



Welcome to the Meeting

US 64 Alignment Study Public Involvement Meeting

- ❖ We will begin shortly
- ❖ Please hold your questions until the end of the presentation



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



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

N|V|5

Date: June 24th, 2026



NMDOT Public Involvement Meeting

for the
US 64 Alignment Study
from Tres Piedras to Taos, NM

Control No. 5101660

US 64 Study Team

New Mexico Department of Transportation

- ❖ Diego Gomez, P.E. – NMDOT NRD Project Development Engineer
- ❖ Sean Brady, P.E. – NMDOT D5 Technical Support Engineer
- ❖ Javier Martinez, P.E. – NMDOT D5 Engineering Support

Consultants

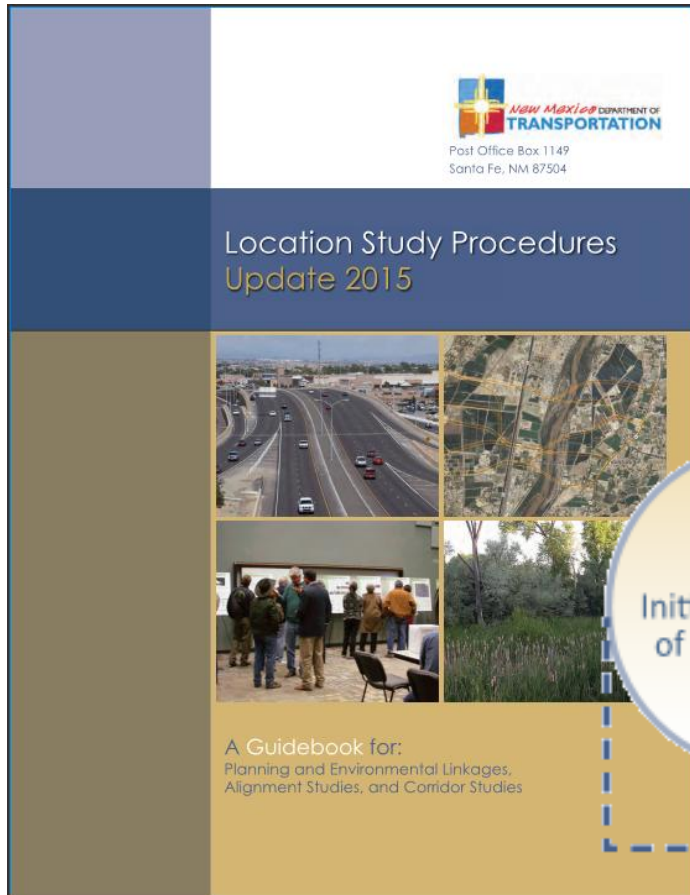
- ❖ Andrew Gallegos, P.E. – NV5 Study Manager
- ❖ Steve Harris – NV5 Design Project Manager
- ❖ Adam Miera, P.E. – NV5 Traffic Engineer
- ❖ Sheila Johnson, P.E. – NV5 Drainage Engineer
- ❖ Paul Knight – NV5 Natural Resources Lead

Agenda

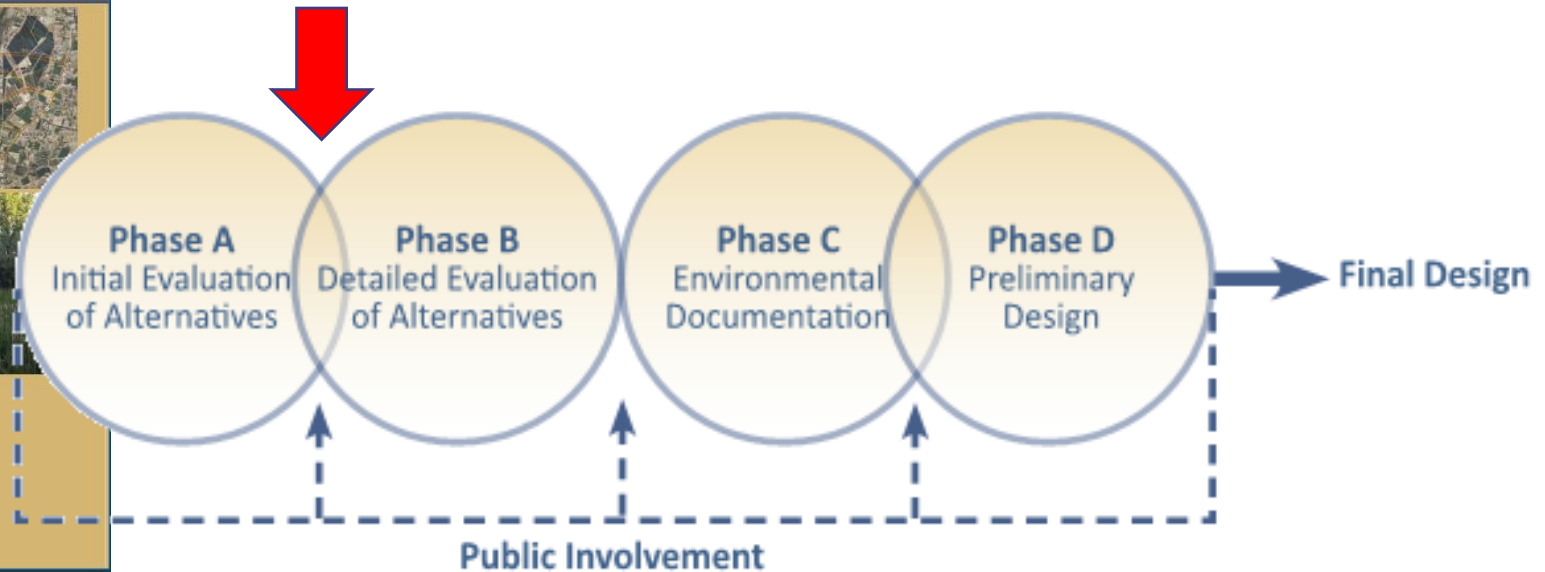
- ❖ Phase I-A/B Alignment Study Process
- ❖ Project Overview
- ❖ Purpose and Need
- ❖ Study Corridor Evaluation & Phase A Alternatives
 - Roadway
 - Bridge
 - Intersections
 - Traffic
 - Drainage
 - Environmental
- ❖ Study Schedule and Next Steps
- ❖ Questions

Study Process

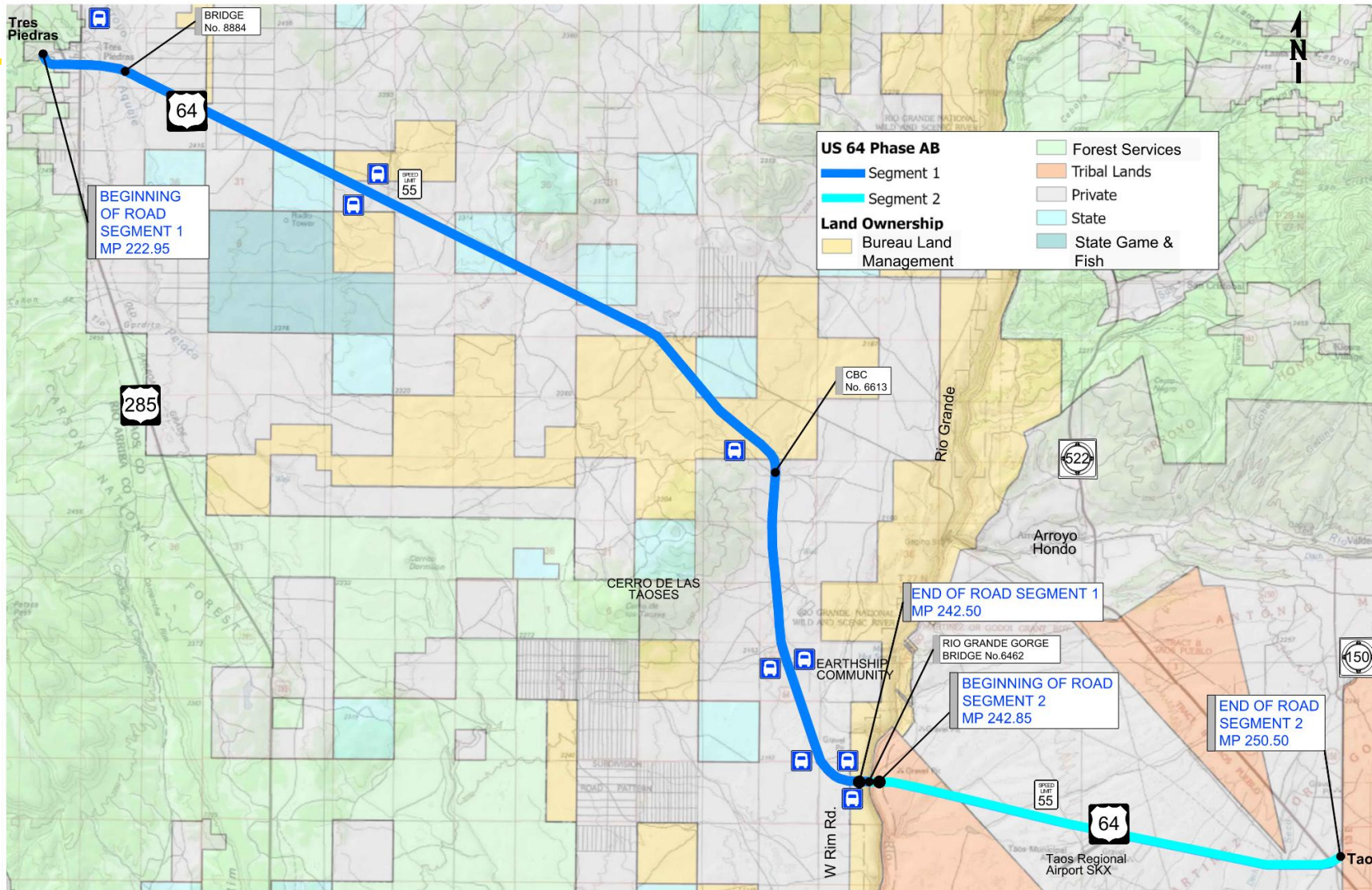
NMDOT's Location Study Procedures



**First Public Meeting
June 24th, 2026
(We are Here)**



Corridor Study Segments 1 & 2



Purpose & Need

Purpose describes the overall objectives the study team seeks to achieve:

- Improve roadway and roadside safety
- Reduce crashes throughout corridor
- Upgrade Drainage Structures
- Ensure pedestrian/bicycle/vehicular connectivity along the corridor

Need identifies the existing problems or deficiencies that the project intends to address

- Deficient Roadway Geometry and Narrow Typical Section
- Aging and Deteriorating Pavement
- Crossing Drainage Structure Deficiencies
- Road Safety & Access Control
- Inadequate Pedestrian, Bicycle, and Vehicular System Connectivity



Existing Conditions

Existing Roadway/Drainage Deficiencies

❖ Roadway

- Pavement is in Poor Condition
- Typical Section: 2-12' Lanes
- Inadequate shoulder widths (1')

❖ Drainage

- Several Crossing Drainage Structures do not meet current Capacity Standards

❖ Multi-modal

- Unimproved Regional Transit Bus Stop (8)
- No bicycle or pedestrian capacity
 - Segment 1 (Tier 2 facility) & Segment 2 (Tier 1 facility)

❖ Primary intersections

- Do not meet current geometric design standards
- Inadequate storage capacity (Lt. & Rt.)
- Inadequate Street Lighting



Existing Conditions

Existing Intersections and Access Management

- ❖ Intersection Geometry Deficiencies
 - Free Right Turn Lanes do not meet Current Design Standards
 - Pedestrian Access is Inadequate
 - Turn Lane lengths are inadequate and some intersections are lacking turning lanes
 - Inadequate access for businesses
 - Stopped Traffic for Left Turn movements can create Safety Problems and Disrupt Operations
- ❖ Minor Intersections and Driveways
 - No Access Control throughout corridor



Alternative Evaluation

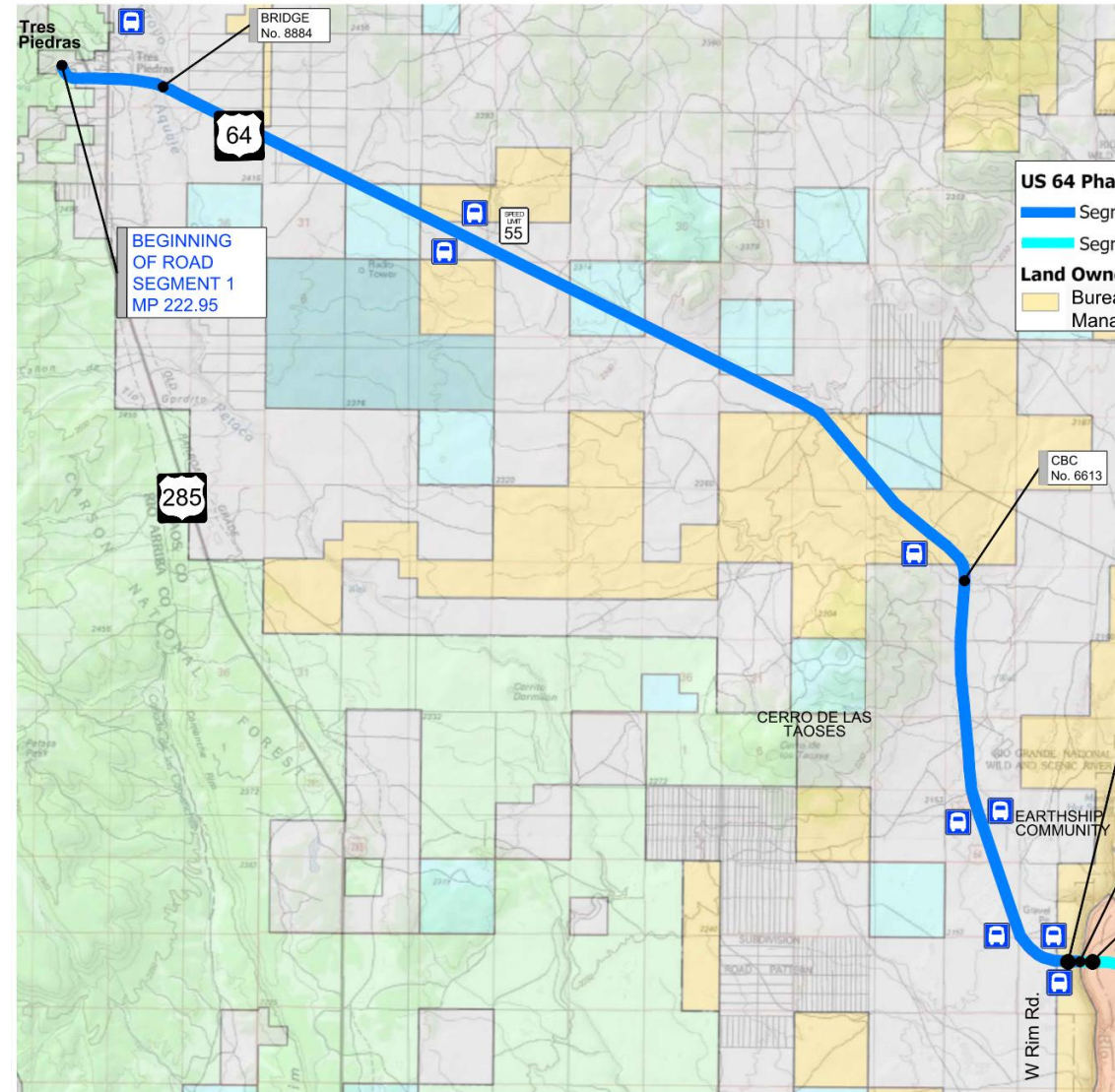
Alternative Screening Matrix

- ❖ Screening Matrix evaluates and narrows the list of alternatives that will be carried into the Detailed Evaluation for Phase I-B.
- ❖ Phase I-A Considerations:
 - Selection of Evaluation Criteria
 - Physical Deficiencies,
 - Traffic Operations,
 - Safety,
 - Constructability,
 - Environmental Impacts,
 - Maintenance, etc.
 - Scoring and Ranking of each Alternative is Color-Coding in Matrix for simplicity
 - Establish Recommendations of Alternatives to proceed to Phase I-B
- ❖ Alternatives that meet the evaluation criteria along with the No-Build alternatives will move forward Phase I-B.

Roadway Segment 1 Alternatives & Location

Tres Piedras to the Gorge Bridge

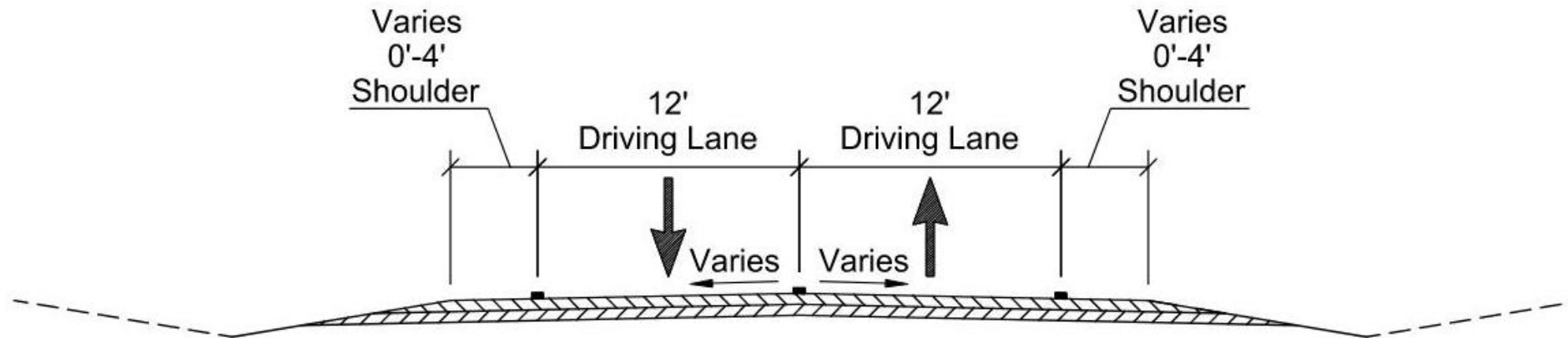
- ❖ Alternative 1-1: No Build
- ❖ Alternative 1-2: Full Reconstruction w/ 6' shoulders
- ❖ Alternative 1-3: Full Reconstruction w/ 3' center buffer & 6' shoulders



Segment 1 Alternative 1-1 – No Build

❖ Existing Condition:

- 2 lane rural highway
- Inadequate shoulder widths (0' to 4')
- No pedestrian or bicycle facilities
- Inadequate horizontal and vertical geometry
- Poor pavement conditions
- No rumble strips



Segment 1 Corridor Alternative 1-2

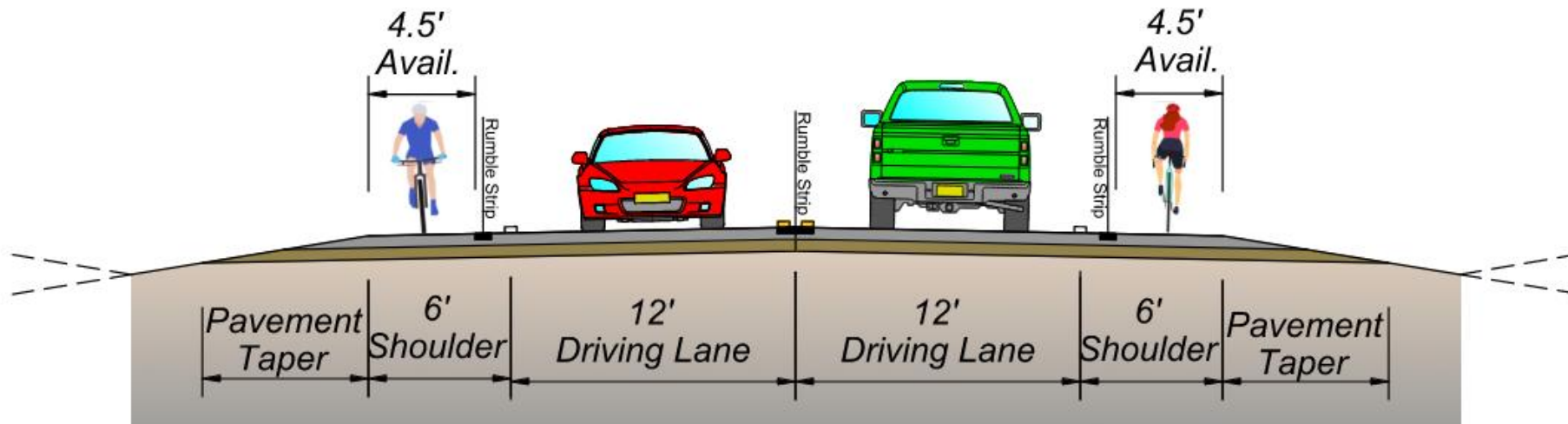
❖ Full Reconstruction

❖ Roadway

- 2-12' lanes (1 in each direction)
- Full reconstruction of pavement section of driving lanes with 6' shoulders
- Center line and edge line rumble strips will reduce crossover and runoff the road crashes.

❖ Multi-Modal Facilities

- Widened shoulders for bicyclists and pedestrians
- Meets current bicycle guidelines and Tier 2 requirements for Pedestrians and Bicyclists
- Bus Stop Accessibility



Segment 1 Evaluation Matrix – Roadway

Evaluation Factor	Segment 1 Alternatives		
	ALTERNATIVE 1-1 (No Build)	ALTERNATIVE 1-2 (12' lanes, 6' shoulders)	ALTERNATIVE 1-3 (11' lanes, 6' shoulders, and a 3' centerline buffer)
Physical Deficiencies	--	+	
Traffic Operations		+	+
Safety	--	+	++
Constructability	+		
Environmental Impacts			
Maintenance	--	++	++
Recommendation	Advance	Advance	Advance

Bridge 8884 Alternatives

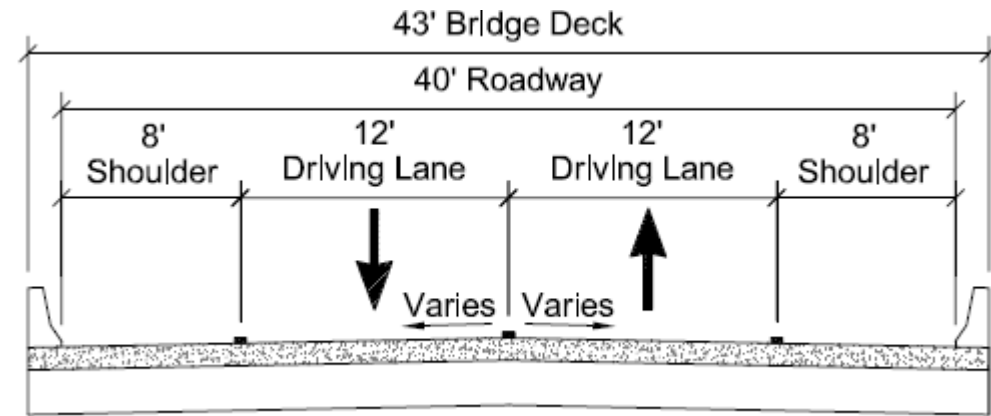
- ❖ Located 0.75 miles east of Tres Piedras at MP 224.25



Bridge 8884: Alternative 1 – No-Build

❖ Existing Condition:

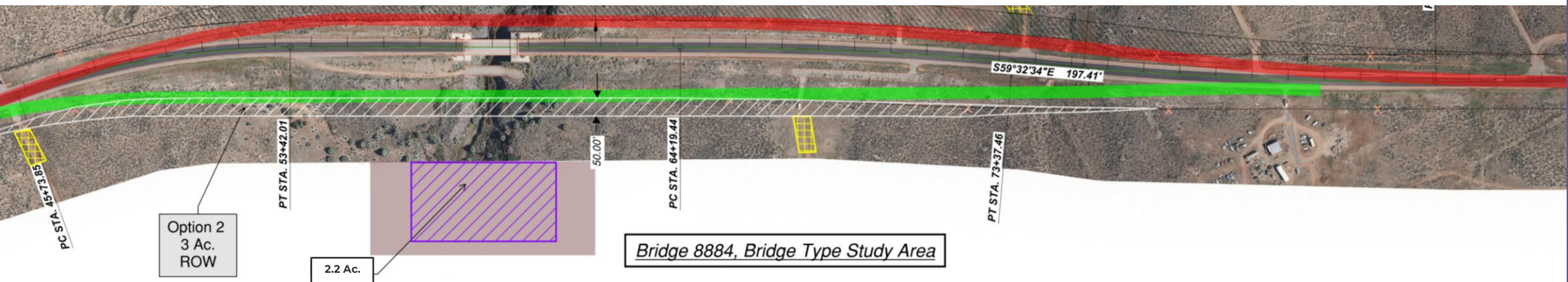
- ❖ Superstructure (Deck and Girders) are in satisfactory condition
- ❖ Substructure is in Poor condition
- ❖ MSE walls and abutments are moving horizontally towards the superstructure at an accelerated rate
- ❖ Continuing Maintenance costs will be higher than normal



Bridge 8884: Alternative 2

» Full Reconstruction

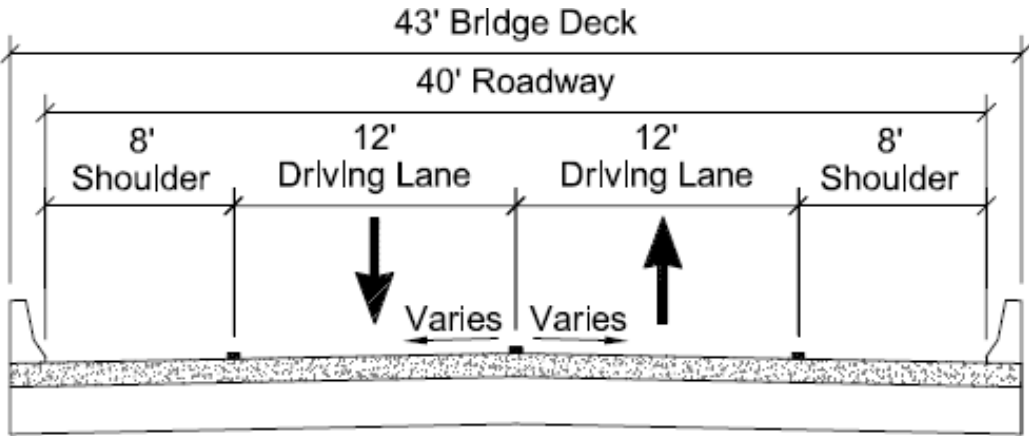
- ❖ Construct new bridge on new alignment
- ❖ Match new bridge typical section to proposed roadway typical section
- ❖ Remove existing roadway bridge
- ❖ Protect (do not remove) adjacent historical bridge



Bridge 8884: Alternative 3

» Repair & Rehabilitation

- ❖ Major repair and possible reconstruction of bridge embankment and foundation
- ❖ Repair costs required to stabilize MSE walls and bridge abutments could exceed the cost of full reconstruction.
- ❖ Substructure repairs may result in significant traffic delays during construction



Evaluation Matrix – Bridge 8884

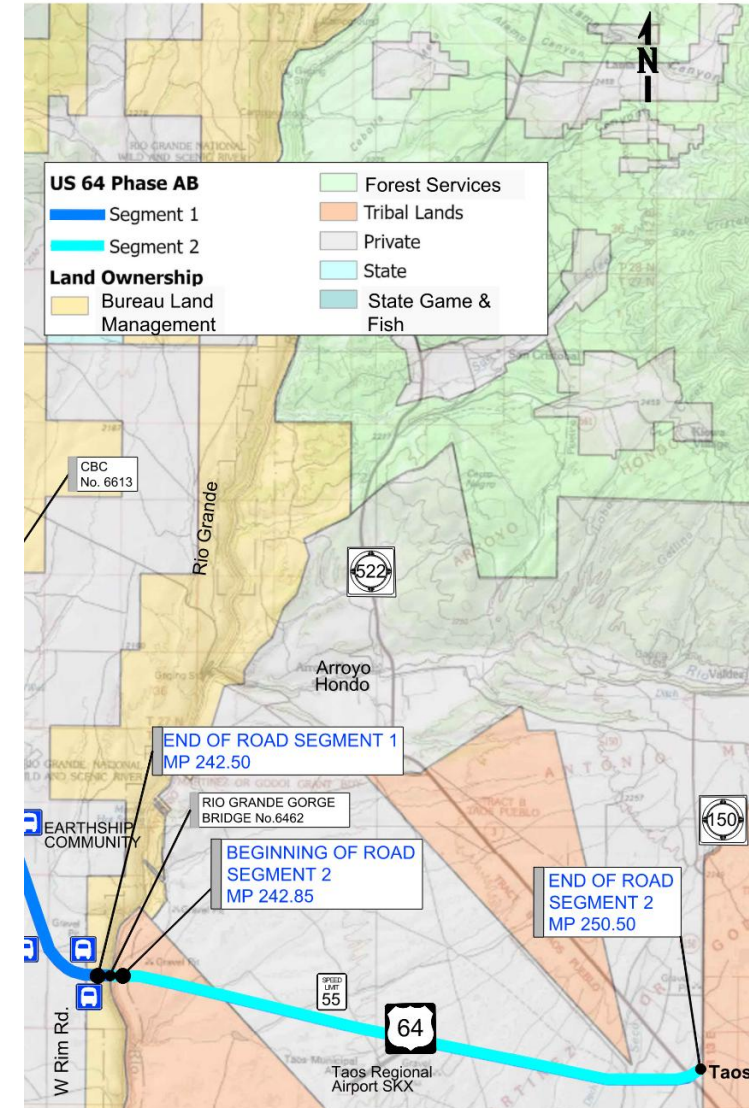
	Bridge 8884 Alternatives		
Evaluation Factor	Alternative 1 NO BUILD	Alternative 2 FULL RECONSTRUCTION	Alternative 3 REPAIR & REHABILITATION
Physical Deficiencies	- - -	+	+
Safety	- - -	++	-
Constructability	+	++	-
ROW Impacts	+	-	+
Environmental Impacts	-		
Maintenance	--	++	-
Construction Costs	-		
Recommendation	Advance	Advance	Do Not Advance



Roadway Segment 2 Alternatives Location

❖ Segment 2 – Rio Grande Gorge Bridge to US 64/NM 150/NM 522 Intersection

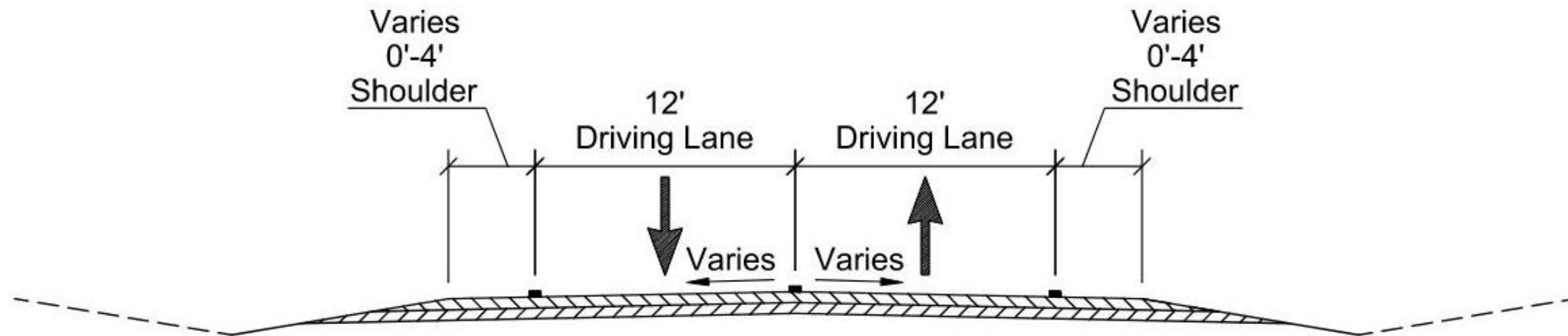
- ❖ Alternative 1: No Build
- ❖ Alternative 2: Full Reconstruction with 8' - 10' shoulders with 3' centerline buffer
- ❖ Alternative 3: Full Reconstruction with 8' - 10' shoulders
- ❖ Alternative 4: Full Reconstruction with 8' shoulders, 6' Natural Buffer, and 10' Multi-Purpose Trail



Segment 2 Alternative 2-1 - No Build

Existing Condition:

- 2 lane rural highway
- Inadequate shoulder widths
- No pedestrian or bicycle facilities
- Inadequate horizontal and vertical geometry
- Limited street lighting at major intersections
- Poor pavement conditions
- No rumble strips



Segment 2 Corridor Alternative 2-2

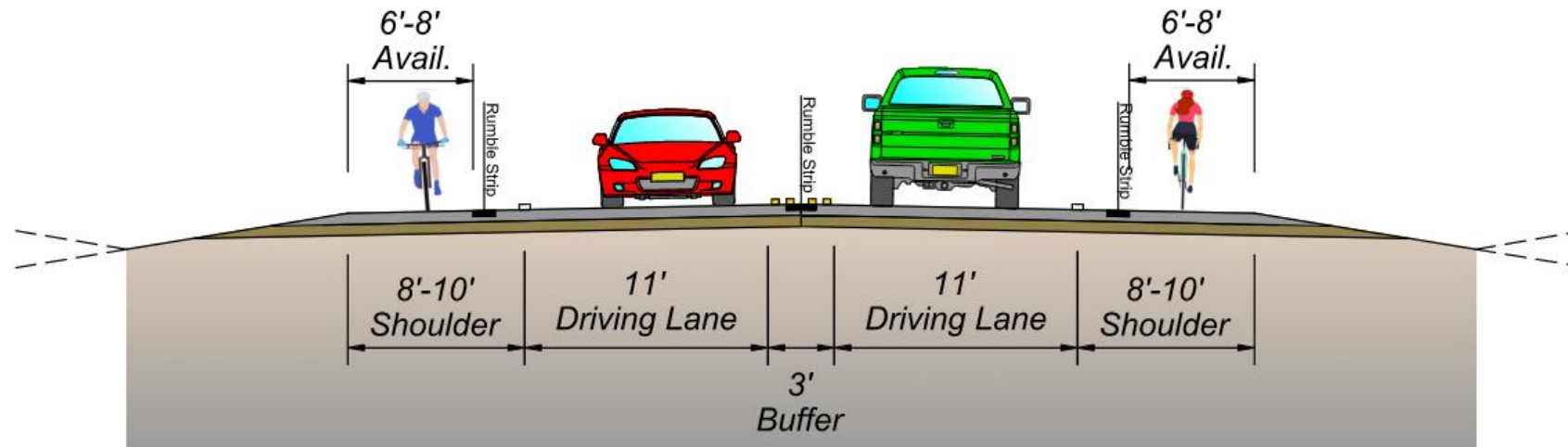
❖ Full Reconstruction

❖ Roadway

- 2-11' lanes (1 in each direction)
- Fully reconstructed roadway with 8' wide shoulders
- Center line and edge line rumble strips will reduce crossover and runoff the road crashes.

❖ Multi-Modal Facilities

- Widened shoulders for bicyclists and pedestrians
- Meets current bicycle guidelines and Tier 1 requirements for Pedestrians and Bicyclists
- Bus Stop Accessibility



Segment 2 Corridor Alternative 2-3

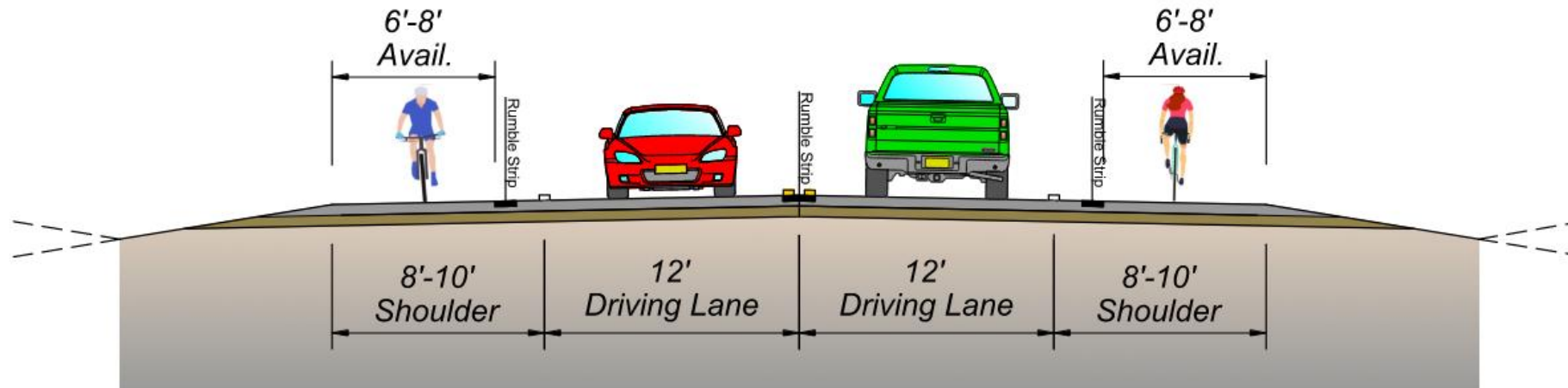
❖ Full Reconstruction

❖ Roadway

- 2-12' lanes (1 in each direction)
- Fully reconstructed roadway with 10' wide shoulders
- Center line and edge line rumble strips will reduce crossover and runoff the road crashes.

❖ Pedestrian/Bicycle Facilities

- Widened shoulders for bicyclists and pedestrians
- Meets current bicycle guidelines and Tier 1 requirements for Pedestrians and Bicyclists
- Easier to maintain in the winter



Segment 2 Corridor Alternative 2-4

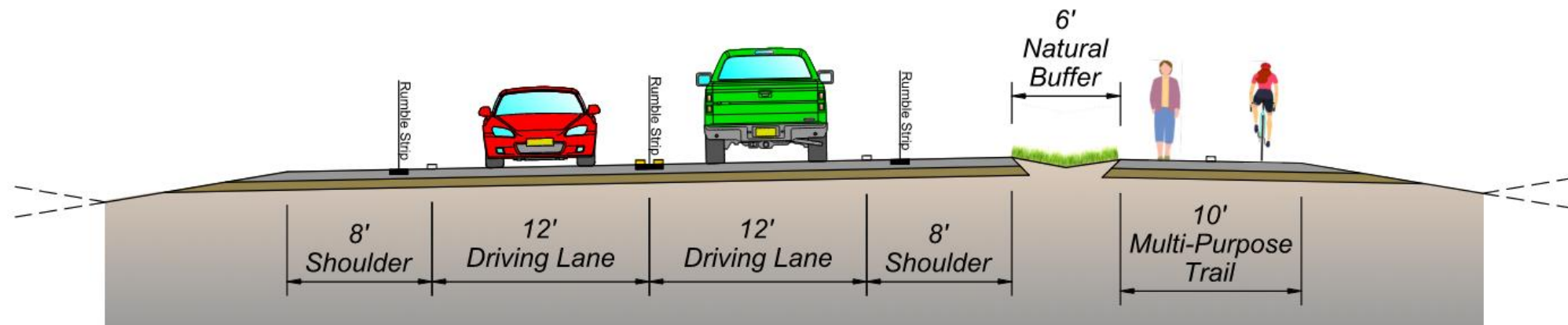
❖ Full Reconstruction

❖ Roadway

- 2-12' lanes (1 in each direction)
- Fully reconstructed roadway with 8' wide shoulders
- Center line and edge line rumble strips will reduce crossover and runoff the road crashes.

❖ Pedestrian/Bicycle Facilities

- Separated 2-way Multi-Purpose trail
- Will require additional maintenance in the winter
- Meets current bicycle guidelines and Tier 1 requirements for Pedestrians and Bicyclists
- Bus Stop Accessibility



Segment 2 Evaluation Matrix – Roadway

Evaluation Factor	Segment 2 Alternatives			
	ALTERNATIVE 2-1 (No Build)	ALTERNATIVE 2-2 (11' lanes, 8' - 10' shoulders, and a 3' centerline buffer)	ALTERNATIVE 2-3 (12' lanes, 8' - 10' shoulders)	ALTERNATIVE 2-4 (12' lanes, 8' shoulders, 6' natural buffer, 10' multi-purpose trail)
Physical Deficiencies	--	++	++	++
Traffic Operations		+	+	+
Safety	--	+	+	++
Constructability	+			
Environmental Impacts	++	+	+	
Maintenance	--	++	++	
Recommendation	Advance	Advance	Advance	Advance

Intersection Alternatives

Intersections

- US 64/US 285 (flashing beacon) at Beginning of Project
- US 64/ Blueberry Hill Rd. (Stop-controlled)
- US 64/NM 150/NM 522 (signalized)
- 21 other minor intersections



US 64/US 285 Intersection Alternative 1: No-Build

❖ Existing Condition:

- ❖ No deceleration left-turn lanes on US 64 for entering Blueberry Hill Rd./Taos Gravel Products
- ❖ No facilities for bicyclists or pedestrians
- ❖ Inadequate left and right turn lane lengths
- ❖ Uncontrolled pedestrian crossing at intersection and missing striping

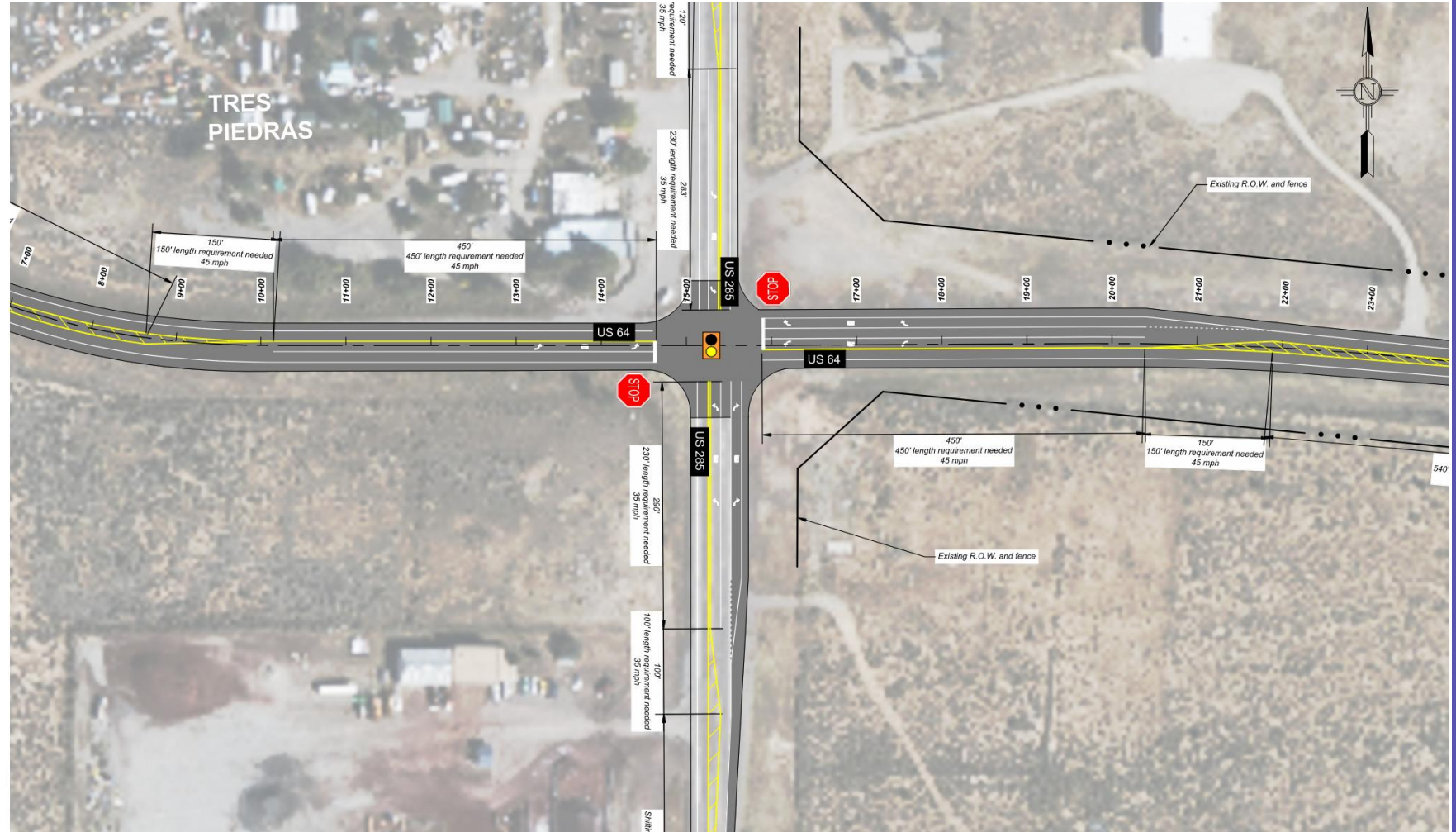


Advance into Phase I-B

US 64/US 285 Intersection Alternative 2: Full Reconstruction

❖ Full Reconstruction:

- ❖ Added deceleration turning lanes on US 285 for NB traffic
- ❖ Lengthened turning lanes on all approaches
- ❖ Widened shoulders for bicycle/pedestrian use
- ❖ Upgrade asphalt pavement, striping, and signing
- ❖ Flashing beacon to remain

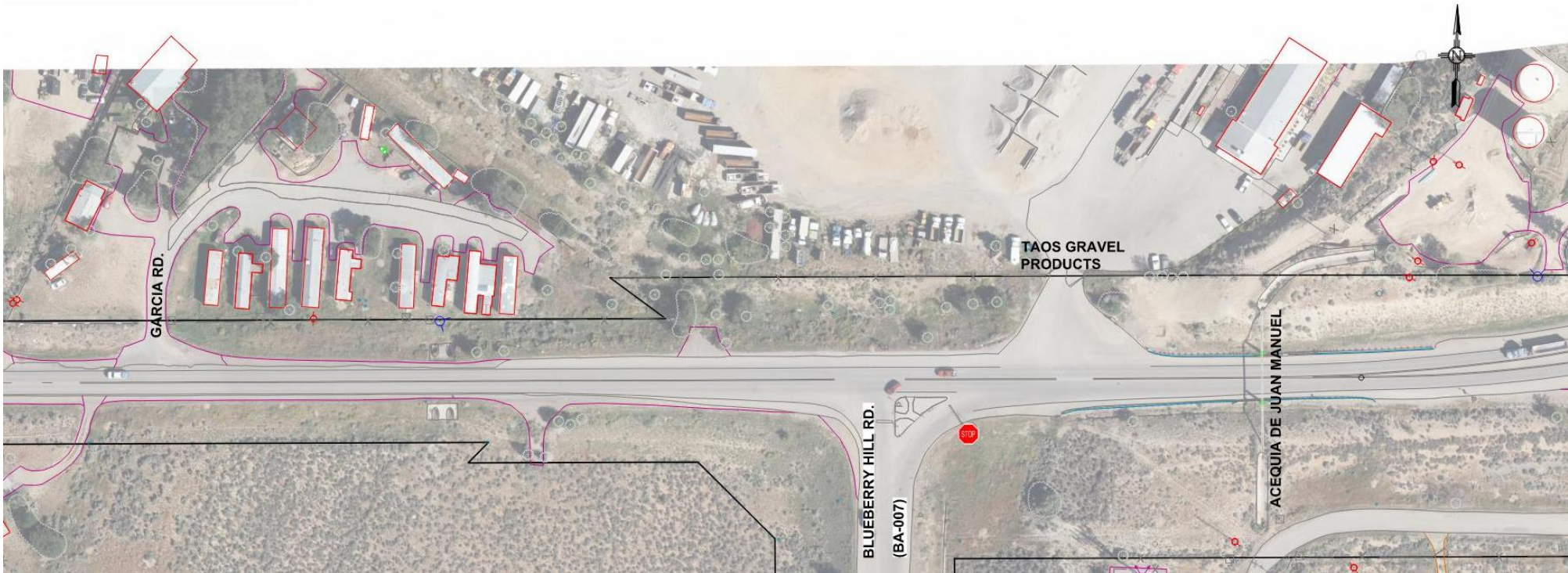


Advance into Phase I-B

Evaluation Matrix – US 285 Intersection

	US 285 Intersection Alternatives	
Evaluation Factor	ALTERNATIVE 1 (No Build)	ALTERNATIVE 2 (Full Reconstruction)
Physical Deficiencies	- -	+ +
Traffic Operations	+	+
Safety	- -	+
Constructability	+ +	
Environmental Impacts	+ +	+ +
Maintenance	- -	+ +
Recommendation	Advance	Advance

Blueberry Hill Rd. Intersection Alternative 1: No-Build



- ❖ No deceleration left-turn lanes on US 64 for entering Blueberry Hill Rd./Taos Gravel Products
- ❖ No facilities for bicyclists or pedestrians
- ❖ Offset access for business access to north
- ❖ Free right turn lane does not meet current standards
- ❖ Inadequate turning lane lengths on US 64
- ❖ Uncontrolled pedestrian crossing at intersection and missing striping

Blueberry Hill Rd. Intersection Alternative 2: Full Reconstruction



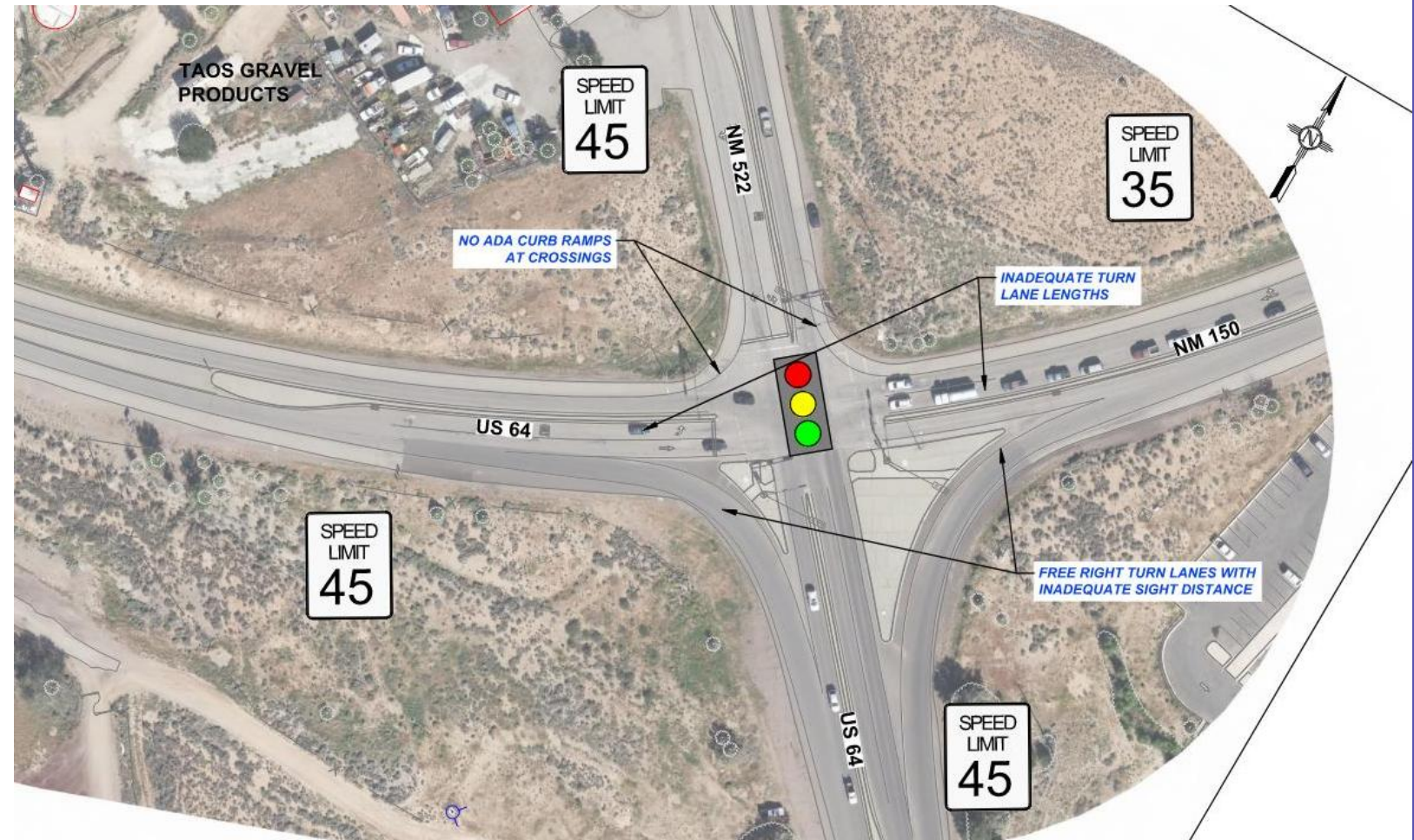
- ❖ Removed free-right turn lane for NB traffic
- ❖ Installed Eastbound and Westbound left turn lanes to meet current standards (SAMM requirements)
- ❖ Realign the business entrance to meet Blueberry Hill Rd. for safer turning movements
- ❖ Update lighting to meet Dark Skies Ordinance

Evaluation Matrix – Blueberry Hill Rd. Intersection

	Blueberry Hill Rd. Intersection Alternatives	
Evaluation Factor	ALTERNATIVE 1 (No Build)	ALTERNATIVE 2 (Full Reconstruction)
Physical Deficiencies	- -	+
Traffic Operations	-	+
Safety	- -	+
Constructability	+ +	
Environmental Impacts	+ +	
Maintenance	- -	+ +
Recommendation	Advance	Advance

Alternative 1: US 64/NM 150/NM 522 Intersection - No-Build

- ❖ Free right turn lanes and no acceleration lanes exist with inadequate sight distance
- ❖ Inadequate turning lane lengths on all approaches
- ❖ No ADA curb ramps at signal locations and do not meet current standards

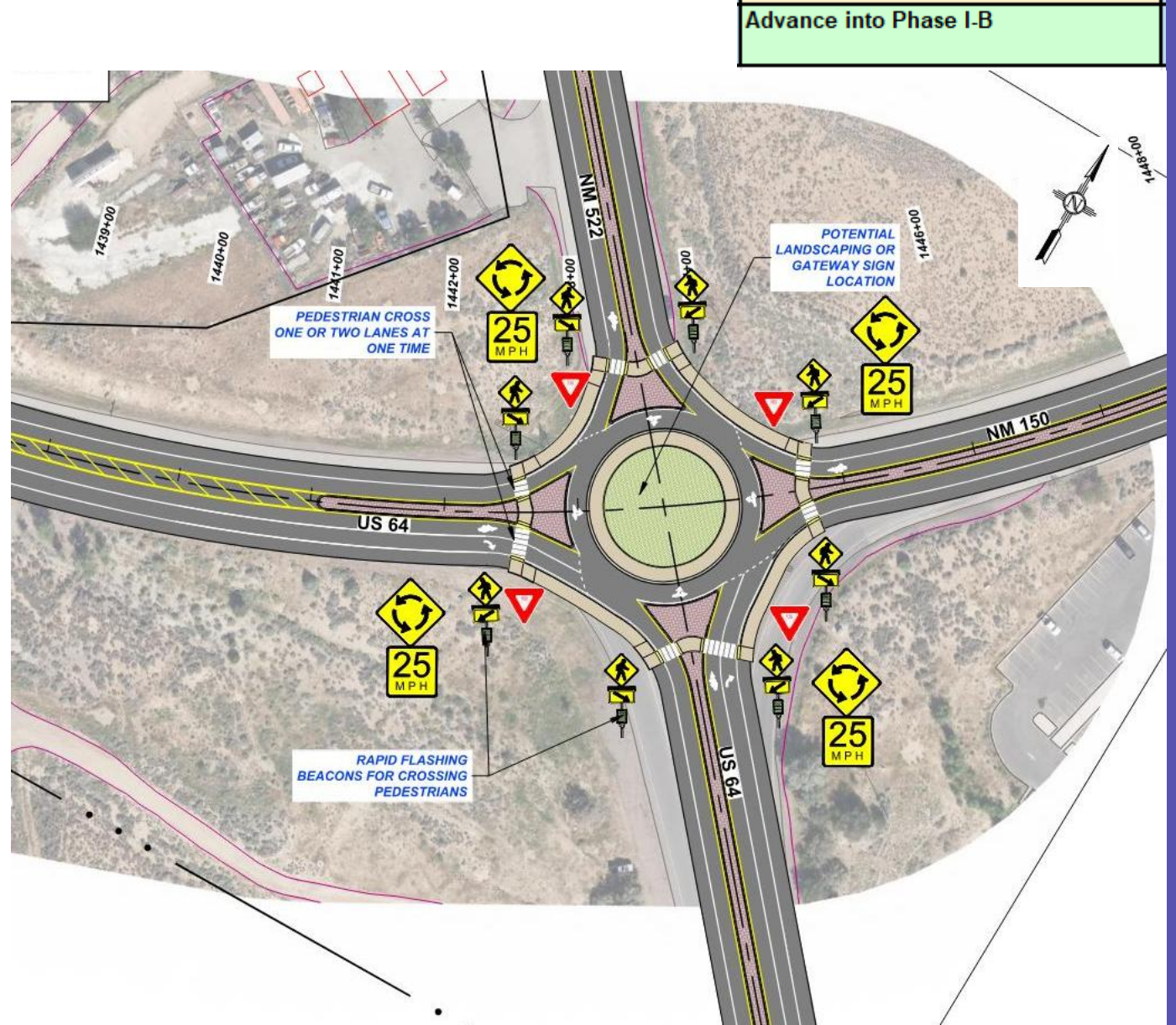


Advance into Phase I-B

-

Intersection Alternative 3: US 64/NM 150/NM 522 Roundabout

- ❖ Single-lane roundabout with yield control at approaches
- ❖ Reduces approach speeds
- ❖ 25 mph posted speed through roundabout
- ❖ Rapid flashing beacons (RRFB's) proposed at each crossing
- ❖ Minimal maintenance compared to signalized intersection
- ❖ Update lighting to meet Dark Skies Ordinance
- ❖ Opportunities for landscaping and gateway sign in middle
- ❖ Potential challenges with driver expectations



Segment 2 Evaluation Matrix – Intersection

	US 64/NM 150/NM 522 Intersection Alternatives		
Evaluation Factor	ALTERNATIVE 1 (No Build)	ALTERNATIVE 2 (12' lanes, 10' shoulders, left & right turn deceleration lanes)	ALTERNATIVE 3 (12' lanes, 10' shoulders, pedestrian crossings, ADA ramps)
Physical Deficiencies	- -	+	+
Traffic Operations	+	+	+
Safety		+	++
Constructability	++		
Environmental Impacts	++	+	+
Maintenance	- -	++	++
Recommendation	Advance	Advance	Advance





Traffic Operations

Existing Conditions & Phase A Evaluation/Alternatives

Traffic

Corridor Capacity

Level of Service (LOS) is a performance measure which represents quality of service, with LOS A representing the best operating conditions from the driver's perspective and LOS F the worst. – Highway Capacity Manual, 7th Ed.

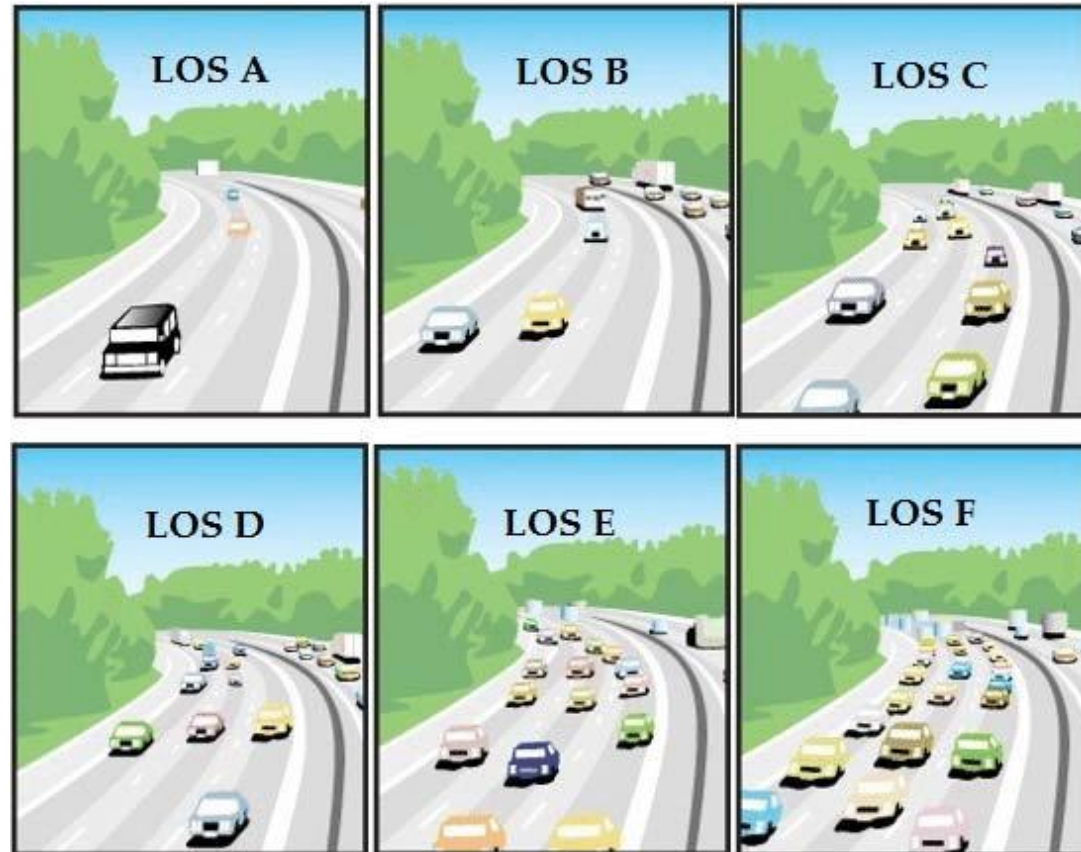
❖ Design Year

Segment 1

- 2025: 2,918 ADT
- 2045: 3,930 ADT
(1.5% estimated annual growth)

Segment 2

- 2025: 7,864 ADT
- 2045: 10,592 ADT
(1.5% estimated annual growth)



Traffic

Traffic Capacity - 2025

❖ Corridor

- All corridor segments perform at acceptable LOS B or higher

❖ Unsignalized Intersections

- All intersections perform at acceptable LOS B or higher

❖ Signalized Intersection of US64/NM522/NM150

- The intersection performs at acceptable LOS B

Levels of Service (LOS) - Existing 2025		
Corridor	AM	PM
Segment 1	A	A
Segment 2	B	B
Intersection	AM	PM
US 64/ US 285	A	A
US 64/ Blueberry Hill Road	B	B
US 64/ NM 522/ NB 152	B	B

Traffic

Traffic Capacity - 2045

❖ Corridor

- All corridor segments perform at acceptable LOS C or higher

❖ Unsignalized Intersections

- The No build alternative does not perform with acceptable levels of service during PM peak hours.

❖ Signalized Intersections

- All alternatives perform at acceptable LOS C or higher.

Corridor Levels of Service (LOS) - Horizon Year 2045					
Corridor	Peak Hour	Alt 1 No Build	Alt 2	Alt 3	Alt 4
Segment 1	AM	A	A	A	A
	PM	A	A	A	A
Segment 2	AM	C	C	C	C
	PM	C	C	C	C

Intersection Levels of Service (LOS) - Horizon Year 2045						
Intersection	Peak Hour	Alt 1 No Build	Alt 2	Alt 2A	Alt 2B	Alt 3
US 64/ US 285	AM	A	A	---	---	---
	PM	B	B	---	---	---
US 64/ Blueberry Hill Road	AM	C	---	C	---	---
	PM	E	---	D	---	---
US 64/ NM 522/ NM 150	AM	B	---	---	C	B
	PM	C	---	---	C	C

Safety

3-Year Crash History

57 total crashes reported

- ❖ 61% Property Damage Only
- ❖ 37% Injury
- ❖ 1 Fatal Crash, involving a motorcyclist

Most Frequent Crash Types:

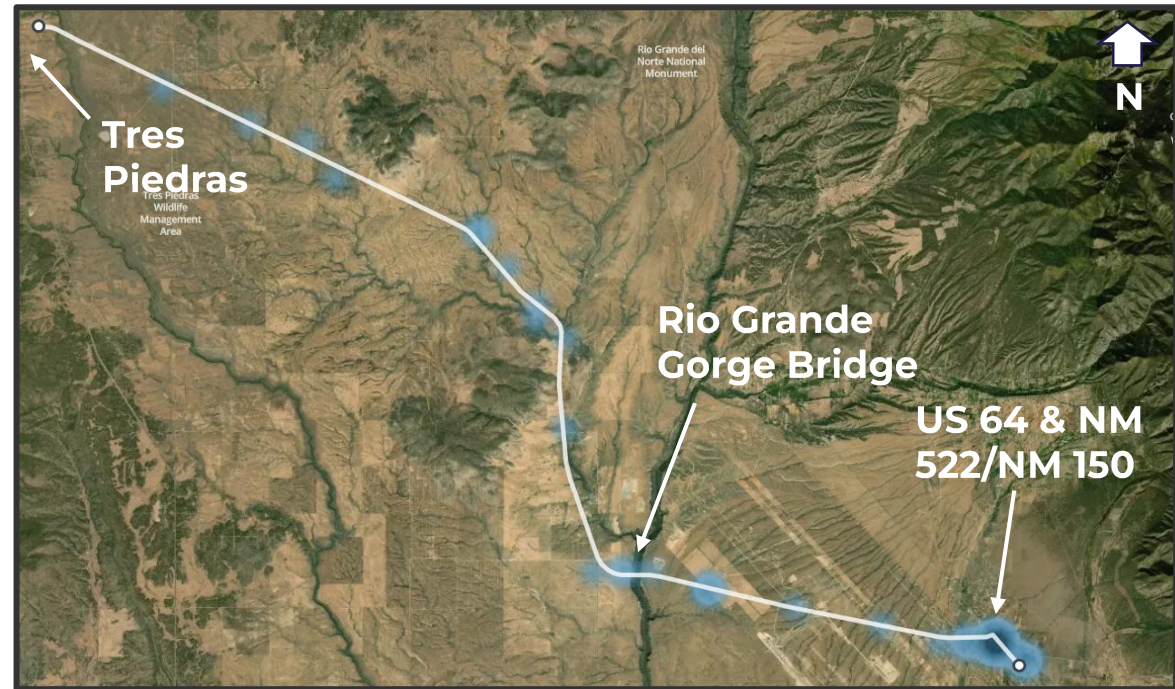
- ❖ Animal Collisions
- ❖ Rear End Collisions
- ❖ Overturn/Rollover

Top Contributing Factors:

- ❖ Driver Inattention
- ❖ Speed
- ❖ Failed to Yield Right of Way
- ❖ Following Too Closely

Intersections with the highest crash frequencies:

- ❖ US 64 & NM 522/ NM 150 (22 crashes)
- ❖ US 64 & Blueberry Hill Road (7 crashes)



Safety

Predictive Crash Analysis

- ❖ Used to establish a baseline crash frequency for each segment based on crash history and various roadway parameters
- ❖ Expected Crashes per Mile per Year are shown for each segment

Study Segment	AASHTO Segment	MP		Crash Observance Over 3 Years	Predicted Crashes Per Mile Per Year (SPF)	Expected Crashes Per Mile Per Year
		From	To			
1	1	222.60	232.60	8	3.1	0.8
	2	232.60	240.75	7	3.1	0.9
2	3	241.50	248.89	9	3.1	1.1
	4	248.89	249.64	4	24.7	5.3
	5	249.64	252.98	29	32.3	22.1

Alternatives Safety Assessment

Crash Modification Factors

- ❖ FHWA-approved factors that are produced through research
- ❖ Used to quantify the safety benefits of each alternative

US 64 & NM 522/ NM 150						
Applicable Countermeasures	Crash Modification Factor (CMF)	Crash Type	Crash Severity	% Potential Crash Reduction	Alt 2	Alt 3
Convert signalized intersection to modern roundabout	0.576	All	All	42%		X
	0.259	All	Fatal and Injury	74%		X
Provide intersection illumination	0.58	Nighttime, Vehicle/Pedestrian	Injury	42%	X	X
Change right-turn lane geometry to increase line of sight (approach level)	0.404	Right turn	All	60%	X	
Add 3-inch yellow retroreflective sheeting to signal backsheets	0.85	All	All	15%	X	

Alternatives Safety Assessment

Roadway Segment Improvements

Highest-Impact Safety Improvements Include:

- ❖ Installing Separate Bicycle Facilities
- ❖ Upgrading Narrow, Unpaved Shoulders to Wide, Paved Shoulders

Segment 2							
Applicable Countermeasures	Crash Modification Factor (CMF)	Crash Type	Crash Severity	% Potential Crash Reduction	Alt 2	Alt 3	Alt 4
Upgrade narrow unpaved shoulder (<5-ft) to wide paved shoulder (> 5-ft)	0.580	All	All	42%	X	X	X
Change street surface conditions from poor to good	0.740	All	Fatal and Injury	26%	X	X	X
Install wider edge lines (4 in to 6 in)	0.635	All	Fatal and Injury	37%	X		
Install edge line rumble strips	0.67	Run Off Road	Fatal and Injury	33%		X	X
Install separated bicycle facilities	0.456	All	All	54%			X



Drainage

Existing Conditions Evaluation
Phase A Evaluation

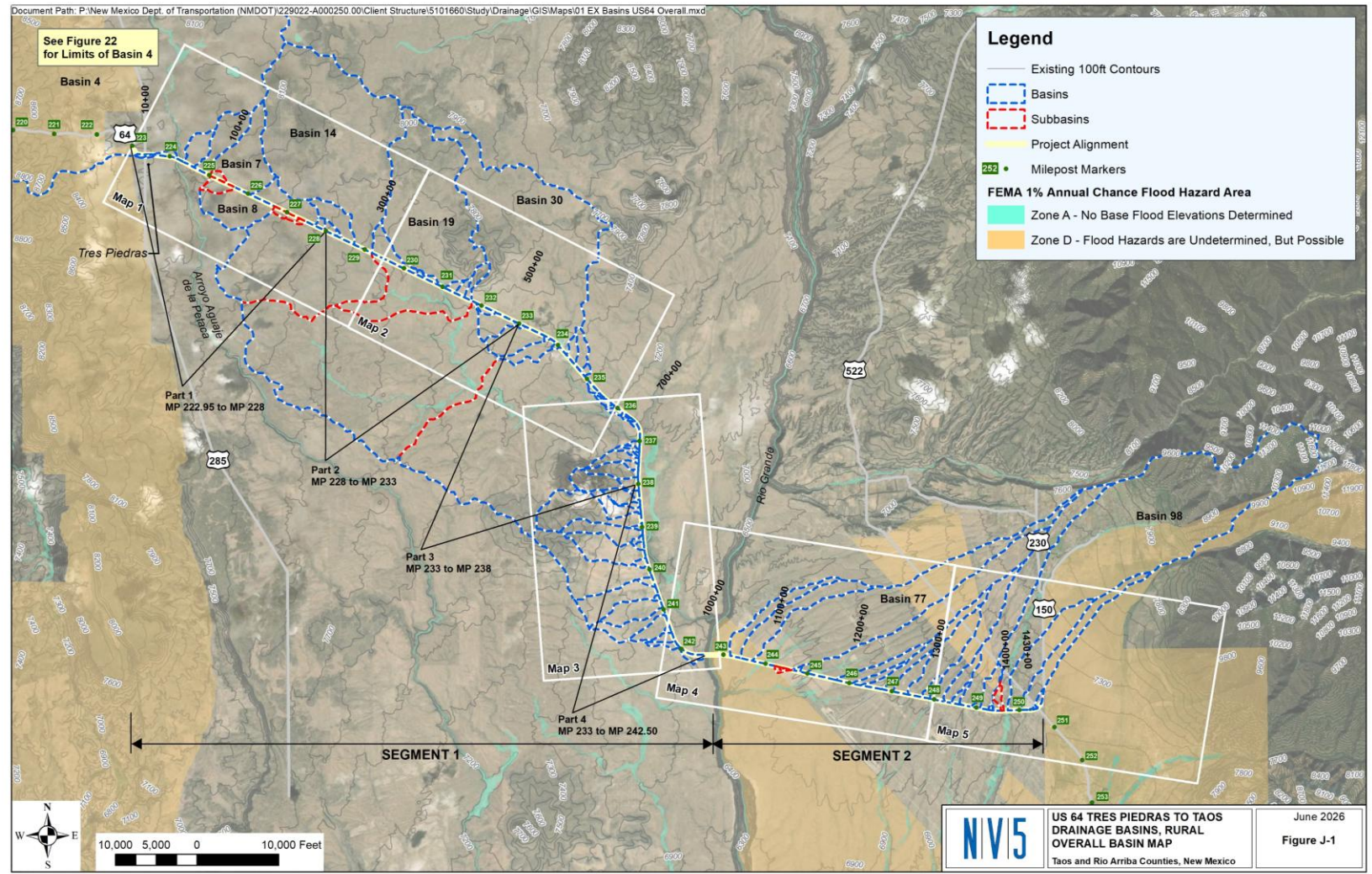
Existing Conditions

Segment 1 – rural area with deep channels

- ❖ Two major structures
 - ❖ Bridge #8884 at Arroyo Aguaje de la Petaca with historical smaller bridge immediately downstream
 - ❖ Concrete Box Culvert #6613 at approx. MP 237
- ❖ Many smaller structures are undersized for the 50-year design storm

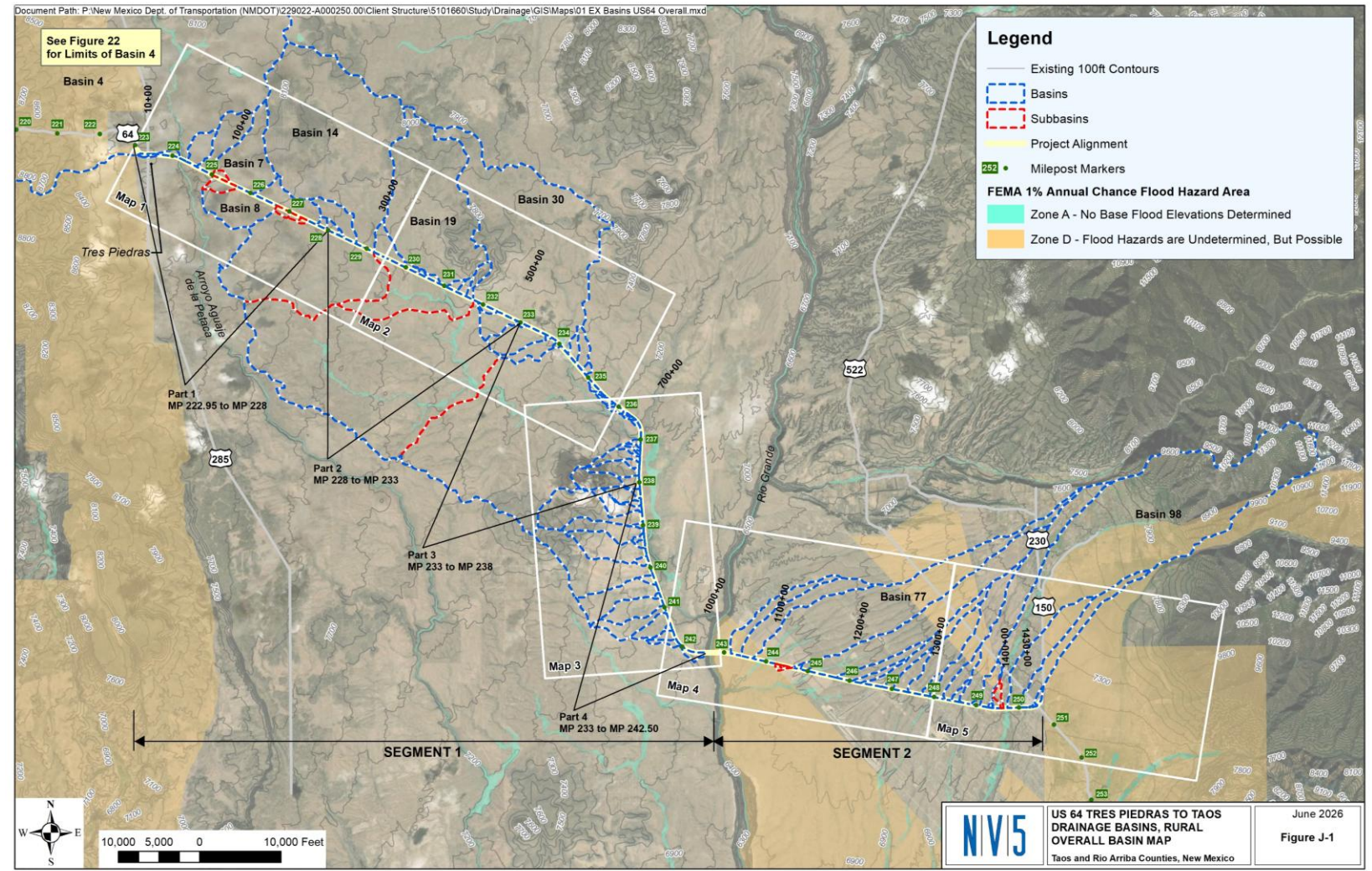
Segment 2 – more development and homes

- ❖ Also many structures – most have capacity for the 50-year storm



Phase A Evaluation

- » Segments 1 and 2
- ❖ Structure replacement and cost are heavily dependent on which roadway alternative is selected and the surrounding terrain
- ❖ No selections have been made pending selection of the roadway alternative.





Environmental

Existing Conditions & Phase A Evaluation

Environmental

❖ Existing Conditions

❖ Cultural Resources

- ❖ Several archaeological surveys were conducted prior to this study. However, most of the study area has not been surveyed.

❖ Vegetation Community

- ❖ The project occurs within the Great Basin home to:
- ❖ Great Basin Desert Scrub, white sagebrush, rubber rabbit brush, and snakeweed.

❖ Wildlife Crossings

- ❖ To be maintained and incorporated into design

❖ Hazardous Materials

- ❖ No Hazmat Conditions have been identified

Environmental

❖ Existing Conditions

❖ Waterways and Wetlands

- ❖ There are 74 drainages that cross the study area.
- ❖ The Arroyo Aguaje de la Petaca, 2.3 miles east of Tres Piedras and associated wetlands are potentially jurisdictional.
- ❖ Other unnamed drainages also are listed as Riverine Intermittent waterways on the National Wetland Inventory (NWI) but most are unlikely to contain wetlands (USFWS 2022a).

Environmental Evaluations

- ❖ The Project also will comply with all other relevant State and National requirements:
 - ❖ Section 4(f) Properties (Historic Properties and Public Parks)
 - ❖ National Monument (BLM, Rio Grande del Norte, etc.)
 - ❖ Natural Resources (Wetlands and Habitat for Species with proposed protection status) Resource Surveys will be conducted after the Preferred Alternative has been identified.
 - ❖ All environmental work will be completed in compliance with National Environmental Protection Act (NEPA) guidelines.

Community Impacts

- ❖ Roadway Improvements
 - Multi-Modal Facilities
 - Intersection improvements
- ❖ Historic & Public Properties
 - No impacts anticipated
- ❖ Other impacts
 - No anticipated changes to traffic volume (noise/air quality)

Study Schedule

- ❖ Existing Conditions Analysis – Winter 2023 to Spring 2024
- ❖ Phase I-A (Preliminary Alternatives) – Spring 2025 to Spring 2026
- ❖ First Public Meeting – **We are Here (June 24th 2026)**
 - ❖ Public Comment Deadline – July 10th 2026
 - ❖ Continued Stakeholder Coordination
- ❖ Phase I-B (Detailed Alternatives) – Summer 2026
- ❖ Second Public Meeting – Summer 2026
- ❖ Final Phase A/B Combined Report – Summer 2026
- ❖ Begin Preliminary Design – Summer 2026
- ❖ Begin Final Design – Fall 2026
- ❖ Final Design Complete – Summer 2027



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Thank You!

Questions or Comments?

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Please provide your comments by July 10th, 2026