



City of Rio Communities New Mexico

Transportation Management Plan

2016



Transportation Management Plan 2016

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City of Rio Communities, New Mexico

Transportation Management Plan 2016

1. MISSION

The City of Rio Communities is dedicated to providing safe, reliable and comprehensive public transportation systems that will meet the present and future needs of its residents and businesses, while preserving the environment and natural landscape.

2. GOALS

Recognizing that dependable public transportation is the mainstay to economic and social development that fosters trade; enhances growth and ties communities and families together, the City of Rio Communities is committed to:

- A. Providing safe and reliable transportation systems through the most efficient use of available funding;
- B. Developing “best practices” that provide quality customer and maintenance services necessary to achieve public satisfaction;
- C. Ensuring that all public transportation projects are the most functional and directly benefit economic development through the systematic and responsible expenditure of funds;
- D. Developing a robust public transit system with Rio Communities as a viable public transit centered community;
- E. Developing an environmentally low-impact infrastructure that facilitates the use of alternate modes of transportations; and
- F. Developing cooperative relationships with private, local, regional, state and federal transportation providers and agencies.

3. PURPOSE

Beyond the federal mandate that all federally funded projects related to transportation require a Transportation Management Plan (TMP); an effective TMP is a many tiered strategic analysis for identifying and managing transportation needs in the growing environ of the Albuquerque Metropolitan Planning Area (AMPA).

As illustrated in Albuquerque's *Futures 2040 Metropolitan Transportation Plan (MTP)*, the population of the AMPA (including Rio Communities) is projected to increase to around 1.3 million by the year 2040. With such growth come many transportation challenges that will directly impact personal mobility, quality of life, land use, and economic development.

Accordingly, and in coordination with *Futures 2040 Metropolitan Transportation Plan*, this TPM will address and strive to offer long-range (20 year) options to such pressing transportation demands. And, with many yet unseen variables, this TMP is a living document, subject to change as circumstances dictate. As such, and in accordance U.S.C. 23 § 450.322(c), this plan will be evaluated and revised every five years.

4. LEGAL COMPLIANCE

The City of Rio Communities through this Traffic Management Plan 2015 shall comply with Sections 67-3-28 and 67-3-32 NMSA 1978; Commission Policy 44-12; Sections 18.27.1 through 18.27.4 NMAC; the Local Government Road Fund Project Handbook, NMDOT, 2014, and all applicable provisions of the Tort Claims Act as incorporated into the Standard Cooperative Agreement forms.

5. ROAD MANAGEMENT

A. Introduction

Developed by Horizon Corporation in the mid-1960s, Rio Communities began as a bedroom community. In the succeeding five decades, as an unincorporated community, little thought, and therefore little emphasis was given to the planning and sustainment of its transportation systems. Particularly most glaring was the absence of any systematic initiatives for maintaining roads. However, in 2013, when residents voted to incorporate, the persistent neglect of the City's roadways became starkly evident as did the absence of any efficient and reliable modes of public transportation systems.

- 1) To address these deficiencies, and as a primer for future transportation management plans, the bulk of this current 2016 plan will strive to:
 - a. Document the standards, policies, procedures and management systems as outlined by the New Mexico Department of Transportation (NMDOT)¹ to ensure the effective inspection, maintenance and repair of all roadways laying within the jurisdictional responsibility of the City of Rio Communities New Mexico; and

¹ All road projects will comply with the NMDOT Standard Specifications; the New Mexico Procurement Code NMSA 1978, § 13-1-82 & 13-1-134; and the Department's Prequalification Rule, § 18.25.5 NMCA.

- b. Identify and define all roadways that lay within the City of Rio Communities to which the City is responsible for; and
- c. Develop a prioritized listing of cost proposals in accordance with the Local Government Road Fund (Section 67-3-28.2, NMSA 1978), for the maintenance and repair of such city roadways.

B. Road Maintenance Planning Process

The cost of maintaining and constructing roads represents one of the largest investments for any municipality. To mitigate such expenditures, an effective **Road Management Program** will incorporate road maintenance and road improvement. Accordingly, the City of Rio Communities will adopt a two-tiered management approach for assessing the continued viability of its existing roadways and any future roadways as follows:

- 1) **Road Maintenance and Repair Plan:** A tactical plan intended to identify immediate short-range goals for recurring and preventive road maintenance. Typically, costs for these repairs are less than \$100,000.
- 2) **Road Improvement Plan:** A strategic plan intended to identify long-range goals (5 to 20 years out) for road improvements and new construction. Typically, costs for these improvements are more than \$100,000.

C. Jurisdictional Authority

It shall be the responsibility of the City to identify by location and length; all roadways that lie within the jurisdictional boundaries of Rio Communities and further identify the government agency level of responsibility, whether it is municipal, county, state or federal.

D. Road Inventory

The City of Rio Communities proper has within its jurisdictional responsibility approximately 39.9 miles of paved and unpaved public roadways that include 164 identified “named” streets.

Road Surface	Length/Miles
Asphalt	35.2
Gravel	0.2
Dirt	4.3
Total	39.7

E. Road Classifications

Based on the *Road Function and Classification System* developed by the Federal Highway Administration of the U.S. Department of Transportation; roadways lying within the City of Rio Communities are classified as follows:

- 1) **Primary Arterials:** Roadways that provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Arterials typically include freeways, multilane highways, and other important roadways that supplement the Interstate System. They connect, as directly as practicable, the Nation's principal urbanized areas, cities, and industrial centers. Posted speed limits on arterials usually range between 45 and 70 mi/hr.
 - a. **Secondary (minor) Arterial Roads:** Roadways that provide service for trips of moderate length and offer connectivity to higher arterial systems. In smaller communities, secondary arterials should be identified and spaced at interval consistent with population density; designed to provide relatively high overall travel speeds with minimum interference to traffic movement, and may vary in length from 1/8 to 1/2 mile, but rarely exceed 1 mile in fully developed residential areas.
- 2) **Collectors:** Roadways that provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors are major and minor roads that connect local roads and streets with arterials. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually between 35 and 55 mi/hr.
 - a. **Major Collectors** generally provide intra [between]-county travel that connects to higher density residential and commercial or industrial areas. Operating characteristics include higher speeds (45 mi/hr.) and more signalized (traffic light) intersections.
 - b. **Minor Collectors** generally provide travel to lower density residential and commercial or industrial areas; are typically less than three-quarters of a mile, with lower speeds (25-35 mi/hr.), and signalized intersections.
- 3) **Local:** Roadways that consist of all roads not defined as arterials or collectors; these roads primarily provide access to land with little or no through movement. Local roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas. Local roads, with posted speed limits usually between 20 and 45 mi/h, are the majority of roads in the U.S. Included in this category are Cul-de-Sacs.

F. **Classification Breakdown**

In Rio Communities the breakdown of each roadway classification is presented in the chart below.

Note: Primary Arterial Roads (State Highways 47 and 304) located within and “pass through” the City are the financial responsibility of the state of New Mexico and therefore are not included in the chart below.

Classification	Miles
Secondary Arterial	1.6
Major Collector	15.2
Minor Collector	10.8
Local	6.4

G. Pavement Life Cycle

Roads and streets begin deteriorating from the moment they are constructed. Several factors affect pavement life that makes it difficult to predict exactly how long a street will last before it requires resurfacing or reconstruction.

- 1) Pavement deterioration depends for the most part on the quality of the original construction and the amount and frequency of heavy traffic loading. Streets, with higher traffic volumes and vehicles loads (typically arterial streets), will deteriorate more quickly than less traveled streets. Weather (rain and extreme fluctuations in temperature) greatly affect pavement performance and duration.
- 2) In addition, the degree of compaction of base course material, the type and quality of underlying soil supporting the roadway, the type of pavement surface (asphalt or concrete), and the age of pavement, are all critical factors that contribute to predicting how long a pavement surface will last.
- 3) Industry standards suggest the average pavement lifecycle is 18 years before there is a significant drop in condition.² However, without proper and recurring maintenance, once pavement surface deterioration begins, the decline is rapid.

H. Roadway Pavement Assessments

The foundation to any successful road maintenance plan is identifying the types of pavement distress, linking each distress to a cause, and thus a fix. Accordingly, the surface condition of all paved roadways under the jurisdictional responsibility of the City of Rio Communities will be visually inspected using the Pavement Surface Evaluation and Rating (PASER) System.³

² American Association of State Highway and Transportation Officials (AASHTO).

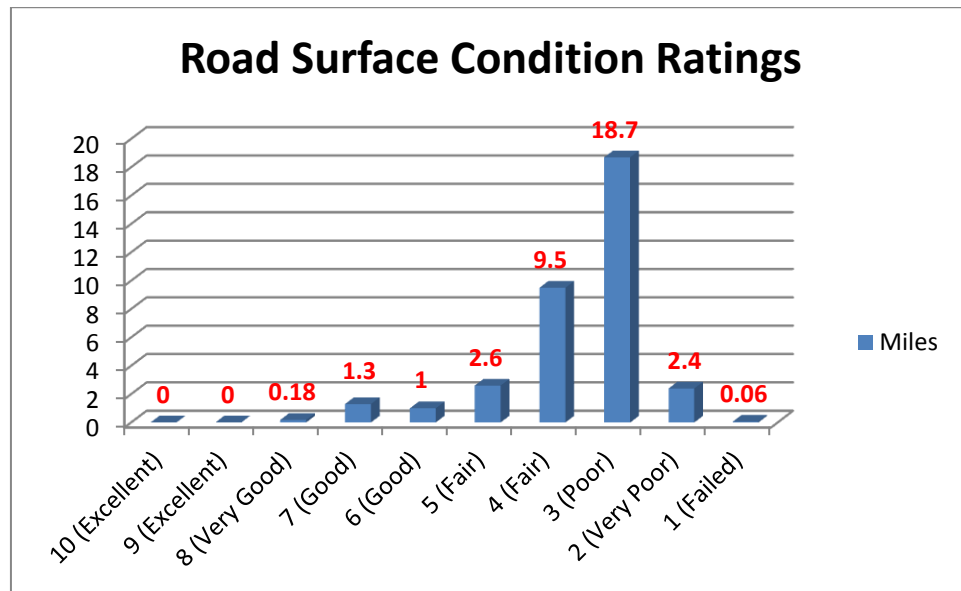
³ See **Appendix C** for summary descriptions of road surface distresses, causes and maintenance and treatment recommendations, per *PASER Asphalt Roads Manual*, Transportation Information Center, University of Wisconsin, Madison. For complete Paser Manual, see <http://www.apa-mi.org/docs/Asphalt-PASERManual.pdf>.

- 1) **Pavement Surface Condition:** Generally, road surfaces deterioration has two causes:
 - a. Environmental (weathering and aging)
 - b. Structural (repeated traffic loads)

- 2) *PASER* identifies four major categories of asphalt pavement surface distress.
 - a. Surface defects: raveling, flushing and polishing;
 - b. Surface deformation: rutting, distortion— rippling and shoving, setting and frost heave;
 - c. Cracks: transverse, reflection, slippage, longitudinal, block and alligator cracks;
 - d. Patches and potholes

- 3) Based on the type of observable distress, each pavement surface will be assigned a numerical rating along a continuum, with 10 being excellent and 1 being a complete failure of the pavement surface.

- 4) Of the 35 miles of paved roads in Rio Communities, over 50% (nearly 19 miles) have a *Paser* rating of 3 (poor) that requires either extensive patching and repair or the removal and milling of deteriorated surfaces.



I. **Examples of Road Surface Condition Ratings in Rio Communities**

1) **Rating 1: Failed** (Intersection of Damon and McKnight)



2) **Rating 2: Very Poor** (Intersection of Horner and Damon)



3) **Rating 3 Poor:** (East end of Nancy Lopez)



4) **Rating 4: Fair** (Intersection of Goodman and Damon)



5) **Rating 5: Fair** (Frederico Rd.)



6) **Rating 6: Good** (East end of Golf Course Rd.)



7) **Rating 7: Good** (Intersection of Golf Course Rd,. and Frederico)



8) **Rating 8: Very Good** (West end of Golf Course Rd.)



9) **Rating 9 and 10: Excellent** (Currently there are no roads within Rio Communities that have a Paser rating of 9 or 10)

6. ROAD MANAGEMENT PROGRAM

A. Introduction

A viable road management program is the single most important process in preserving and repairing roads while controlling costs. However, as the bulk of roads within the City have fallen into disrepair from nearly 40 years of prolonged neglect, it is essential that a systematic and concerted approach be implemented that specifies the order in which roads should be maintained, repaired and improved; a process that strives to balance road repairs with cost. Accordingly, each road surface will be evaluated in terms of road surface condition, road classification, the frequency of vehicular traffic, and the length of the proposed repair. To this end, a two-tiered management approach will be used that focuses on short-term (tactical) maintenance and repair, and long-term (strategic) road improvement initiatives.

B. **Road Maintenance and Repair** is a short-term tactical approach that strives to identify small sections of roads in need of urgent repairs while focusing on preventive and recurring maintenance. Typically, these are isolated repairs such as potholes, small areas of severe surface distortions, or deteriorating patches that cost less than \$100,000 to repair. See **Appendix A** for a list of proposed road maintenance repairs that includes Scopes of Work (SOW), funding streams (state or federal grants), and projected costs.

C. **Road Improvement** is a long-term strategic approach that strives to identify larger, whole sections/lengths of roads in need of major reconditioning or reconstruction (base course and new asphalt resurfacing). Typically, such repairs are more than \$100,000. See **Appendix B** for a list of proposed road improvement initiatives that includes Scopes of Work (SOW), funding streams (state or federal grants), and projected costs.

D. Selection Process

Because of prolonged neglect where well over 50% of City roadways are rated as being either very poor or poor (Paser ratings of 2 and 3 respectively), it would seem logical and reasonable to focus available monies on repairing these roads. However, to do so would require a substantial infusion of many millions of dollars; a prospect, given the current trends in awarding federal roadway grants, unlikely and imprudent. Therefore, integrating a model similar to medical triage, where patients who are more likely to benefit from immediate care are chosen first, so too, the City shall select roadways that can be reclaimed from immediate maintenance or repair techniques. Such roads have a Paser rating ranging from 4 (fair) to 6 (good), and represent approximately 15 miles (42%) of City roadways. Moreover, and most importantly, focusing our attention on maintaining or repairing roads that are fair or good by making them more safe and uniformly smooth can be accomplished quickly and less expensively.

E. Funding

A host of state, federal and private grants are available that fund various roadway projects, ranging from maintenance and repair to full road surface improvements. Also included are grants for alternate transportation, or public safety initiatives (e.g. bike trails, sidewalks, road signs, and street lighting). These funds are either out-right (100%) grants, or managed through Cooperative Agreements that require contributions from the requesting local government entity. Accordingly, the City of Rio Communities will vie for the following grants in their effort to affect repair and improvement of city roadways, provide alternate transportation venues, new sidewalks, and the replacement of worn or missing street and roadway signs⁴:

- 1) Municipal Arterial Projects (MAP)
 - a. Sponsored by NMDOT where state provides 75% of funds, with local government entity providing 25% matching funds.
- 2) Public Service Company of New Mexico (PNM) Grant
 - a. Sponsored by PNM, a 100% lump sum grant of \$20,000.00 for community and neighborhood revitalization, corridor improvements, green space creation or the creation of meaningful public spaces.
- 3) Statewide Transportation Improvement Program (STIP)
 - a. A state sponsored program where state provides 80% of funds, with local government entity providing 20% matching funds.
- 4) Transportation Alternative Program (TAP)
 - a. A federally sponsored program where federal government provides 80% of funds, with local government entity providing 20% matching funds.
- 5) Local Government Road Fund Project
 - a. A state sponsored program where state provides 80% of funds, with local government entity providing 20% matching funds.
- 6) Community Development Block Grant (CDBG)
 - a. Sponsored by the U.S. Department of Housing and Urban Development (HUD), where federal government provides 90% of funds, with local government entity providing 10% matching funds.
- 7) Transportation Improvement Program (TIP)
 - a. A federally sponsored program where federal government provides 75% of funds, with local government entity providing 25% matching funds.

⁴ See **Appendices A and B** for complete listings of proposed projects under these grants.

7. SIDEWALKS, CURBS AND RIGHT OF WAYS

The current state of sidewalks and curbs along Rio Communities' streets is a haphazard affair, as is the disposition of right of ways. Accordingly, and as requirement for future federal "road and street" funds, the City of Rio Communities will submit for review by the NMDOT, no later than March 2016:

- A. An inventory of existing sidewalks and curbs that **do not** meet ADA compliance;
- B. An inventory of public right of ways; and
- C. By December 2017, a complete ADA Transition⁵ Plan that addresses the above items with proposed solutions and milestones.

8. COMPLIANCE PLAN: TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

As a requirement to receive federal funds and in accordance with 23 CFR 200.9 (b)(7), the City of Rio Communities will have in place by January 2017, a Title VI Compliance Plan.

- A. Title VI of the 1964 Civil Rights Act provides that "[n]o person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (Sec 601)

9. TRANSIT ORIENTED DEVELOPMENT

A. What is a TOD?

- 1) Reconnecting America, a national non-profit organization that integrates transportation and community development, defines a Transit Oriented Development (TOD) as "... a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation."⁶
- 2) Wikipedia further defines a TOD as "... a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile (400

⁵ Though this requirement applies only to Public Agencies with 50 or more full and part time municipal employees, the City has opted to comply with this requirement so as to provide our youth and aging population with safe and accessible sidewalks.

⁶ Reconnecting America at: <http://reconnectingamerica.org/>

to 800 m) from a transit stop, as this is considered to be an appropriate scale [walking distance] for pedestrians.”⁷

- 3) Simply stated, a TOD is intended to encourage people to live near local transit systems, thus decreasing their dependence on driving.⁸

B. Why Implement a TOD?

A Transit Oriented Development strives to create better access to jobs, housing and opportunities for people of all ages and incomes. A successful TOD provides people from all walks of life with convenient, affordable and active lifestyles and creates places where children can play and parents can grow old comfortably.⁹

C. TOD Characteristics

A successful TOD should have the following characteristics:

- 1) Available land for “mixed uses” that creates a living environment for work, commerce and recreation. Such amenities and services include retail shops, restaurants, offices and an array of entertainment venues;
- 2) Appropriate population densities that allow for more urban-like development near transit facilities, with gradually reduced density farther from transit facilities;
- 3) Available parking (park-n-ride) and intermediate shuttle service for commuters;
- 4) Close proximity, ideally 1/4-mile (5 minute walk) to 1/2-mile (10 minute walk) to transit facilities.
- 5) Provide public venues and open spaces that promote a healthier life-style, while decreasing dependence single-mode transportation;
- 6) Promote “pedestrian-friendly” design with easy access to greenways, sidewalks, bikeways and streetscapes.

D. Benefits of TOD:

- 1) Reduced household driving and thus lower regional congestion, air pollution and greenhouse gas emissions;
- 2) Walkable communities that accommodate more healthy and active lifestyles;
- 3) Increased transit ridership and fare revenues with a corresponding increase in revenues for transit-support services and businesses;
- 4) Potential for added value created through increased and/or sustained property values where transit investments have occurred;
- 5) Improved access to jobs and economic opportunity for low-income people and working families;

⁷ https://en.wikipedia.org/wiki/Transit-oriented_development

⁸ Still, T., *Transit-Oriented Development: Reshaping America’s Metropolitan Landscape, On Common Ground*, Winter, 2002.

⁹ Reconnecting America at: <http://reconnectingamerica.org/>

- 6) Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purposes.

E. Compatibility to Rio Communities

In keeping with the characteristics of a TOD, the City of Rio Communities is fortunate in that it is uniquely situated for creating a viable Transit Oriented Development.

- 1) Rio Communities abounds in available land (up the whazoo), and thus the potential for new businesses. With the proposed City Center Complex and surrounding vacant store fronts, Rio Communities can easily support the “mixed land use” concept for the development of services, retail shops, restaurants, offices, and entertainment venues.
- 2) Rio Communities is largely a well-developed residential community located approximately 1.5 miles from the Belen station of the New Mexico Rail Runner Express. Such a proximity allows for the requisite development of transit-support facilities, services and businesses.
- 3) The location of the proposed new City Center Complex allows for ample parking in support of the park-n-ride concept.
- 4) Notwithstanding the 1.5-mile distance from Belen’s station of the New Mexico Rail Runner Express to Rio Communities’ City Center Complex, the impact of this distance can be eased with a shuttle service.
- 5) As reflected in item 1, with ample open spaces and available store fronts, Rio Communities has the potential to become a viable city-center hub that facilitates the TOD concept while decreasing dependence on single-mode transportation.
- 6) “Main Street” Rio Communities lies adjacent to the Whitfield Wildlife Conservation Area, a riparian forest or *bosque* of cottonwoods, willows and wetlands that line the Rio Grande River.

F. Transit-Oriented Development Plan

Though this plan, Rio Communities will strive within 5 years to:

- 1) Organize growth on a regional scale that is compact and transit-supportive;
- 2) Locate commercial, housing, jobs, parks and civic uses within a relatively short distance to existing transit stops;
- 3) Create pedestrian friendly street networks that directly connect local destinations;
- 4) Provide a mix of housing types, densities and cost;
- 5) Preserve sensitive habitat, riparian zones and high-quality open spaces; and
- 6) Make public spaces the focus of building orientation and neighborhood activity.

Appendix A

PROPOSED PROJECTS: FY-2016 - 2018

ROAD MAINTENANCE AND REPAIR PLAN

- Municipal Arterial Projects (MAP):** The City of Rio Communities, through Resolution 2016-56, will submit a proposal NLT March 2016 to participate in the NMDOT Cooperative Agreement Program for the express purpose of repairing selected city intersections and roads.

NMDOT Contribution (75%) = \$183,938

Rio Communities' Contribution (25%) = \$61,312

Item	Project Description	Unit	Qty	Unit Cost	Total
1	Intersection: McKnight and Damon				
	Total recondition (full-depth repair)	SF	6200	\$7.00	\$43,400.00
2	Intersection: Horner, Kaghan, & Suncrest				
	Partial recondition (full-depth repair)	SF	9500	\$7.00	\$66,500.00
3	Intersection: Guapo & Kaghan Loop				
	Total recondition (full-depth repair)	SF	2000	\$7.00	\$14,000.00
4	Intersection: Guapo & Aviso Street				
	Partial recondition (full-depth repair)	SF	3000	\$7.00	\$21,000.00
5	Intersection: Kaghan Loop & Dulcinea Lane				
	Partial recondition (full-depth repair)	SF	1500	\$7.00	\$10,500.00
6	Intersection: Goodman & Hillman Avenue				
	Partial recondition (full-depth repair)	SF	1600	\$7.00	\$11,200.00
7	Intersection: Frederico & Unitas Court				
	Total recondition (full-depth repair)	SF	1000	\$7.00	\$7,000.00
8	Intersection: Palmer Lane & Blanda Court				
	Partial recondition (full-depth repair)	SF	2200	\$7.00	\$15,400.00
9	Intersection: Nancy Lopez & Arnold Palmer Loop				
	Partial recondition (full-depth repair)	SF	1700	\$7.00	\$11,900.00
10	Intersection: Palmer Lane & Player Court				
	Total recondition (full-depth repair)	SF	1000	\$7.00	\$7,000.00
11	Intersection: Frederico & Golf Course Road				
	Partial recondition (full-depth repair)	SF	600	\$7.00	\$4,200.00
12	McDougal Ave.: Spot Repair				
	Total Recondition (full-depth repair)	SF	450	\$7.00	\$3,150.00
13	Goodman Ave.: Entire Length of Road				
	Patch Potholes & Chip Seal	LF	4650	\$6.45	\$29,992.50
Total					\$245,242.50

2. **Public Service Company of New Mexico (PNM) Grant:** The City of Rio Communities will submit a proposal for a 100% lump sum grant of \$20,000.00 (March – May 2016 Grant Cycle). Possible initiatives include:
 - A. Construction of new sidewalks in front of the Municipal Complex along State Highway 47; or
 - B. Providing xeriscaping in front of Municipal Complex along State Highway 47; or
 - C. Renovate existing “Valley Plaza Sign” by upgrading to a fully programmable illuminated (digital/LED) informational sign.
3. **Transportation Alternative Program (TAP):** The City of Rio Communities will submit a proposal for a 20%/80% grant for FY 2018 to construct connecting pedestrian walkways and bike trails from the Manzano Expressway to the Rio Del Oro Loop in Las Lunas. Included in this proposal, an assessment of existing right of ways and industry specifications for bike trails.
4. **Statewide Transportation Improvement Program (STIP):** The City of Rio Communities will submit a proposal for a 100% grant (no matching funds) to replace worn or missing street and roadway signs throughout the city proper.

Appendix B

PROPOSED PROJECTS: FY-2016 - 2018

ROAD IMPROVEMENT PLAN

1. **Statewide Transportation Improvement Program (STIP):** The City of Rio Communities will submit a proposal for a 20%/80% grant, projected for FY-2018, to resurface Golf Course Road, or Horner Road, or Hillandale Road. Cost to be determined (TBD).
 - A. Submit a supplemental proposal to survey and identify the legal right of ways (ROW) and utilities (above and underground) along Golf Course, Horner and Hillandale. The eventual result of this survey is to assess and determine the feasibility of constructing pedestrian walkways (sidewalks) along one or both sides of these roads.
2. **Local Government Road Fund Project:** The City of Rio Communities will submit a proposal for a 25%/75% grant to repair, as yet unidentified multiple roadways with sever surface damage (Paser rating of 1, 2, or 3) The scope of these repairs will range from full topcoat sealing to chip sealing. Maximum funding is \$250,000.00 (25% = \$62,500 / 75% = \$187,500)
3. **Community Development Block Grant (CDBG):** The City of Rio Communities will submit a proposal for a 25%/75% grant to repair, as yet unidentified multiple roadways with moderate and less sever surface damage (Paser ratings of 4, 5, or 6). The scope of these repairs will range from full topcoat sealing to chip sealing. Maximum funding is \$500,000.00 (10% = \$50,000 / 90% = \$450,000).
4. **Transportation Improvement Program (TIP):** The City of Rio Communities will submit a proposal for a 25%/75% grant to fully resurface Golf Course, Horner and Hillandale roads. There is no funding limit to this grant.

Appendix C

Summary of Paser Rating System

Developed in part by the University of Wisconsin-Madison Transportation Information Center, *Paser* is a simple evaluation system for visually rating the surface conditions of asphalt pavements. Using a scale from 1–10, the system is a time efficient and consistent method that allows local officials to assess and compare the quality of roadway segments.

When used properly, “PASER data serves as the foundation for understanding the current state of pavement condition, predicting future pavement condition and building cost-effective pavement maintenance strategies. Additionally, PASER ratings also provide an understandable way for an agency to communicate pavement condition to elected officials and the public.”¹⁰

Each numerical *Paser* rating indicates a general level of pavement distress, followed by a recommended treatment or repair options, as presented below.

Paser Rating Matrix			
Rating	Quality	Distress	Treatment
9-10	Excellent	None	New Construction
8	Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
6-7	Good	Very slight to slight raveling with some loss of fines due to traffic wear. Open 1/4" longitudinal cracks evident, with 1/4" transverse cracks spaced at 10" or more. First signs of block cracking and some patching.	Maintain with routine crack filling, or consider preservation treatment.
4-5	Fair	Moderate to severe raveling (loss of fine and course aggregate. 1/2" longitudinal and transverse cracks near pavement edge and wheel paths. Presence of block cracking on 50% or more of surface. Patching fair but beginning to wear.	Preservative sealcoat maintenance or, 2" or more of structural overlay.
3	Poor	Erosion of surface beginning with closely spaced longitudinal and transverse cracks and sever block cracking. Alligator cracking on less than 25% of surface. Patch deterioration and occasional potholes.	Requires patching and removal of deterioration. Milling and overlay required.
2	Very Poor	Sever distortions over 2" deep, with alligator cracks over 25% of surface. Patching in poor condition with extensive potholes.	Requires reconstruction with extensive base repair.
1	Failed	Sever distress with extensive loss of surface integrity.	Requires total reconstruction.

¹⁰ *PASER Data Collection, Best Practices Manual, Indiana LTAP PASER Training 2014, July 2014.*

Appendix D

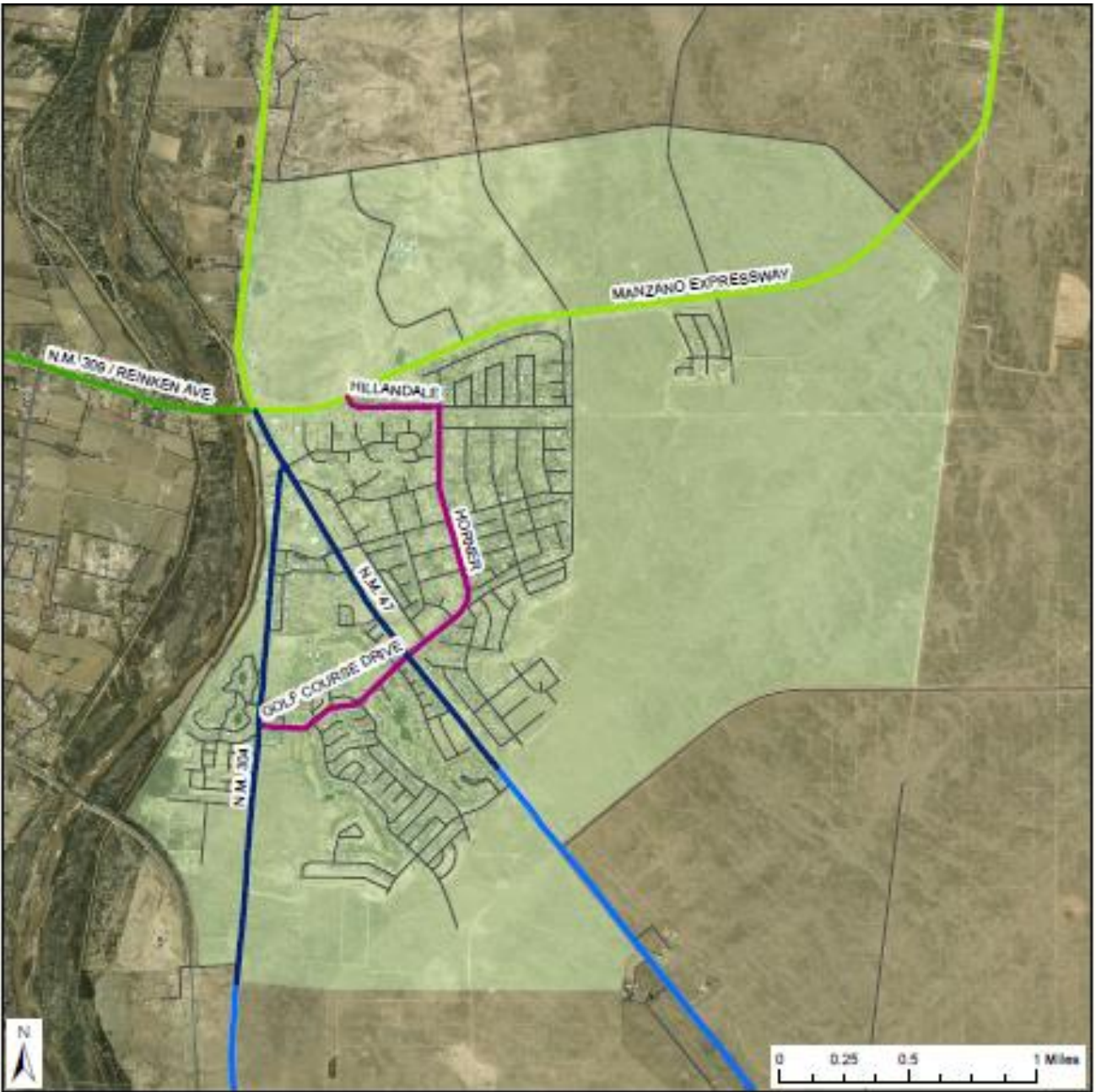
City of Rio Communities			
Official "Named" Road/Street List			
Road Name	Road Name	Road Name	Road Name
ALAME LOOP	DON DIEGO RD	KATHY WHITWORTH DR	RIO COMMUNITIES WAY
AQUINA CT	DULCINEA LN	KNOX CT	RIO GRANDE STABLES RD
ARBOL CT	EL FUEGO PL	JARVIS PL	SAN LUCAS AVE
ARNOLD PALMER LOOP	EL LAGO	KAGHAN LOOP	SHOSHONI PL
AVENIDA DE MESA VERDE	EL MUNDO RD	LA ISLA	SOMBRERO LOOP
AVENIDA DEL FUEGO	EL SOL PL	LA LUNA PL	SOMBRERO PL
AVENIDA LA BIENVENIDA	EMBARCADERO	LA PAZ AVE	SOPLO CT
AVISO RD	ESTRELLA PL	LARGO PL	STAR DR
BALDWIN AVE	FAIRWAY CT	LEE ELDER CT	SUNCREST BLVD
BAMBA CT	FIALA CT	LEE TREVINO BLVD	SUNDIAL LOOP
BANDERA CT	FOLTZ CT	LLOYD ST	TIERRA DEL SOL LOOP
BASHAM CT	FREDERICO BLVD	LOGAN ST	TOLUCA CT
BEN HOGAN LOOP	FULTON AVE	LOMA VERDE DR	TOMMY ARMOUR CT
BETA CT	GARDEN LANE DR	MACY CT	TRES CANTOS AVE
BISHOP CT	GILLIS CT	MADDOX LOOP	UNITAS CT
BLANDA CT	GODDARD AVE	MADDOX ST	VACA CT
BOROS CT	GODDARD CT	MANZANO EXPY	VISTA ALAMO
BROWN DR	GODFREY AVE	MCDOUGAL AVE	VISTA BONITA
BRUGG DR	GOLF COURSE RD	MCKNIGHT PL	VISTA CAMPO CT
CALLE DE CHAMISA LOOP	GOOD DR	MEADE CT	VISTA DEL MONTE
CALLE DE JOSE	GOODMAN AVE	MONTANO RD	VISTA DEL RIO
CALLE DEL SOL	GORMAN AVE	MORAGA	VISTA DEL RIO ST
CALLE DEL VALLE	GOULET CT	NANCY LOPEZ BLVD	VISTA DEL SOL
CAMBRIDGE AVE	GREENS POINT LN	NASH ST	VISTA ESTRELLAS
CARMEL DR	GREENSPOINT	NORMA ST	VISTA GRANDE
CARMEL RD	GREY PL	OLSON ST	VISTA LADRONE
CHAMARTIN AVE	GUAPO RD	PAGEANT DR	VISTA LINDA
CHICO PL	HANSEN CT	PALMER LN	VISTA LLANOS
CHISUM TRL	HARTEL PL	PERION CT	VISTA MANZANO
CLARA LN	HERMOSA ST	PERION DR	VISTA ROJO
CLINTON CT	HILL ST	PLAYER CT	VISTA SANDIA
COUNTRY CLUB LN	HILLDALE AVE	PLUNKETT CT	VISTA SIERRA
COURTE EL NIDO	HILLMAN ST	PUEBLO NUEVO DR	WESTERN DR
CRAIG CIR	HORIZON VISTA BLVD	RAILROAD BEND RD	WILLOW BROOK LN
CRAIG PL	HORIZON VISTA LN	RECODO PL	STATE HIGHWAYS
CRENSHAW CT	HORNER ST	REID ST	HWY 47
DAMON CIR	HOUSTON BLVD	RIGGS CIR	HWY 304
DAMON PL	HOWARD ST	RIGGS PL	TECHNICALLY NOT IN CITY
DAMON ST	HOWELL ST	RIGGS ST	ESCOBAR RD
DE HAAN LOOP	IRWIN CT	RILEY AVE	NAVAJO RD
DIAMANTE PL	JACK NICKLAUS DR	RILEY PL	SHERROD BLVD
DOERING CT	JANUARY DR	RIO COMMUNITIES BLVD	
Total = 168 Named Streets			
Legend:	Paved/Asphalt	Dirt	Private Roads

Appendix E

RIO COMMUNITIES ROADWAY SURFACE RATINGS

City of Rio Communities							
Roadway Surface Ratings							
Road Name	Paser Rating	Road Name	Paser Rating	Road Name	Paser Rating	Road Name	Paser Rating
ALAME LOOP	7	DON DIEGO RD	3	KATHY WHITWORTH DR		RIO COMMUNITIES WAY	7
AQUINA CT	4	DULCINEA LN	3	KNOX CT	4	RIO GRANDE STABLES RD	6
ARBOL CT		EL FUEGO PL	4	JARVIS PL	3	SAN LUCAS AVE	6
ARNOLD PALMER LOOP	4	EL LAGO	5	KAGHAN LOOP	3	SHOSHONI PL	4
AVENIDA DE MESA VERDE	4	EL MUNDO RD	5	LA ISLA	5	SOMBRERO LOOP	3
AVENIDA DEL FUEGO	3	EL SOL PL	3	LA LUNA PL	3	SOMBRERO PL	4
AVENIDA LA BIENVENIDA	4	EMBARCADERO	3	LA PAZ AVE	3	SOPOLO CT	4
AVISO RD		ESTRELLA PL	2	LARGO PL	3	STAR DR	3
BALDWIN AVE	3	FAIRWAY CT	3	LEE ELDER CT	2	SUNCREST BLVD	2
BAMBA CT	3	FIALA CT	2	LEE TREVINO BLVD	4	SUNDIAL LOOP	
BANDERA CT		FOLTZ CT	3	LLOYD ST	4	TIERRA DEL SOL LOOP	5
BASHAM CT	2	FREDERICO BLVD	4	LOGAN ST	4	TOLUCA CT	3
BEN HOGAN LOOP	4	FULTON AVE	4	LOMA VERDE DR	3	TOMMY ARMOUR CT	2
BETA CT	3	GARDEN LANE DR	6	MACY CT	4	TRES CANTOS AVE	3
BISHOP CT	2	GILLIS CT	3	MADDOX LOOP	3	UNITAS CT	3
BLANDA CT	3	GODDARD AVE	4	MADDOX ST	4	VACA CT	
BOROS CT	3	GODDARD CT	2	MANZANO EXPY	3	VISTA ALAMO	3
BROWN DR	3	GODFREY AVE	3	MCDUGAL AVE	3	VISTA BONITA	4
BRUGG DR	4	GOLF COURSE RD	5	MCKNIGHT PL	2	VISTA CAMPO CT	3
CALLE DE CHAMISA LOOP	4	GOOD DR		MEADE CT	4	VISTA DEL MONTE	4
CALLE DE JOSE	2	GOODMAN AVE	3	MONTANO RD	3	VISTA DEL RIO	
CALLE DEL SOL	3	GORMAN AVE	3	MORAGA	4	VISTA DEL RIO ST	
CALLE DEL VALLE	7	GOULET CT	3	NANCY LOPEZ BLVD	4	VISTA DEL SOL	5
CAMBRIDGE AVE	3	GREENS POINT LN		NASH ST	4	VISTA ESTRELLAS	3
CARMEL DR	3	GREENSPOINT		NORMA ST	4	VISTA GRANDE	4
CARMEL RD	3	GREY PL	3	OLSON ST	4	VISTA LADRONE	3
CHAMARTIN AVE	5	GUAPO RD	2	PAGEANT DR	4	VISTA LINDA	3
CHICO PL		HANSEN CT	3	PALMER LN	3	VISTA LLANOS	3
CHISUM TRL	3	HARTEL PL	3	PERION CT	2	VISTA MANZANO	4
CLARA LN	4	HERMOSA ST	4	PERION DR	3	VISTA ROJO	4
CLINTON CT	3	HILL ST	4	PLAYER CT	3	VISTA SANDIA	3
COUNTRY CLUB LN	3	HILLDALE AVE	4	PLUNKETT CT	3	VISTA SIERRA	4
COURTE EL NIDO	4	HILLMAN ST	3	PUEBLO NUEVO DR	3	WESTERN DR	3
CRAIG CIR	3	HORIZON VISTA BLVD	4	RAILROAD BEND RD		WILLOW BROOK LN	4
CRAIG PL	3	HORIZON VISTA LN	4	RECODO PL	3	ZAMORA CT	3
CRENSHAW CT	2	HORNER ST	3	REID ST	3	STATE HIGHWAYS	
DAMON CIR	3	HOUSTON BLVD	4	RIGGS CIR	4	HWY 47	
DAMON PL	2	HOWARD ST	4	RIGGS PL	4	HWY 304	
DAMON ST	3	HOWELL ST	3	RIGGS ST	3	TECHNICALLY NOT IN CITY	
DE HAAN LOOP	5	IRWIN CT	3	RILEY AVE	3	ESCOBAR RD	
DIAMANTE PL	3	JACK NICKLAUS DR	4	RILEY PL	3	NAVAJO RD	
DOERING CT	2	JANUARY DR	4	RIO COMMUNITIES BLVD	7	SHERROD BLVD	
Total = 168 Named Streets							
Legend:		Paved/Asphalt		Dirt		Private Roads	

Appendix F:
Rio Communities Roadway Classifications





Appendix G:

CITY OF RIO COMMUNITIES, NEW MEXICO

Americans with Disabilities Act



Transition Plan (Draft)

March 2016

Appendix G: ADA TRANSITION PLAN - INVENTORY

RIO COMMUNITIES INVENTORY (N=None) (Y=Present) (NA=No Action Required), & (-=Future Action Possible if major work performed on intersection). **Red** = ADA potential site **ALL SIDEWALKS ARE 36" WIDE.**

#	STREET	JUNCTION	Sdwik	Curbs	ADA	COMMENTS	Page 1
1	AV DEL FUEGO	SOMBRERO LP	N	N	NA		
2	AV DEL FUEGO	LARGO PL	N	N	NA		
3	AV DEL FUEGO	CHICO	N	N	NA		
4	AV DEL FUEGO	DIAMANTE PL	N	N	NA		
5	AV DEL FUEGO	ESTRELLA PL	N	N	NA		
6	AV DEL FUEGO	LA LUNA PL	N	N	NA		
7	AVENIDA DE MESA VERDE LOOP	AVENIDA DE MESA VERDE LP	N	N	NA		
8	AVENIDA DE MESA VERDE LOOP	AVENIDA LA BIENVENIDA	N	Y	-		
9	AVENIDA DE MESA VERDE LOOP	AVENIDA LA BIENVENIDA	N	N	NA		
10	AVENIDA DE MESA VERDE LOOP	AVENIDA DE MESA VERDE	N	Y	-		
11	BRUGG DR	RECONDO PL	N	Y	-		
12	BRUGG DR	BETA CT	N	Y	-		
13	CALLE DE CHAMESA	AVENIDA DE MESA VERDE	N	Y	-		
14	CALLE DE CHAMESA	AVENIDA LA BIENVENIDA-CORTE EL NIDO	N	N	NA		
15	CALLE DE CHAMESA	AVENIDA DE MESA VERDE	N	Y	-		
16	CALLE DE CHAMESA	VISTA CAMPO	N	Y	-		
17	CALLE DE JOSE	PUEBLO NUEVO/CLINTON	N	Y	-		
18	CALLE DE SOL	HERMOSA	N	Y	-		
19	CALLE DE SOL	HERMOSA	N	N	NA		
20	CAMBRIDGE AV	AQUINA CT	N	Y			
21	CARMEL DR	WHITWORTH DR	N	N	NA	Dirt - No existing road	
22	CARMEL DR	MONTANO ST	N	Y	-		
23	CARMEL DR	IRWIN CT	N	Y	-		
24	CARMEL DR	CRENSHAW CT	N	Y	-		
25	CARMEL DR	FOLTZ CT	N	Y	-		
26	CARMEL DR	FIATA CT	N	Y	-		
27	CARMEL RD	BAMBA CT	N	Y	-		
28	CARMEL RD	ZAMORA CT	N	Y	-		
29	CARMEL RD	TOLUCA CT	N	Y	-		
30	CARMEL RD	FAIRWAY CT	N	Y	-		
31	CHISUM TR	VISTA GRANDE	N	N	NA		
32	CHISUM TR	VISTA LLANOS	N	Y	-		
33	CHISUM TRL	VISTA DEL RIO	N	N	NA		
34	CHISUM TR	VISTA BONITA	N	Y	-		
35	CHISUM TR	VISTA SIERRA	N	Y	-		
36	CLARA LN	NORMA ST/OLSON ST	N	N	NA	Continuous Streets - No Crosswalks Present	

#	STREET	JUNCTION	Sdwlk	Curbs	ADA	COMMENTS	Page 2
37	CLARA LN	MORAGA ST/NASH ST	N	N	NA	Continuous Streets - No Crosswalks Present	
38	CLARA LN	LOGAN ST/LLOYD ST	N	N	NA	Continuous Streets - No Crosswalks Present	
39	COUNTRY CLUB LN	TIERRA DEL SOL LP	N	Y	-		
40	COUNTRY CLUB LN	GREENSPOINT LN	N	Y	-		
41	CRAIG CIR	CRAIG PL	N	N	NA		
42	DAMON ST	DAMON PL	N	N	NA		
43	DAMON ST	RILEY AV	N	N	NA		
44	DAMON ST	DAMON CIR	N	N	NA		
45	DAMON ST	GOODMAN AV	N	Y*	-	CURB STARTS ON SOUTH SIDE OF DAMON ST	
46	DAMON ST	FULTON AV	N	Y	-		
47	DAMON ST	JARVIS PL	N	Y	-		
48	DAMON ST	MCKNIGHT PL	N	Y	-		
49	DAMON ST	RIGGS ST	N	Y*	-	CURB STOPS AT INTERSECTION	
50	DEHAAN LOOP	CALLE DE CHAMESA	N	Y	-		
51	DON DIEGO RD	DULCINEA LN	Y	Y	NO		
52	EL MUNDO	LA ISLA	N	Y	-		
53	EL MUNDO	EL LAGO	N	Y	-		
54	FREDERICO	JANUARY DR	N	Y	-		
55	FREDERICO	JACK NICKLAUS DR	Y	Y	NO		
56	FREDERICO	BROWN ST	N	Y	-		
57	FREDERICO	UNITAS CT	N	Y	-		
58	FREDERICO	PLUNKETT CT	N	Y	-		
59	FREDERICO	EL MUNDO	N	Y	-		
60	GODDARD AVE	HILL ST	N	Y*	-	CURB ON SE CORNER ONLY	
61	GODDARD AVE	HILLMAN ST	N	N	NA		
62	GODDARD AVE	HOWARD ST	N	N	NA		
63	GODDARD AVE	HOWELL ST	N	N	NA		
64	GOLF COURSE ROAD	CARMEL	Y	Y	NO	SIDEWALK ON NORTH SIDE, NO SIDEWALKS ON SOUTH SIDE	
65	GOLF COURSE ROAD	WILLOWBROOK LN	Y	Y	NO	SIDEWALK ON NORTH SIDE, NO SIDEWALKS ON SOUTH SIDE	
66	GOLF COURSE ROAD	GREENSPOINT LN	Y	Y*	Y		
67	GOLF COURSE ROAD	FREDERICO	N	Y	-		
68	GOLF COURSE ROAD	COUNTRY CLUB LN	Y	Y*	y	SIDEWALK ON NORTH SIDE ONLY	
69	GOLF COURSE ROAD	TIERRA DEL SOL LP	Y	Y	NO		
70	GOLF COURSE ROAD	VISTA DEL SOL	Y	Y	Y		
71	GOODMAN AV	RIGGS ST	N	N	NA		
72	GOODMAN AV	REID ST	N	N	NA		
73	GOODMAN AV	DORING ST	N	N	NA		
74	GOODMAN AV	HOWELL ST	N	N	NA		

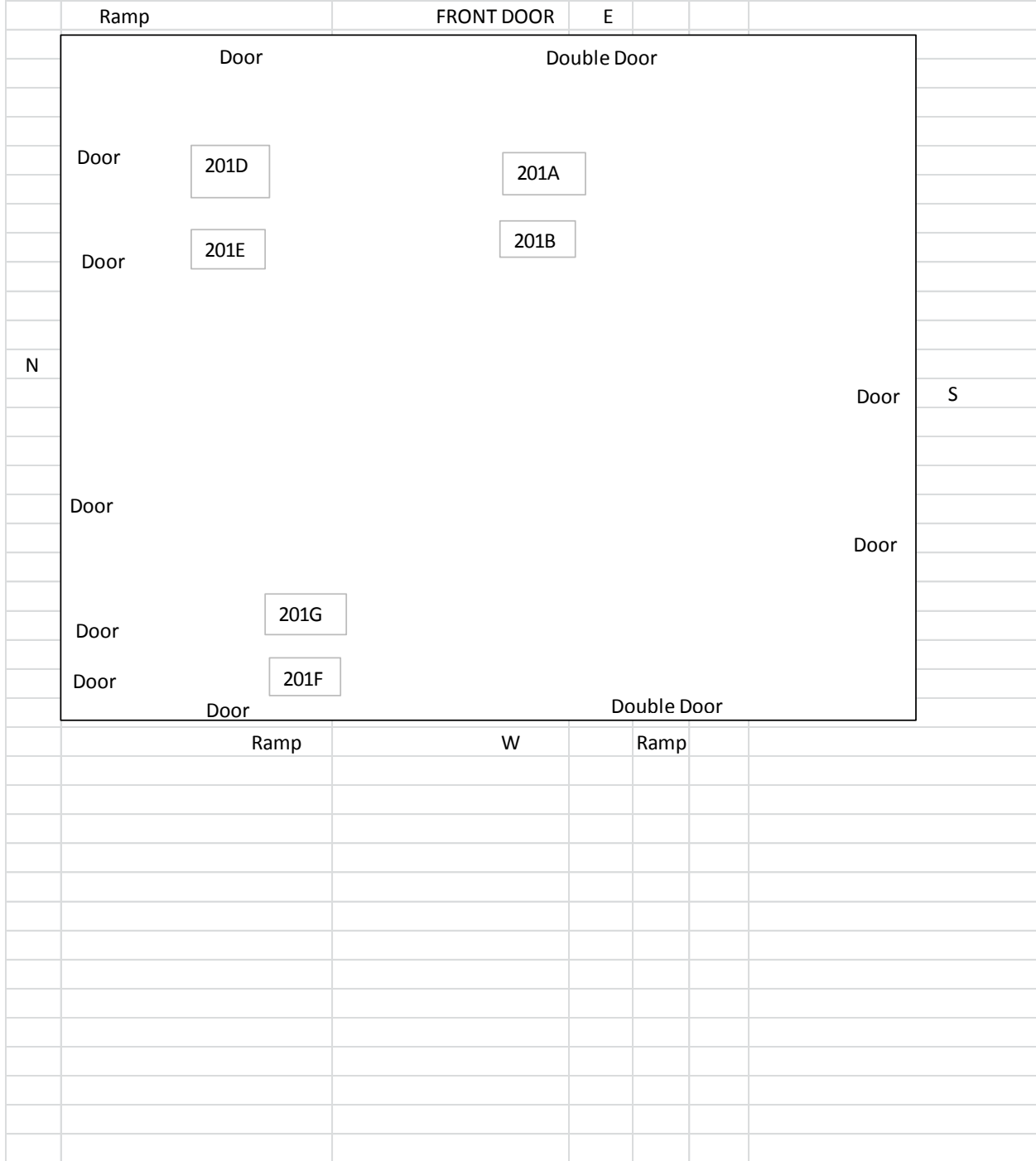
#	STREET	JUNCTION	Sdwlk	Curbs	ADA	COMMENTS	Page 3
75	GOODMAN AV	HOWARD ST	N	N	NA	CURB ON SOUTH SIDE OF INTERSECTION	
76	GOODMAN AV	HILLMAN ST	N	Y*	-	CURB ON SOUTH SIDE OF INTERSECTION	
77	GOODMAN AV	HILL ST	N	N	NA		
78	GUAPO	DON DIEGO	Y	Y	NO		
79	GUAPO	AVISO RD	Y	Y	NO	AVISO CURRENTLY DIRT ROAD. ONLY 1 House on Aviso.	
80	HILL ST	BASHAM CT	N	Y	-		
81	HILL ST	BISHOP CT	N	Y	-		
82	HILLANDALE	PAGEANT	N	Y	-		
83	HILLANDALE	OLSON ST	N	Y	-		
84	HILLANDALE	NORMA ST	N	Y	-		
85	HILLANDALE	NASH ST	N	Y	-		
86	HILLANDALE	MORAGA ST	N	Y	-		
87	HILLANDALE	LOGAN ST	N	Y	-		
88	HILLANDALE	LLOYD ST	N	Y	-		
89	HILLANDALE	GILLIS CT	N	Y	-		
90	HILLMAN ST	BRUGG DR	N	Y	-		
91	HILLMAN ST	CAMBRIDGE AV	N	Y	-		
92	HILLMAN ST	GODFREY AV	N	Y	-		
93	HORIZON VISTA BLVD	WESTERN DRIVE	N	N	NA		
94	HORNER	DAMON ST	N	N	NA		
95	HORNER	RIGGS CIR	N	N	NA		
96	HORNER	MC DOUGAL AV	N	N	NA		
97	HORNER	SUNCREST BLVD	N	Y*	-	CURB ON EAST SIDE ONLY	
98	HORNER	BRUGG DR	N	Y*	-	CURB ON EAST SIDE ONLY	
99	HORNER	RECODO PL	N	N	NA		
100	HORNER	STAR DR	N	N	NA		
101	HORNER	BALDWIN AV	N	Y*	-	CURB ON WEST SIDE ONLY - CURB VERY BAD SHAPE	
102	HORNER	GODFREY AV	N	Y*	-	CURB ON EAST SIDE ONLY	
103	HORNER	GOODMAN	N	N	NA		
104	HORNER	RILEY AV	N	N	NA		
105	HORNER	GODDARD AV	N	Y	-	CURB ENDS AT SOUTH SIDE OF INTERSECTION	
106	HORNER	HILLANDALE AV	N	Y	-		
107	HORNER	GREY PL	N	Y	-		
108	HORNER	GORMAN	N	Y	-		
109	HOWARD ST	BRUGG DR	N	Y	-		
110	HOWARD ST	STAR DR	N	Y	-		
111	JARVIS PL	GOULET CT	N	Y	-		
112	JARVIS PL	HANSEN CT	N	Y	-		
113	JARVIS PL	MCKNIGHT PL	N	Y	-		
114	KAGHAN LOOP	DE HANN LOOP	N	N	NA		

	STREET	JUNCTION	Sdwik	Curbs	ADA	COMMENTS	Page 4
115	KAGHAN LOOP	DON DIEGO RD	Y	Y	NO		
116	KAGHAN LOOP	GUAPO RD	Y	Y	NO		
117	KAGHAN LOOP	DULCINEA LN	Y	Y	NO		
118	KAGHAN LOOP	LA PAZ ST	Y	Y	NO		
119	KAGHAN LOOP	PERION DR	Y	Y	NO		
120	KAGHAN LOOP	PERION CT	Y	Y	NO		
121	KAGHAN LOOP	SUNCREST BLVD	Y	Y	NO		
122	LA PAZ ST	LOMA VERDE	Y	Y	NO		
123	LA PAZ ST	CALLE DE JOSE	Y	Y	NO		
124	LEE TREVINO	GOLF COURSE	Y	Y	-		
125	LEE TREVINO	TOMMY ARMOUR	Y	Y	NO		
126	LEE TREVINO	LEE ELDER	Y	Y	NO		
127	LEE TREVINO	BROWN DR	Y	Y	NO		
128	LEE TREVINO	BEN HOGAN LOOP	Y	Y	NO		
129	LEE TREVINO	BEN HOGAN LOOP	Y	Y	NO		
130	LEE TREVINO	JANUARY DR	Y	Y	NO		
131	LEE TREVINO	JACK NICKLAUS DR	Y	Y	NO		
132	LEE TREVINO	ARNOLD PALMER LOOP	Y	Y	NO		
133	LEE TREVINO	EL MUNDO	N	Y	-		
134	LEE TREVINO	EL LAGO	N	Y	-		
135	LEE TREVINO	LA ISLA	N	Y	-		
136	MADDOX ST	MADDOX LOOP	N	Y*	-	CURB ON EAST SIDE ONLY	
137	MADDOX ST	MADDOX LOOP	N	N	NA		
138	MANZANO EXPRESSWAY	HILLANDALE	N	N	NA		
139	MANZANO EXPRESSWAY	HOUSTON	N	N	NA		
140	MANZANO EXPRESSWAY	SUNDIAL	N	N	NA	DIRT	
141	MANZANO EXPRESSWAY	DE HANN LOOP	N	Y	-		
142	MANZANO EXPRESSWAY	ESCOBAR ROAD	N	N	NA	DIRT	
143	MANZANO EXPRESSWAY	SHERROD BLVD	N	N	NA		
144	NANCY LOPEZ	EMBARCADERO	N	N	-		
145	NANCY LOPEZ	FREDERICO	N	N	-		
146	NANCY LOPEZ	ARNOLD PALMER LOOP	Y	Y	NO		
147	NANCY LOPEZ	LEE TREVINO	Y	Y	NO		
148	NANCY LOPEZ	SAN LUCAS	Y	Y	YES	2 INCHES ROLLING CURBS. SIDEWALKS ARE 36 INCHES WIDE.	
149	NANCY LOPEZ	CHAMARTIN AVE	N	Y	-		
150	PAGEANT	KNOX CT	N	Y	-		
151	PAGEANT	MEADE ST	N	Y	-		
152	PAGEANT	MACY CT	N	Y	-		
153	PAGEANT	GORMAN AVE	N	Y	-		
154	PALMER LN	JANUARY DR	N	Y	-		
155	PALMER LN	BLANDA CT	N	Y	-		
156	PALMER LN	BOROS CT	N	Y	-		
157	PALMER LN	PLAYER CT	N	Y	-		
158	PALMER LN	BROWN DR	N	Y	-		

	STREET	JUNCTION	Sdwlk	Curbs	ADA	COMMENTS	Page 5
159	RIGGS ST	RIGGS CIR	N	N	NA		
160	RIGGS ST	MCDUGAL AV	N	N	NA		
161	RIGGS ST	BALDWIN AV	N	N	NA		
162	RIGGS CIR	RIGGS PL ??????	N	N	NA		
163	RILEY AV	DORING ST	N	N	NA		
164	RILEY AV	RILEY PL	N	N	NA		
165	RILEY AV	REID ST	N	N	NA		
166	RILEY AV	CRAIG CIR	N	N	NA		
167	RIO COMMUNITIES WAY	HORIZON VISTA LN	Y	Y*	NO	SIDEWALK ON RIO COMMUNITIES WAY ONLY	
168	RIO COMMUNITIES WAY	HARTEL PL	N	Y	-		
169	SAN LUCAS	TRES CANTOS AV	Y	Y	YES	ADA COMPIANT, BUT NO BRAILLE BUMPERS	
170	SAN LUCAS	CHAMARTIN AV	N	Y	-		
171	SHERROD BLVD	ALAME LOOP	N	N	NA		
172	SOMBRERO LP	SOMBRERO PL	N	N	NA		
173	SOMBRERO LP	EL FUEGO PL	N	N	NA		
174	SOMBRERO LP	EL SOL PL	N	N	NA		
175	SOMBRERO LP	EL SOL PL	N	N	NA		
176	SUNCREST	HOWARD/CALLE DEL SOL	N	Y	-		
177	SUNCREST	CALLE DE SOL	N	Y*	-	CURB ON SOUTH SIDE ONLY	
178	SUNCREST	LOMA VERDE	Y	N	NO		
179	SUNCREST	PUEBLO NUEVO	N	Y*	-	CURB ON SOUTH SIDE ONLY	
180	TIERRA DEL SOL LP	SHOSHONI PL	N	Y	-		
181	TRES CANTOS AV	TRES CANTOS AV	Y	Y	NO		
182	VISTA BONITA	VISTA ALAMO	N	N	NA		
183	VISTA BONITA	VISTA ROJO	N	N	NA		
184	VISTA CAMPO CT	SOPLO CT	N	N	NA		
185	VISTA DEL SOL	CALLE DEL VISTA	N	Y	-		
186	VISTA DEL SOL	VISTA DEL MONTE	N	Y	-		
187	VISTA GRANDE	VISTA SANDIA	N	N	NA		
188	VISTA GRANDE	MANZANO	N	N	NA		
189	VISTA GRANDE	ESTRELLAS	N	N	NA		
190	VISTA GRANDE	VISTA LADRONE	N	N	NA		
191	VISTA GRANDE	VISTA SIERRA	N	N	NA		
192	VISTYA GRANDE	VISTA LINDA	N	N	NA		
193	VISTA SIERRA	VISTA ALAMO	N	N	NA		
194	VISTA SIERRA	VISTA ROJO	N	N	NA		
195	VISTA SIERRA	VISTA LINDA	N	N	NA		
196	VISTA LLANOS	VISTA SANDIA	N	N	NA		
197	VISTA LLANOS	VISTA MANZANO	N	N	NA		
198	RIO COMMUNITIES UNDEVELOPED 27 Acres: Potential Public Works facility. No ADA issues.						

#	FACILITY/LOCATION	ADA COMPLIANCE						Page 6
199	RIO GRANDE ESTATES FIRE DEPARTMENT:							108 RIO COMMUNITIES BLVD.
200 A	Men's restroom	ADA Compliant						
200 B	Womens restroom	ADA Compliant						
200C	Athletic restroom	non-ADA compliant						No current plans to update. Any renovation of bath will be to ADA specifications.
	NO RAMPS OR OTHER ADA ISSUES IN FIRE DEPARTMENT BUILDING							
200	Fire Station Parking Lot	non-ADA compliant						Post appropriate number of parking spaces.
201	RIO COMM CITY COMPLEX	360 RIO COMMUNITIES BLVD						
201A	Mens multiple restroom	South Side						Inoperative 2/1/16. Part of renovation project (2016/2017) will be ADA compliant.
201B	Womens multiple restroom	South Side						Inoperative 2/1/16. Part of renovation project (2016/2017) will be ADA compliant.
201C	Single Uni restroom	Southwest Side						Office bathroom - not public. Non-ADA compliant. Will update to FDA compliance if future renovation of bathroom is done.
201D	Single Uni restroom	Northeast Side						Currently ADA compliant
201E	Single Uni restroom	Northeast Side						Currently ADA compliant
201F	Mens multiple restroom	West side						Currently ADA compliant
201G	Womens multiple restroom	West side						Currently ADA compliant
202	9 Single Doors	Need push Emergency release bars						Currently under reconstruction. Will be ADA compliant upon completion
203	2 Double Doors	Ned push Emergency release bars						Currently under reconstruction. Will be ADA compliant upon completion
204	3 Wheelchair Ramps to street	Need reconstruction ramp for 1 and new ramp for 2 locations						1 Ramp is ADA compliant at present. 2 Ramps need to be reconstructed to become ADA compliant.
205	City Complex Parking Lot	non-ADA compliant						Mark appropriate # of temporary handicapped parking spots and assure renovated space has appropriate number and properly marked spaces.

CITY HALL



STATE HIGHWAYS: NMDOT RESPONSIBILITY, BUT SHARED INPUT						Page 8
#	STREET	JUNCTION	Sdwlk	Curbs	ADA	COMMENTS
1	HWY 304	RIO COMMUNITIES WAY	N	N	NA	
2	HWY 304	HORIZON VISTA BLVD	N	N	NA	
3	HWY 304	WESTERN	N	N	NA	
4	HWY 304	VISTA DEL RIO	N	Y*	-	NORTH SIDE ONLY
5	HWY 304	GOLF COURSE ROAD	Y	Y*	-	NO CURB ON SW SIDE
6	HWY 304	CHISUM TRAIL	N	N	NA	
7	HWY 304	GOOD DR	N	N	NA	
8	HWY 304	STABLES ROAD	N	N	NA	
9	HWY 47	NAVAJO	N	N	NA	DIRT ROAD
10	HWY 47	NANCY LOPEZ	N	N	NA	
11	HWY 47	DE HANN LOOP	N	N	NA	
12	HWY 47	MONTANO ST	N	Y	-	
13	HWY 47	GOLF COURSE	Y	Y*	y*	NO CURB ON SW CORNER. NORTHWEST SIDE IS ADA COMPLIANT. SIDEWALK IS 36 INCHES WIDE.
14	HWY 47	HORNER	Y	y**	NO	*NO SIDEWALKS ON E & SW SIDE OF 47, **CURB ON NE, NW & SW SIDE OF 47
15	HWY 47	MADDUX STREET	N	Y	-	
16	HWY 47	RIO VISTA MANOR	N	Y	-	
17	HWY 47	HORIZON VISTA BLVD	N	Y	-	
18	HWY 47	RIO COMMUNITIES WAY	N	Y	-	
19	HWY 47	GOODMAN AVENUE	N	Y*	-	CURBS ON 47, NO CURBS ON GOODMAN. SIDEWALK PROJECTED FOR WEST SIDE OF INTERSECTION - MUST BE ADA COMPLIANT.
20	HWY 47	SENIOR CITIZENS ENTRY	N	Y	-	PROJECTED SIDEWALK (NEEDS TO BE ADA COMPLIANT).
21	HWY 47	BANK EXIT	N	Y	-	
22	HWY 47	BANK ENTRANCE	N	Y	-	
23	HWY 47	DAMON STREET	N	Y	-	
24	HWY 47	AVENUE DEL FUEGO	N	Y	y	ONLY WEST SIDE OF STREET HAS SIDEWALK & IS ADA COMPLIANT.
25	HWY 47	HWY 304	Y	Y	Y	ONLY WEST SIDE OF STREET HAS SIDEWALK & IS ADA COMPLIANT.
26	HWY 47	MANZANO EXPRESSWAY	Y	Y	YES	ADA COMPLIANT
27	HWY 47	SHERROD BLVD	N	N	NA	

ADA SIDEWALK INVENTORY FOR RIO COMMUNITIES							
SIDEWALKS WITH NON ADA COMPLIANT MAILBOX ISSUES * = vacant lots red = no sidewalk							Page 1 of 4
#	STREET	Houses/Comments	Sdwk	Curbs	ADA	Miles	ROW
1	AVISO RD	(119/5280) = .022 - (6/5280 = 0.001) = 0.021 miles DIRT ROAD. Sidewalk on North side only. ADA compliant for mailboes.	Yes	No	No	0.021	?/50
	North	1003 (only house on street)					
	South	no houses on south side of street					
2	BEN HOGAN LOOP	0.209 * 2 = 0.418 - (597/5280 = 0.113) = 0.305 Sidewalks both sides. Not ADA Compliant.	Yes	Yes	No	0.305	30/50
	North	1601, 1603, 1605, 1607, (**=133'), 1613, 1615					
	South	*, (***=464'), 1625, 1627, 1629					
3	BROWN DR	0.236 * 2 = 0.472 - (299/5280=0.057) = 0.415 Sidewalks on both sides. Not ADA for mailboxes.	Yes	Yes	No	0.415	30/50
	North	1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, (86'), 1621, 1623					
	South	1620, 1618, 1616, 1614, 1612, (127'), 1608, 1606, 1604, 1602, 1600					
4	JACK NICKLAUS DR	0.243 * 2 = 0.486 Sidewalk on both sides. Not ADA sidewalk compliant.	Yes	Yes	No	0.486	30/50
	North	1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1701, 1703, 1705, 1707, 1709					
	South	1714, 1712, 1710, 1708, 1706, 1704, 1702, 1700, 1616, 1614, 1612, 1610, 1608, 1606, 1604, 1602, 1600					
5	LEE TREVINO BLVD	0.891 * 2 = 1.782 - (603/5280 = 0.114) = 1.668 Sidewalks on both sides. NOT ADA compliant for sidewalks.	Yes	Yes	No	1.668	38/66
	East	1010, 1006, 956, 952, 948, 944, 940, 936, 932, 928, 924, 920, 916, 912, 908, 906, 900, 834, 830, 826, 822, (*= 225'), 714					
	West	601, (**= 198'), 613, 617, 621, 701, 705, 709, 713, (20' Drain), 801, 805, 809, 813, 817, 821, 825, 829, 833, 837, 901, 905, (*= 87'), 913, 917, 921, 925, 929, 933, 937, 941, 945, 1001, 1005, 1009, 1013, 1017, 1021, 1025, 1029, 1033, 1037, (*=73')					
6	NANCY LOPEZ BLVD	0.726 * 2 = 1.452 - (2003/5280 = 0.379) = 1.073 Sidewalks both sides. Not ADA for mailboxes.	Y	Y	No	1.073	36/80
	North	1907, 1905, (**=161'), 1811, 1809, 1807, 1805, 1803, (*=133'), 1715, (*****=299'), 1697, 1695, 1693, 1691, 1689, (*****=180')					
	South	(*****=343'), 1904, 1902, 1900, 1812, 1810, (*=70'), 1906, 1804, (*=88'), 1800, 1712, 1710, (*****=399') 1698, 1696, 1694, 1692, 1690, 1688, 1686, 1684, (*=400')					
7	TRES CANTOS	(0.277 mi no sidewalk, 0.376 mi sidewalks) Sidewalks both inside and outside track. Not ADA sidewalk compliant.	Y	Y	No	0.376	32/50
	Outside	*, *, 118, (*= 535'), 114, (*=50'), 110, (*=207'), 108					
	Inside	107, (*=670')					
TOTAL						4.344	

SIDEWALKS WITH ADA COMPLIANT MAILBOX ISSUES							Page 2 of 4	
8	ARNOLD PALMER LOOP	0.216 * 2 = 0.432 - (266/5280 = 0.050) = 0.382 Sidewalks on both sides. ADA compliant for sidewalks.	Yes	Yes	Yes	0.382	30/50	
	North	1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1701, 1703, 1705, 1707, 1709, (*=70'), 1713, 1715						
	South	(*=125'), 1704, 1702, 1700, 1614, 1612, 1610, 1608, 1606, 1604, (*=71'), 1600						
9	CALLE DE SOL	Mailbox at curbside/sidewalk is spaced about 4 ft from mailbox. Sidewalks on both sides of streets. ADA compliant for sidewalks.	Yes	Yes	Yes	0.294	28/50	
	North	400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440						
	South	413, 415, 417, 419, 421, 423, 425, 427, 429, 431						
10	CALLE DE JOSE	0.161 * 2 = 0.322 - (361/5280 = 0.068) = 0.252 Sidewalk on both sides. ADA compliant for mailboxes.	Yes	Yes	Yes	0.252	28/50	
	West	1803(no sidewalk), 1805, 1807, 1809(no sidewalk), 1811(no sidewalk), 1813(no sidewalk), 1815						
	East	1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814						
11	DON DIEGO RD	0.4556 * 2 = 0.912 - (340/5280 = 0.064) = 0.848 Sidewalks on both sides. ADA compliant mailboxes.	Y	Y	Yes	0.848	24/50	
	East	1360, 1358, 156, 1354, 1352, 1350, 1348, 1346, 1344, 1342, 1340, 1338, 1336, 1334, 1332, 1330						
	West	1373, 1371, 1369, 1367, 1365, 1363, (*= 111'), 1359, 1357, (*= 136'), 1353, 1351, 1349, 1347, (*= 90'), 1343, 1341, 1339, 1337, 1335, 1333, 1331, 1329, 1327						
12	DULCINEA LN	0.175 * 2 = 0.350 Both sides of Street. ADA compliant (for mailbox issues).	Yes	Yes	Yes	0.350	30/50	
	North	1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317						
	South	1319, 1321, 1323, 1325, 1327, 1304, 1302						
13	GOLF COURSE ROAD	SIDEWALK ON NORTH SIDE, NO SIDEWALKS ON SOUTH SIDE	Y	Y	Yes	0.672	34 /100-66	
	North	No houses or mailboxes on north side of street.						
	South	1690, *, *, *, 1608, 1700, 1702, 1704, *, *, 1710, 1712						
14	GUAPO RD	0.421*2 = 0.842 - (437/5280=0.083) = 0.759 Sidewalks both sides. ADA compliant for mailboxes.	Y	Y	Yes	0.759	30/50	
	North	(*=38'), 1003, 1005, 1007, 1009, 1011, 1013, 1015, (*45'), 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037						
	South	(*=128'), 1008, (**=226'), 1012, 1014, 1016, 1020, 1022, 1024, 1026, 1028, 1030, 1032						
15	HERMOSA ST	Mailbox at curbside/sidewalk is spaced about 4 ft from mailbox. Sidewalks on both sides of streets.	Yes	Yes	Yes	0.200	28/50	
	North	500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520						
	South	501, 503, 505, 507, 509, 511, 513, 515, 519						

16	KAGHAN LOOP	0.638 * 2 = 1.276 - (1941/5280 = 0.368) = 0.908 Sidewalks on both sides. ADA compliant mailboxes.	Yes	Yes	Yes	0.908	40/66
	North	1001, 1003, (Drain=101'), 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1381					
	South	(*=114'), 102, 104, 106, 108, (*=100'), 112, (114=28'), (Park=1091'), (*=507') 1354, 1356, 1358					
17	LA PAZ AVE	0.124 * 2 = 0.248 - (262/5280 = 0.050) = 0.198 Sidewalk on both sides. ADA compliant sidewalks	Y	Y	Yes	0.198	28/50
	North	1607 (only 1 on North side of street)					
	South	1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614					
18	LOMA VERDE DR	.213*2=0.426 - (28/5280 = .005)=0.421 Sidewalks both sides. Sidewalks ADA compliant.	Y	Y	Yes	0.421	28/50
	West	218, 216, 214, 212, 210, 208, 206, 204, 202, 200					
	East	220, 219, 217, 215, 213, 211, 209, 207, 205, 203, 201					
19	PERION DR	ADA Compliant sidewalks. Sidewalks both sides. 0.116 miles	Y	Y	Yes	0.116	30/50
	North	1202, 1204, 1206, 1208, 1210, 1212, 1214					
	South	1213, 1211, 1209, 1207, 1205, 1203, 1201					
20	PERION CT	ADA compliant sidewalks. Sidewalks both sides. 0.064 miles	Y	Y	Yes	0.064	30/50
	North	1107, 1105, 1103, 1101,					
	South	1102, 1104, 1106, 1108,					
21	PUEBLO NUEVO DR	0.115 - (277/5280 = 0.052) = 0.063 Sidewalk on south side only. ADA compliant (no mailbox issues).	Y	Y	Yes	0.063	29/50
	North	1307, 1305, 1303, 1301					
	South	1308, 1306, (1304, 1302, 1300 have no sidewalk).					
22	RIO COMMUNITIE S WAY	0.250 - (480/5280 - 0.091) = 0.159 SIDEWALK ON NORTH SIDE, NO SIDEWALKS ON SOUTH SIDE * Road 50' wide to Horizon Vista Ln, then 32' to Hwy 304.	Y	Y*	YES	0.159	50-32* /????
	North	394, 127, 125, 123, 121, 119, 117, 115, 113					
	South	200 Garden Ln only 1 on south of street					
23	SAN LUCAS AVE	0.4 * 2 = 0.8 - (912/5280 = 0.173) = 0.627 ADA COMPLIANT, BUT NO BRAILLE BUMPERS. Sidewalk both sides.	Y	Y	YES	0.627	36/80
	East	101, 103, 105, 107, 109, 111, 113, (**= 188'), 119, (*= 89'), 123, (*= 90'), 127, 129					
	West	132, 130, 128, 126, 124, 122, 120, 118, 116, 114, 112, 110, 108, 106, 104, 102					
24	TOMMY ARMOUR CT	0.097 * 2 = 0.194 Sidewalks both sides. ADA compliant for mailboxes.	Yes	Yes	Yes	0.194	30/50
	North	1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615					
	South	1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614					
			TOTAL			6.507	
			GRAND TOTAL			10.851	

NOT RIO COMMUNITIES RESPONSIBILITY - STATE HIGHWAYS

#	STREET	Houses/Comments	Sdwlk	Curbs	ADA	Miles
12	HWY 304	NO CURB ON SW SIDE	Y	Y*	-	
	North	No sidewalks. Mailboxes (2290, 2298, 2296, 2300)				
	South	No sidewalks or mailboxes.				
13	HWY 47	NO CURB ON SW CORNER. NORTHWEST SIDE IS ADA COMPLIANT. SIDEWALK IS 36 INCHES WIDE.	Y	Y*	Y*	0.279
	East	(101, 109, 201C, 205, 303, 305, 307, *, *, *, *, *, 407) (From Manzano Expy to Dollar store: 643' of sidewalks + 144' streets) Total sidewalks = 0.122 miles. All sidewalks are 6' wide.				
	West	Golf Course to bridge=(4299' no sidewalks + 482.5' streets), (831' of sidewalks + 97' streets) Total sidewalks = 0.157 miles. All sidewalks are 6' wide.				



Appendix H:

CITY OF RIO COMMUNITIES, NEW MEXICO

Americans with Disabilities Act



Transition Plan (Draft)

March 2016

The City of Rio Communities

360 Rio Communities Blvd

PO Box 565

Rio Communities, NM 87002

505-861-6803

www.riocommunities.net

GOVERNING BODY

MAYOR

Mark Gwinn

COUNCILORS

**William Brown
Peggy (Margaret) Gutjahr
Arturo Sais**

CITY OFFICIALS

CITY MANAGER

Bob Skerry

CITY TREASURER

Marilyn Winters

MUNICIPAL CLERK

Elizabeth (Lisa) Adair

DEPUTY CLERK

Pam Johnson

CODE ENFORCER

Preston Craig

**CITY OF RIO COMMUNITIES
AMERICAN WITH DISABILITIES ACT
TRANSITIONS PLAN (DRAFT) — 2016**

INTRODUCTION

Background

The Americans with Disabilities Act (ADA) of 1990 is a federal civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. **Title II** of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.¹¹

The requirements of the ADA apply to all public entities or agencies, no matter the size. Accordingly, it is incumbent on the City of Rio Communities to comply with all applicable ADA laws and regulations.

The Act applies to all facilities, whether built before and after 1990. As a necessary step to a program access plan that provides accessibility under the ADA, state and local governments, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are further required to develop a Program Access Plan, or an ADA Transition Plan, that addresses any deficiencies. The goal of an effective ADA Transition Plan should be designed to achieve the following:

1. Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; and
2. Describe the methods to be used to make the facilities accessible; and
3. Provide a schedule for making the access modifications; and
4. Identify public officials responsible for the implementation of the Transition Plan.

The Transition Plan is a fluid document that should be updated periodically until all accessibility barriers are removed.

¹¹ Title II—Public Entities and Public Transportation prohibits disability discrimination by all public entities at the local level (e.g., school district, municipal, city, or county), and at state level. Public entities must comply with Title II regulations by the U.S. Department of Justice. These regulations cover access to all programs and services offered by the entity. Access includes physical access described in the ADA Standards for Accessible Design and programmatic access that might be obstructed by discriminatory policies or procedures of the entity. Title II also applies to public transportation provided by public entities through regulations by the U.S. Department of Transportation. See 42 U.S.C. §§ 12131–12165.