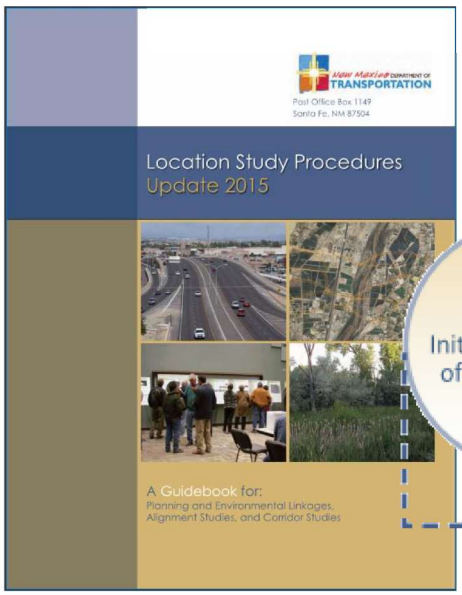
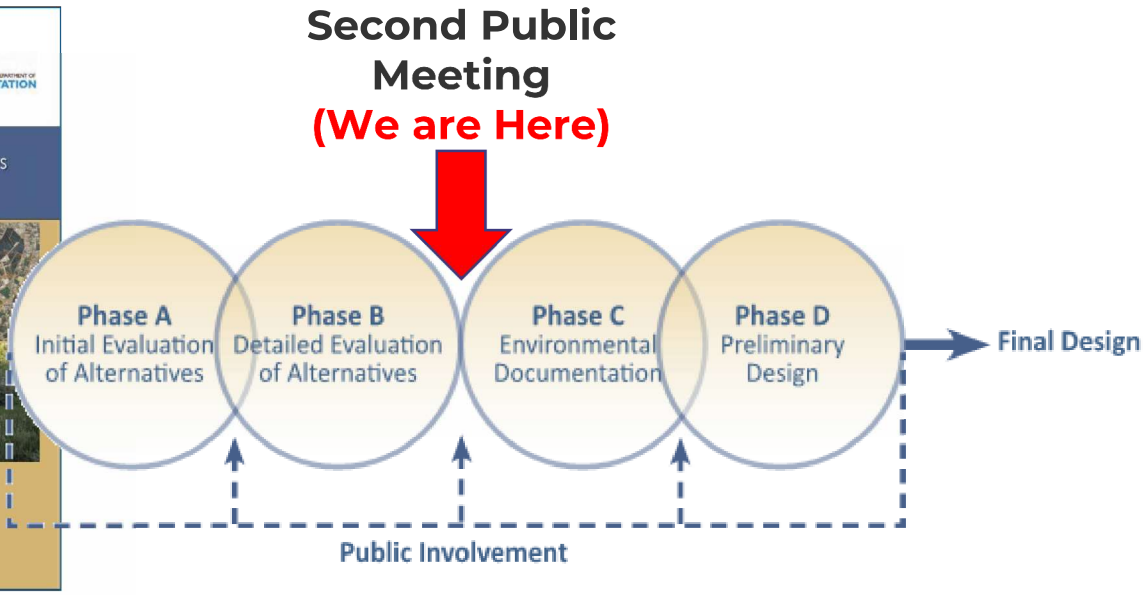
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US 64 IMPROVEMENT STUDY

GENERAL INFORMATION

The New Mexico Department of Transportation is working to reconstruct US 64 from Tres Piedras (milepost 222.95) to Taos (milepost 250.50). The project is currently in the Study Phase, where the existing conditions are analyzed and a concept is prepared for development into design.





A Study is composed of three primary subphases:

- **Phase I-A** is where existing conditions are analyzed to determine what problems exist within the study area. This is also where initial concepts which may address these problems are developed and analyzed for effectiveness. This stage has already been completed for this study.
- **Phase I-B** is where the concepts which were deemed most effective in Phase I-A and were advanced to Phase I-B are refined and looked at in more detail, and where a final concept(s) are identified for design. This is the stage this study is currently in.
- **Phase I-C** is where environmental documentation is finalized and submitted for State/Federal review and certification.
- **Phase I-D** begins at the conclusion of the Study and is the first piece of the Design process. This is where the study concepts are converted into preliminary construction plans.

Learn more at https://www.dot.nm.gov/tres-piedras-to-taos/

Leave us your comments at https://www.dot.nm.gov/event/tres-piedras-to-taos/

Questions and Comments (Please provide questions and comments by **November 8th, 2026**)

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NV5 - Technical Engineering & Consulting
6501 Americas Parkway, Suite 400 Albuquerque, NM 87110
Email: yomara.laurenzana@nv5.com

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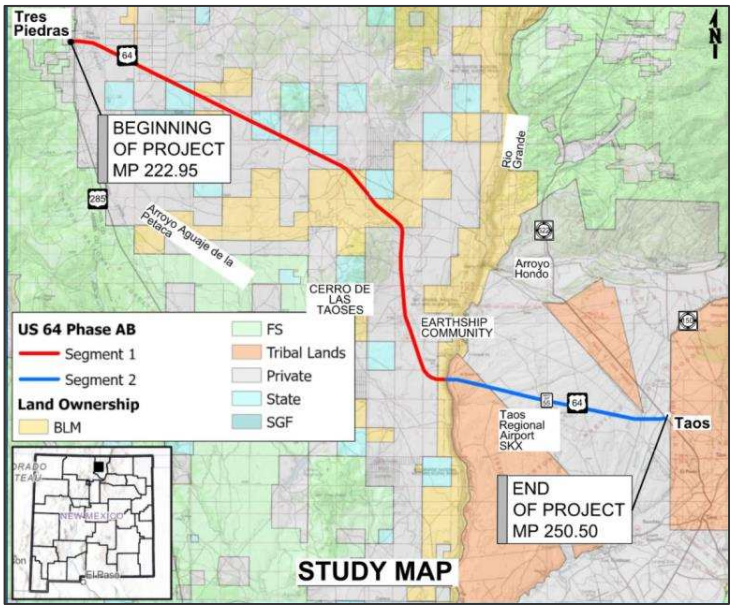
US 64 IMPROVEMENT STUDY

GENERAL INFORMATION

To aid in the analysis the study has been split into **Segment 1** (from US 64/US 285 to the west end of the Rio Grande Gorge Bridge) and **Segment 2** (from the east end of the Rio Grande Gorge Bridge to the US 64/NM 150/NM 522).

Existing Conditions and Phase I-A

An analysis of the existing conditions identified numerous problems along the study corridor, including issues with pavement deficiencies, bicycle facilities, striping, and left turn access. In addition, Blueberry Hill Rd. and the US 64/NM 150/NM 522 intersections were also identified to have issues with undersized turn lanes, and intersection geometry.



Once the existing conditions analysis was complete, multiple different concepts were developed, including different roadway sections, intersection layouts. These concepts were then evaluated to remove those which did not fully address the issues, created other problems or did not work as effectively. The concepts which best addressed the issues were then advanced into Phase I-B.



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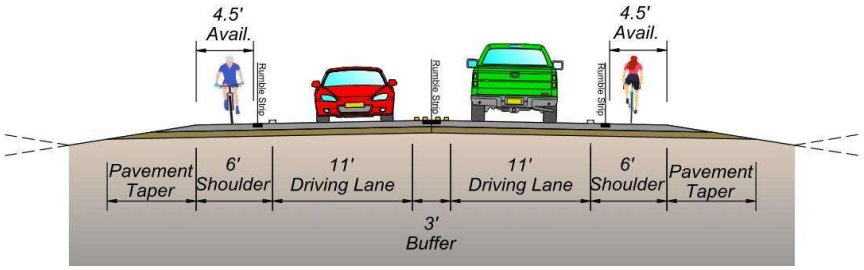
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US 64 IMPROVEMENT STUDY

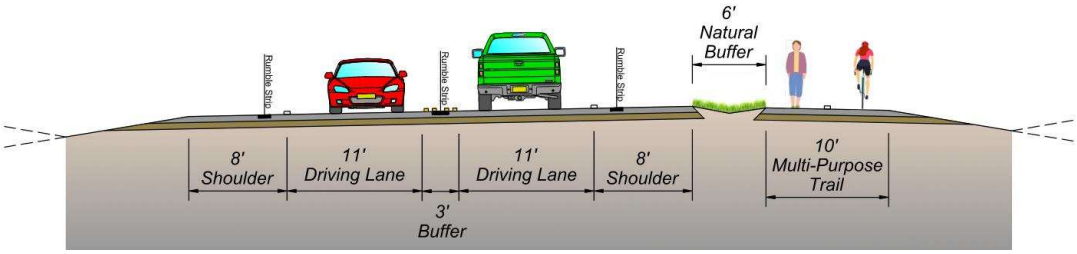
GENERAL INFORMATION

At this point, the preliminary recommended typical sections have been developed for Segment 1 (US 64/US 285 to west end of Rio Grande Gorge Bridge) and Segment 2 (east end of Rio Grande Gorge Bridge to US 64/NM 150/NM 522). These have been chosen from the seven which were originally identified in the Phase I-A process.

Benefits for both typical sections include new/improved pedestrian and bicycle facilities and improved geometry for passive speed control.



Alternative 1-3 (widened shoulders) is the typical section for Segment 1 and includes two travel lanes in each direction, and 6' shoulders with rumble strips for bicycle and pedestrian traffic. Specific benefits of this section include the addition of a 3' centerline buffer with rumble strips to reduce speeding and head-on collisions.



Alternative 2-4 (multi-purpose trail) is the typical section for Segment 2 and includes two travel lanes in each direction, 8' shoulders with rumble strips, and a 10' multi-use trail on the south side for bicycle and pedestrian traffic. Specific benefits of this section include the addition of a 3' centerline buffer with rumble strips to reduce speeding and head-on collisions.

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US 64 IMPROVEMENT STUDY

GENERAL INFORMATION

	Segment 1 Alternatives	
Evaluation Factor	ALTERNATIVE 1-1 (No-Build)	ALTERNATIVE 1-3 (Widened Shoulders)
Physical Deficiencies	- -	+
Traffic Operations		+
Safety	- -	+ +
Constructability	+	
Environmental Impacts		
Maintenance	- -	+ +
Public Input	PENDING PUBLIC INPUT	
Construction Costs	+ +	
Recommendation		

As part of the study process, the typical sections are checked against an **Evaluation Matrix**, where they are compared against each other using different criteria such as safety, traffic operations, and constructability (among others). The section which best meets the requirements of the study is the one likely to advance into design. Based on this analysis, Alternative **1-3** is likely to advance into design (pending public input).

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US 64 IMPROVEMENT STUDY

GENERAL INFORMATION

	Segment 2 Alternatives		
Evaluation Factor	ALTERNATIVE 2-1 (No-Build)	ALTERNATIVE 2-2 (Widened Shoulders)	ALTERNATIVE 2-4 (Multi-Purpose Trail)
Physical Deficiencies	- -	+ +	+ +
Traffic Operations	-	+	+
Safety	- -	+	+ +
Constructability	+		
Environmental Impacts	+ +	+	
Maintenance	- -	+ +	
Public Input			
Construction Costs	+ +	+	
Preliminary Recommendation			

As part of the study process, the typical sections are checked against an **Evaluation Matrix**, where they are compared against each other using different criteria such as safety, access, and constructability (among others). The section which best meets the requirements of the study is the one likely to advance into design. Based on this analysis, Alternatives **2-2** and **2-4** are likely to advance into design (pending public input).

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US 64 IMPROVEMENT STUDY

GENERAL INFORMATION

Evaluation Factor	Bridge 8884 Alternatives	
	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (New-Alignment)
Physical Deficiencies	- - -	+
Safety	- - -	+ +
Constructability	+	+ +
ROW Imapcts	+	-
Environmental Impacts	-	
Maintenance	- -	+ +
Public Input	PUBLIC INPUT	
Construction Costs	-	
Preliminary Recommendation		

Evaluation Factor	Blueberry Hill Rd. Intersection Alternatives	
	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Decel-turn lanes)
Physical Deficiencies	- -	+ +
Traffic Operations		+
Safety	- -	+
Constructability	+ +	
Environmental Impacts	+ +	+ +
Maintenance	- -	+ +
Public Input	PUBLIC INPUT	
Construction Costs	+ +	-
Preliminary Recommendation		

Additionally, the study is also considering alternatives to address a structurally compromised bridge located 0.8 miles east of Tres Piedras. The bridge is currently stable but will need to be replaced sometime in the near future (5 to 10 years). Alternative 2, to build a new bridge on a new alignment was advanced to Phase B of the Study.

As part of the study process, the typical sections are checked against an **Evaluation Matrix**, where they are compared against each other using different criteria such as safety, access, and constructability (among others). The section which best meets the requirements of the study is the one likely to advance into design. Based on this analysis:

- **Alternative 2** is likely to advance into design for Bridge 8884 (pending public input).
- **Alternative 2** is likely to advance into design for Blueberry Hill Rd. Intersection (pending public input).

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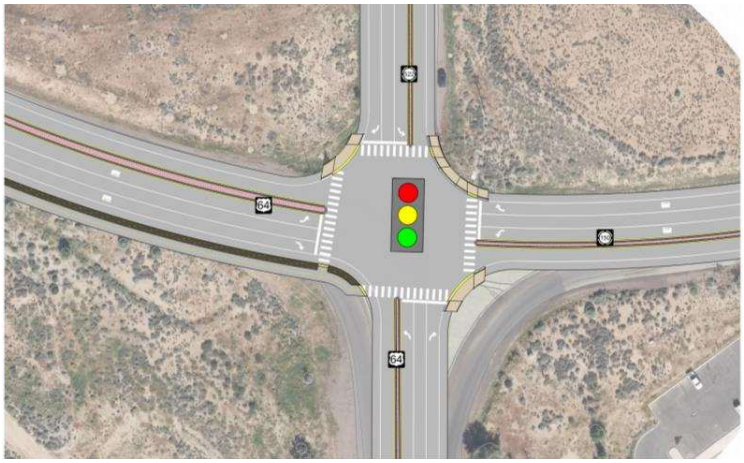
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US 64 IMPROVEMENT STUDY

MAJOR INTERSECTION INFORMATION

The US 64/NM 150/NM 522 intersection is a major intersection that connects 4 highways and multiple communities from Tres Piedras to Taos, NM. The intersection has significant issues related to geometry, lighting, not meeting current turning lane length requirements, crash history, and roadway operations (among others). To address these issues and concerns, two configurations were considered during the Phase B Study:

Signalized Intersection (Signal)



Roundabout



Analysis - Benefits & Challenges			
↓	32 Potential vehicle accident locations	↑	8 Potential vehicle accident locations
↓	Greater accident severity (higher speeds)	↑	Lower accident severity (lower speeds)
↓	Minimal changes to speeds through intersection	↑	Reduces vehicle speeds
↓	Maximized pedestrian crossing distance	↑	Reduced pedestrian crossing distance
↓	Signal equipment requires maintenance	↑	No signal maintenance requirements
↑	High familiarity to travelling public	↓	Reduced familiarity to travelling public (initially)
↓	Narrow medians limit landscaping opportunities	↑	Opportunities for central island landscaping

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US 64 IMPROVEMENT STUDY

MAJOR INTERSECTION INFORMATION

	US 64/NM 150/NM 522 Intersection Alternatives		
Evaluation Factor	ALTERNATIVE 1	ALTERNATIVE 2 (Signalized)	ALTERNATIVE 3 (Roundabout)
Physical Deficiencies	- -	+	+
Traffic Operations		+	+ +
Safety	- -	+	+ +
Constructability	+ +		-
Environmental Impacts	+ +	+	+
Maintenance	- -	+ +	+ +
Public Input	PUBLIC INPUT		
Construction Costs	+ +		+
Preliminary Recommendation			

As with the roadway typical sections, the intersection configurations are checked in an **Evaluation Matrix**, comparing the different intersection configurations against each other using different criteria such as safety, traffic operations, and constructability (among others). Based on this analysis, **the roundabout is likely to advance into design** (pending public input).

Roundabouts – A Brief Overview

FHWA research has shown that roundabouts offer numerous benefits over more traditional signal-controlled intersections:

- Reduced vehicle speeds (roundabouts operate at 20-25mph),
- Reduced rate of overall crashes (by 65%),
- Reduced rate of crashes with injuries (by 80%),
- Safer, fully separated pedestrian and bicycle facilities,
- Reduced delay for drivers (65% reduction in delay - no more waiting for a light to change)



*A roundabout has **8** potential (vehicle) accident locations – a stoplight has **32***

For more information, search "FWHA Roundabouts" or go to:

Roundabouts - Critical Design Elements

- Control vehicle speeds using curb and lane striping placement
- Ensure that drivers and pedestrians are visible to each other
- Large vehicles (semi-trailers, etc.) must be able to pass through the intersection

Learn more at https://www.dot.nm.gov/tres-piedras-to-taos/

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US 64 IMPROVEMENT STUDY

FREQUENTLY ASKED QUESTIONS – PART 1

Why is this study needed?

The reconstruction of US 64 is needed because the existing roadway is in poor condition. Issues include: the pavement is old and degraded, the roadway/intersections do not meet current design or vehicle traffic standards, and there are no dedicated bicycle facilities. Drainage is also a problem, as there are several structures that do not meet current design standards.

Has the final design concept (roadway/intersection) been selected?

No, the final recommendations for design will be made following this meeting and the public comment period. This allows any outstanding issues and concerns raised by the public to be considered and included in the final recommendations.

When will construction start? How long will it take to complete?

Construction has not yet been scheduled (pending funding availability). The time to complete will depend on the final design and how construction will be phased out.

Roadway Design

What types of vehicles can fit on the roadway?

The roadway is/will be configured to allow passage for all types of vehicles, including semi-trailers, fire trucks and school buses while also controlling the speeds of smaller cars. These vehicles will also be able to pass through the roundabout.

Will there be any new street- or decorative lighting?

Yes, new corridor lighting is planned be placed at the intersections for Blueberry Hill Rd. and US 64/NM 150/NM 522.

Drainage Design

Are you addressing the drainage structures along the corridor?

Yes, drainage structures will either be extended or replaced based on the recommendation to proceed into design.

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US 64 IMPROVEMENT STUDY

FREQUENTLY ASKED QUESTIONS – PART 1

Intersection Design & Roundabouts

Why was a roundabout considered for the intersection at US 64/NM 150/NM 522?

The roundabout design has many benefits for all roadway users, including drivers, pedestrians and cyclists. This configuration:

- addresses the identified issues,
- statistically reduces the crash rate,
- forces drivers to slow down as they approach,
- provides safer crossing spaces for both pedestrians and cyclists.

How will big trucks or semi-trailers even use a roundabout?

As part of the roundabout design process, vehicle modelling will be done to determine where large vehicles (or their trailers) might cross a lane or curb lines. Once these areas are located, large flat spaces called "truck aprons" will be added to the layout in these areas, to provide clear spaces for trailers to track outside the normal travel lanes.

Won't the roundabout cause more accidents?

FHWA data shows that roundabouts significantly reduce the accident rate as well as the severity of accidents when they occur.

What's wrong with a stoplight (traffic signal)?

Very little – the signalized layout can be adjusted to correct many of the design and operational issues identified at the existing intersection. However:

- traffic is still required to queue at red lights,
- a green light does nothing to slow down speeding drivers, and
- signals create a high number of potential accident (conflict) points where vehicle paths intersect

Why can't you fix<other intersection/roadway> outside the study limits?

NMDOT projects are prioritized based on level of need and are typically constrained by logical end points and funding availability. In the case of this study, those end points are the US 64/US 285 intersection and US 64/NM 150/NM 522 intersection. For comments about issues and locations outside these limits:

- *On state roadways, please contact NMDOT District 5 (Santa Fe), via the information at:*
- *https://www.dot.nm.gov/contact-us/districts/district-5/*
- *On non-state roadways, please contact the local City/County authorities*

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US 64 IMPROVEMENT STUDY

FREQUENTLY ASKED QUESTIONS – PART 2

Roundabouts

How do I even use a roundabout?

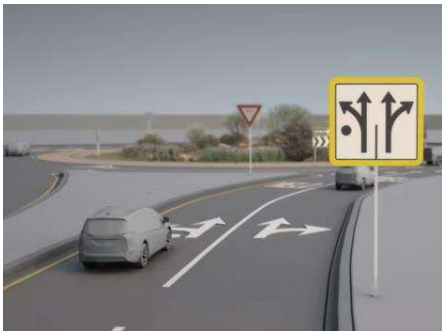
Roundabouts operate much the same as any other intersection – follow the signage, the lane lines and the pavement markings. To drive through one safely:

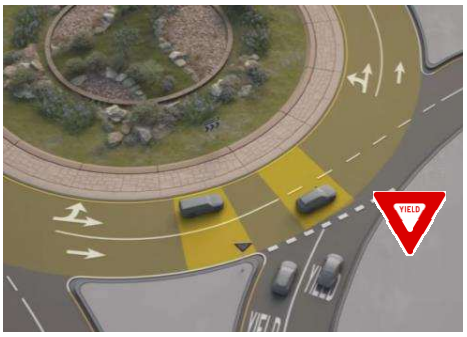
1. **Slow down** as you approach the intersection, so that you can stop for pedestrians or other traffic
2. **Choose your lane**; just like you would any other intersection. (Right lanes turn right, left lanes turn left, both lanes go through). Approach signing will provide additional lane directions.
3. **Yield**; to pedestrians in the crosswalk and any vehicles already in the circle (regardless of which lane they're in).
4. **Go**; through the intersection. Drivers inside the roundabout should not yield to vehicles not yet in the circle.
5. **Remain in your lane until you exit**; drivers should not cross lanes inside the roundabout until they reach their exit and should use their turn signal when they do.



1. Slow Down

2. Choose Your Lane





3. Yield

4. Go



Larger vehicles (such as those pulling trailers) need more space inside the roundabout and are allowed to straddle both lanes. Never drive beside these vehicles in a (multi-lane) roundabout, just like in an intersection with dual left turns!

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