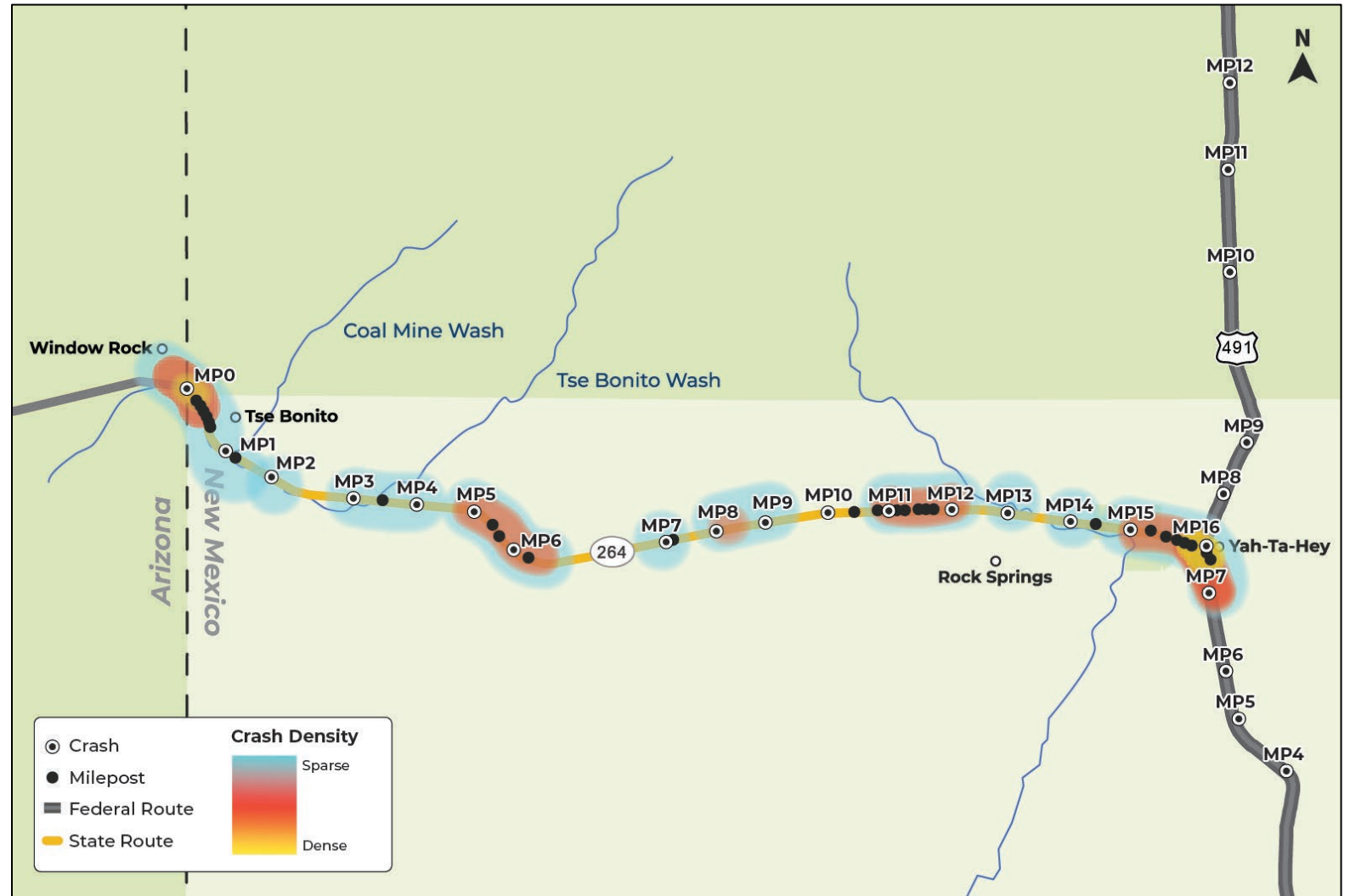
Urban/Rural Section (MP 15.5 to MP 16)



Shoulder =
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Existing Conditions: Traffic Conditions

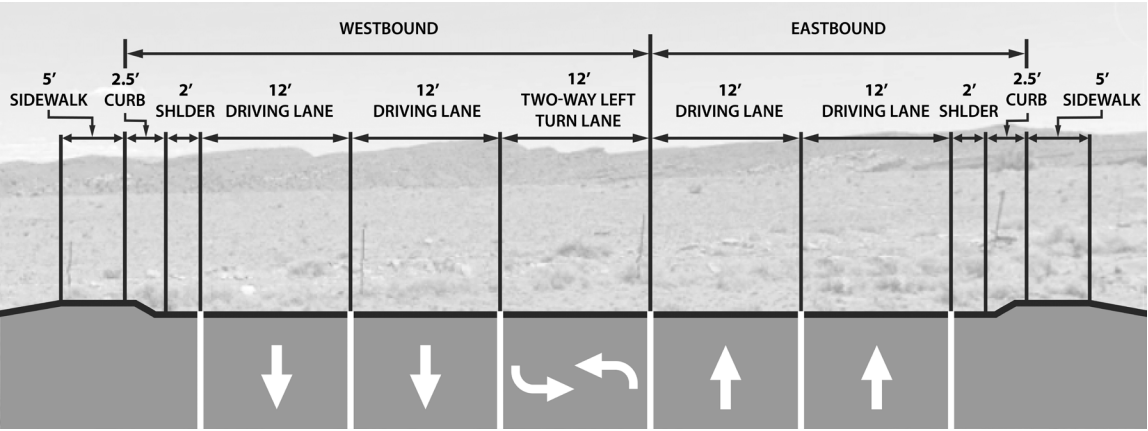


NM 264 Crash Locations

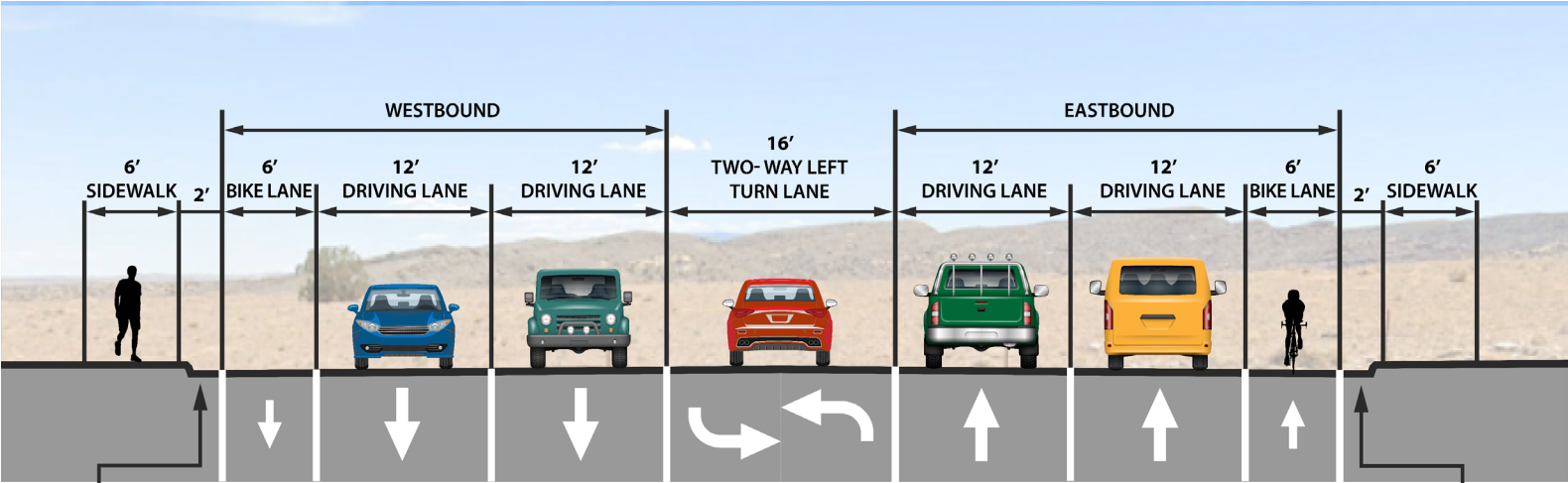
Development and Evaluation of Alternatives

- Developed initial alternatives
- Refined alternatives based on project needs
- Evaluated final alternatives
 - No Build
 - Urban – No Build Alternative + 6 Alternatives
 - Rural – No Build Alternative + 3 Alternatives
 - Urban/Rural – No Build Alternative + 4 Alternatives
- Establish Final Recommendations **(WE ARE HERE)**

Recommended
Urban
Alternative 3
(Tse Bonito)



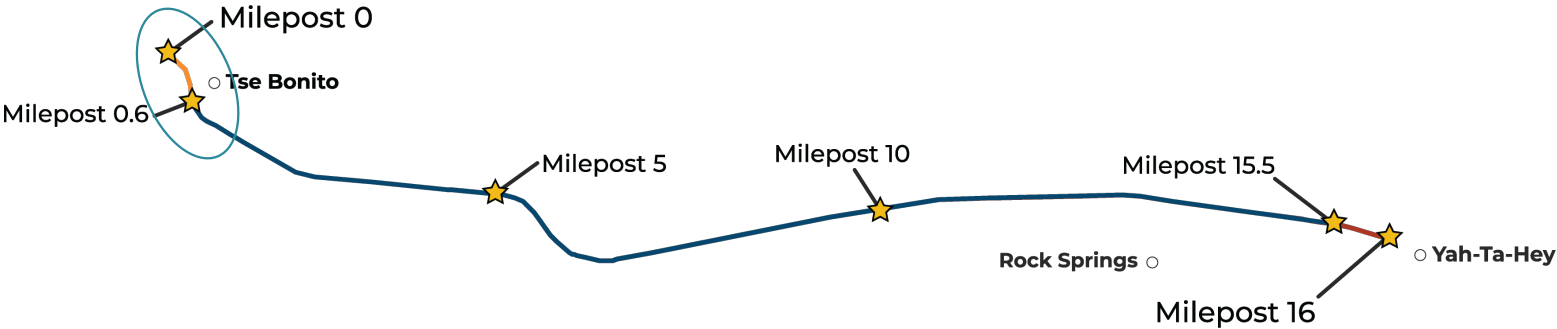
Existing



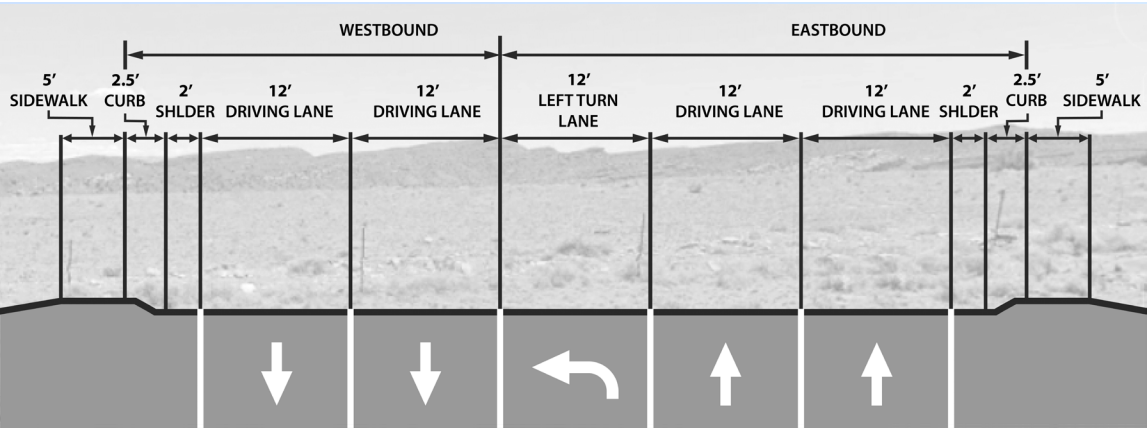
STANDARD SLOPED
CURB & GUTTER

Proposed

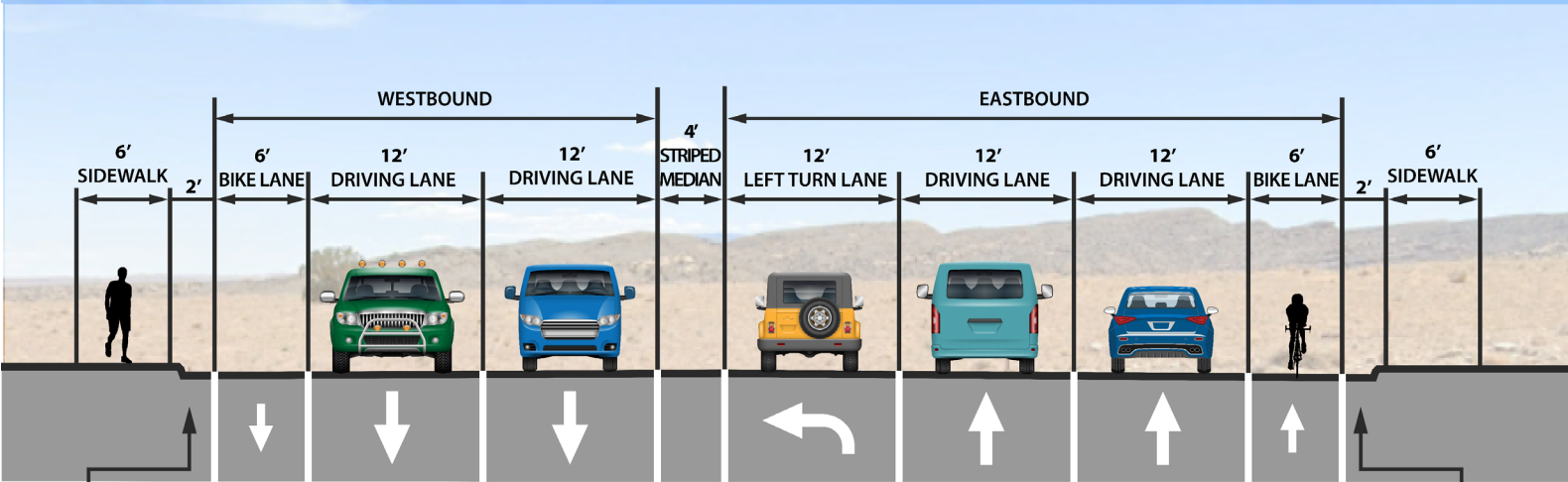
STANDARD SLOPED
CURB & GUTTER



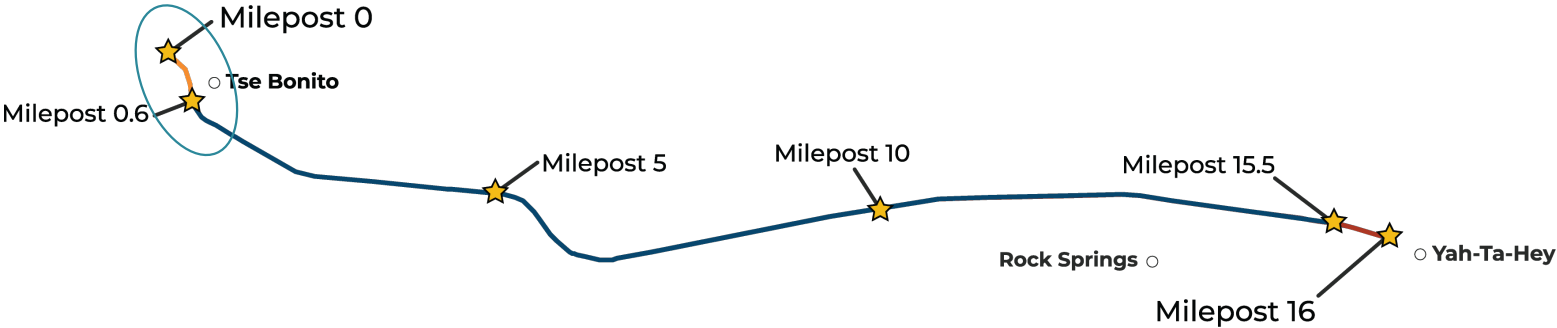
Recommended
Urban
Alternative 3
(Tse Bonito -
Alma Drive
Signal)



Existing



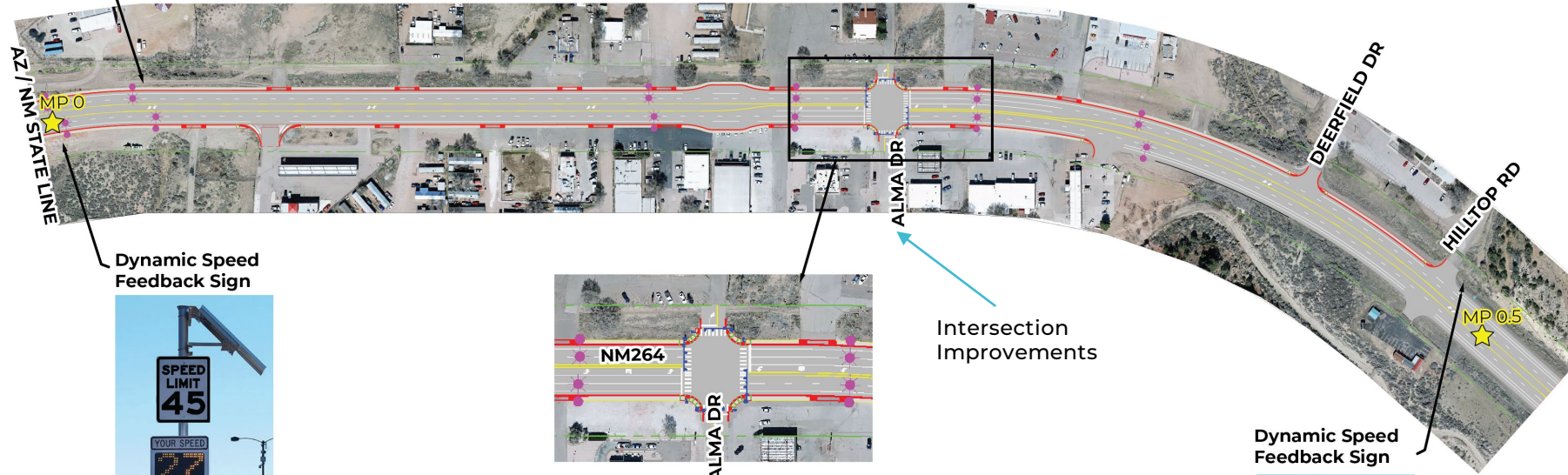
Proposed



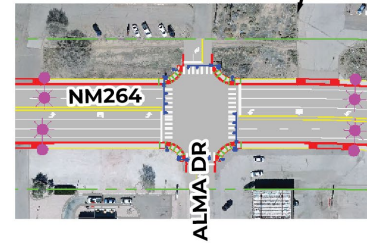
Recommended Urban Section Traffic Improvements



Proposed Roadway Lights



Dynamic Speed
Feedback Sign



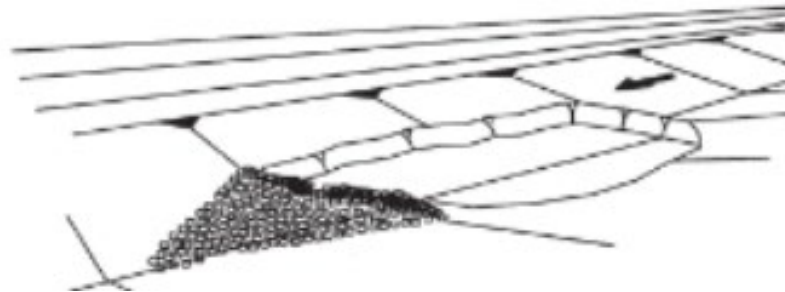
Intersection
Improvements

Dynamic Speed
Feedback Sign



Recommended Urban Section Drainage Improvements

- Replace turnout crossing culverts
- Build sediment traps and erosion control
- Reconstruct roadside ditch on north side of NM 264
- Update existing storm drainage system

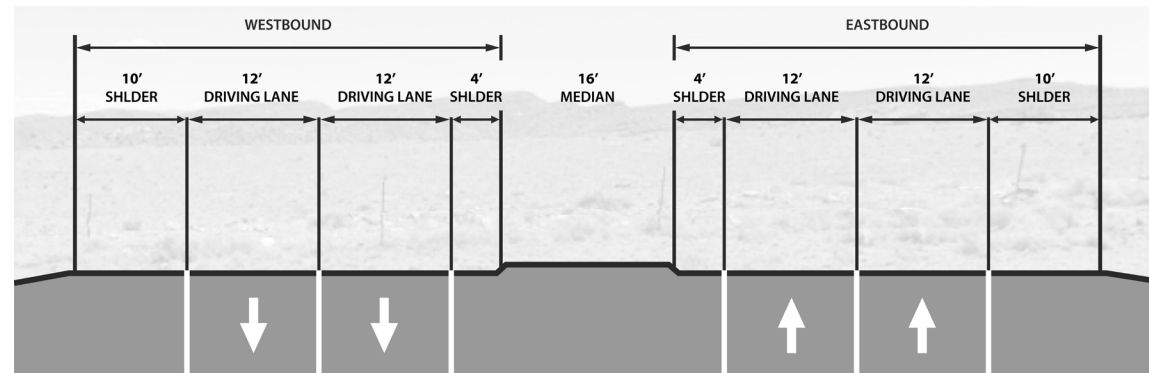


CHECK DAM

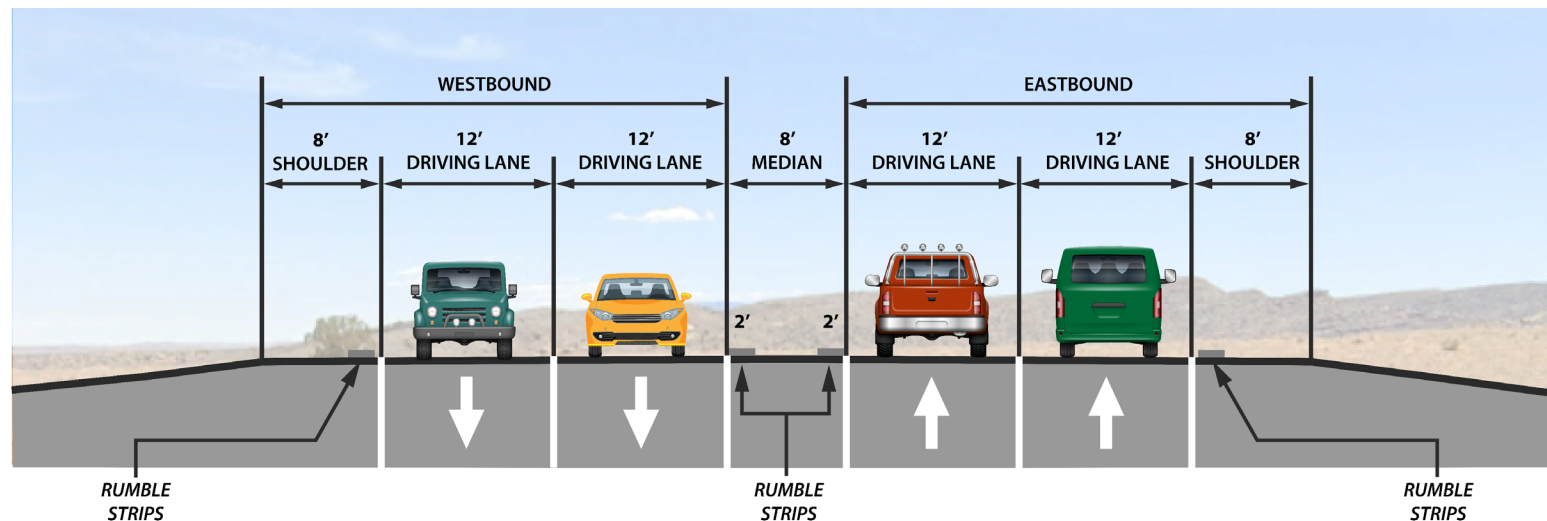


SEDIMENT TRAP

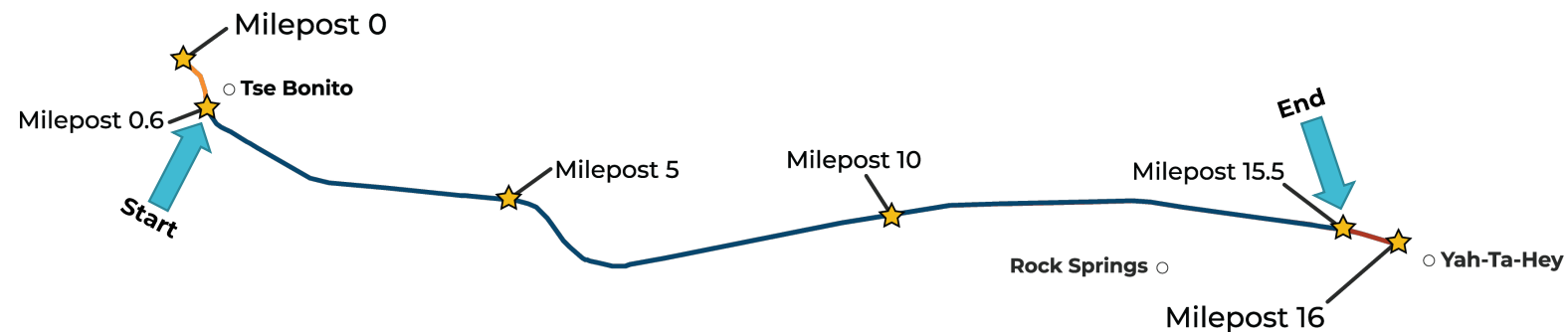
Recommended Rural Alternative 4



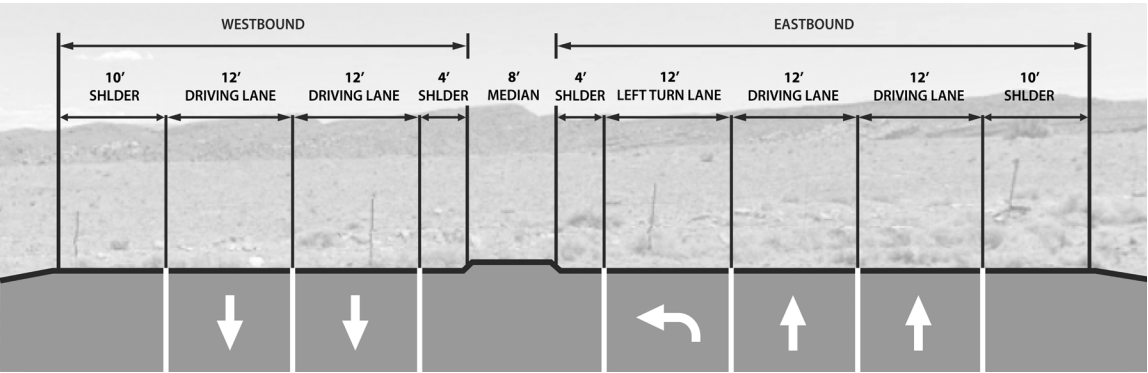
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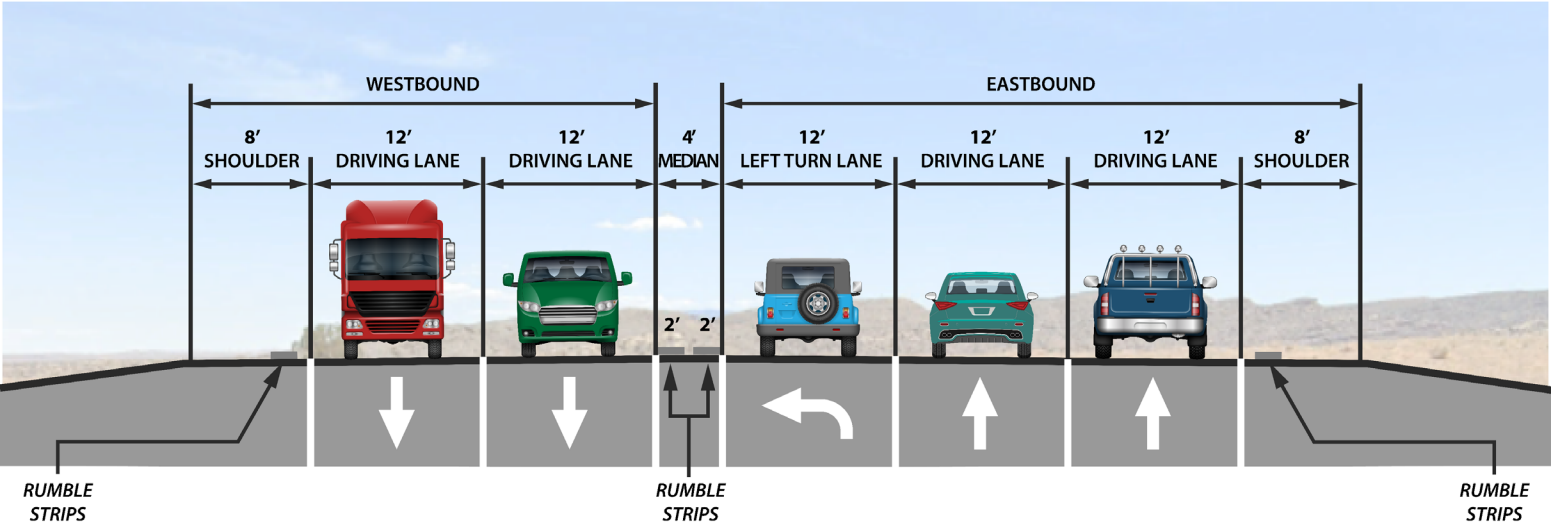
Proposed



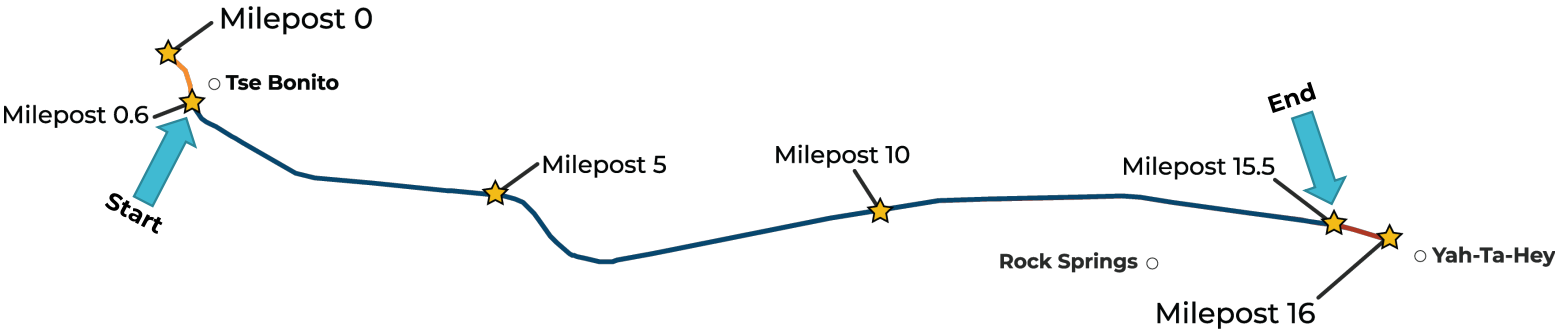
Recommended
Rural
Alternative 4 –
Left Turn
Locations



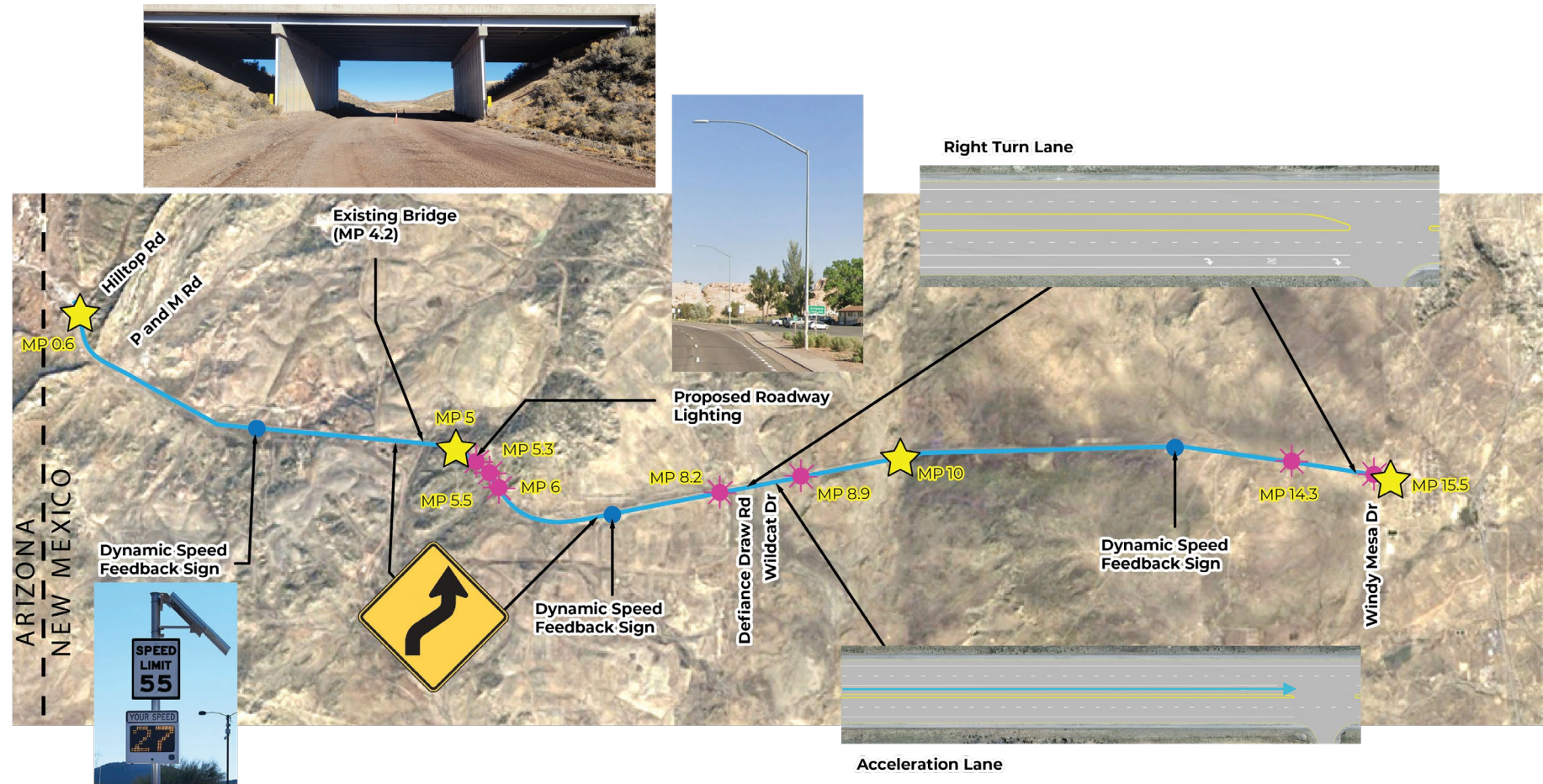
Existing



Proposed

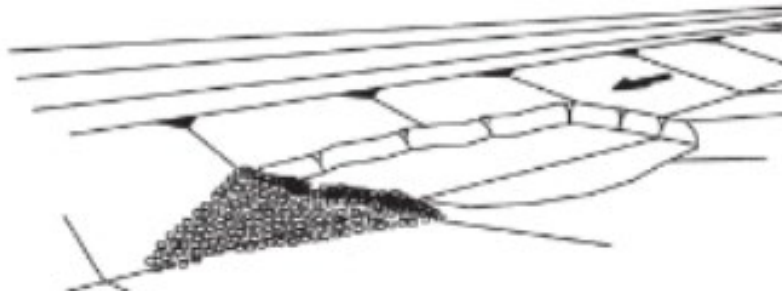


Recommended Rural Section Traffic & Bridge Improvements



Recommended Rural Section Drainage Improvements

- Replace existing turnout crossing culverts
- Build roadside ditches and apply erosion control
- Reconstruct drainage culverts

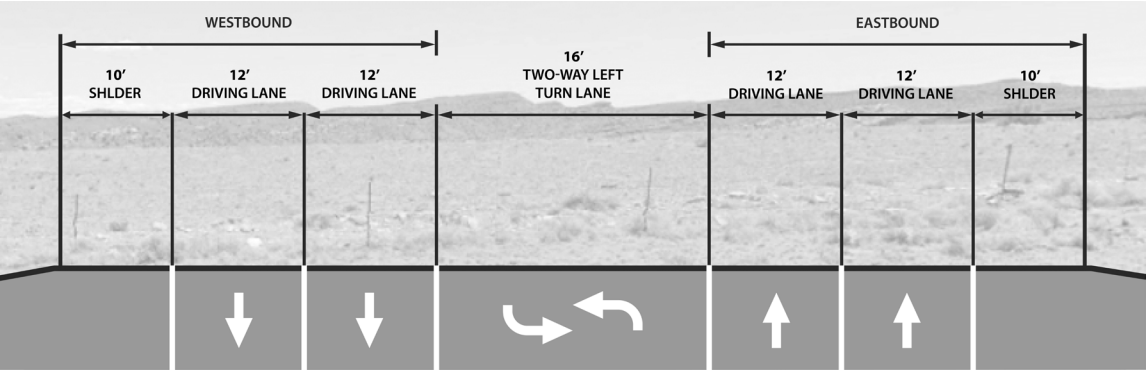


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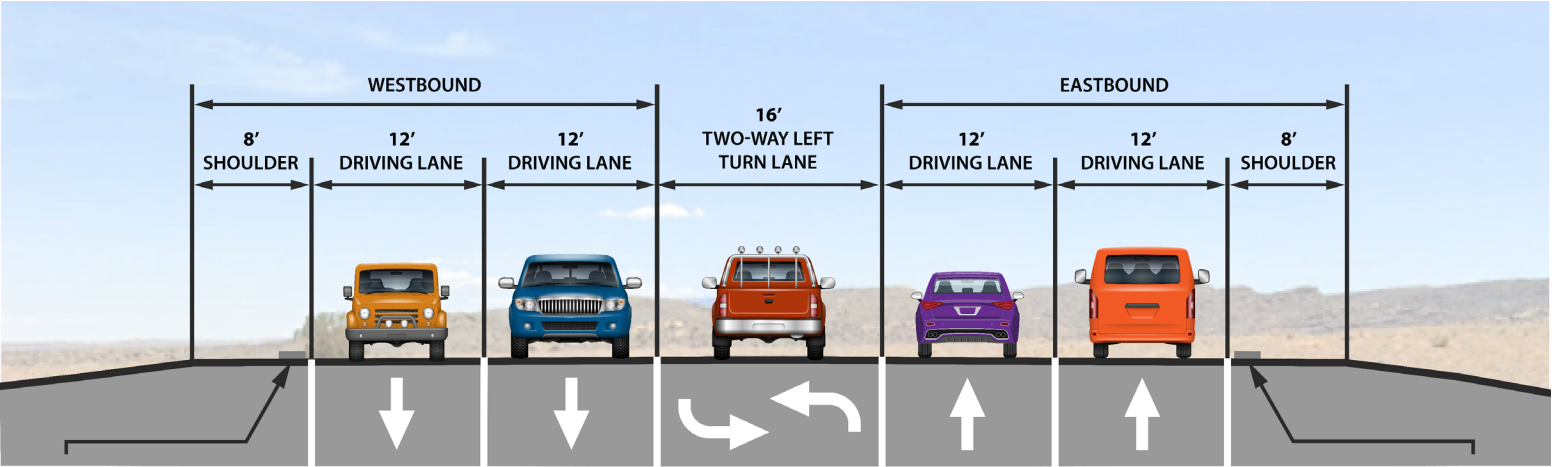


SEDIMENT TRAP

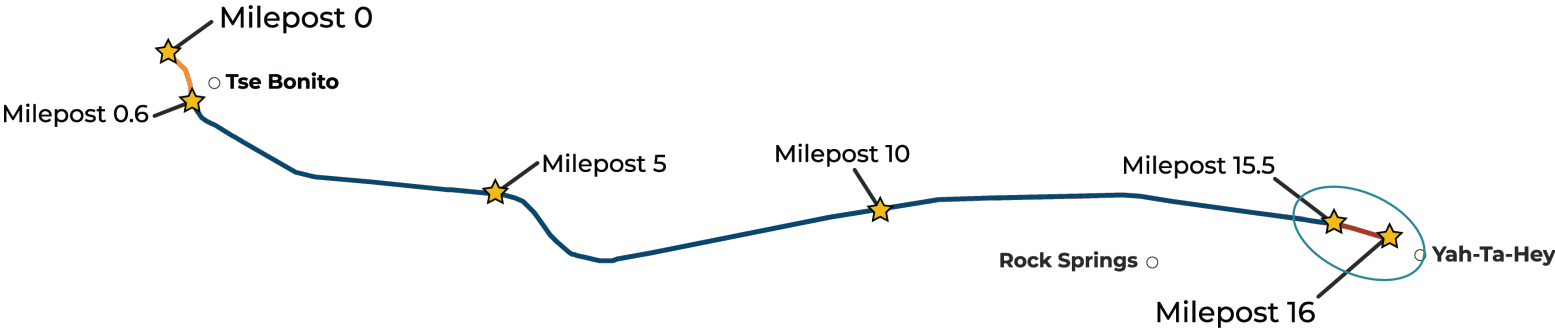
Recommended
Urban/Rural
Alternative 3
(Yah-Ta-Hey)



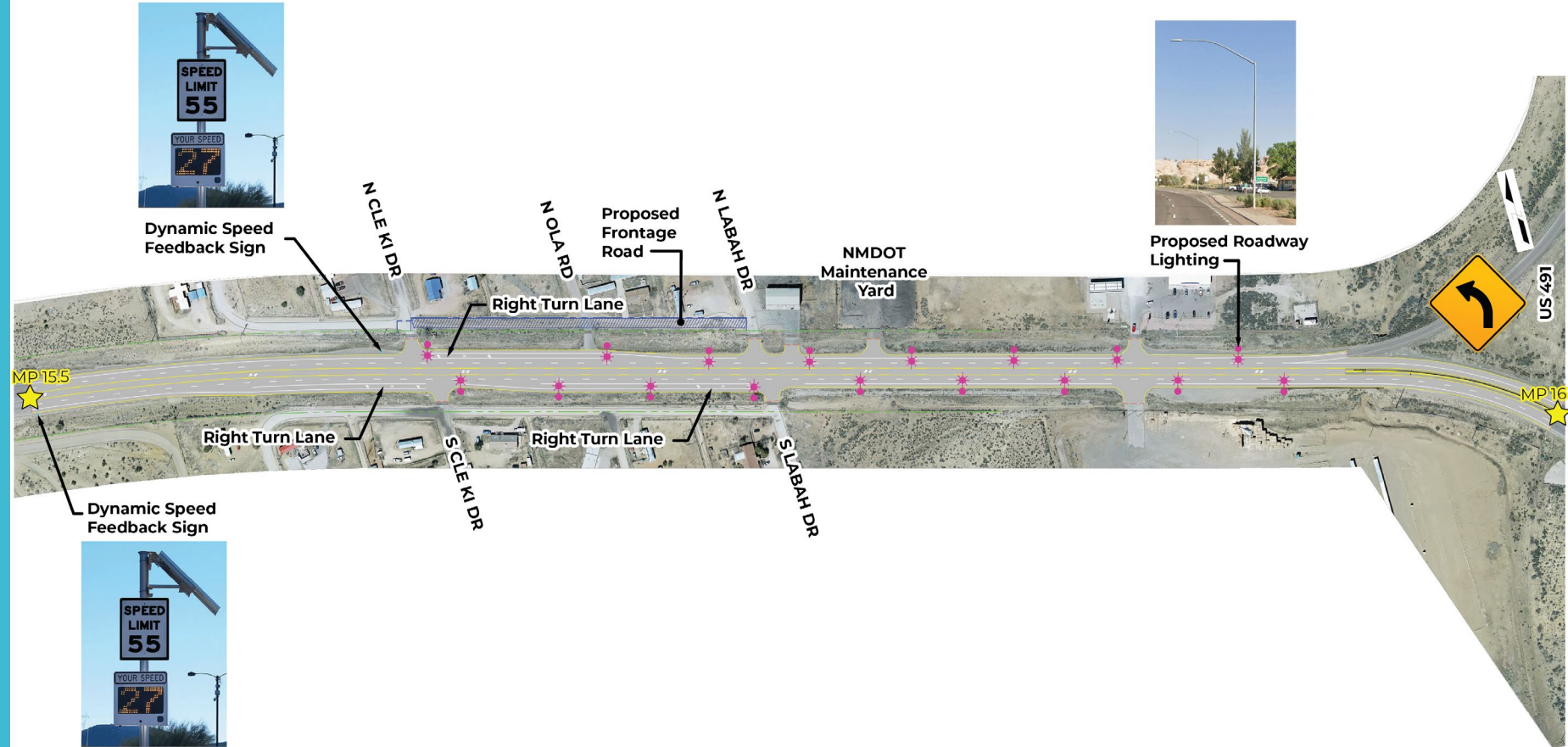
Existing



Proposed

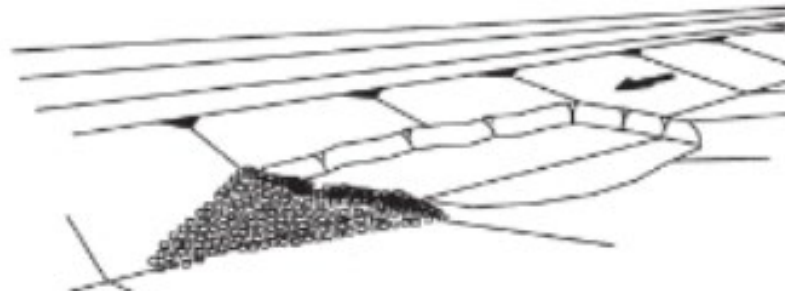


Recommended Urban/Rural Section Traffic Improvements



Recommended Urban/ Rural Section Drainage Improvements

- Replace all existing turnout crossing culverts
- Build roadside ditches and apply erosion control
- Reconstruct drainage culverts



CHECK DAM



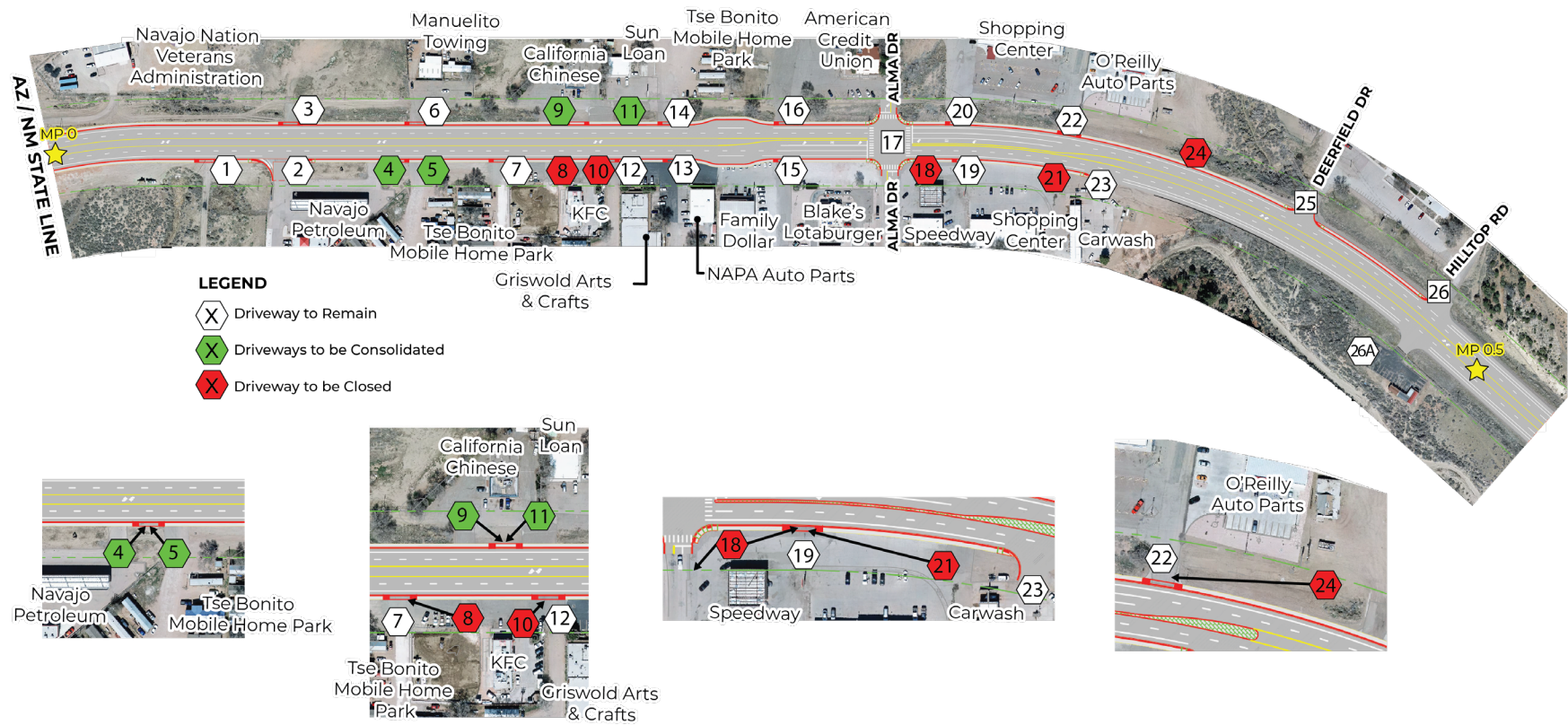
SEDIMENT TRAP

Alignment Study Summary

Recommended improvements include:

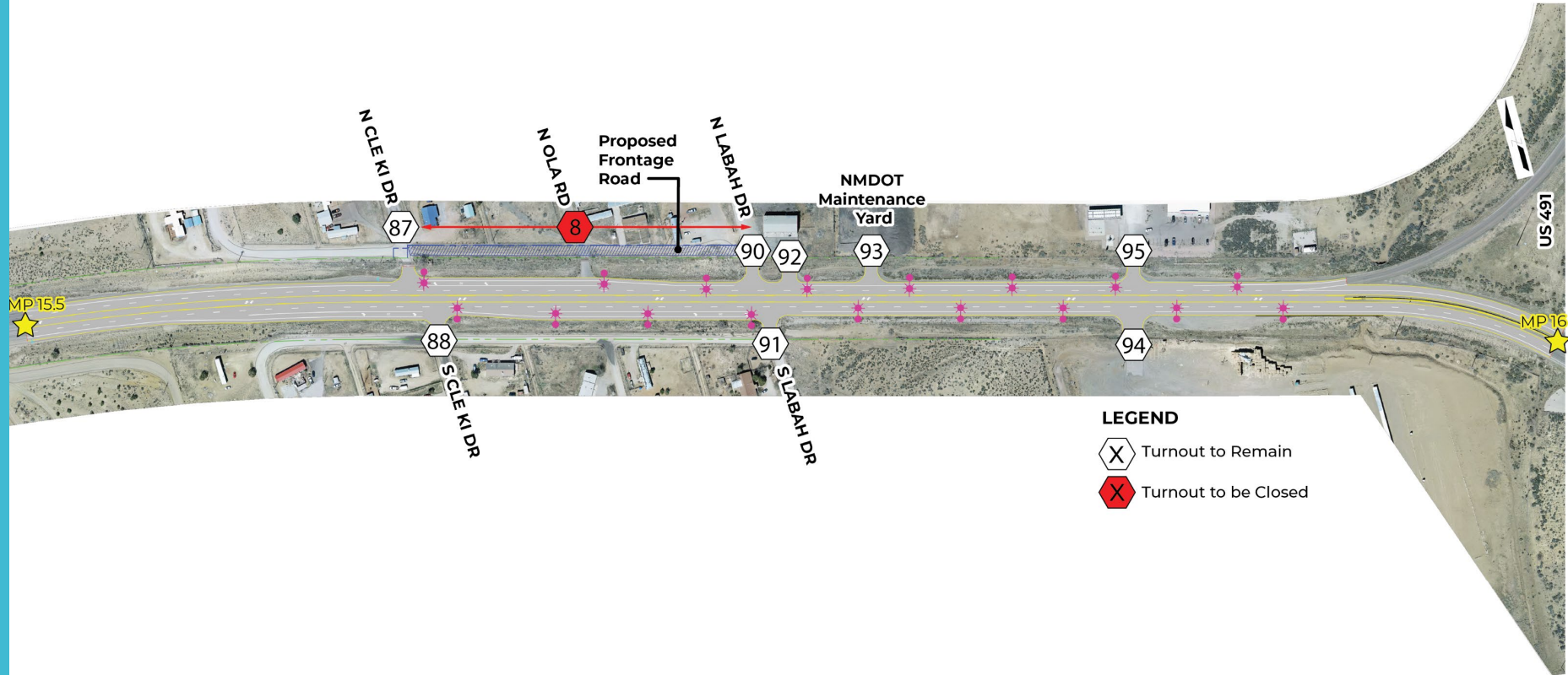
- Improve guardrails
- Improve pavement conditions
- Improve turnouts/access
- Upgrade signal at Alma Drive
- Update pavement striping
- Upgrade signage
- Addition of dynamic speed feedback signs
- Drainage infrastructure improvements
- Improve bicycle and pedestrian facilities

Recommended Access Consolidation – Urban Section



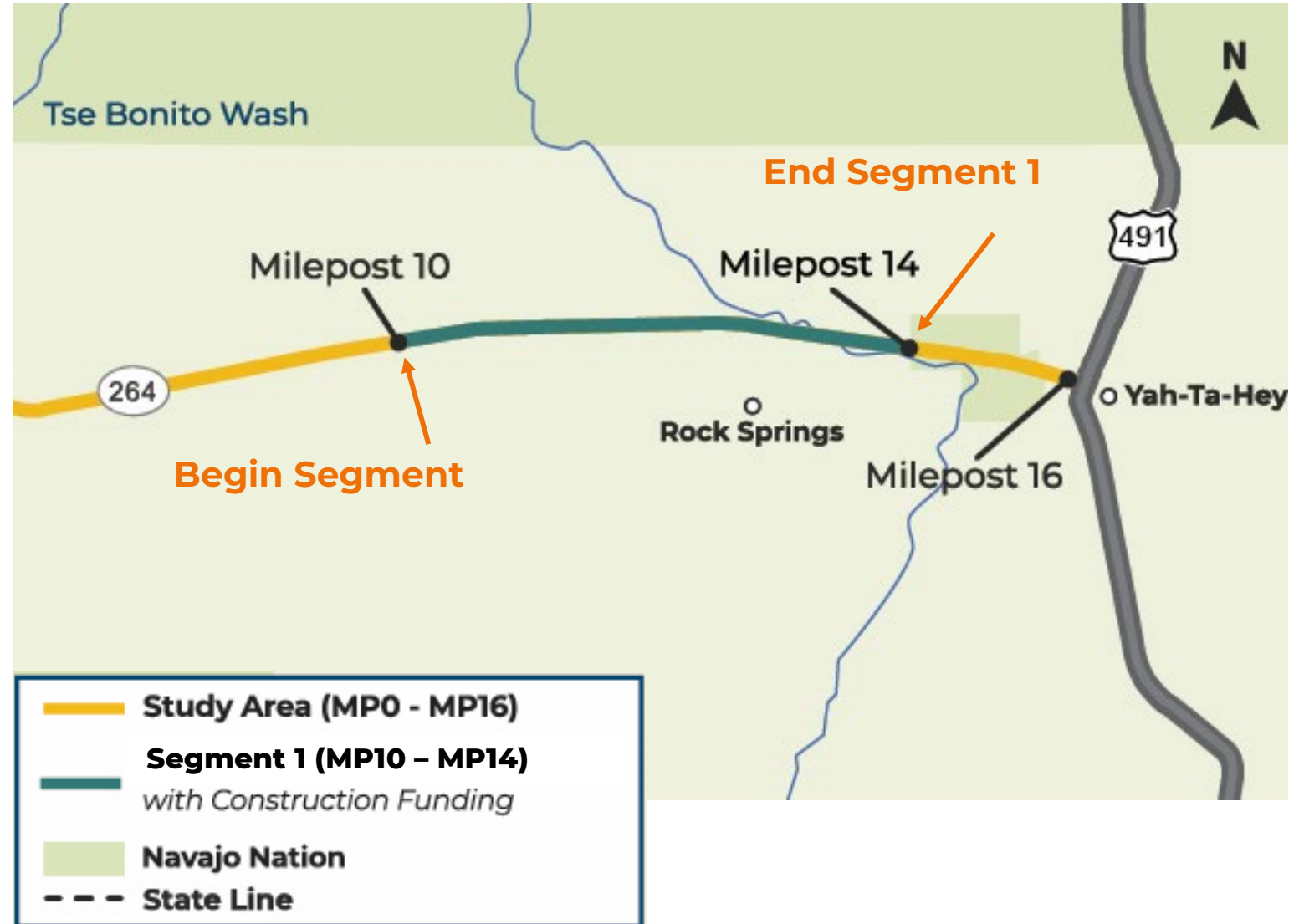
Segment 1 – Access Locations – Tse Bonito

Recommended Access Consolidation – Urban/Rural Section



Segment 1:

NM 264
MP 10 to 14



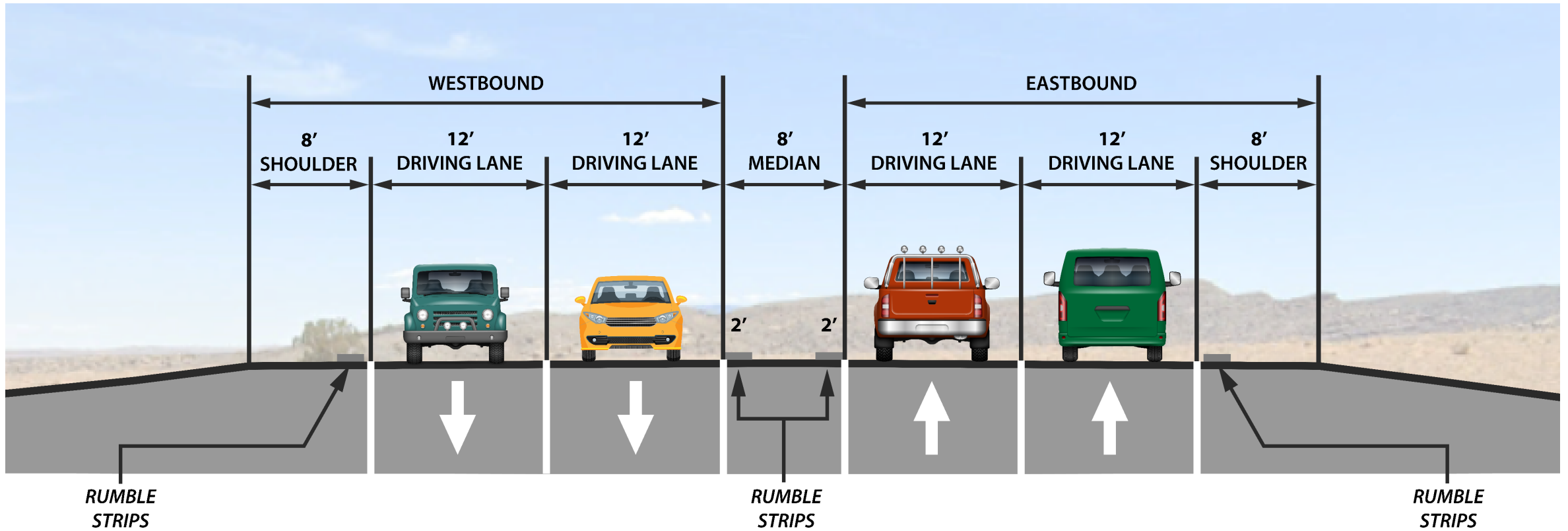
Segment 1:

NM 264 MP 10 to 14

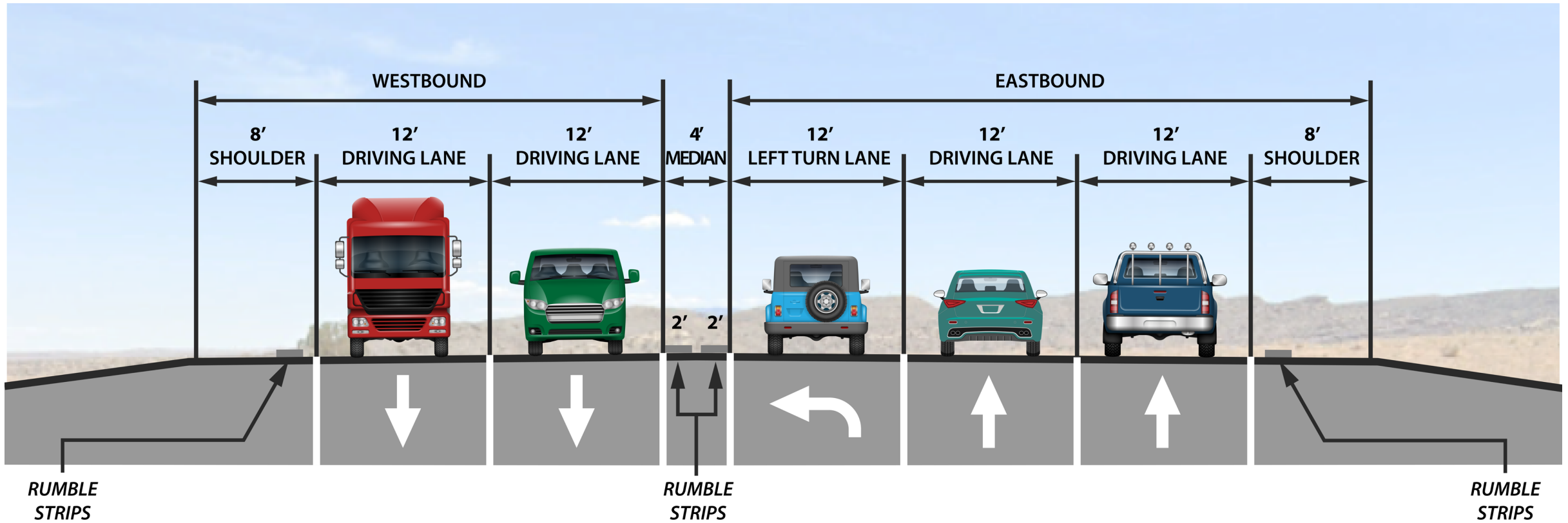
Segment 1: MP 10 – MP 14

Summer/Fall 2022	Summer 2022	Fall 2022 – Fall 2023	Spring 2024
<ul style="list-style-type: none">• Phase IC: Environmental Documentation	<ul style="list-style-type: none">• Phase D: Preliminary Design	<ul style="list-style-type: none">• Phase II: Final Design	<ul style="list-style-type: none">• Construction

- Proposed Improvements:
 - Reconstruction of existing pavement
 - Roadway geometry
 - Drainage improvements
 - Updating roadside guardrails, signing and pavement striping
- Maintenance of Traffic
 - Two-lane road access and turnouts maintained throughout project duration
 - Traffic at reduced speed with no road closures



Segment 1: Proposed Typical Section



Segment 1: Proposed Typical Section at Left Turn Locations

PROJECT SCHEDULE

Spring/ Summer 2022	Fall 2022	Fall/ Winter 2022	Spring 2023	Summer 2023	Spring 2024
<ul style="list-style-type: none">• Establish the need for improvements	<ul style="list-style-type: none">• Virtual Public Meeting #1 – August 23, 2022• Identify highway improvement alternatives	<ul style="list-style-type: none">• Evaluate improvement alternatives• Prepare draft Alignment Study document	<ul style="list-style-type: none">• Virtual Public Meeting #2 – May 17, 2023• Identify recommended alternatives	<ul style="list-style-type: none">• Completion of NM 264 Alignment Study	<ul style="list-style-type: none">• Anticipated start of construction for Segment 1: MP 10-14 (CN 6101221)

Schedule

Next Steps

- Construct Segment, CN 6101221 (MP 10-14)
- Preliminary and Final Design for the remainder of the corridor
 - *No funding available right now for the construction of the remainder of the corridor*
 - *Likely constructed in phases*

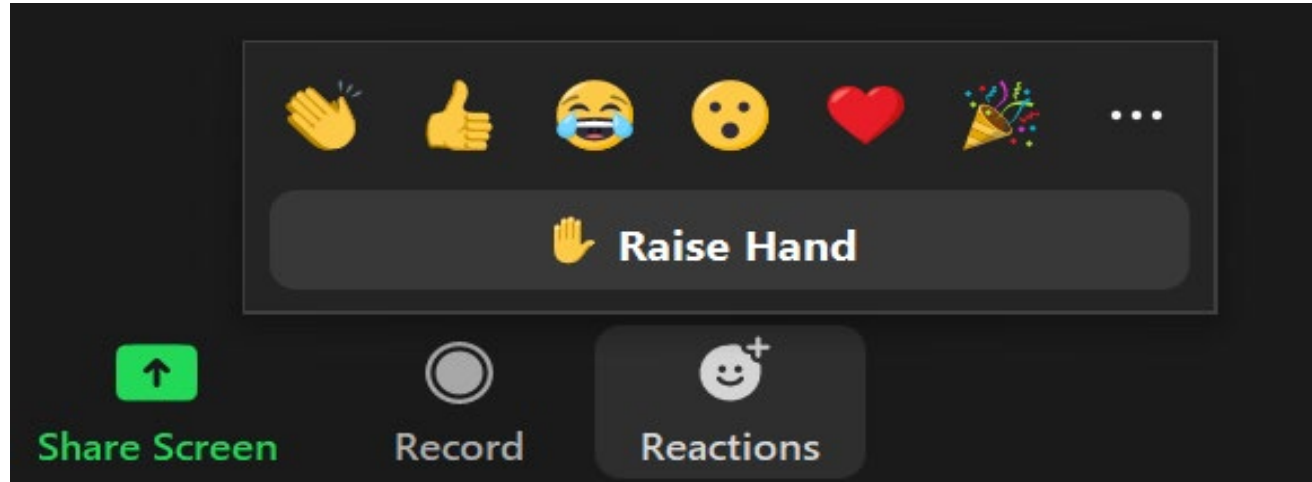
How to Provide Input

- Website Comments:
www.dot.nm.gov/projects/nm264study
- Call: 505.357.7327
- Email: NM264Study@hdrinc.com
- USPS Mail:
NM 264 Study
C/O Victoria Romejko, HDR
Engineering
2155 Louisiana Blvd NE #3000
Albuquerque, NM 87110
Comments should be received by June 16

Questions?

Raising Your Hand

To verbally ask a question,
please raise your hand.

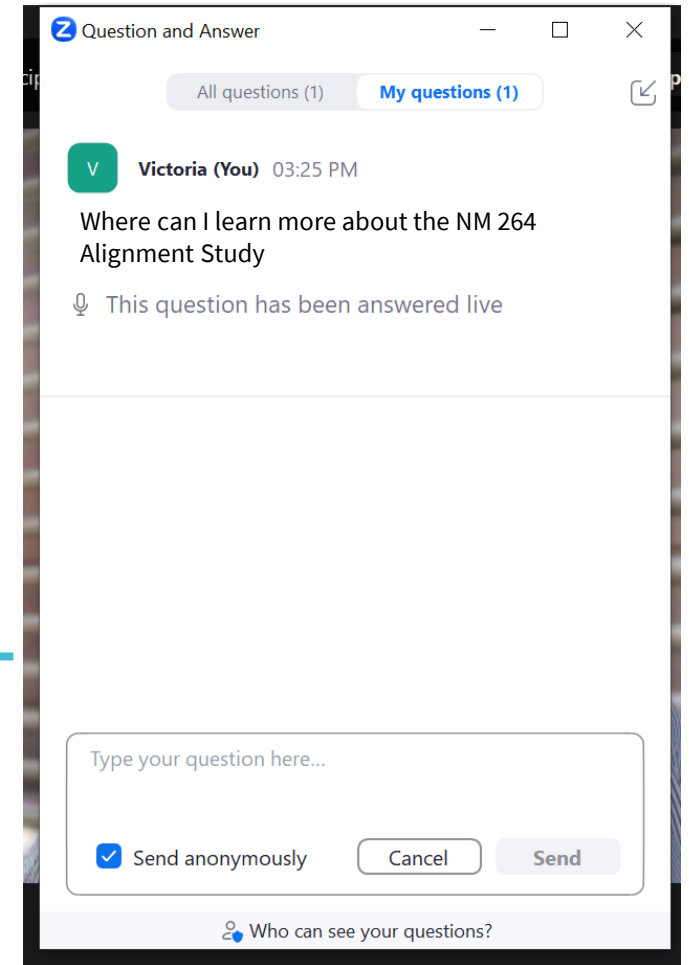
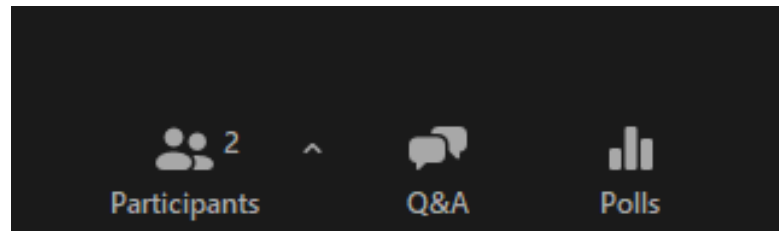


To raise your hand, select the “**reactions**” button
and then select “**raise hand.**”

If you are joining by phone, press *9 to raise your hand. When your name is called, press *6 to un your line when prompted. When you are finished speaking, press *9 again mute to lower your hand.

Asking a Question

To type in a question, select the Q&A button



Enter your question into the *Question and Answer* box and click send.

NM 264 ALIGNMENT STUDY MILEPOST 0 TO 16

OVERVIEW

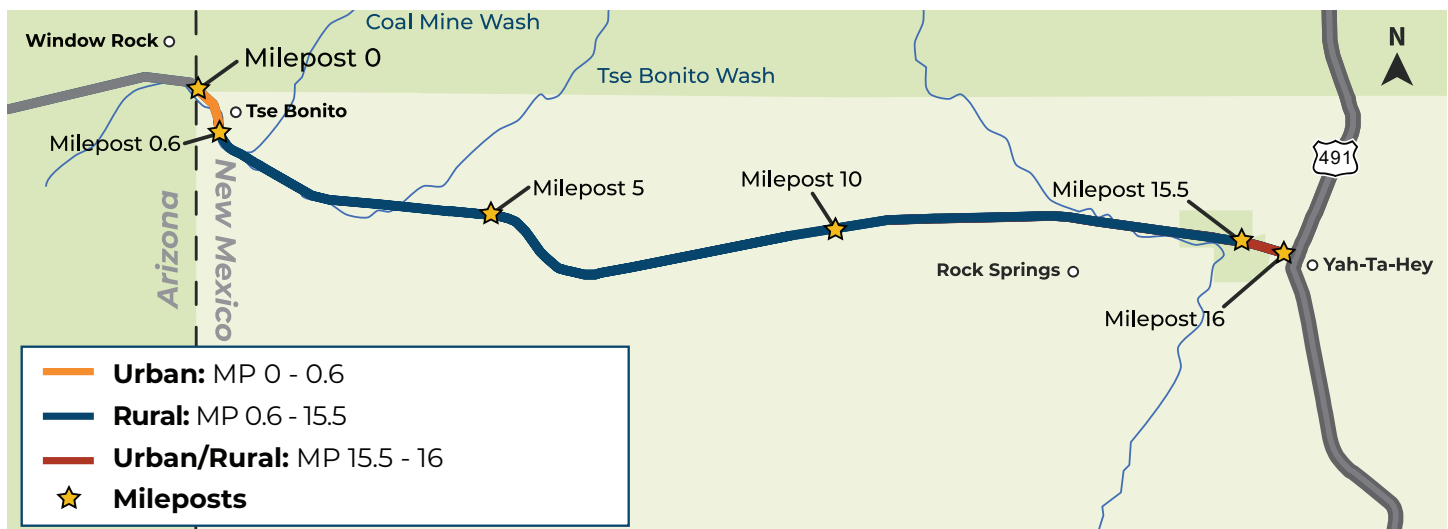
The New Mexico Department of Transportation (NMDOT), in coordination with the Federal Highway Administration, is evaluating alternatives and completing an alignment study for the 16-mile NM 264 highway that runs from the Arizona/New Mexico state line to the US 491 interchange near Yah-Ta-Hey. NM 264 serves as a key corridor to the Navajo Nation, connecting communities to their capital in Window Rock, AZ and serves as a connection to US 491.

Each alternative was evaluated based on purpose and need, traffic operations, safety, existing access and land use, right-of-way and impacts, environmental impacts, constructibility, and construction cost. For the purpose of the alternatives development, the study split the alignment into three sections:

- Urban: MP 0 - 0.6
- Rural: MP 0.6 - 15.5
- Urban/Rural: MP 15.5 - 16

Based on the alternatives evaluation and community input, the following alternatives are recommended to advance into the next phase of environmental studies and ultimately final design.

STUDY AREA BY SEGMENT



PROJECT SCHEDULE

Spring/ Summer 2022	Fall 2022	Fall/ Winter 2022	Spring 2023	Summer 2023	Spring 2024
<ul style="list-style-type: none"> • Establish the need for improvements 	<ul style="list-style-type: none"> • Virtual Public Meeting #1– August 23, 2022 • Identify highway improvement alternatives 	<ul style="list-style-type: none"> • Evaluate improvement alternatives • Prepare draft Alignment Study document 	<ul style="list-style-type: none"> • Virtual Public Meeting #2 - May 17, 2023 • Identify recommended alternatives 	<ul style="list-style-type: none"> • Completion of NM 264 Alignment Study 	<ul style="list-style-type: none"> • Anticipated start of construction for Segment 1: MP 10-14 (CN 6101221)

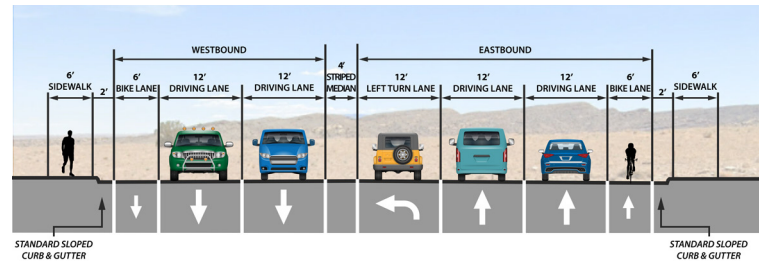
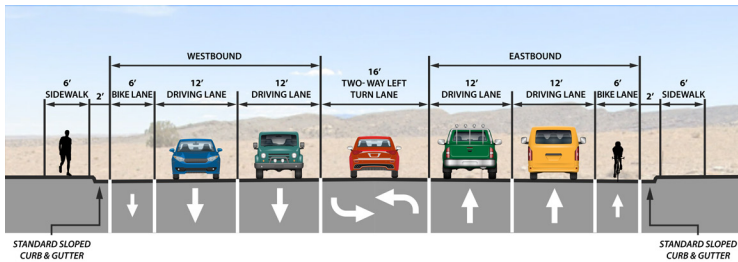
PROPOSED CORRIDOR IMPROVEMENTS

- Improve guardrails
- Improve pavement conditions
- Improve turnouts/access
- Upgrade signal at Alma Drive
- Update pavement striping
- Upgrade signage
- Addition of dynamic speed feedback signs
- Drainage infrastructure improvements
- Improve bicycle and pedestrian facilities

RECOMMENDED IMPROVEMENTS ALTERNATIVES

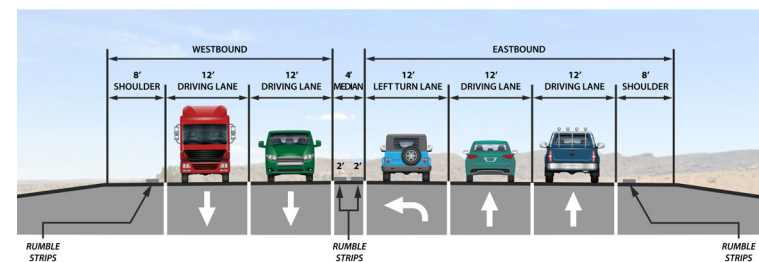
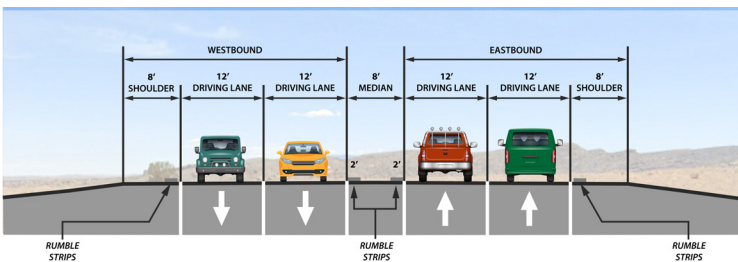
URBAN SECTION THROUGH TSE BONITO

NM 264 at Alma Drive

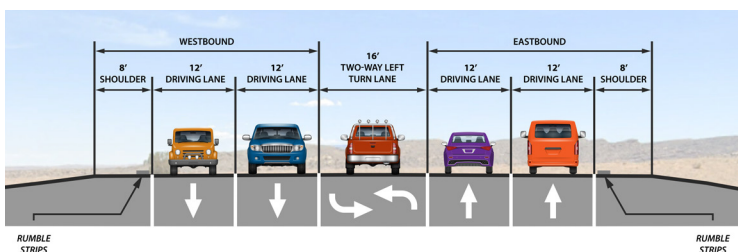


RURAL SECTION BETWEEN TSE BONITO AND YAH-TA-HEY

NM 264 at Left Turn Bays



URBAN/RURAL THROUGH YAH-TA-HEY



Appendix C – Public Comments

Virtual Meeting Q&A and Comments

Additional Public Comments

Virtual Public Meeting: Live Questions and Comments

May 17, 2023

Number	Question/Comment	Response
1	I originally asked the question about lighting, and I think there is more lighting than just mileposts 5.3 and 5.6 but those were what I remembered. I understand the answer to my question of why you're seeking to put lighting there. I would like to go on record and know how I can continue to oppose the lighting that is recommended or suggested in that area.	Ed Potthoff: So certainly, make the comment now. During the final design, there will be additional public meetings when that segment comes up and if the lighting is still recommended in that area, you certainly will have your chance to voice your opinion again. It will be included in the study document based on your input at this meeting, so it will be considered as part of that evaluation of the final design. I just want to emphasize that these are recommended improvements now, certainly when a final design happens things change within the corridor so that they'll look at additional details that may be in place at that time that aren't in place now. But you'll certainly have an opportunity to provide further input.
2	My name is Robert Moss. I am with Clayton Investment Company in Farmington, New Mexico. We own land that is in the urban segment in the first half mile at Tse Bonito. There	Ed Potthoff: So, the first thing you do is bring up a comment in a public meeting so we hear your concern. We will or the

	<p>was a comment made about one of the access points that was going to be eliminated. I believe it was access point #24. It's just to the east of O'Reilly Auto Parts and I believe the comment was that that access point belonged to O'Reilly Auto Parts and in truth, I don't believe that's true. I think that the access point is for land owned by Clayton Investment Company and so removing that access point would remove our access to that property there from the highway. So, I don't know, I guess my question is how does that get resolved if there is an issue with the landowner having a problem with access being removed and really having a detrimental effect on the value of the property?</p>	<p>project team will evaluate it, as part of the final design, all of the individual property accesses and if it is accessing a separate individual property, then that access would be maintained or would be recommended to be maintained.</p>
3	<p>Segment 1, will the pavement section be evaluated on life-cycle cost analysis?</p>	<p>Ed Potthoff: So, the pavement condition that's there now is so poor that it is anticipated that the recommendation is a full-depth reconstruction with a brand new pavement section. Any type of rehab would just essentially disintegrate based on the subsurface conditions that really reflect what we're seeing as far as the surface conditions right now.</p>
4	<p>I'm a resident in Tse Bonito so I just had a question about the, it looked like on the map or the slides, that the department was going to combine the turnoff into Navajo Petroleum and that trailer park. So my question is: was there consideration for school buses from Gallup-McKinley County, they usually turn at that turnoff where the Tse Bonito Mobile Home Park is and they would kind of I guess roundabout onto that dirt, it's like a dirt patch in front of the trailer park, I</p>	<p>Ed Potthoff: The recommendations that were provided were primarily due to the density of the turnout location. And so, I understand the issue of providing a loop for the school bus to go through there. One of the things we looked at was whether that loop could be maintained based on using the existing turnout at #2 that you see and</p>

	guess was that taken into consideration for the school buses that do pick up kids and drop off kids there in between the highway, the trailer park? I don't know if that was addressed or not.	then using that same combined access to complete that loop. Essentially, we have two turnouts at #4 and #5 that are very closely spaced together and really, it's just combining the two and not moving either one of them any significant distance.
5	I am interested in knowing why you are recommending lights at mileposts 5.3 and 5.6.	Ed Potthoff: Those specific locations I can't recall if they're due to geometry or due to other crash elements. But typically, those locations for additional lighting, especially in the rural areas, were due to low-level sight concerns, low-level lighting sight concerns.
6	You mentioned the erosion thing. It's been a big concern for myself and my neighbor, James Mariano, but nobody seems to be really looking at it. It is a really bad flood zone through there. I'm just hoping you guys are looking at that culvert that goes underneath the highway there and looking at the other side (inaudible). And that was my first concern. My second one, I know I'm going to ask just to get on the record, I do want a deceleration] lane on the eastbound lane, but it would look like Tse Bonito if you did it. But I do want that on the record. I would like a deceleration] lane on the eastbound lane, but I have been told I will not get it. Not really happy that you removed me by the host, so really a waste of my time tonight. Thank you very much.	Ed Potthoff: We certainly will note that. All of the drainage culverts in the corridor are being addressed and we recognize that locations as well as several others within the corridor that need to be addressed. And as Amanda went through the recommended alternatives the replacing of those drainage crossings was a significant part of the project, upsizing and really making sure that they maintain capacity and keep the sediment off the roadway and out of the pipe.
7	So, where I left off was on the P and M bridge that I heard was going to be improved, which I'm glad to hear. And	Ed Potthoff: Well, we certainly appreciate your input. We didn't fully get your

	<p>around that area, the last go-around I did comment that there in the wintertime when you're coming down that hill slope it's very dangerous. I did see that on the accident reports, it seemed like an area, so you know, it's good that the study came out to show that as well. And then the other area is by Yah-Ta-Hey. I think it's Zalegen (sp?) or Logan (sp?) Blvd., just not too far from the dollar store, Family Dollar store. There's a big tree there that is really in the way because I've mentioned last time that when the buses come out from that area early in the morning to work, that's really a dangerous site for them because they end up actually almost being on the road when they have to turn. So, I just wanted to bring that back to your attention once more and I thank you for trying to move forward with this project.</p>	<p>question through Tse Bonito, but the access consolidation element again is due to controlling the locations where cars enter the roadway. And it really is a traffic safety concern and really a big push, especially through areas like that. So, we certainly appreciate your input.</p>
8	<p>Can I get a copy of the powerpoint presentation?</p>	<p>Kristi Ross: Yes, a copy of the presentation will be available on the study website. We can through that study website in the chat so everyone has access to it, but a copy of this presentation, as well as a recording of this meeting, will be posted shortly after the meeting this evening.</p>
9	<p>Thank you again for the opportunity to provide this forum again. I had the chance the last go-around (inaudible) ...but I was looking at the Tse Bonito map that you had, and I agree with some of the at least two, two or three areas that I saw marked red (inaudible) ...because sometimes when you're driving through there, there's just...when there's congestion just as well that people are trying to figure out (inaudible).</p>	

The second thing just came out from back from word from Gallup (cuts out).

- 10 My comment on Tse Bonito was I'm glad to see a few reduced turnouts because today there are just too many that cause last-minute turns to the businesses.

Public Comments

Comment Period: May 2 – June 16, 2023

#	Date Received	Received Via	Question/Comment	Follow Up Response
1	5/10/23	Email	Residents from T&R to Gallup city limits are faced every day with drivers speeding and traveling over 55 mph. Drivers need to be slowed down with traffic lights along this stretch of highway specifically at the M&R Trading or Gamerco turnoff. It is far too dangerous for residents in this area to get onto or off the 491 highway. Please advise.	<p>Thank you for your interest in the NM 264 Alignment Study. We sincerely appreciate your feedback regarding this area. In an attempt to better understand your safety concern, are you referring to a specific location where drivers access 491 from NM 264? Please let us know.</p> <p>Thanks again,</p> <p>NM 264 Alignment Study Team</p>
2	5/17/23	Email	<p>Suggestion: stoplights projected at M&R Trading Post, Gamerco turnoff, and another projected stoplight between M& R TP and T&R Market.</p> <p>We need to slow down those drivers who are traveling at high rates of 70 mph as they descend down the hill, US 491 towards Gallup between Gas Max and M&R TP.</p>	<p>Thank you for this feedback. I'm adding this to our comment log and will share it with the project engineers.</p> <p>Best,</p> <p>NM 264 Alignment Study Team</p>

3	5/19/23	Comment Form	<p>NM Hwy 264 needs replacement ASAP. Too many potholes and vehicles swerving to avoid these big potholes. Some day soon vehicles are going to collide, side swipe trying to avoid the rough pot hole roads. I appreciate your including us in public opinion studies. ALL of NM Hwy 264 needs repaving with material that can handle long-term traffic and weight. Milemarker 0-.6 current existing design is fine the way it is. No need for walkways or side drainages. Just needs a working intersection light. The last TWO years have only been operative 20% of the time. Monday through Saturday we have flashing red light runners! Need the intersection light working. Mile marker .6-15.5 Figure 5 then 4 will work, provided use road material that can handle long term traffic. Figure 6 is too costly, just need good pavement, not any unnecessary lanes or expenses. Mile marker 15.5-16 Figure 7 will work., the current existing design. Please don't make us wait, for further studies. These roads from mile</p>	<p>Thank you for your comment regarding the NM 264 Alignment Study. We appreciate your feedback, especially as it concerns roadway safety. I'll pass this on to the project engineers for further review. Please stay tuned for project updates on the study site at www.dot.nm.gov/projects/nm264study/.</p> <p>Thanks again,</p> <p>NM 264 Study Team</p>
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			<p>marker 0 to 16 are damaging our vehicles, and creating hazards of vehicles almost colliding/side-swiping each other to avoid potholes. If it's going to take years for this improvement, please resurface and paint to avoid accidents and vehicle damage. Thank you.</p>	
4	5/29/23	Email	<p>Thank you for including the public in the alignment study and for your efforts to make the presentation clear.</p> <p>I spoke during the meeting about my concern for the proposed lighting at milepost 5.3 and 5.5. I will also mention MP 6 during this email.</p> <p>I have lived at MP 5.7 for 25 years and have been personally present and involved at many of the MVAs including two of the fatal crashes. My observations and concern for the proposed lighting begins with the pollution that it will create. We already have a serious energy problem in NM and using some of that energy to light the highway is</p>	<p>Thank you again for your patience. The project engineers from the NM 264 Alignment Study Team have reviewed your comments. I have broken out their responses into sections that focus on your specific concerns. Please see below.</p> <p>I have lived at MP 5.7 for 25 years and have been personally present and involved at many of the MVAs including two of the fatal crashes. My observations and concern for the proposed lighting begins with the pollution that it will create. We already have a serious energy problem in NM and using some of that energy to light the highway is not a good use of resources in my opinion. Speedy's already wastes enough electricity lighting the building and driveways polluting the night sky. During the meeting a specific reason was not given for the</p>

		<p>not a good use of resources in my opinion. Speedy's already wastes enough electricity lighting the building and driveways polluting the night sky. During the meeting a specific reason was not given for the proposed lighting but it was thought that it was recommended for geometry and crash reasons. Again, my involvement in the MVAs has never indicated that these could have been prevented by highway lighting. Most are alcohol related. The fatal at MP 5.7 in 1999 was a hit and run during daylight hours. The fatal that happened at approximate MP 6.1 also happened during daylight hours and included a drunk driver.</p> <p>The majority of accidents that happen at Speedy's are during daylight hours and involve the mistakes of drivers who do not acknowledge the serious hazard of the location. I believe the study would be better served by implementing the actions to follow and not lights. One, reduce the</p>	<p>proposed lighting but it was thought that it was recommended for geometry and crash reasons. Again, my involvement in the MVAs has never indicated that these could have been prevented by highway lighting. Most are alcohol related. The fatal at MP 5.7 in 1999 was a hit and run during daylight hours. The fatal that happened at approximate MP 6.1 also happened during daylight hours and included a drunk driver.</p> <p>Street lighting is recommended on NM 264 at MP 5.3 and MP 5.5 because there were crashes that occurred at these locations during dusk or dark / not lighted conditions in the most recent 5 years of available crash database. Poor lighting conditions at the time of the crash have contributed to the crash, and adding street lighting is one proven treatment that improves the condition. One of these crashes was alcohol-involved, but the other was not. Typically, we understand that there are not many roadway and traffic engineering solutions that can eliminate alcohol-related crashes however, adding light would draw more attention and make the object more visible to a driver driving under the influence. Our experience and research</p>
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		<p>speed from 55 to 45 from mile post 7 to 4.5 ish. The next problem with that is even with three agencies that regularly set up speed traps, traffic does not acknowledge the reduced speed zone. Two, as you are reducing driveways in Tse Bonito, there should only be one driveway for Speedy's. If the West driveway is the only access to the store that will give drivers 50% less to be concerned about. Third, warning lights or signs should be installed to alert drivers of the upcoming danger of traffic crossing the road and exiting the road to the business. Fourth, an acceleration lane, 16 feet wide and a 1/4 of a mile plus should be installed to give those exiting the business a place to go when accelerating into traffic on the highway.</p> <p>Again, thank you for the opportunity to make my concerns heard.</p>	<p>found that adding street lighting in areas with a history of dark / not lighted crashes has been proven by studies to reduce crashes.</p> <p>The majority of accidents that happen at Speedy's are during daylight hours and involve the mistakes of drivers who do not acknowledge the serious hazard of the location. I believe the study would be better served by implementing the actions to follow and not lights. One, reduce the speed from 55 to 45 from milepost 7 to 4.5 ish. The next problem with that is even with three agencies that regularly set up speed traps, traffic does not acknowledge the reduced speed zone.</p> <p>Unfortunately, lowering the speed limit does not typically help to lower actual driver speeds in an area with speeding concerns, especially in a rural environment. However, speed feedback signs are recommended throughout the corridor, which have been shown through studies to reduce over-speeding.</p> <p>Two, as you are reducing driveways in Tse Bonito, there should only be one driveway</p>
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		<p>for Speedy's. If the West driveway is the only access to the store that will give drivers 50% less to be concerned about. Third, warning lights or signs should be installed to alert drivers of the upcoming danger of traffic crossing the road and exiting the road to the business. Fourth, an acceleration lane, 16 feet wide and a 1/4 of a mile plus should be installed to give those exiting the business a place to go when accelerating into traffic on the highway.</p> <p>Driveway density is also a consideration on this corridor, and it may be possible to remove the second driveway at Speedy's. Additionally, the final design will evaluate if the property can be accessed by the fuel trucks to resupply the fuel tanks with a single driveway or if one of the driveways can be right in right out only. Finally, the proposed future improvement for this section of NM 264 would include a striped median, in which left turn and acceleration movements could be performed.</p> <p>We sincerely appreciate your input and hope you continue to stay involved in the project. Please visit</p>
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				<p>www.dot.nm.gov/projects/nm264study for updates.</p> <p>Thanks again,</p> <p>NM 264 Alignment Study Team</p>
5	6/12/23	Email	<p>Alli fer Inc. owns 120 acres at the intersection of Highways 264 and 491. Our current access from Highway 491 via Yatahey Loop is good and provides adequate access for tenants, homeowners, Navajo Transit System and school buses, all of whom use the roadway. Drainage is a problem in this area. Historically, silt washes on to the roadway and settles. Water has built up along Yatahey Loop for a number of years, but in the last few years, large rain events have blocked Highway 491 just south of the intersection with 264 on several occasions. This wasn't always the case. I suspect the drainage system in place was adequate for many years, but has filled with silt gradually and has now become unable to drain the area. While maintenance might remedy the</p>	<p>We appreciate the input as we develop the project along NM 264. With respect to your property along US 491, our project terminates at the west end of the interchange with US 491. Although the indicated drainage problem is outside the limits of the current study area, we will forward the letter to the local maintenance patrol so they can be made aware of the concern and assess the need for action. As we move into final design our project will focus on not contributing any additional drainage impacts to the NM 264 and US 491 interchange. We will continue our public involvement as the final design continues and we look forward to continuing coordination to improve the drainage issues.</p> <p>With respect to your property in Tse Bonito, our current design maintains both of the driveways (labeled 20 and 22) at their current location. O'Reilly will still have</p>

		<p>problem, it is also possible that additional steps need to be taken to address the flooding. As an adjoining property owner, our company is happy to cooperate with drainage, detention and erosion efforts to keep the drainage working properly. Just let us know how we can help with the process. Feel free to contact our company if we can help with the process.</p> <hr/> <p>Our company owns 1580 Hwy 264, leased to Solid Rock Dialysis Clinic and C & R Insurance Agency just east of the Arizona state line at Tse Bonito. Your map describes our parcel as "Shopping Center". I am delighted to learn that NM DOT and others are working to improve the highway that provides access to our building and would like to make some comments and suggestions. We wish to maintain access to our parcel as proposed on page 35 of https://www.dot.nm.gov/wp-content/uploads/2023/05/NM-264_Public-Mtg-2_Presentation_FINAL-reduced.pdf.</p>	<p>access via driveway 22 and their property is developed for that access. On the north side of Alma Dr., the design considered the option of frontage road access from that intersection however the required geometry did not allow for that access to remain within the available right-of-way. It is understood that any future development may require further adjustments to access location and design in order to properly accommodate the development and to ensure the safety of the roadway user. Bike lanes are recommended to provide additional multi-modal access to the corridor. NM 264 is a Tier 2 priority for bicycle facilities in the New Mexico Prioritized Statewide Bicycle Network Plan and bike lanes are recommended through the urban section based on the density of businesses in the area. Bike lanes are independent of sidewalks because sidewalks are designed for the slower speed of pedestrians and mixing bicycle traffic can be unsafe. We appreciate your input and look forward to continue working with you as the project progresses.</p> <p>As a part of the notification process, a direct mailer was developed and distributed</p>
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		<p>These are depicted as cutouts 20 and 22. These cutouts provide the only access to the dialysis clinic, the insurance agency, and to the O'Reilly Auto parts and have been in use for many years.</p> <p>When O'Reilly developed next door a few years ago, NMDOT removed an access point and limited O'Reilly's access only across land our company owns, and not directly to the street. The effect of this removal may have improved safety on highway 264, but it doubled traffic across our land. I have dealt with concerns from the dialysis clinic that drivers use the patient loading area as a roadway when exiting O'Reilly. The effect of closing access to 264 transferred the safety hazard off the highway and on to our patient loading facility.</p> <p>The light at Alma Drive makes sense as it pertains to access from south of 264. It serves Speedway, Blake's, the tax service, and many residences. Northbound, however, Alma Drive dead ends into the credit union (your cutout 17), with no further</p>	<p>through the U.S. Postal Service (USPS) Every Door Direct Mailing (EDDM). EDDM ensures mail pieces are delivered to every mailbox and PO box along a specified mail route so that residents and occupants receive these mail pieces more efficiently and mail does not get returned if there are any address inaccuracies, they are simply still placed in each mailbox. For this project, we selected all postal routes within a mile of the project area to try to capture all of those within the project area. For both virtual public meetings, an EDDM direct mailer was sent to 6,970 addresses in the study area to inform the surrounding community of the virtual public meeting. The mailers were distributed on August 2, 2022, and May 2, 2023. The mailers were sent to the following postal codes within the study area:</p> <ul style="list-style-type: none"> • 86515- PBOX • 87375- PBOX • 87305- PBOX • 87301- H033 <p>In addition, we published several other notifications through additional outlets to try to reach this community and notify them of the upcoming event, including</p>
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		<p>access to the Baptist Church, the mobile home park, and the developing land straight ahead. Perhaps easements could be obtained to allow more than one small building to utilize the traffic light. This could be accomplished with little impact to the credit union. I notice your proposal suggests bicycle lanes along Highway 264 at Tse Bonito alongside the planned sidewalks. have owned highway frontage along 264 at Tse Bonito since 1994 and I have never seen a bicycle being used along the highway. I think it's a poor use of resources to have both 12 feet of sidewalk plus 12 feet of bicycle lane. The two can be combined into sidewalk, freeing the money for additional improvements. From a safety perspective, added bicycle lanes would cause confusion about right-of-way, and most of the Tse Bonito drivers are accustomed to rural driving. I believe bicycle lanes will add significant risk to cyclists in Tse Bonito.</p>	<p>print advertisements in both the Gallup Independent and Navajo Times, a banner that was hung on Northbound NM 264 just outside of Tse Bonito in front of C&R Insurance, the project website, NMDOT social media, press releases, and direct emails to those on our community stakeholder list, surrounding agencies, and other organizations/stakeholders in the area. We continue to strive to identify and adapt our communication and notification process and will consider additional options to better reach residents, businesses, and property owners along this corridor. Please note, you will now be added to the stakeholder list based on our recent communication.</p> <p>Thank you,</p> <p>The NM 264 Alignment Study Team</p>
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			<p>I wish to make a final point as to notification. Most of the property owners along this corridor do not have local mail service, so their mail goes to other addresses. I did not get notified of the first meeting and nearly missed the second meeting. The County Assessor's office has accurate addresses for property owners who pay property taxes, and these taxpayers should have input into decisions relating to access. Please don't hesitate to contact me if I can provide more information about the road improvements. I look forward to seeing the results of your hard work.</p>	
6	6/13/23	Email	<p>I attended the above-referenced public hearing on behalf of Clayton Investment Company Ltd. ("CIC"). CIC owns property along NM Highway 264 in the area referred to in the public hearing as "Urban" between MP 0 and MP 0.6. In the slide presentation at the public hearing, it was recommended that CIC's existing access point to its property, marked as #24 on the attached slide, be closed. Removing</p>	<p>We appreciate your input based on the public meeting. With respect to the access to the CIC property you included in your letter the recommendations provided were based on the current corridor development. It is understood that any future development may require further adjustments to access location and design in order properly accommodate the development and to ensure the safety of the roadway user. This project is currently in the planning phase and further input will</p>

		<p>this access point would deprive CIC from properly accessing its property from the highway and would further severely impair the marketability of the property. In fact, CIC is currently in active contract negotiations to sell its property to a buyer intending to develop the property as a retail facility. Removing the access to this property from NM Highway 264 would effectively terminate any possibility of retail development of CIC's property or of CIC effectively marketing the property to prospective retail purchasers. CIC would consider the removal of its access point to be a taking of its property and would seek just and equitable compensation for such a taking.</p> <p>Accordingly, CIC believes the appropriate course of action is to preserve its existing access to its property in order to preserve the property's marketable value and avoid a de facto taking.</p> <p>Thank you for the opportunity to provide these comments and for</p>	<p>be sought as the project moves into final design. Construction funding for this section of the project has not been identified so construction is not likely within the next few years. The current access recommendations will be revisited closer to the actual construction. As an alternative CIC can request a state access/driveway permit now in order to formalize approval for, and properly permit the existing driveway. At this point in time, the existing driveway is not permitted and therefore is not formally approved/recognized by the NMDOT. This will be required for any new development of this property in the future. The application can be found here Permit_to_Construct_Access.pdf (rtsclients.com).</p>
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		your reasoned consideration of the same.
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Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Tse Bonito CDP

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	203	100%	272
Less than 9th Grade	24	12%	73
9th - 12th Grade, No Diploma	45	22%	106
High School Graduate	79	39%	125
Some College, No Degree	36	18%	103
Associate Degree	8	4%	38
Bachelor's Degree or more	11	5%	54
Population Age 5+ Years by Ability to Speak English			
Total	319	100%	399
Speak only English	111	35%	196
Non-English at Home ¹⁺²⁺³⁺⁴	208	65%	263
¹ Speak English "very well"	177	55%	261
² Speak English "well"	18	6%	71
³ Speak English "not well"	12	4%	66
⁴ Speak English "not at all"	1	0%	22
³⁺⁴ Speak English "less than well"	13	4%	66
²⁺³⁺⁴ Speak English "less than very well"	31	10%	96
Linguistically Isolated Households*			
Total	14	100%	57
Speak Spanish	0	2%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	14	98%	56
Households by Household Income			
Household Income Base	111	100%	95
< \$15,000	43	39%	79
\$15,000 - \$25,000	10	9%	33
\$25,000 - \$50,000	29	26%	72
\$50,000 - \$75,000	13	11%	53
\$75,000 +	17	16%	47
Occupied Housing Units by Tenure			
Total	111	100%	95
Owner Occupied	93	84%	92
Renter Occupied	18	16%	66
Employed Population Age 16+ Years			
Total	267	100%	329
In Labor Force	103	39%	170
Civilian Unemployed in Labor Force	20	7%	59
Not In Labor Force	164	61%	226

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.