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Environmental Assessment

Los Lunas Boulevard Corridor CN A300961 and A300692



Prepared for
Village of Los Lunas
In cooperation with
New Mexico Department of Transportation
Federal Highway Administration

April 2024

Los Lunas Boulevard Corridor

NMDOT Control Number: A300961
Village of Los Lunas, Valencia County, New Mexico

This environmental assessment has been developed under the direction of Michael C. Jaramillo, Public Works Director, Village of Los Lunas, Valencia County, New Mexico. The environmental assessment has been prepared by Barr Engineering Co. and Molzen Corbin and Associates

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U.S. Department of Transportation
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and
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Environmental Assessment

April 2024

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Abbreviations

APE	areas of potential effect
BE	biological evaluation
BMP	best management practices
BO	Biological Opinion
C.F.R.	Code of Federal Regulations
CAAA	Clean Air Act as Amended
CDP	Census Designated Places
CEQ	Council on Environmental Quality
CN	Control Number
CNMCF	Central New Mexico Correctional Facility
CO	carbon monoxide
CO2	carbon dioxide
County	Valencia County
CWA	Clean Water Act
dB	decibels
dBA	a-weighted decibels
EA	Environmental Assessment
Ecosphere	Ecosphere Environmental Services, Inc.
EMNRD	New Mexico Energy, Minerals, and Natural Resources Department
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
HPD	New Mexico Historic Preservation Division
I-25	Interstate 25
IACR	Interstate Access Change Report
INFRA	Nationally Significant Projects
IO	isolated occurrences
ISA	Initial Site Assessment
LEDPA	least environmentally damaging and practicable alternative
L_{eq}	equivalent noise level
LLCS	Los Lunas Corridor Study
MEGA	National Infrastructure Project Assistance
MRGCD	Middle Rio Grande Conservancy District
MRMPO	Mid-Region Metropolitan Planning Organization
MSAT	mobile source air toxics
MTP	Metropolitan Transportation Plan

NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NM	New Mexico
NMAC	New Mexico Administration Code
NMDA	New Mexico Department of Agriculture
NMDGF	New Mexico Department of Game and Fish
NMDOT	New Mexico Department of Transportation
NMRPTC	New Mexico Rare Plant Technical Council
NPDES	National Pollutant Discharge Elimination System
OHWM	ordinary high-water mark
PM _{2.5}	Particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PM ₁₀	Particulate matter with an aerodynamic diameter less than or equal to 10 microns
project	Los Lunas Boulevard Corridor
ROW	right-of-way
SHPO	New Mexico State Historic Preservation Officer
STIP	Statewide Transportation Improvement Program
SWPPP	stormwater pollution prevention plan
TCP	temporary construction permit
TNM	Traffic Noise Model
USACE	U.S. Army Corps of Engineers
USBOR	U.S. Bureau of Reclamation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VCMP	Valencia County Mobility Plan
VE	Value Engineering
VHT	vehicle hours of travel
VIA	Visual impact assessment
Village	Village of Los Lunas
VMT	vehicle miles of travel

Executive Summary

The proposed Los Lunas Boulevard Corridor (project), in the Village of Los Lunas (Village) and Valencia County, New Mexico, consists of a second access point to Interstate 25 (I-25) and a new roadway extending east across the Rio Grande to New Mexico (NM) 47. The Village is the proponent for the project, with oversight from the New Mexico Department of Transportation (NMDOT). The Federal Highway Administration (FHWA) is the lead federal agency. The project's origin dates back to the mid-1990s when Valencia County and the Village began to realize significant growth and consequent impacts to the operation and safety of local streets, NM 47, NM 314, and especially NM 6. The current project was developed to relieve traffic congestion on NM 6, address travel demand to adjacent high-growth areas, and improve the efficiency of emergency response services within northern Valencia County.

A wide range of alternatives have been evaluated to address the project purpose and need beginning in the late 1990s and evolving to the current project. The preferred project alternative includes a new interchange on I-25 and two lanes in each direction with a multi-use trail on the new east-west corridor. Access to the new facility will be limited to the east and west ends of Morris Road, NM 314, Los Lentes Road, the Los Lunes Wastewater Treatment Plan, Edeal Road, the Rio Abajo plan area, and NM47. The proposed river bridge will be an 18-span structure with 17 piers in the river channel. The project will require right-of-way (ROW) acquisition, relocations, and license agreements from the Middle Rio Grande Conservancy District (MRGCD). The Village is acquiring ROW in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The total project construction cost is estimated at approximately \$234 million. Currently, \$154,317,389 is programmed in the Statewide Transportation Improvement Program (STIP) for construction (CN A300962) in Federal Fiscal Year (FFY) 2024; therefore, it will be necessary to phase construction. Phase 1 will include a two-lane roadway including the multiuse trail through the entire corridor, the I-25 interchange, a four-lane river bridge, the NM 314 and NM 47 intersections, the new railroad crossing, and earthwork for the four-lane cross section throughout the corridor. Phase 1 will provide a fully functional linkage between the proposed I-25 interchange and NM 47 with a new river bridge and connections to the intersections described above, and as such, it will have independent utility. Construction of Phase 1 is estimated to cost approximately \$144,000,000 plus \$10,000,000 for construction engineering and administration. The total funding identified in the STIP is \$154,317,389, which is adequate to complete Phase 1; therefore, the Phase 1 project is fiscally constrained.

Phase 2 will include the additional two lanes throughout the corridor (to be located on the earthwork constructed during Phase 1) and other minor intersections and design features. The Phase 2 project is estimated to cost an additional \$80,000,000, to be added to the STIP in FFY 2027 or 2028 and implemented with additional funds through the New Mexico State Legislature and the federal INFRA and MEGA (National Infrastructure Project Assistance) programs.

The following Environmental Assessment (EA) has been prepared in compliance with the National Environmental Policy Act and related regulations. The EA has incorporated a context-sensitive approach to

public involvement with numerous past and ongoing opportunities for public input. The U.S. Army Corps of Engineers (USACE) and U.S. Fish and Wildlife Service (USFWS) are cooperating agencies in development of the EA, and the U.S. Bureau of Reclamation (USBOR), Valencia County, and MRGCD are key stakeholders. The Pueblos of Acoma, Isleta, and Laguna are also consulting parties to the project.

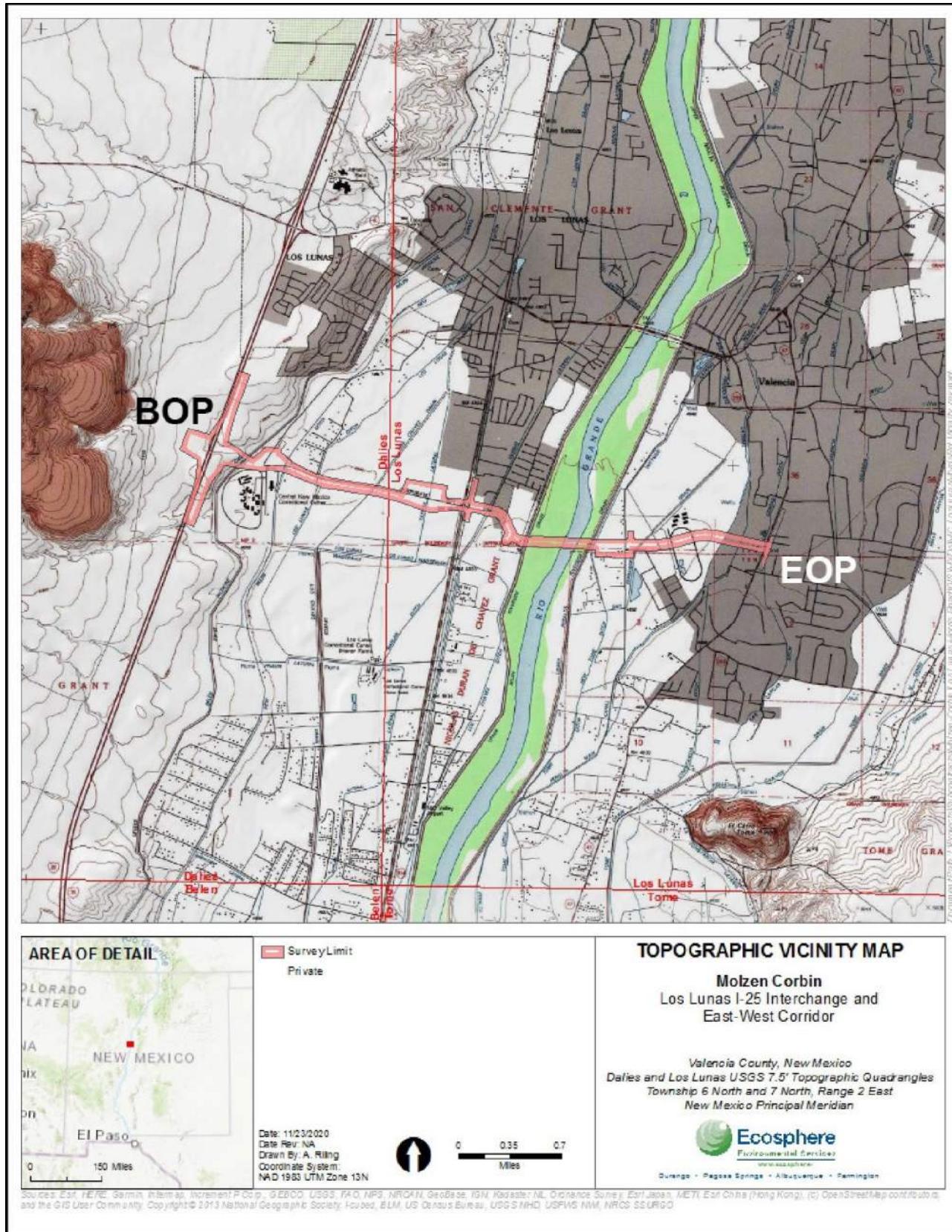
The EA focuses on environmental issues that were identified during the resource investigations, agency coordination, and public involvement. The project has potential to impact land use, farmland, noise, cultural resources, and visual resources, and will also require ROW and relocations. It will likely have positive effects on economic development and multimodal accessibility. Natural resource issues include water resources and wetlands, with associated agency permitting, and biological resources, including impacts to federally listed threatened and endangered species. The project is not expected to impact socioeconomic factors, including Environmental Justice; air quality; Indian Trust Lands; or hazardous materials. The EA concludes that the project, with stipulated environmental commitments, will qualify for a FONSI. Unless significant impacts are identified as a result of further public review, a FONSI will be prepared according to the NMDOT and FHWA guidelines. The FONSI will address any concerns raised during the public hearing and review process. The FONSI will authorize project final design, final ROW acquisition, and construction.

1 Introduction and Background

The proposed Los Lunas Boulevard Corridor (project) is located in the Village of Los Lunas (Village) and Valencia County, New Mexico. It consists of a second access point to Interstate 25 (I-25) in the Village and extends east across the Rio Grande to New Mexico (NM) 47 (see Map 1-1). The new interchange and east-west corridor will be located approximately 1.6 miles south of the I-25/NM 6 Interchange, which is the only Interstate access for the Village and other communities within Valencia County, north of the City of Belen. NM 6 is the only east-west roadway in Los Lunas with a Rio Grande bridge and connection to I-25 between the City of Belen and Bernalillo County. As a result, NM 6 experiences significant congestion. The project's origin dates to the mid-1990s when Valencia County, and more specifically the Village, began to realize significant growth in population, urbanization, and employment. This growth resulted in a corresponding increase in traffic volumes, which rapidly exceeded the existing road network's capacity. Increases in traffic have impacted the operational effectiveness and safety of local streets, NM 47, NM 314, and especially NM 6. The current project has been developed in response to these needs and continues previous studies' analysis and design efforts.

The project will include completing final design, right-of-way (ROW) acquisition, and construction. The Village is the proponent for the project, with oversight from the New Mexico Department of Transportation (NMDOT). The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act of 1966. The project is included in the Statewide Transportation Improvement Program (STIP) (NMDOT 2024) under NMDOT Control Number (CN) A300961 with \$18,842,681 for design and ROW acquisition and CN A300962 with \$154,317,389 for construction. The project is also included in the Mid-Region Metropolitan Planning Organization's (MRMPO's) Connections 2040 Metropolitan Transportation Plan (MTP) (MRMPO 2020a) and the 2020-2025 Transportation Improvement Program (MRMPO 2020b). The U.S. Army Corps of Engineers (USACE) and U.S. Fish and Wildlife Service (USFWS) are cooperating agencies in developing the project. The U.S. Bureau of Reclamation (USBOR), Valencia County (County), and Middle Rio Grande Conservancy District (MRGCD) are also key stakeholders in the project.

This Environmental Assessment (EA) has been prepared in compliance with NEPA, specifically the Council on Environmental Quality's (CEQ's) NEPA regulations defined in 40 Code of Federal Regulations (C.F.R.) Parts 1500-1508. Key elements of the NEPA process include defining the project's purpose and need and environmental analysis of alternatives, including the No-Build Alternative and the Preferred Alternative selected through the Phase A/B process as defined in the NMDOT Location Study Procedures, Update 2015 (NMDOT 2015). The project incorporates a context-sensitive approach to public involvement, intended to inform stakeholders of the project's potential consequences and solicit input, thus affecting the decision-making process. This document has been prepared following FHWA's Technical Advisory T 6640.8A, 23 C.F.R. Parts 771 and 772, and other applicable guidelines and regulations.



Map 1-1 Project Vicinity Map

2 Project Purpose and Need

2.1 Project Purpose

The purpose for the project is to address traffic flow on NM 6 by adding a new road between I-25 and NM 47. The project aims to address travel demand to high-growth areas and improve the efficiency of emergency response services within northern Valencia County. Specific project needs are described below.

2.2 Project Need

2.2.1 Deficiencies of the Existing Transportation System

Deficiencies of the existing transportation system have been identified in previous studies going back more than 20 years. The fundamental problem is that NM 6 is the only east-west roadway connecting I-25, across the Rio Grande, to NM 47 for 10.3 miles to the north (I-25 river crossing) and 10.5 miles to the south (NM 309). NM 6 lacks adequate capacity to handle local travel demand and east-west commuter travel in the high-growth Los Lunas area, and opportunities to improve NM 6 have largely been exhausted.

2.2.2 Growth and Development

Growth and development are expected to increase in the region for both population and employment. The forecasts indicate that the most development would occur west of the river, along NM 6, and west of I-25, but the east side of the river is also expected to grow. This would increase the pressure on NM 6 and the surrounding street system.

2.2.3 Traffic and Congestion

Traffic congestion is already problematic on NM 6. With future growth, congestion is expected to be severe and widespread, affecting the interchange, the river crossing, and most intersections along NM 6 from Huning Ranch Road west of I-25 to NM 47 east of the river. The traffic analysis conducted as part of the Los Lunas Corridor Study (LLCS) (MRCOG 2012) showed significant degradation in the NM 6 corridor with the year 2035 projected traffic, including failing traffic operations (level-of-service F) along NM 6 at multiple intersections. The LLCS was a collaborative study prepared by the MRCOG, NMDOT, and Village, with technical studies by Parsons Brinkerhoff, Inc., which assessed transportation problems associated with the NM 6 corridor and the need for an additional east-west roadway. The LLCS established the current project corridor.

2.2.4 Emergency Response Service

Emergency response service is a matter of public safety that is impacted by congestion on NM 6. There are no hospitals or trauma centers within Valencia County; therefore, trauma patients must be transported to Albuquerque's closest hospitals. Congestion and/or accidents on NM 6 can cause significant delays to emergency transport vehicles, as well as response times for police and fire emergency services.

3 Project Alternatives

A wide range of alternatives have been evaluated to address the project purpose and need beginning in the late 1990s and evolving to the current project. These alternatives are briefly described below.

3.1 Initial Alternatives Considered

3.1.1 I-25 to NM 47 Corridor Study: Valencia County, New Mexico

In 1997, the NMDOT initiated a feasibility study for a new east-west corridor in Valencia County, New Mexico. The first phase, the "Initial Corridor Analysis Report for the I-25 to NM 47 Corridor Study" (NMDOT 1998), developed the project's purpose and need and investigated the feasibility of seven possible corridor alignments—three of which were determined not to be feasible. The subsequent "Alternative Screening Report, I-25 to NM 47 Corridor Study" (NMDOT 1999), provided additional documentation of the purpose and need, typical sections, and ROW requirements for the four remaining alternatives and concluded that only two of the alternatives were feasible for further evaluation. After completing these studies, the NMDOT prepared the "I-25 to NM 47 Corridor Study – A Detailed Evaluation of Alternatives Report" (NMDOT 2000), which evaluated the two remaining alignments and No-Build Alternative. This report addressed engineering details to assess effects, costs, ROW requirements, and environmental factors and included significant public involvement. The NMDOT also met with local governments, municipalities, and agencies; however, the project did not move forward due to local representatives' lack of support at that time.

3.1.2 Alternatives Analysis Report – Los Lunas Corridor Study

In recognition of the increased need to develop the east-west corridor, the MRCOG took on the role of project manager for a renewed LLCS in 2010 (MRCOG 2012). In cooperation with the NMDOT and Village, the LLCS was completed in 2012. The foundation of the LLCS was an assessment of transportation problems associated with the NM 6 corridor and the need for an additional east-west roadway. As a result, the LLCS determined a preferred alternative for the corridor from I-25 east to NM 47. The selected "Morris Road B" alignment included an I-25 diamond interchange, signalization improvements at NM 314, a grade-separated railroad crossing, a Rio Grande bridge, and a new signalized intersection with NM 47.

The LLCS followed the NMDOT's Location Study Procedures (NMDOT 2015) and FHWA's Planning and Environmental Linkages process, guiding early project development through the NEPA phase. The LLCS study process also complied with USACE's requirements under the Clean Water Act (CWA). Since the project would require a crossing of the Rio Grande, it was recognized that a Section 404 individual permit could be required; therefore, the requirements of Section 404(b)(1) of the CWA were followed. This process included extensive analysis and coordination with the USACE to identify the apparent *least environmentally damaging and practicable alternative* (LEDPA). The USACE provided concurrence with the apparent LEDPA at three milestones of the LLCS: (1) the project purpose and need and criteria for screening alternatives (July 28, 2011); (2) the findings of the initial screening and selection of alternatives for detailed analysis (November 23, 2011); and (3) the detailed assessment of remaining alternatives and selection of the Morris Road B alignment (April 24, 2012). The overall alternatives evaluation also included

traffic analysis, environmental analysis, studies of design alternatives, and extensive public involvement. The determination of the preferred Morris Road B Alternative was based on these factors and a comparison of the various alternatives. The LLCS included 30-percent design level plans and profiles of the preferred alternative and preliminary ROW maps.

3.1.3 Preserving and Implementing the Project Corridor, 2012 to 2017

After completing the LLCS, the Village and NMDOT took proactive actions for preserving the corridor and implementing the project's construction. In 2012 and 2013, nine properties along the corridor were acquired with Village funds under the Advanced Acquisition provisions (23 CFR 710.503) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Amendments (42 U.S.C. 4601 et seq.) (Uniform Act). The ROW acquisition was authorized with categorical exclusions approved by the NMDOT for each parcel. These measures were considered necessary to preserve and protect the locally preferred alternative from development that could impede the ability to implement the project and increase costs when funding is available for construction.

In 2013, the Village adopted the Los Lunas 2035 Comprehensive Plan (Village 2013a) and Los Lunas Master Transportation Plan 2035 (Village 2013b), reaffirming the east-west corridor's need. The Village also sought additional project construction funding during this time frame through U.S. Department of Transportation Grant Applications.

3.2 Current Project Alternatives

Following the completion of the LLCS, the Village advanced the development for the Morris B Alternative. This process evaluated I-25 interchange alternatives, bridge types, and various local access configurations. In 2020, a Phase A/B Documentation Summary Report (Molzen Corbin and Associates 2020) was prepared to summarize the previous studies and confirm the selection of the Morris B Alternative. The Village submitted this report for approval to the NMDOT and FHWA in October 2020. The NMDOT concurred with the finding in November 2020, and FHWA provided concurrence with the Phase A/B Executive Summary on January 26, 2021. Subsequently, in September 2022, a Value Engineering (VE) Report (Horrocks Engineering and Faithful + Gould 2022) was prepared to conduct an independent assessment of project costs and to optimize the design.

3.2.1 Interchange Alternatives

In 2017, the Village prepared the I-25/Morris Road Interchange Evaluation and Construction Phasing Report (Molzen Corbin and Associates 2017), which evaluated a diverging diamond interchange and a single-point diamond interchange compared with the diamond interchange identified in the LLCS. This document found that the three interchanges, considering costs and traffic function, were very similar and it did not recommend revisions to the preferred LLCS alternative. Further analysis of the conventional diamond design concluded that moving the interchange slightly to the north to an area with lower terrain would allow the new roadway to pass under the interstate rather than over I-25 as in the original plan. This alternative would improve access to surrounding properties and reduce costs due to less earthwork.

3.2.2 Bridge Type and Design

A Bridge Type Selection Report was prepared in June 2020 (Bohannan Huston, Inc. 2020) to evaluate bridge design alternatives. The analysis included consultation with the USACE, MRGCD, and USBOR. These agencies did not support a design involving the placement of fill inside the existing levees because the fill could raise upstream surface water elevations and create a potential for breaching the spoil bank levee during high water flows. Such a design could impact plans to replace the existing spoil bank with an engineered levee and would likely not be considered the LEDPA.

Other important considerations in the bridge design included maintaining access and drain hydraulics for the MRGCD drains on both sides of the river. Box culverts with 14-feet vertical clearance were proposed to accommodate access east and west of the bridge abutments, placed at the existing levee. Five bridge-type options were considered, each with an overall span of approximately 2,265 feet and various pier and structural configurations. As a result of assessing the effects on river flows, functional requirements, economics, future maintenance requirements, construction feasibility, and aesthetics, an eighteen-span prestressed-concrete girder bridge was recommended as the preferred bridge type.

A subsequent River Bridge Hydraulic Analysis Technical Memorandum (Bohannan-Huston, Inc. 2021) was prepared to verify the effects of placing fill inside the levees. This analysis showed that placing a relatively short fill section of 503 feet in the river channel would result in raising the water surface elevations by approximately 0.4 feet at the abutment encroachments, greater than 0.2-feet 650 feet upstream, and greater than 0.1-feet 2,300-feet upstream. These changes would have a negative effect on the overtopping flows at the spoil bank levees, which are shown to already be overtopping under existing conditions with flows between 10,000 and 12,000 cubic feet per second. Hydraulic analysis of the span bridge indicated that the maximum difference on the river's water surface elevation would be approximately 0.15 feet or 1.2 inches and would be localized to small areas between piers near the bridge, and only within the active river channel. Therefore, the effects of the bridge on river flows were determined to be minor and deemed to be hydraulically acceptable.

3.2.3 Value Engineering Report

Following completion of the draft VE Report (Horrocks Engineering and Faithful + Gould 2022), a workshop was held to discuss the findings, which included 18 design recommendations. The primary cost saving measures affecting the design included reducing the bridge width and thickness, reducing the multi-use trail on the bridge from 12 to 10 feet, and reducing lane widths from 12 to 11 feet throughout the corridor. Through the workshop and design analysis that followed, it was also determined that a two-lane first phase of construction should be built through the entire corridor. This would allow the borrow and fill of earthwork to be balanced in the first phase and ensure that the project would function as intended from the opening day. The first phase would include the full I-25 interchange, river bridge, NM 47 intersection, and earthwork for the four-lane project cross section, but would postpone the additional two lanes, trails, completion of other minor intersections and design features until future phases when additional funding is available.

3.3 Preferred Alternative

3.3.1 I-25 East to the River

The proposed complete project would include a new interchange on I-25 located approximately 1.6 miles south of the I-25/NM 6 Interchange (see Sheets 1-4 in Appendix A). The new roadway would pass under the interstate, with two new I-25 bridges for the northbound and southbound interstate lanes and acceleration and deceleration lanes to safely accommodate merging traffic. The project would include two lanes in each direction on the east-west corridor separated by a raised median, curb, and gutter on the north side and a multi-use trail also on the north side. The west end of Morris Road would be reconnected to Sichler Road and extended west to Camelot Boulevard on a new alignment. Sichler Road would connect to the corridor through an at-grade intersection that would also provide access to the Central New Mexico Correctional Facility (CNMCF) on the south side. The project would extend east of I-25, just south of existing Morris Road, which would act as a frontage road and connect to the new roadway west of NM 314 at an intersection that would also provide access to the 13th Judicial District Court and the Village's Sports Complex. The NM 314 intersection would continue to be signalized and would be widened to include dedicated left- and right-turn lanes and Americans with Disabilities Act pedestrian improvements. From NM 314, the proposed corridor would continue east across the BNSF Railway tracks with a wider at grade crossing. Coordination with the BNSF Railway is ongoing through the NMDOT Rail Bureau and Rio Metro, the railway operator in the project area. The Los Lentes Road intersection to the east of the tracks would be widened with left-turn lanes. East of Los Lentes Road, the alignment would wrap around the south side of the residential neighborhood along Chamisa Avenue and Desert Flower Avenue. In this area, the road's grade would rise to the level of the bridge, and an intersection would be provided for access for the Los Lunas Wastewater Treatment Plant and MRGCD drain and levee access roads. Drainage would be managed in detention ponds along the roadway.

3.3.2 River Bridge

The Rio Grande bridge alignment was selected following coordination with the USACE, based on costs, performance, ROW needs, and avoidance of impacts to the environment. The recommended alternative is an 18-span bridge with abutments located at the existing levees and 17 piers in the river channel. The proposed bridge would be 2,265-feet long and 80-feet wide with two driving lanes in each direction, raised median, shoulders, and a multi-use trail on the north side. The bridge would also carry utilities across the river and contain a fire suppression system. Any runoff would be captured in a self-contained system that would transport stormwater out of the river channel.

3.3.3 River East to NM 47

The project would intersect Edeal Road with an at-grade intersection east of the new bridge. One other intersection would be provided between Edeal Road and NM 47 for the Rio Abajo plan area, a subdivision that has been platted but remains to be built. The new alignment would terminate at NM 47 with a "High T" intersection, which is an efficient design that permits free flow traffic in the northbound, south to westbound, and east to southbound directions. Signalization would control only the southbound, east to northbound, and north to westbound movements. Drainage would be captured in ponds along the roadway.

3.3.4 Utility Adjustments

Utilities in the project area include the Village's water and sewer system, overhead powerlines, underground and overhead telecommunication lines, and on-sight domestic wells and septic systems in some locations. In conjunction with the project, the Village and utility companies are proposing to extend new water, sewer, and fiber optic lines from the Village Wastewater Treatment Plant across the river on the proposed new bridge to Edeal Road. The new water and wastewater lines would provide improved service to this area. In addition, proposed new power transmission lines along Morris Road would be relocated in coordination with the utility provider, Public Service Company of New Mexico. One septic tank would also be re-located for property south of the proposed project alignment and west of Chamisa Avenue.

3.3.5 Right-of-Way Acquisition

The project would require the new acquisition of approximately 119.46 acres of ROW, non-ROW (non-economic remnants), and temporary construction permits (TCPs). The property would be acquired from 57 parcels owned by 27 individuals or legal entities and involved relocations that were completed in conformance with the NMDOT Right-of-Way Handbook and the Uniform Act. As previously described, nine properties along the corridor including 9.15 acres of ROW and five residences were acquired in 2012 and 2013 under the Advanced Acquisition provisions of the Uniform Act. Additional license agreements must be obtained from the MRGCD for property under their jurisdiction, estimated to amount to 21.25 acres. Table 3-1 shows the ownership and acreages of property required for the project, including areas that have been or will be acquired for ROW, TCPs, and agency permits.

Table 3-1 Property Ownership and Acreages

Property Ownership	Acreage
Private	77.11
State of New Mexico Property Control Division (CNMCF and vacant land along Morris Road)	32.66
Valencia County	1.13
Village of Los Lunas (Current Acquisitions)	8.56
<i>Subtotal</i>	<i>119.46</i>
Village of Los Lunas (Past Acquisitions)	9.15
MRGCD	21.25
Total	149.86

All ROW acquisitions have conformed and will conform with the Uniform Act, which is intended to ensure fair, equitable, and consistent treatment of property owners and fall under the NMDOT Right-of-Way Bureau's oversight. The process includes notification of owners, title reports, boundary surveys, ROW maps, relocation planning, property owner interviews, and appraisals. The process includes making offers to property owners, providing relocation assistance, closing on the properties, and an NMDOT audit of

the acquisitions. The Village is acquiring ROW from private property owners under the Early Acquisition provisions of the Uniform Act. A table with ROW property ownership and areas and ROW maps are available in Appendix B.

3.3.6 Phasing and Agency Roles

The total project construction cost is estimated at approximately \$234 million. Currently programmed in the STIP¹ is \$154,317,389 for construction in Federal Fiscal Year (FFY) 2024 and \$18,842,681 for design and ROW acquisition in previous FFYs. Because funding is not available for the full 4-lane project, it will be necessary to phase construction. Phase 1 will include a two-lane roadway including the 10-foot-wide multiuse trail through the entire corridor, the I-25 interchange, the four-lane river bridge, the NM 314 and NM 47 intersections, the new railroad crossing, and earthwork for the four-lane cross section throughout the corridor. Phase 1 will provide a fully functional linkage between the proposed I-25 interchange and NM 47 with a new river bridge and connections to the intersections described above, and as such, it will have independent utility. Construction of Phase 1 is estimated to cost approximately \$144,000,000 plus \$10,000,000 for construction engineering and administration. The total funding identified in the STIP of \$154,317,389 is adequate to complete Phase 1; therefore, the Phase 1 project is fiscally constrained.

Phase 2 will include the additional two lanes throughout the corridor (to be located on the earthwork constructed during Phase 1) and other minor intersections and design features. The Phase 2 project is

¹ Design and ROW acquisition funding available in current and prior fiscal years (CN A300961) includes:

Design	
• \$250M, Law 2019 Ch. 271 HB2, Sect 9 (L250)	\$5,000,000
• Capital Outlay (CPTO)	\$250,000
• Local Contribution (LOCC)	\$4,500,000
• Local General Funds (LGF)	\$282,213
• STP Urban 5K to 200K	\$1,656,066
Total Design	\$11,688,279

ROW Acquisition

• Local (LM) (\$186,429)	\$186,429)
• HB2 – 2021 Legislative Session (HB2_21)	\$5,000,000
• Local General Funds (LFG)	\$127,252
• STP Urban – 5K to 200K (STPS)	\$1,840,721
Total ROW Acquisition	\$7,154,402

Total Programmed **\$18,842,681**

Construction funding (CN A300962) available in FFY 2024 includes:

• Bonding Program 2021 (BP21)	\$53,117,389
• Capital Outlay (CPTO)	\$8,000,000
• HB2-2021(HB2_21_ZF1201)	\$10,200,000
• HB2-2023 (HB2_23_ZH9004)	\$43,000,000
• LOCAL CONTRIBUTIONS (LOCC)	\$5,000,000
• Nationally Significant Projects (INFRA)	\$25,000,000
Total Construction	\$144,317,389

Construction Engineering/Administration funding

• LOCAL CONTRIBUTIONS (LOCC)	\$10,000,000
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Total Programmed **\$154,317,389**

estimated to cost an additional \$80,000,000, to be added to the STIP in FFY 2027 or 2028 and implemented with additional funds anticipated through the New Mexico State Legislature and federal INFRA and MEGA (National Infrastructure Project Assistance) programs.

Development of the project is the Village's responsibility, with oversight from NMDOT District 3 through a federal aid project cooperative agreement for design and construction, which includes oversight by the NMDOT Environmental Bureau, ROW Bureau, Bridge Bureau, and other technical staff for various project elements. The FHWA is the lead federal agency. Once completed, the project will be owned and maintained by the Village, except for the I-25 Interchange and intersections at state-owned NM 314 and NM 47, which will be the responsibility of the NMDOT.

3.4 No-Build Alternative

Under the No-Build Alternative, the project would not be constructed. The No-Build Alternative is considered as a baseline for comparison with other alternatives. Under this alternative, traffic congestion on NM 6 would increase. The No-Build Alternative would not meet the purpose and need for the project.

4 Affected Environment, Potential Impacts, and Mitigation Measures

This section describes the affected environment and/or regulatory context, explains potential impacts that may occur if the project is implemented, and recommends mitigation measures as appropriate. The analysis focuses on environmental issues where potential impacts were identified during the investigations and scoping process, including agency coordination and public involvement (see Section 5.0). The project has the potential to impact the human environment, including land use, farmland, noise, cultural resources, and visual resources. The project will also require ROW acquisition and relocations. It would likely have positive effects on economic development and provide multimodal accessibility. Natural resource issues include water resources and wetlands with associated agency permitting and biological resources, including impacts to federally listed threatened and endangered species. The project is not expected to impact socioeconomic factors, including Environmental Justice, air quality, Indian Trust Lands, or hazardous materials.

4.1 Land Use

The project is situated on the alluvial plain and foothills of the Middle Rio Grande Valley, within and just south of the incorporated Los Lunas Village limits. The region has been settled since at least 1200 by Native American Tiwa Puebloans. Spanish colonists arrived in the late 1600s and resettled the area after the Pueblo Revolt of 1680 with agriculture and ranching. A series of rural communities grew up along the Rio Grande during this period, including Los Lunas on the west side of the river and El Cerro, Valencia, and Peralta on the east side. El Cerro encompasses the project area on the east side of the river, while Valencia and Peralta are slightly north. Los Lunas is located on a Spanish land grant that the Luna family acquired around 1718. In 1876, the county seat was moved to Los Lunas and the Village was incorporated in 1928. El Cerro and Valencia remain unincorporated and are Census Designated Places (CDPs); Peralta was incorporated in 2007. Other prominent local communities include the Village of Bosque Farms to the north and the City of Belen to the south.

Since about 1970, there has been an upsurge of population and employment in the urbanized areas of Valencia County with particularly strong growth in and around Los Lunas. These increases are due to the area's proximity to jobs and services in Albuquerque, a relatively low cost of living, good transportation service including freight and passenger rail, the availability of quality educational facilities, and the area's ambiance. The Village has pursued aggressive pro-economic development strategies that include providing large tracts of commercial and industrial land with available infrastructure and economic incentives to manufacturing industries and local businesses. Los Lunas has attracted high-profile economic development projects such as the Facebook Data Center, Walmart Distribution and Super Center, and Niagara Water Bottling Facility. Growth is projected to continue in the future; the most recent MRCOG forecasts show a 65-percent increase in population and 64 percent increase in employment in Valencia County between 2012 and 2040.

Immediately around the project corridor, land use is a mix of institutional and industrial uses, agriculture, low-density residential development, and moderate-density housing. Between I-25 and NM 314, there are a few residences north of Morris Road and the relatively dense Rancho Valencia neighborhood just east of I-25. To the east of this neighborhood, the area consists of agricultural fields with active irrigation ditches. The CNMCF is located at the west end of Morris Road adjacent to I-25. The 13th Judicial District Court is on the southwest corner of Morris Road and NM 314, and the Los Lunas Sports Plex is located on the northwest corner of this intersection. The BNSF Railway tracks are immediately east of and parallel to NM 314. A relatively high-density mobile home park is located east of the intersection of Morris Road and Los Lentes Road along Chamisa Avenue and Dessert Flower Avenue. The Los Lunas Wastewater Treatment Plant is east of this neighborhood. Scattered residences are situated along the corridor to the east of the river to NM 47. Numerous houses are located along NM 47 at the east end of the corridor.

The primary land use plans that affect the project area are the Los Lunas 2035 Comprehensive Plan (Village 2013a), currently being updated, and the Valencia County Comprehensive Land Use Plan (Valencia County 2005). These plans provide a snapshot of existing conditions, trends, a vision of future growth, and associated policies. The Village and County make land use decisions regarding development proposals in accordance with their respective subdivision and zoning ordinances and land use plans.

The Village's Comprehensive Plan currently includes the approved Huning Ranch Master Plan located within the Village on the west side of I-25. This master plan includes residential single-family and multi-family units, commercial land, school sites, recreational and park facilities, and open space. The Rio Abajo Plan has been approved by the Village for single-family residential, a small commercial area, open space, and recreational uses on the east side of the river (see Appendix A, Sheet 4). These planned developments would obtain access from the project; however, final access configurations are under review by the Village and NMDOT.

4.1.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The new east-west arterial roadway and connection to I-25 would occur in a developing area that is currently served by minor local roads, except for NM 314 and NM 47. The project would likely enable additional residential and commercial growth by providing better access to this area. The pace and type of growth would be dictated by market forces and heavily influenced by the Village and Valencia County plans and policies. Through the Village's approval process, the project would provide an opportunity for development along the corridor. The project's purpose and need include providing access to planned development and growth. The public has also expressed a belief that the project would result in additional growth in the area, including some concerns that this would adversely affect the area's rural character. The project would likely facilitate growth in the surrounding area, which may be viewed as a positive or negative outcome; however, growth is consistent with local plans that have been developed over many years.

4.2 Farmland

According to the Valencia County Comprehensive Land Use Plan (Valencia County 2005), there were more than 14,000 acres of irrigated land in Valencia County in 2002, but farmland has been declining historically

due to land subdivision and urbanizing development. The local economy's agricultural sector is also diminishing due to rising production costs for relatively low-value crops. In contrast, land value is escalating, making it more profitable for a farmer to sell land for housing or commercial development. The project area demonstrates this pattern of growth with residential and commercial development encroaching into farmland. On the west side of the river, relatively large tracks of agricultural land exist on both sides of Morris Road between Shawn Drive and Los Lentes Road, but most of the remaining area is occupied with housing and institutions like CNMCF. Much of the land east of the river to NM 47 is also agricultural; however, the Rio Abajo Plan proposed development on over 400 acres that is currently in agricultural use. Agricultural infrastructure exists throughout the area, including numerous irrigation conveyances maintained by the MRGCD.

4.2.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The Farmland Protection Policy Act was enacted to minimize the irreversible conversion of farmland to nonagricultural use and assure that federal programs are administered in a manner compatible with governmental and private programs to protect farmland (7 U.S.C. 4201 et seq.). This act provides a farmland conversion rating system to evaluate potential impacts based on factors such as total area converted directly or indirectly by a project, effects on agricultural support services, and potential effects on the viability of farming. There is no prime farmland in the project area. The project would directly affect approximately 67 acres of farmland of statewide importance, including the construction footprint and associated ROW. The area within 1 mile on either side of the project contains approximately 4,263 acres of undeveloped farmland of statewide importance, which is about 55-percent of this total buffer area. The majority of this farmland is to the south of the project corridor. The project would likely facilitate additional development adjacent to the corridor; however, irrigation facilities and access for farm operations would be maintained. The project is not expected to render significant agricultural tracts unfarmable or reduce the viability of agricultural support services in the region.

4.3 Social Impacts and Environmental Justice

The Village provides police, fire, and emergency services within its limits. Outside the Village limits, Valencia County provides these services. The Town of Peralta, Village of Bosque Farms, City of Belen, and other unincorporated community associations provide services and organizational support for residents in the larger region. The CNMCF, 13th Judicial District Court, Los Lunas Sports Plex, and Los Lunas Wastewater Treatment Plant are within the project corridor.

To identify socioeconomic and demographic characteristics affected by the project, data from the U.S. Environmental Protection Service's (EPA's), EJScreen, 2014-2018 American Community Survey Summary Report (EPA 2021) were reviewed for the County, Village, and the area within a 1-mile buffer of the project corridor. These data were compared to those for the state of New Mexico. Table 4-1 provides an overview of these demographic and economic characteristics. The project's regional context includes the state, while data for Valencia County, the Village, and the 1-mile buffer area were considered to reflect the project area's characteristics.

Compared to statewide averages, the project area has a higher percentage of Hispanic people and lower percentages of other minority groups. Per capita income is generally lower in Valencia County, the Village, and the project corridor than the state. The number of households below the poverty level is on par with statewide averages in the County and project corridor but somewhat lower in the Village. The percentages of older people (above 65 years) are similar across all geographic areas considered. The percentages of people who speak English "less than very well" are similar or lower in the project area versus the state. The demographics along the project corridor likely vary from neighborhood to neighborhood, but the overall corridor is consistent with the local region's (Valencia County and Village) characteristics.

Table 4-1 Study Area Demographic Characteristics

Subcategory	New Mexico population	New Mexico % of population	Valencia County population	Valencia County % of population	Village of Los Lunas population	Village of Los Lunas % of population	1-Mile Buffer from Project Centerline population	1-Mile Buffer from Project Centerline % of population
Total Population	2,092,434	100%	75,950	100%	15,202	100%	6,271	100%
Race: White	1,558,886	75%	61,391	81%	12,491	82%	5,245	84%
Race: African American	43,006	2%	839	1%	439	3%	72	1%
Race: Native American	199,896	10%	3,356	4%	383	3%	118	2%
Race: Asian	31,513	2%	643	1%	235	2%	6	0%
Race: Pacific Islander	1,514	0%	0	0%	0	0%	0	0%
Some other race	190,111	9%	7,531	10%	1,026	7%	578	9%
Two or more races	67,508	3%	2,296	3%	627	4%	252	4%
Hispanic Ethnicity ^[1]	1,015,751	49%	45,843	60%	8,680	57%	3,861	62%
Age: 0-4	128,357	6%	4,328	5%	873	6%	355	6%
Age: 0-17	494,164	24%	18,184	24%	3,966	26%	1,233	20%
Age: 18+	1,598,270	76%	57,772	76%	11,236	74%	5,037	80%
Age: 65+	341,515	16%	12,596	17%	2,543	17%	1,006	16%
Per Capita Income	\$26,085	NA	\$21,934	NA	\$24,148	NA	\$21,174	NA
Households Below Poverty	NA	27%	NA	28%	NA	21%	NA	26%
Speak non-English at home	682,665	35%	23,626	33%	3,621	25%	1,752	30%
Speak English "less than very well	175,526	9%	5,633	8%	955	7%	328	6%

Source: EPA, EJSscreen, 2014-2018 American Community Survey, Summary Report.

NA = not available

[1] Hispanic Ethnicity may include any race.

4.3.1 Preferred Alternative: Potential Impacts and Mitigation Measures

Highway projects can affect the community by directly impacting public facilities or services, dividing neighborhoods, changing access, unfairly affecting minority or low-income populations (Environmental Justice), or requiring ROW acquisition or relocations. These topics are discussed below.

4.3.1.1 Community Facilities and Services

During the development of the LLCS and selection of the preferred alternative, densely developed areas were avoided to the extent practical; consequently, the project alignment does not pass directly through residential communities or adversely impact schools, churches, community centers, or other community facilities. A key consideration in the analysis was avoiding impacts to the CNMCF, which is immediately adjacent to the alignment. The main CNMCF facility includes a diagnostic center for inmates incarcerated by the state and a mental health treatment facility. Therefore, security of the overall CNMCF site is a critical consideration. Because the alignment is located at the northern boundary of the CNMCF, it would not cause a security breach with adverse impacts on community safety. Coordination with CNMCF has been ongoing, and staff has indicated that a wall along the proposed project is needed to prevent contraband exchange with inmates.

Although Valencia County is developing a regional medical care center, there are currently no hospitals or trauma centers within the county. Therefore, trauma patients must be transported to the closest hospitals in downtown Albuquerque. Congestion and/or traffic accidents on NM 6 or NM 47 can cause significant delays to emergency transport vehicles, leading to severe consequences for patients requiring emergency treatment. The project would improve the operation of NM 6 and intersecting north-south streets and would thus enhance the response capabilities of police, fire, and emergency services.

4.3.1.2 Community Cohesion and Accessibility

Transportation projects may affect community cohesion, for example, split neighborhoods, isolate portions of neighborhoods or ethnic groups, or separate residents from community facilities. West of NM 314, the project is in an area that is sparsely developed, low-density residential and agricultural land. There is little north-south travel between neighborhoods, and community cohesion would not be impacted. The alignment parallels existing Morris Road through vacant and agricultural land to the south; thus, a buffer is provided between the new road and much of the existing development. East of NM 314, the alignment wraps around the south edge of the residential neighborhood along Chamisa Avenue and Desert Flower Avenue. Although several residential structures have been or would be acquired, the neighborhood would not be divided, and existing access will be maintained. East of the river to NM 47, the project passes through the current low-density residential and agricultural land, including the Rio Abajo Plan area, which is intended for higher-density development. Access to this area is currently provided by Edeal Road, which would intersect with the project. Although some changes in access to individual properties near NM 47 would occur, the project would maintain direct access to the existing street system and maintain access to property, including active agricultural land and irrigation facilities. The project is not expected to create a barrier that would impact daily social interactions, local facilities, participation in local organizations, or involvement in community activities.

4.3.1.3 Environmental Justice

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations. According to the FHWA's Environmental Review Toolkit (FHWA 2022), a disproportionately high and adverse effect on a minority or low-income population means the adverse effect is predominantly borne by such population or is appreciably more severe or greater in magnitude on the minority or low-income population than on the non-minority or non-low-income population. Therefore, fair distribution of the beneficial and adverse effects of the proposed action is the desired outcome.

As part of the project development process, including the LLCS, other previous studies, and the Phase A/B study, all segments of the public were given access to information and numerous opportunities to participate and provide input in this process. Overall, the current project has received widespread support (see Section 5). The project would result in some adverse effects such as increased noise, visual impacts, changes in access, and ROW acquisition; however, efforts have been made to mitigate and minimize these impacts. The project would also likely cause additional growth and changes in land use in the surrounding area, which may be viewed as positive or negative. These impacts are not disproportionately borne by minority or low-income populations, as the project corridor buffer area, Village, and County demographics are reasonably homogenous. Also, the project's adverse effects are distributed equally to neighborhoods along the corridor that may have slight differences in demographic characteristics. The project's expected benefits in reducing congestion and improving mobility would be experienced throughout the Village and larger region. Based on the above discussion, the project would not cause disproportionately high and adverse effects on minority or low-income populations per the provisions of EO 12898.

4.3.1.4 Right-of-Way Acquisition and Relocations

As already discussed, the project requires property acquisition, including ROW and relocations. Although it is not possible to obtain demographic and income data on the individual property owners, their characteristics most likely correspond to those in the 1-mile buffer area described in Table 4-1. Some of the properties have been or would be acquired under the Early and Advanced Acquisition process per federal regulations. Property acquisition would comply with the Uniform Act, ensuring that a consistent and equitable process is followed, and property owners are fairly compensated.

The process includes planning and coordination to understand the needs of residents and farm operations that will be relocated and assistance with relocations. To help minimize the adverse effects of displacement, the Uniform Act requires that relocation planning begin at the earliest stages of project development. Information is gathered about the needed parcels and any displaced individual or businesses. This includes the amount of time and resources required to accomplish the relocation, if there is adequate replacement housing in the area, and the estimated costs.

Next, the persons being displaced are contacted and an open dialog is initiated with them. Occupancy Survey interviews are conducted, and the individual needs of displaced persons begin to be identified. During these meetings, the relocation process, rights, and benefits are explained and determined.

Displaced persons must be given a 90-Day Assurance notice before being required to relocate. To be eligible for a replacement housing payment, a displaced person must relocate into decent, safe, and sanitary housing. Before making payments, the sponsoring agency, in this case the Village, verifies that the housing meets these and all other Federal and local regulatory standards. For business relocations, additional verifications are required to ensure all items in the inventory list have been removed. To receive payment, a displaced person typically submits a claim and required documentation.

As part of the current ROW acquisition process, relocations have occurred at nine properties. Two of these are residential, one is a business/landlord, one is a business/farm with site improvements, and the remaining five are personal property only. The relocations are described in Table 4-2 and the property locations are shown on the ROW maps in Appendix B.

Table 4-2 Summary of Property Relocations

Property ID	Type of Relocation	Status
4-6A	Personal Property Only	Vacated
4-6B	Residential Tenant Occupant	Vacated
7-4A	Business/ Landlord	Vacated
7-4B	Residential Tenant Occupant	Vacated
7-5A	Personal Property Only	Vacated
8-2A	Personal Property Only	Vacated
8-3A	Business/ Farm	Vacated
8-1A	Personal Property Only	Vacated
10-1A	Personal Property Only	Vacated

4.4 Economic Impacts

The largest industries in Valencia County are health care and social assistance, retail trade, and construction. Los Lunas has a similar profile with other major employment in the public administration, educational services, and accommodations/food services categories. Los Lunas is a commercial hub serving a large outlying population.

The Village's primary commercial areas depend on NM 6 for access. The original community centered around the NM 6/Los Lentes Road intersection includes a mix of retail, professional services, schools, and government buildings. The area east of the Rio Grande around the NM 6/NM 47 intersection has several shopping centers developed in response to growth east of the river. The area west of Don Pasqual Road

to I-25 is dominated by service businesses oriented toward I-25. West of I-25 is a business/industrial complex that includes the 500-acre Los Morros Business Park, 850-acre Huning Business Park, and future 1,400-acre Central New Mexico Rail-Park. The project area currently has little or no commercial development.

4.4.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The project is expected to create positive economic impacts by reducing congestion on NM 6, the Village's commercial core. It would also enhance mobility for commuters to jobs in Bernalillo County and elsewhere. The commercial/industrial land uses along NM 6 and the adjacent residential areas would benefit from improved operations on NM 6.

Potential economic benefits may also occur from the project in the form of direct jobs, business sales, and wages; multiplier impacts; new building construction; local higher property values; and real estate taxes. For example, a recent study by the Strategic Highway Research Program II (2016) shows significant direct and supplier/wage impacts in the economy and indirect benefits from improved accessibility to the labor and buyer-supplier markets, transportation system reliability, and more efficient connectivity.

4.5 Multimodal Transportation

The Los Lunas Rail Runner Station is located on NM 314, approximately 0.5-mile south of NM 6 and 0.8-mile north of the project alignment. The Village has constructed a pedestrian/bicycle trail from NM 6 south to the Rail Runner Station and recently extended this facility from the Rail Runner Station south to Morris Road along the east side of NM 314. The extension provides access to the County Courthouse, Daniel Fernandez Park, and the Sports Complex and is an alternate method of transportation between NM 6 and the proposed project. The 10-foot multi-use pathway included along the north side of the proposed project would provide east-west access for pedestrians and bicyclists.

4.5.1 Preferred Alternative: Potential Impacts and Mitigation Measures

Although multimodal accessibility was not specifically identified as part of the project's purpose and need, the proposed 10-foot multi-use pathway would enhance multimodal connectivity in the region by connecting areas west of I-25 across the river to NM 47. The trail facility would provide a safe alternative to pedestrian and bicycle travel along NM 6. It would also connect to the Los Lunas Rail Runner Station, which provides commuter transit and bus service. Phase 1 of the project includes the 10-foot multiuse pathway throughout the corridor and connections to the trail system inside the river levees.

4.6 Air Quality

Although nearby Bernalillo County experienced violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) in the past, the MRMPO area (including the Village and Valencia County) is currently in attainment for all the NAAQS. The limited maintenance period for CO in Bernalillo County expired June 13, 2016. The MRMPO is not subject to the Clean Air Act as Amended (CAA) conformity determination requirements, and micro-scale modeling is not required at the project level. Because regional communities share economic ties, the fleet of commuter traffic, and meteorological

conditions that affect the common air shed, agencies of the MRMPO have developed policies that address regional air quality. The policy directives in the MTP (MRMPO 2020) and other planning documents encourage measures that improve transportation system efficiency, enhance mobility, and reduce congestion. Strategies in the MTP include projects to improve traffic flow and reduce vehicle idling and stop-and-start driving conditions associated with higher levels of emissions and activities that encourage shifts to ridesharing, transit, bicycling, or walking. The project is identified in the current MTP as part of the future regional roadway network that will improve mobility and reduce congestion. The New Mexico Environment Department's air monitor 2LL, located at 1000 West Main Street in Los Lunas, shows an index of "Good" for the area.

4.6.1 Preferred Alternative: Potential Impacts and Mitigation Measures

Emissions from a region's road network are related to the total vehicle miles of travel (VMT), speed, and operating characteristics. Generally, CO and carbon dioxide (CO₂) emissions decline as speeds increase; the highest emissions occur under congested idling conditions and decrease up to about 45 to 50 mph, at which point they increase as speeds increase. The project is intended to alleviate congestion on the regional network, particularly NM 6, which the MTP identifies as the region's 11th most congested corridor (MRMPO 2020).

The Village's I-25/Morris Road Interchange Evaluation and Construction Phasing Report (Molzen Corbin and Associates 2017) included traffic forecasts that compared the No-Action Alternative and the proposed project. The forecasts included year-2040 traffic volumes and regional statistics on VMT, vehicle hours of travel (VHT), and average speeds on the street network. Table 3 shows VMT, VHT, and average speed for the proposed project compared to the No-Action Alternative within the Village and Valencia County as a whole. Within the Village, VMT decreases slightly with the project (about 1 percent), VHT declines more dramatically with 18.3 percent less travel time per day, and average speeds increase 21.3 percent relative to the No-Action Alternative. Within Valencia County, VMT would increase slightly by 0.4 percent with the project, VHT would decrease by 3.6 percent, and average speed on the county-wide network would increase by 4.3 percent.

Table 4-3 2040 Roadway Performance Summary Statistics

Alternative	VMT	% Change (VMT)	VHT	% Change (VHT)	Average Speed (mph)	% Change Speed
No-Action within Los Lunas	45,303	0.0%	2197	0.0%	20.6	0.0%
Project within Los Lunas	44,901	-0.9%	1795	-18.3%	25.0	+21.3%
No-Action within Valencia Co.	304,653	0.0%	10,866	0.0%	28.04	0.0%
Project within Valencia Co.	306,010	+0.4%	10,464	-3.6%	29.24	+4.3%

These transportation system performance statistics show that while VMT may increase or decrease slightly with the project, VHT will decrease, and average speed will increase depending on the area considered. This indicates that the transportation network is expected to operate more efficiently with less delay and

travel time, and slightly faster speeds. Although the project may create some additional VMT in the future, the slight increase is not likely to significantly affect criteria pollutants defined under the Clean Air Act or greenhouse gas emissions. With the increase in average speeds and less congestion, the project would help to reduce CO and CO₂ emissions.

Transportation facilities also contribute to the presence of other pollutants, including particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with a diameter less than or equal to 2.5 microns (PM_{2.5}), and nitrogen dioxide, which leads to the formation of ozone. High particulate level events have occurred in the region and are often related to factors such as high winds, regional forest fires, or local wood burning. The area has also experienced high levels of ozone during summer months, although currently it is an attainment area for this criteria pollutant. Vehicular traffic contributes to these air pollutants; however, other factors are more critical and transportation control measures have not been established in the MRMPO planning area. In adjacent Bernalillo County, measures to control regional emissions include a mandatory vehicle inspection and maintenance program, air quality monitoring and data analysis, and stationary source permitting.

To control emissions of particulate matter during construction, including PM_{2.5} and PM₁₀, project-specific measures would be implemented. These would include practices such as watering or covering disturbed soil surfaces or debris piles, suspending earthmoving and other dust-producing activities during periods of high winds, sweeping or clearing mud and debris from construction areas and adjacent roads, and covering material transported on site or off site by truck. These measures would reduce the quantity of particulate matter and provide contingency fugitive dust control measures.

4.7 Noise

The relative loudness of sound or noise is described in units of decibels (dB), a measure of sound pressure on a logarithmic scale. Traffic noise is averaged over a 1-hour peak noise period for highway noise studies and is expressed as an average or equivalent noise level (L_{eq}). An A-weighted filter is also used to correlate physical noise levels with the frequency sensitivity of human hearing and the subjective response to noise. Thus, traffic noise is generally discussed in terms of hourly average A-weighted noise levels in decibels, or dBA L_{eq}.

The FHWA and NMDOT have adopted specific policies and procedures for evaluating traffic noise impacts and the need for noise abatement, including the NMDOT's IDD-2022-04: Procedures for Abatement of Highway Traffic Noise and Construction Noise (NMDOT 2022) and the FHWA's Highway Traffic Noise: Analysis and Abatement Guidance (FHWA 2017). According to FHWA and NMDOT procedures, noise abatement must be considered when predicted traffic noise levels approach or exceed specified noise abatement criteria (NAC) for various land use categories as shown in Table 4-4, or when future noise levels substantially exceed existing levels (by 10 dBA L_{eq} or more). NMDOT's noise policy defines "approach" as being within 1 dBA L_{eq} of the appropriate NAC, so for example, the effective standard for residential land uses (Category B) is 66 dBA L_{eq}.

Table 4-4 **Noise Abatement Criteria (dBA L_{eq})**

Activity Category	Activity Criteria	Activity Location	Activity Location
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67	Exterior	Residential
C	67	Exterior	Active sports arenas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E	72	Exterior	Hotels, motels, time-share resorts, vacation rental properties, offices, restaurants/bars, and other developed lands, properties, or activities not included in previous A-D or F activity categories
F	NA	NA	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities, and warehousing
G	NA	NA	Undeveloped lands that are not permitted

Source: FHWA 2017

Existing noise sources in the project area include traffic on I 25, NM 314, NM 47, and other local roadways; trains on the rail lines that pass through the project area; and noise associated with residential, agricultural, and industrial/institutional activities. Land use along the project corridor is primarily residential (Category B), with scattered houses and relatively dense housing in the Rancho Valencia and Valley View neighborhoods along I-25 and the neighborhood east of Chamisa Avenue. East of the river, land use is low-density residential, but the area includes over 400 approved housing units in the Rio Abajo Plan area. The Los Lunas Sports Plex and CNMCF are Category C. Other land uses are agricultural or industrial (Category F), which are not subject to the NAC.

4.7.1 Preferred Alternative: Potential Impacts and Mitigation Measures

A Traffic Noise Analysis (Ecosphere Environmental Services, Inc. [Ecosphere] 2022) was prepared to evaluate the potential noise impacts of the project following standard NMDOT and FHWA methodology, including measurements of existing noise and predictive modeling of existing and future noise levels under the no-build and project-build conditions. Existing noise levels within the project area were evaluated by conducting noise measurements at locations away from major streets where only local traffic exists and by modeling existing noise from major highways (I-25, NM 314, and NM 47) with the FHWA's Traffic Noise Model (TNM). The TNM model uses site-specific information, including traffic volumes and

speeds, vehicle classification data, roadway geometry, and site acoustical properties, to predict hourly peak noise levels at selected locations (receivers). Noise measurements capture typical neighborhood sounds such as local traffic, exterior vents, outdoor household activities and conversations, dogs barking, etc. The measurements were also used to validate the TNM model.

The results of the measurements show average noise levels of 52.3 dBA L_{eq} in the residential area at the south end of Chamisa Avenue and 69.8 dBA L_{eq} along I-25 near the interstate ROW line. Daytime noise levels of 50 to 55 dBA L_{eq} are typical for quiet residential neighborhoods, and levels from 65 to 75 dBA L_{eq} are common along high-speed busy highways with large numbers of trucks. Thirty-eight (38) receiver sites were selected to represent noise-sensitive areas, including scattered and higher density residences, CNMCF, and the Sports Plex. For those areas not currently exposed to noise from I-25, NM 314, or NM 47, a typical value of 52.5 dBA was used to approximate existing noise levels. The TNM model was used to calculate existing noise levels adjacent to major highways. The existing noise levels and locations for the 38 receivers are shown in Appendix A.

The TNM noise model was also used to evaluate the potential for noise impacts to occur because of roadway improvements and increased future traffic associated with the project. Year 2040 peak hour traffic forecasts, proposed future cross-sections, and plan and profile sheets were used in the modeling. As shown in Table A-1 in Appendix A, noise levels increase with the project in 2040 throughout the corridor. The increases are due to higher traffic volumes on existing roadways and the project's addition of traffic in the area.

- At the west end of the project, many receivers already experience traffic noise from I-25, including the residences directly adjacent to the interstate in the Rancho Valencia neighborhood along Camino Rustica and Camino Rincon. With the project, residences further east of I-25 but adjacent to the proposed northbound on-ramp would experience noise levels above the NAC.
- In the mid-section of the project corridor, which includes the neighborhood east of Chamisa Avenue, a number of receivers would experience future noise levels exceeding the NAC or greater than 10 dBA above existing levels. This is currently a quiet residential area with little traffic noise from major roadways.
- Immediately east of the river, most low-density residences are at a great enough distance from the project to not experience noise impacts. Two receivers were placed at distances of 200 and 300 feet from the project centerline in the Rio Abajo Plan area to indicate future noise levels for planning purposes. Although these do not exceed the NAC, the receiver at 200-feet would experience a greater than 10 dBA L_{eq} noise increase.
- At the eastern end of the project, a number of receivers are relatively close to the project and experience noise levels exceeding the NAC or greater than 10 dBA L_{eq} above existing levels. This results from the project and increased traffic on NM 47. Several residences on the east side of NM 47 are shown to exceed the NAC under current conditions.

State and federal policy stipulates that noise abatement must be considered and implemented when traffic noise impacts occur if feasible and reasonable. Under the NMDOT's policy, the term "feasible" indicates that noise abatement measures would achieve at least 5 dBA L_{eq} of noise reduction at 50 percent of the impacted receivers and that it is possible to construct the abatement measures. The criteria for "reasonable" include consideration of the viewpoints of affected property owners and residents, a determination that the abatement measures are cost-effective (cost less than \$50,000 per benefitted receiver), and the analysis shows that a noise reduction of 7 dBA L_{eq} would be achieved at 10 percent of the benefitted receivers. Typically, noise abatement includes construction of noise barriers, modification of horizontal or vertical geometric design features, or traffic management techniques such as limitations on truck traffic.

Because the project location has been established to minimize direct impacts to developed areas and is constrained by physical features such as the river and I-25, it is not realistic to significantly change its horizontal and vertical alignment. The project was conceived to relieve NM 6 and increase regional mobility; therefore, it is not practical to implement traffic management techniques such as limiting trucks, although the proposed facility is not expected to carry a high volume of heavy truck traffic. For these reasons, the construction of noise barriers was the only potentially feasible and reasonable mitigation measure for the project.

The TNM model was used to evaluate various noise barriers that would comply with the NMDOT's IDD-2022-04.

- At the west end of the project, many residences are clustered in the northeast quadrant of I-25 and the proposed northbound on-ramp. Although these residences have existing 5- to 6-foot-high backyard walls, traffic on I-25 causes noise levels to exceed the NAC under existing and future conditions. The TNM model shows that in the 2040 build condition, Receivers 1 through 7, representing approximately 32 residences with direct exposure to I-25, would experience noise levels approaching or above 67 dBA. Various barrier heights and configurations were examined with TNM along I-25 and the ramp to mitigate noise. The resulting design would consist of a 14-foot-high barrier along the east side of the on-ramp from Station 15+70, where the grade of the ramp is high enough to allow a barrier to abate noise in the adjacent neighborhood, to the end of the project at Station 37+80, where the on-ramp completes the merge with I-25 (see Sheet 1 in Appendix A). This barrier would reduce noise levels by 5 dBA or more at 25 of the 32 residences (78 percent) and by 7 dBA at 10 of the receivers (31 percent). The barriers' total area would be 30,940 square feet, estimated to cost \$1,082,400 (\$35 per square foot) or \$43,316 per receiver. This amount meets the "reasonable" criterion (cost less than \$50,000 per receiver).
- A significant noise reduction would not be achieved at 7 receivers in the southwest corner of the Rancho Valencia neighborhood. The south end of the on-ramp is considerably lower than these receivers, which are situated on a bluff above the project alignment. A wall of more than 25-feet-high would be needed along the south end of the ramp to achieve at least 5 dBA of noise reduction for these receivers and is not considered to be feasible. Since most of the noise at the receivers is generated from traffic on I-25, a barrier was also examined along the interstate

between the mainline and on-ramp. Such a wall could not extend into the merge clear-sight zone of the mainline and ramp and a shorter segment of wall would not be effective in reducing noise by 5 dBA for the 7 receivers on the bluff.

- Receivers between I-25 and NM 314 do not approach the NAC; thus, noise mitigation was not evaluated.
- East of NM 314, noise barriers were evaluated for the neighborhood along Chamisa Avenue and Desert Flower Avenue, where the project alignment curves around the south side of this neighborhood. Five receivers are impacted by the project in this area. Analysis with the TNM model shows that a barrier 6-feet high from approximately Station 127+20 to Station 137+20 would reduce noise levels by greater than 5 dBA for all (100 percent) of the impacted receivers and 7 dBA or more for 2 of the 5 impacted receivers (40 percent). The barrier would also provide some noise abatement in this neighborhood for other residences that are not technically impacted. The barrier (approximately 1,000-feet long and 6-feet high or 6,000 square feet) would cost \$210,600 (\$35 per square foot) or \$42,800 per receiver. This amount meets the "reasonable" criterion of costing less than \$50,000 per receiver.
- Another receiver (#26) on the south side of the project in this area would also experience noise levels above the NAC. Analysis with TNM shows that it is not cost-effective (less than \$50,000) to construct a noise barrier for this single residence.
- On the east side of the river, seven receivers experience substantial noise increases or approach or exceed the NAC. These are located along existing Hyde Lane or NM 47 and receive some noise from traffic on NM 47. Noise barriers were not evaluated for these receivers because they would obtain access from the new east-west corridor or NM 47, and it would be impossible to construct an effective noise barrier while maintaining access.

The barriers described above meet the criteria for feasible and reasonable and would likely be incorporated into the project design; however, decisions on the implementation of barriers would be made pending additional public input and final design. The noise walls have been discussed with the design team and are included in the preliminary project cost estimates.

4.8 Water Resources, Wetlands, and Clean Water Act Permitting

The prominent surface water feature in the project area is the Rio Grande. Two irrigation drains and associated levees run parallel to the Rio Grande and bound the current floodplain. Numerous other irrigation facilities managed by the MRGCD cross the project area. The Rio Grande has undergone historic management by federal, state, and local agencies to manage flooding and streamflow. A historical aerial photography review suggests morphological changes within the active riverbed and floodplain, including aggradation and channelization.

The proposed project overlies the Albuquerque portion of the Rio Grande Basin. Regional groundwater flow in the basin is generally from the upland areas on the east or west towards the river, and north to south along the Rio Grande. The Village is supplied by groundwater pumped from the Santa Fe Group

aquifer by four wells. The average depth to water under the Rio Grande floodplain is seven to nine feet. Data from a U.S. Geological Survey (USGS) monitoring well located east of NM 314, approximately 0.5 mile north of the project corridor, indicate that groundwater is 2.0 to 3.5 feet below the ground surface (USGS 2021).

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States (WUS), including wetlands. Activities regulated under this program include infrastructure projects and require a permitting process. A Section 404 Individual Permit is required for potentially significant impacts, as determined by the USACE under public interest and environmental criteria. For projects with only minimal effects, a more streamlined process of Nationwide Permits may apply. Generally, Nationwide Permit 14 applies to highway projects that cross WUS or wetlands if the area of impact is less than ½ acre and other criteria are satisfied; however, the USACE may require an Individual Permit if anticipated impacts are significant. As part of the Section 404 Permit process, a water quality certification is required under Section 401 of the CWA, verifying compliance with water quality requirements. In New Mexico, the state Environment Department is responsible for issuing Section 401 water quality certifications. Project activities within the Rio Grande floodway fall under the Section 404 and 401 requirements and also require permitting by the MRGCD, who owns and manages the land within the floodway.

Section 408 permitting, under the River and Harbors Appropriations Act of 1899 (33 U.S.C. 408), is required for the alteration of civil works projects constructed by the USACE. Section 408 provides that the USACE may grant permission to alter a civil works project upon a determination that the work will not be injurious to the public interest and impair the usefulness of the civil works project. The levees adjacent to the river are non-engineered “spoil” levees, and any project-related modifications would be subject to the provisions of Section 408.

The Rio Grande floodway was surveyed for jurisdictional wetlands and WUS presence during May 2020, and a report was prepared (NV5 2020, Updated 2022) to support future CWA permitting for the project. The survey area included a 400-foot-wide corridor centered on the bridge alignment and extending from the levee on the east side of the river to the levee on the west side. A similar wetland delineation survey was prepared for the LLCS, and the results were reviewed before the onset of fieldwork in 2020. The current study included a field delineation to determine the location of wetland boundaries and the ordinary high-water mark (OHWM) of the Rio Grande. The OHWM defines the lateral limits of non-wetland WUS regulated under Section 404 of the CWA. Methods for the study area were identified using USACE guidance materials (USACE 1987, 2005, 2008, 2020).

Based on the field survey, wetlands currently present in the project area are reduced in size and prevalence from those mapped on the National Wetland Inventory (USFWS 2021). The only wetlands found within the study area are confined to the narrow banks of the east and west side of the Rio Grande and portions of a sandy island that has formed along the east bank of the river (see Map 4-1). In total, 0.4865 acre of wetlands occurs within the project area. The wetlands are confined to the area within the OHWM.

4.8.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The River Bridge Hydraulic Analysis Technical Memorandum (Bohannan Huston, Inc. 2021) indicated that the maximum differences realized by the effects of the proposed bridge on the river's water surface elevation would be approximately 0.15 feet or 1.2 inches and would be localized to small areas between piers in the immediate vicinity of the bridge, and only within the active river channel. Therefore, the effects of the bridge on river flows were determined to be minor and deemed to be hydraulically acceptable.

Potential impacts to water quality would primarily consist of construction disturbances. These potential impacts would be minimized through the CWA National Pollutant Discharge Elimination System (NPDES) permit process, which requires contractual measures to control erosion and sedimentation. More than 1 acre of ground would be disturbed for construction activities; therefore, the contractor would prepare a stormwater pollution prevention plan (SWPPP) that identifies best management practices (BMPs) to minimize erosion and sedimentation. The SWPPP would outline erosion control measures such as stabilization practices, stormwater management measures, structural controls, and BMPs. Because of shallow depth to groundwater, the NPDES permit process would likely need to address dewatering during construction.

Under the current design of the bridge, one pier and a small portion of another would result in wetland loss (see Map 4-1). Four piers would be placed partially or totally within the OHWM. Pier construction would result in a small permanent loss of WUS and wetlands. Construction access, dewatering, and pier installation would result in temporary impacts (see Section 4.17). During construction, wetlands would be covered with protective geotextile matting before earthmoving begins for each phase, then uncovered after construction (typically they would be covered outside the growing season) to reduce permanent impacts. Table 4-5 identifies estimated temporary and permanent impacts to WUS in the project area.

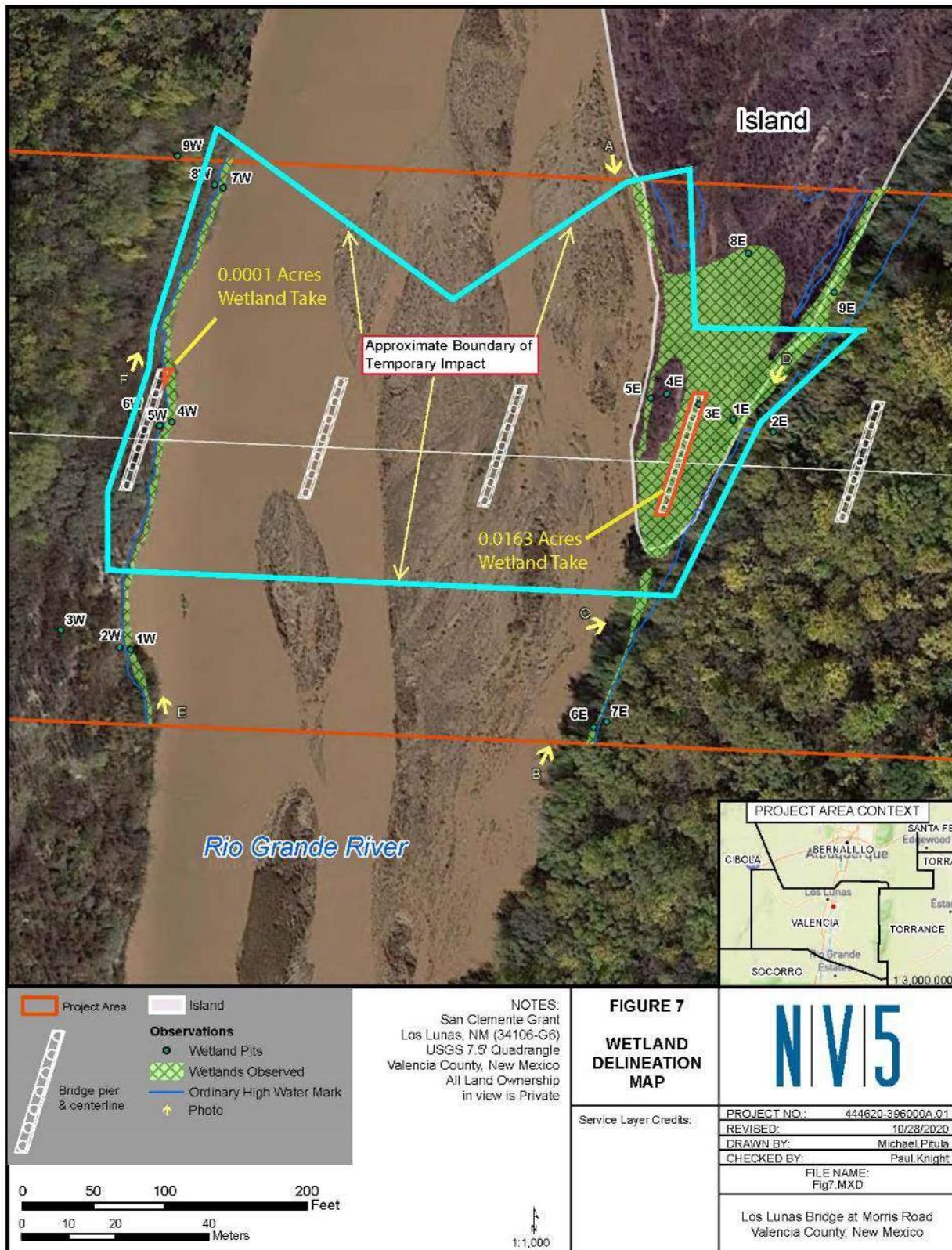
Table 4-5 Estimated Impacts on Waterways and Wetlands

Resource	UTM NAD 83 N ¹	UTM NAD 83 E ^[1]	Temporary Impacts (acres)	Permanent Impact (acres)
Rio Grande	34.78388	-106.72740	Up to 2.0	0.0490
Wetland East	34.78394	-106.72680	0.33	0.0163
Wetland West	34.78391	-106.78028	0.05	0.0001
Total	NA	NA	Up to 2.38	0.0654

NA = not applicable

[1] North American Datum 83, decimal degrees.

Section 408, 404, and 401 permitting from the USACE would be required for project implementation. The Section 408 approval would typically be obtained simultaneously with the Section 404 Permit and 401 water quality certification and coordination with the USACE is ongoing. A Section 404 Nationwide Permit No. 14 preconstruction notification package is also being prepared for submission to the USACE for the river bridge. The MRGCD must also approve and permit work within the river floodway. Additional coordination with these agencies will be ongoing through the permit process.



Source: NV5 2020, Updated 2022

Map 4-1

Wetland Delineation Map

4.9 Floodplains

Protection of floodplains and floodways is required by E.O. 11988, Floodplain Management; U.S. Department of Transportation Order 5650.2, Flood Management and Protection; and 23 CFR 650, Subpart A, Location and Hydraulic Design of Encroachment on Floodplains. These provisions require that any potential impacts to floodplain areas are studied to reduce the risk of flood loss, minimize the impact of floods, and restore and preserve the beneficial values of floodplains. The project area has been mapped on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps 35061C0220E and 35061C0240E. Much of the project area is located in flood hazard zones with known and unknown base flood elevations (Zones AE and A) and is subject to inundation by the 1-percent-annual-chance flood event. These areas are associated with the river and some irrigation facilities.

4.9.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The project is designed to contain runoff from the proposed road within ponding areas in the ROW and maintain existing drainage patterns. Existing irrigation features would be maintained under the road. The project would require imported fill and the new roadway would be raised slightly above existing grades, but it would exist in a vast and extensive floodplain in the valley floor and is not expected to raise the surface elevation of flood events in a way that would impact surrounding property. According to the Valencia County floodplain manager, any work done in flood hazard areas must have plans stamped by an engineer showing that all work complies with the flood regulations; this would be required prior to project construction.

4.10 Biological Resources

A biological evaluation (BE) report (Ecosphere 2020, Revised 2022) was prepared to document the findings of a 100-percent pedestrian survey conducted for the project. This report describes natural resources and species observed in the project area, including federal threatened and endangered species; provides analyses of impacts resulting from the proposed project; and recommends measures to avoid, minimize, and/or mitigate impacts to natural resources and species. The BE encompasses all areas to be affected directly by the project and an "action" area, which includes areas outside the project footprint potentially affected by construction activities or the proposed roadway operation. The action area includes a 200-foot-buffer around the project footprint and extends approximately 0.5 mile downstream of the project area within the OHWM of the Rio Grande.

Before conducting the biological survey fieldwork, queries were conducted of special status species database from the USFWS (USFWS 2022), New Mexico Department of Game and Fish (NMDGF) (NMDGF 2022), New Mexico Energy, Minerals, and Natural Resources Department (EMNRD) – Forestry Division (EMNRD 2022), New Mexico Department of Agriculture (NMDA) (NMDA 2020), and New Mexico Rare Plant Technical Council (NMRPTC) (NMRPTC 2022). Reports were also obtained from recent years' USFWS-protocol surveys for southwestern willow flycatcher and yellow-billed cuckoo from the USBOR, which participates in the management of protected species. Bird observations from nearby areas as reported on eBird (ebird 2022) were also reviewed, and recent population monitoring results for the Rio

Grande silvery minnow (Dudley et al. 2020-2021) were obtained from the Middle Rio Grande Endangered Species Collaborative Program.

Designated critical habitat for two federally listed endangered species occurs in the project area: Rio Grande silvery minnow and southwestern willow flycatcher. Critical habitat for the yellow-billed cuckoo, a federally listed threatened species, also occurs in the project area. Critical habitat is defined as specific areas in the geographical region occupied by a federally threatened or endangered species essential to the conservation of the species and may require special management considerations. In addition to the species with designated critical habitat, the project and action areas are also potential habitat for the monarch butterfly, a federal candidate species, and three state-threatened species: the bald eagle, common black hawk, and spotted bat.

Because the project occurs in designated critical habitat for federally listed threatened or endangered species, formal Section 7 Consultation under the Endangered Species Act of 1973 (16 USC 1531-1544), as amended was conducted between the NMDOT/FHWA and USFWS. The consultation process resulted in the issuance of a Biological Opinion (BO) by the USFWS (USFWS 2023) (Appendix C). The BO evaluated whether the project would *jeopardize* the continued existence of the listed species, based on an analysis of the status of the species, environmental baseline, effects of the action, and cumulative effects. The findings of the biological investigations and BO are discussed below.

4.10.1 Preferred Alternative: Potential Impacts and Mitigation Measures

4.10.1.1 Vegetation

The proposed roadway improvements would permanently impact approximately 73 acres of partially vegetated land and an additional 74 acres outside the roadway footprint for ponding areas and related roadway features. The project would remove elms, cottonwoods, and other trees in the new alignment, including approximately 216 cottonwood trees and 72 willow stands or individual trees within the river channel for bridge construction and a 200-foot-wide safety zone surrounding the bridge. Disturbed areas will be revegetated according to standard NMDOT protocols, and a revegetation plan would be developed as part of consultation with regulatory agencies.

Nine State of New Mexico noxious weed species were observed in the project area. Spiny cocklebur (Class B) and parrotfeather (Class C) were observed in the Rio Grande floodplain; Russian knapweed (Class C) was observed along the New Belen Ditch, and perennial pepperweed (Class B) was observed along Morris Road. Saltcedar, Russian olive, Siberian elm, cheatgrass, and giant cane, all class C noxious weeds, were observed throughout the project area. These locations are identified in the BE. Project construction may create the potential for noxious weeds to spread or new noxious weed species to establish in disturbed areas. Weed management practices would be established and implemented per NMDOT standards.

4.10.1.2 Wildlife

The vegetation communities and river environment in the project area provide habitat for various invertebrates, fish, amphibians, reptiles, birds, and mammals. Of particular importance is the Rio Grande floodplain, which contains numerous mature trees and other vegetation that provides habitat for birds,

bats, and other species. As discussed in the next section, the river itself is a habitat for several fish, including the endangered Rio Grande silvery minnow. The irrigation ditches, open agricultural lands, and trees outside the river channel also provide habitat, and migratory birds use the river corridor as a central flyway.

The project would require vegetation removal that provides nesting sites for birds protected under the Migratory Bird Treaty Act. It would likely result in reduced use in the project area by bird and wildlife species that are less gregarious, but it is not expected to preclude the corridor's use by migratory birds in the central flyway. The project's environmental commitments will prevent the contractor from impacting nesting birds.

4.10.1.3 Threatened and Endangered Species

Rio Grande Silvery Minnow

Under the current bridge design, nine permanent piers would be located in Rio Grande silvery minnow critical habitat, including three in the active river channel, and temporary bridge construction activity would also occur in the critical habitat. The permanent loss of habitat would amount to approximately 0.11 acre, including 0.0164 acre of wetlands, from the installation of bridge piers. It is estimated that temporary construction-related impacts would occur within up to 2.0-acres on either side of the channel during the phases of bridge construction on the east and west banks, respectively. Temporarily impacted areas would generally return to preconstruction condition after pier and bridge installation, though tree cover would not return because of bridge safety and maintenance requirements.

Individual minnows may be harassed during construction and flee or avoid the area. Individuals may be harmed during construction due to equipment access pads or diversion structures or due to entrapment. Construction activity may reduce cover or food availability in the area and may create local increases in sediment resulting in physiological stress (e.g., alteration of normal respiration). Increased turbidity would be of short duration (during diversions) and low intensity but would potentially adversely affect individual silvery minnows. Diversion flows could physically alter habitat currently providing shelter or prey habitat. The new bridge piers may cause localized scour in the river channel, which would no longer provide the slow velocities needed for silvery minnow habitat. There would also be the potential for accidental spills of petrochemicals during construction; however, impacts would be avoided by standard BMPs. After construction, vegetation removal and soil excavation could increase erosion and downstream sedimentation until vegetation is reestablished.

Based on the consultation with USFWS, the project *may affect, is likely to adversely affect*, the Rio Grande silvery minnow. The BO concluded that the project will *not jeopardize* the silvery minnow or adversely impact critical habitat. This conclusion included mitigation consisting of a one-time purchase of 500 acre-feet of water by the Village and other conservation measures including entrapment and rescue protocols that are detailed in the Environmental Commitments (Section 7) and the BO (Appendix C).

Southwestern Willow Flycatcher

The project would permanently impact approximately 4.3 acres and temporarily impact 5.3 acres of southwestern willow flycatcher critical habitat, including removal of large native trees and shrubby riparian vegetation within the bridge footprint and required clear zone. Although no nesting territories for this species are currently present within the footprint of the project, southwestern willow flycatchers may stop in the project during migration or forage in the area due to the availability of marginal habitat. From 2018 to 2021, several nesting territories were identified within 0.4 miles of the project area. Vegetation clearing would occur outside of the migration and nesting seasons, reducing the potential for takes or direct adverse effects; however, some construction noise detectable outside the project could occur for brief intervals during the migration and nesting seasons. The 216 cottonwood trees and 72 willow stands permanently removed to create the bridge clear zone would reduce habitat in the area and preclude future use, and the permanent existence of the bridge would interrupt movement along the river. Traffic on the bridge would result in increased noise in the project area, particularly during peak travel times, which would preclude use of habitat adjacent to the bridge.

Based on the consultation with USFWS, *the project may affect, is likely to adversely affect*, the southwestern willow flycatcher. The BO concluded that the project will *not jeopardize* the southwestern willow flycatcher or adversely impact critical habitat. This conclusion included conservation measures consisting of timing restrictions, mitigation measures, and design measures. The timing restrictions would require that vegetation removal occur during the non-nesting season (May 1–August 31) but would allow other construction activities in the floodplain during the nesting season provided that a permitted biologist is present to conduct formal protocol surveys and, if a flycatcher is present in the area, appropriate avoidance, work stoppage, and consultation with the USFWS takes place. Mitigation measures include replacing lost trees at a 7:1 ratio at an offsite mitigation area to be approved by USFWS after the final BO is issued. Design measures include noise and light-reduction features in the bridge design to reduce impacts to surrounding habitat and sensitive species. The conservation measures are described in the Environmental Commitments (Section 7) and the BO (Appendix C).

Yellow-Billed Cuckoo

The project is located in the Middle Rio Grande Unit of the proposed critical habitat for the yellow-billed cuckoo (USFWS 2014). Approximately 5.9 acres would be altered but remain available, and 4.6 acres would be lost for most uses from bridge construction. Although territories have not been found in the project area, a cuckoo territory is located within 0.8 mile of the project area. Cuckoos nesting within 1 mile have the potential to be disturbed and harassed by construction. Vegetation clearing would occur during fall and winter months, outside of the migration and nesting seasons, largely precluding potential for individuals to encounter significant construction noise. However, other construction-related activities could occur during the spring and summer seasons, which could result in disturbance to individuals. Long-term permanent impacts include loss of tree cover and interruption of movement along the river. Traffic on the new bridge would result in increased noise levels, particularly during peak travel times, which could preclude use of habitat adjacent to the bridge.

The USFWS has determined that the proposed action *may affect, is likely to adversely affect*, the yellow-billed cuckoo. The BO concluded that the project will *not jeopardize* the yellow-billed cuckoo or adversely impact critical habitat. This conclusion included conservation measures similar to those for the southwestern willow flycatcher, as described in the Environmental Commitments (Section 7) and the BO (Appendix C).

Common Black Hawk

No common black hawks were observed during field surveys. This species' potential to occur is based on the presence of riparian woodlands adjacent to perennial water and the previous success of a nesting pair in the vicinity. The project would result in a minor loss of potential, but very marginal, nesting and foraging habitat in the historical and active floodplains. Vegetation removal is anticipated to occur outside of the breeding season for this species; therefore, no impacts to breeding common black hawks are expected from the proposed project. The project may cause individuals to avoid the project area during construction and peak traffic levels.

Spotted Bat

Unidentified bats were observed along the river during surveys; however, surveys were not conducted specifically for bats. Construction activities would occur during daylight hours and would not affect foraging bats. Construction near the Rio Grande may result in some aquatic invertebrates' mortality, slightly reducing bat prey availability. A short-term reduction in local prey availability is not expected to cause mortality or reduced the fitness of this species. Reclamation and revegetation of the area would minimize impacts to spotted bat foraging habitat. Construction of a new bridge may provide day and night roost habitat for bats that was not previously available in the area.

Bald Eagle

No bald eagles were observed during field surveys. This species is not known to breed in the project area but is known to winter in the area. The project would result in a minor loss of potential winter-roosting habitat for this species. Construction and operational noise levels would exceed current ambient levels. This would occur during daytime hours. Construction activities adjacent to potential roost sites may cause individuals to avoid the project area. Avoidance of areas immediately adjacent to the bridge may also occur during peak traffic times. Night roosting is not expected to be impacted.

Monarch Butterfly

The monarch butterfly was recently designated a federal candidate species. The Middle Rio Grande is included in the western population summer breeding range and monarchs may be present from April to September (USFWS 2020). Summer breeding monarchs lay their eggs on native milkweed host plants. One native milkweed species occurs occasionally in project area. There is not sufficient quality and quantity of nectar resources present for adult feeding through the breeding season. Project area vegetation clearing would be completed during the fall and winter months, avoiding potential for conflict with summer breeding individuals. There may be decline in the number of potential host plants present in the project area, but no individual mortality or population-wide impact would be expected.

4.11 Cultural Resources

Potential effects of the proposed project on cultural resources were evaluated through the Section 106 process of the National Historic Preservation Act. Okun Consulting Solutions, LLC completed a Class III pedestrian cultural resource survey and evaluated historically built environment resources between October 12 and November 1, 2020. Permitted archaeologists and historians conducted the survey. The investigation was conducted per the NMDOT's Guidelines for Cultural Resource Investigations, and the state regulations outlined in §4.10.15 New Mexico Administration Code (NMAC): Standards for Survey and Inventory. It was also conducted to ensure compliance with other agencies that may have regulatory oversight or a review role for the project, including the USACE, USBOR, and FHWA.

The direct and indirect areas of potential effect (APEs) were defined based on NMDOT and New Mexico Historic Preservation Division (HPD) guidelines, as well as discussions with the NMDOT Environmental Bureau and consultation between NMDOT and the New Mexico State Historic Preservation Officer (SHPO). Based on these discussions, the NMDOT proposed an APE consistent with standard project guidelines, and the SHPO agreed with this decision on August 31, 2020 (Historic Preservation Log No. 113657). Based on this decision, the direct APE for cultural resources was defined as the entire proposed right-of-way, plus survey buffers extending for 1,000 feet in both directions from the end of the project along Interstate 25 and extending for 500 feet in both directions along NM 47 at the eastern end of the project. In addition to the areas subjected to the pedestrian survey, the indirect effects on APE were defined as extending laterally for 100 feet beyond the direct effects APE. This area was visually inspected for historic buildings or other visible resources that could be affected by the proposed undertaking, but it was not intensively surveyed.

4.11.1 Preferred Alternative: Potential Impacts and Mitigation Measures

A total of two archaeological sites, 17 linear historic resources, 10 historic buildings, seven descansos, five isolated occurrences (IOs), and 1 historical highway marker were documented during the cultural resource survey. These resources and associated impacts are summarized below.

4.11.1.1 Archeological Sites

Of the two archaeological sites, one (LA 100382) is recommended as eligible for listing on the National Register of Historic Places (NRHP), and one (LA 198591) is recommended as not eligible. No further management considerations are warranted for LA 198591. The FHWA and NMDOT, in consultation with the Village, have determined that the project will have an adverse effect on LA 100382 and that a treatment plan should be developed and implemented for this site to mitigate any adverse effects from the project. The SHPO has concurred with this finding and an associated memorandum of agreement (MOA) between the jurisdictional agencies has been developed to dictate how the treatment plan is prepared and implemented (Appendix C).

4.11.1.2 Linear Historic Resources

Of the 17 linear historic resources, 14 are recommended as eligible for listing on the NRHP. Two historic roadways (HCPI 40419 and HCPI 40420) and one water conveyance (HCPI 458162) have been previously

determined not eligible for listing on the NRHP due to a lack of historical significance and/or integrity. Therefore, no further management considerations are warranted for these three resources.

The remaining 14 linear resources are recommended as eligible and qualify as historic properties. These include 13 MRGCD-associated water conveyances and the BNSF Railroad (HCPI 31896). Engineering plans for the project call for a wider railroad crossing that would remain at grade. Although this crossing may replace the materials along a short railroad segment, the existing tracks and infrastructure are not historic in age. The qualifying characteristics of HCPI 31898 are its historic alignment and associative values. The alignment will remain unchanged, and the railroad will continue to convey its association with significant historic events. As a result, the project will have no adverse effect on this historic property.

The 13 eligible water conveyances associated with the MRGCD irrigation system have not been nominated to the NRHP or New Mexico Register of Cultural Properties. The vast spatial extent of the system makes its evaluation far beyond the scope of the current project. Individual water conveyances are recommended under Criterion A for their ability to convey an association with the construction and functioning of the MRGCD system and the development of agriculture in the Rio Grande Valley, which are considered important historical events at the local level of significance.

Current engineering plans call for water conveyances across the project area to be diverted beneath the newly constructed roadway through steel or concrete-box culverts. Although this would impact the integrity of materials of short segments, as long as water conveyances are piped beneath the new roadway in a manner that preserves their current function and historic alignment, they would retain their integrity of design, location, and association. However, the new roadway could impact the integrity of the setting and feel of specific water conveyances, particularly the historic character of their location and the relationship between ditches and surrounding agricultural fields and open space. The project should utilize materials and design considerations that are visually congruent with the appearance of water conveyances and the surrounding agricultural landscape to the extent feasible.

4.11.1.3 Historic Buildings

Of the 10 documented historic buildings, eight (HCPI 50898, HCPI 50899, HCPI 50900, HCPI 50901, HCPI 50902, HCPI 50903, HCPI 50905, and HCPI 50906) are recommended as not eligible for listing on the NRHP due to a lack of historical significance and/or integrity. No further management considerations are warranted for these resources. Two historic buildings (HCPI 50904 and HCPI 50907) are recommended as eligible for listing on the NRHP under Criterion A for their association with the historical context at the local level. These two buildings are set back significantly from the proposed roadway and will not sustain physical impacts. While the new road will have widespread impacts on the setting, these buildings will retain their stylistic elements and spatial association with rural/agricultural, residential development in the Los Lunas area. As a result, the proposed undertaking will have no effect on these historic properties.

4.11.1.4 Other Resources

The five IOs lack information potential and no management considerations are warranted for these resources. The seven descansos are not historic in age and therefore do not qualify for listing on the NRHP. Management measures will conform to the NMDOT's General Note. The single historical marker

should not be removed or physically impacted without permission from the New Mexico Cultural Properties Review Committee, per §4.10.6 NMAC. If buried cultural deposits are discovered during project activities, work shall cease, and the NMDOT and SHPO shall be notified.

4.11.1.5 Tribal Consultation

On May 1, 2020, the NMDOT, on behalf of FHWA, initiated tribal consultation for the project. Letters were sent on FHWA letterhead, signed by both FHWA and NMDOT, to the following: Pueblo of Acoma, Comanche Nation, Pueblo of Isleta, Pueblo of Laguna, Navajo Nation, White Mountain Apache Tribe, and Ysleta del Sur Pueblo. The following responses were received:

- On May 18, 2020, the Navajo Nation declined the invitation to serve as a consulting party and determined that the project would not affect objects, sites, or locations of traditional religious or cultural importance to the Navajo Nation.
- On May 19, 2020, the Comanche Nation responded that, in checking their files, "no properties" were identified that may potentially contain prehistoric or historic archaeological materials of importance to the Comanche Nation.
- On May 23, 2020, the White Mountain Apache Tribe concurred with "no historic properties affected."
- On July 10, 2020, the Pueblo of Isleta accepted the invitation to serve as a consulting party and determined the project will affect objects, sites, or locations of traditional religious or cultural importance to the Pueblo.
- On July 10, 2020, the Ysleta del Sur Pueblo responded that there are no concerns, but to follow Native American Graves Protection and Repatriation Act guidelines and notify the Pueblo if there are any inadvertent discoveries.
- On July 10, 2020, the Pueblo of Laguna requested a review the EA and any archaeological survey reports, and indicated that the project will affect objects, sites, or locations of traditional religious or cultural importance to the Pueblo.
- On July 10, 2020, Acoma Pueblo responded via phone they would like to be a consulting party, but generally defer to the Isleta Pueblo for the project area.

On December 6, 2021, a link to the cultural resources survey report was sent via letter transmittal to the Pueblos of Acoma, Isleta, and Laguna. No comments were received. When the EA has been signed, the NMDOT will provide copies to the Pueblos of Acoma, Isleta, and Laguna, as well as the other tribes.

One historic cultural property in the project area will require mitigation and the Pueblos have requested to be consulting parties with regard to the mitigation measures. The MOA regarding mitigation has been sent for signatures to the Pueblos of Acoma, Isleta, and Laguna as consulting parties.

4.12 Section 4(f) Properties

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires consideration of impacts or "uses" of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development (23CFR774.3). The FHWA administers Section 4(f) and must find that there is no prudent and feasible alternative to a use of a Section 4(f) resource and if impacts are anticipated that a selected alternative incorporates all possible planning to minimize harm to the resource. If no prudent and feasible alternatives avoid Section 4(f) resources, FHWA must select the alternative that causes the least overall harm.

4.12.1 Preferred Alternative: Potential Impacts and Mitigation Measures

As part of the ROW requirements for the project, a small parcel (0.854 acre) is needed from the Badlands Drive-in movie theatre, which is part of the 66.69-acre Los Lunas Sports Plex property—a public recreation facility operated by the Villages Parks and Recreation Department. This overall facility meets the definition of a Section 4(f) property. The small parcel is located on the northwest corner of Morris Road and NM 314 and is needed to enhance the geometric configuration of this intersection.

Under Section 4(f), a *de minimis* impact involves a use of Section 4(f) property that is generally minor in nature. The 0.854-acre parcel described above qualifies as a *de minimis* impact for the following reasons (see documentation in Appendix C):

- Acquisition of the parcel would not affect the current or future recreational activities, features, and property attributes. The drive-in movie theatre was constructed in 2020 on the Village's old BMX bike track site and is not a historic property.
- On October 29, 2020, a public meeting on the current project preferred alternative, and no adverse comments were received on the subject Section 4(f) property.
- As the owner of the subject parcel, the Village concurs that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Section 4(f) applies to archeological sites that are on or eligible for the NRHP and warrant preservation in place; however, it does not apply if FHWA and the appropriate consulting parties determine that the site is important chiefly because of what can be learned by data recovery. Efforts to preserve the resource or develop and execute a data recovery plan should be addressed in the Section 106 process. The archeological site described in Section 4.12 that will be affected by the project and subject to data recovery is not considered a Section 4(f) property for the reasons above.

4.13 Indian Trust Assets

Indian Trust Assets, or resources, are defined as legal interests in assets held in trust by the U.S. Government for Native American Indian tribes or individual tribal members. Examples of Indian Trust Assets are lands, minerals, water rights, other natural resources, money, or claims.

4.13.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The project area is not located within or adjacent to Native American Indian Trust Lands. There would be no impacts to Indian Trust Assets from implementing the project.

The NMDOT contacted tribal entities regarding potential traditional cultural property concerns in the area. The Pueblos of Isleta, Acoma, and Laguna indicated that they would like to be consulting parties in the project. These Pueblos will be afforded the opportunity to review cultural resource and related project documentation and will be signatories to the cultural resource MOA as such.

4.14 Visual Impacts

The project area's existing visual character is diverse, including the natural river corridor and distant mountains, rural residential development interspersed with agricultural uses, and more recent urban elements that have grown south from Los Lunas. The west end of the project is bordered by I-25, which is situated in a Plains-Mesa Grassland vegetation community on higher terrain above the valley floor. The Manzano Mountains are visible on the horizon to the east and El Cerro de Los Lunas is visible to the west. The Rancho Valencia and Valley View neighborhoods are walled suburban subdivisions east of I-25 on the north side of the project corridor.

The terrain drops into the valley floor east of the interstate to NM 314. The landscape is a patchwork of agricultural land, rural residences, and newer, large institutional structures, including CNMCF, the Children Youth and Families Division, and the 13th Judicial District Court. The west end of Morris Road is bordered by a few houses on the north side, some with mature trees. Views to the south of Morris Road are more open, and the land is largely agricultural. Several north-south irrigation ditches cross this area.

Between NM 314 and the Rio Grande, the terrain is relatively flat. This area's visual character includes a few agricultural tracts but is more highly developed with residences along Los Lentes Road and the denser neighborhood along Chamisa Avenue and Desert Flower Avenue, extending north into the Village center. The railroad tracks are located between Los Lentes Road and NM 314, and the Los Lunas Wastewater Treatment Plant is just south of Desert Flower Avenue.

The Rio Grande floodplain's visual character, between the levees and drains, includes riparian vegetation and the active channel, which has an unvegetated sandy beach during low flows. Near the eastern and western edges of the study area, vegetation consists of a canopy forest of Rio Grande cottonwood, and various nonnative trees, grasses, and forbs. There is a significant mid-story and understory vegetation closer to the river.

East of the river to NM 47, the valley landform remains relatively flat, and most of the area is agricultural with scattered residences. More residences are located along NM 47, and the terrain rises slightly to the east of the highway. The Manzano Mountains are visible to the east from NM 47.

4.14.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The project would introduce a large-scale feature within the existing landscape. Figure 4-1 displays the curvilinear alignment just the west of the proposed new I-25 bridges, with several small crossing structures for irrigation features and the west end of Morris Road realigned to connect to Sichler Road, CNMCF, and Camelot Boulevard. The grade of the proposed roadway would generally only be several feet above existing grade but would increase to approximately 25 feet above existing grade on either side of the river at the approaches to the new bridge. The proposed river bridge would be a major new structure, 2,265-feet long and 80-feet wide, with two driving lanes in each direction, raised medians, shoulders, a multi-use trail on the north side with a 50-inch-tall railing. Other visual elements of the project include noise walls along the northbound I-25 on-ramp and the neighborhood along Chamisa Avenue and Desert Flower Avenue and street lighting, spaced every 100 feet along the multi-use trail and every 225 feet in the road median. The roadway cross-section would be an average of 100 feet wide with additional width at major intersections. The project will be constructed with standard materials such as concrete and asphalt and standard striping and signing.



At the Sichler Road intersection, with the extension of Morris Road to Camelot Boulevard on the left and CNMCF on the right.

Figure 4-1 Simulated View of the Project Looking East

The project's area of visual effects includes the surrounding land from which the project would be visible, particularly the Rancho Valencia and Valley View neighborhoods, which are situated above and just north of the alignment, and the lands that are immediately adjacent to the project. There are few physical barriers or topographic features in the flat valley floor that would limit the views of the project. Other key observation points include higher ground outside the project area, such as Tomé Hill and El Cerro de Los Lunas.

In order to gage the visual effects of the project and develop possible aesthetic treatments to mitigate impacts, a visual impact assessment (VIA) was developed (Caddis Environmental Consulting, LLC 2022) utilizing the FHWA's Guidelines for the Visual Impact Assessment of Highway Projects (FHWA 2015). The VIA concluded that overall, the project area currently has a moderate visual quality, which under FHWA's guidelines includes consideration of natural harmony, cultural order, and project coherence. The VIA included analysis of visual character compatibility, viewer sensitivity, visual effects at key viewpoints, and the project's effects on visual quality. The results of this analysis were that the proposed project's overall impacts to visual resources would be adverse, specifically as follows:

- **Streetlighting:** Although the project plans to implement the New Mexico Night Sky Protection Act lighting regulations for streetlighting, the addition of new night lights in an area that currently has few streetlights would be visually disruptive at night to neighbors as well as wildlife along the Rio Grande corridor and would increase the distance from which the project is visible.
- **Scale of the Project:** The current design and large forms and mass associated with the proposed I-25 and Rio Grande bridges would create strong visual contrasts with the existing landscape that are not compatible with current views and the historic and cultural character of the area, particularly across the Rio Grande riparian corridor.
- **Noise Barriers:** Noise barriers along I-25 and along the north side of the proposed roadway just west of the Rio Grande bridge would block residential views and create a strong visual contrast with the surrounding rural landscapes.
- **Relocations:** Homes, landscape features, and vegetation removed during project construction would negatively modify the current visual character of the neighborhoods.
- **Changes in Traffic Patterns:** Changes in traffic routes and patterns and increased nonlocal traffic would be visible in neighborhoods due to the new interchange and road construction.

A variety of possible mitigation measures were proposed in the VIA to offset impacts. These include reducing the number and intensity of streetlights; providing aesthetic design treatments to major structures and other project features such as noise walls; replacing/enhancing landscaping within the project; and providing multimodal connection from the proposed project trail to local neighborhoods and the river area. The VIA recommendations would be considered as the project proceeds in the context of additional public input and the NMDOT's and FHWA's design standards and policies on aesthetic treatments for major highway improvements. With these measures in place, the project would not have significant impacts on the visual or aesthetic environment.

4.15 Hazardous Materials

The presence of hazardous materials in soil, groundwater, or buildings to be acquired for the project (recognized environmental conditions) may be a concern in project development. Concerns may include worker safety during construction, the potential to further spread or disperse contamination, and the liability associated with ROW acquisition. To determine the presence of potential hazardous materials, an Initial Site Assessment (ISA) (Ecosphere 2022) was prepared in conformance with the NMDOT's Hazardous

Material Assessment Handbook (NMDOT 2021) and the American Society for Testing and Materials standard E-1527-21 Standard Practice for Environmental Site Assessment. The ISA included reviews of existing hazardous materials databases and other materials such as historical aerial photography; on-site field visits, including inspections of buildings that will be acquired for the project; and interviews with people knowledgeable about the current/historic use of affected property. Two previous ISAs were also conducted (Terracon Consultants 2012a and 2012b) for the properties that were acquired through the advanced acquisition process in 2012. The current ISA re-evaluated those properties.

4.15.1 Preferred Alternative: Potential Impacts and Mitigation Measures

The ISA identified 12 findings proximal to the project where hazardous materials or petroleum products were used, stored, and/or released. The ISA did not identify any of these findings as recognized environmental conditions that require further hazmat investigation; however, it did recommend the following:

- Ensure that discharge permit DP 1034 for Edeal Dairy is modified to reflect the post-ROW acquisition permit boundary.
- Evaluate the soil's geotechnical properties within animal holding pens on parcel 8-4 to determine its suitability for development. Due to the build-up of organic material, it may be necessary to remove manure- and caliche-laden surficial soils from the site prior to construction.
- Implement the previous recommendation from Terracon's ISA of Village-owned parcels along the project corridor to evaluate the soil in the orchard on parcels 6-2/6-3/6-4 for residues that could affect worker safety.
- Implement the previous recommendation from Terracon's ISA of Village-owned parcels along the project corridor to evaluate the building materials for the presence of asbestos-containing materials, lead-based paint, and mercury-containing thermostats prior to the demolition of the structures on parcels 5-5 and 6-8.

Appendix C includes the NMDOT Hazardous Materials Investigation Bureau's review and acceptance of the ISA.

4.16 Construction Impacts

Except at the I-25 interchange, major intersections such as NM 314 and NM 47, and other minor intersections and the re-alignment of Morris Road, the project will be constructed off-line. This would minimize efforts to manage traffic during construction. Traffic management plans would be developed as the design and phasing plans proceed.

Phase 1 of the project is expected to include a two-lane roadway through the entire corridor, the full I-25 interchange, four-lane river bridge, NM 314 and NM 47 intersections, and earthwork for the four-lane cross section throughout the corridor. Completion of the full project is anticipated to be conducted by the Village as funding becomes available. These include the additional two lanes, the multi-use trails, and

other minor intersections and design features. The phasing schedule and sequence of construction would be determined as the final design proceeds.

Construction methods at the river bridge have been evaluated based on the current design and may be refined during final design stages. Temporary impacts to the river and floodplain would likely include an equipment access route and diversion of flows for the protection of construction areas to install pier shafts. Work would be scheduled during the low-flow period, typically starting in September or October, and extending to March. Permanent impacts would occur with the removal of vegetation, installation of roadway fill and surfacing, and installation of pier structures and abutments for the bridge.

Access routes would likely require constructing temporary bridges over the drains on the east and west sides of the river channel within the proposed project alignment and removing vegetation within the bridge corridor and adjacent construction area. The maximum anticipated permissible work area within the floodplain is approximately 200 feet wide for the new corridor (100 feet north and south of the centerline) leaving a nominal workspace of 50 feet outside of the proposed bridge. For the heavy vehicular access and earth moving operations associated with construction of the piers and later erection of the bridge girders, the plan would encourage an indicated access route pad within both the active channel and non-flowing areas of the floodplain (approximately one-24-foot maximum width or two-12-foot-wide routes) to avoid damage to wetlands and minimize disturbance within the floodplain area. The length of the access route is not expected to exceed the width of the levee-bound floodplain, approximately 2,300 feet. Most of the construction within the river channel would be completed with tracked and rubber-tired vehicles (bulldozers, backhoes, front-end loaders, cranes, trucks, etc.). Staging areas would be identified outside the floodplain and defined for contractor use.

During bridge construction, river flows would be diverted away from the work area in two phases (east and west bank areas) to provide equipment access. This would be accomplished by constructing an elevated soil pad with earthen filled, geotextile-lined jersey barriers covered with impervious material. Based on the current channel morphology, most flowing water is expected to occur within the main (low-flow) channel during this phase of construction, which would be restricted to the low-flow season. If areas outside the main channel are flowing during construction, access and diversion may be needed there. Areas outside the flowing channel would be lightly graded as needed, covered with geotextile matting, clean impervious material, and a soil bed to protect the existing floodplain contours and reduce erosion potential to the extent feasible. This would also contain any construction equipment fluids.

Wetlands would be covered with protective geotextile matting before earthmoving begins for each phase, then uncovered after construction of the phase (typically they would be covered outside the growing season) to reduce permanent wetland impacts. The pier excavation work areas that occur in saturated soils would be dewatered by constructing a temporary coffer dam and pumping water out. Flowing water would be directed around the area to avoid creating an impoundment. Dewatering would conform to the project NPDES permit. Bridge construction may require two seasons of approximately 5-6 months each during the low-flow timeframe (September/October to March).

4.17 Irreversible and Irretrievable Commitment of Resources

Project implementation would involve the commitment of resources. ROW acquired for the extension would preclude future uses. Fossil fuels, labor, and materials would be expended. These are not retrievable but are also not rare. Construction would require a one-time expenditure of non-retrievable public funds. Resources would be committed based on the assumption that corridor users would benefit from the project. Improved connectivity and access benefits would be expected to justify this commitment to the project.

4.18 Short-Term Use of the Human Environment and Long-Term Productivity

Construction of the project would convert land that is either vacant or currently in use as a roadway. Access would be maintained for current uses of the area and would not affect the long-term productivity of businesses or other land use. Other resources would not be affected by the project. The short-term impacts on resources by the proposed project are consistent with the maintenance of long-term productivity of the area and the region's land use plans.

5 Public Involvement and Agency Coordination

5.1 Previous Agency Coordination and Public Involvement

The LLCS included extensive involvement of stakeholders, including the various jurisdictions affected by the project, agencies with jurisdiction over resources or interests within the project area, and area businesses, landowners, and residents.

Agency coordination consisted of an interagency Steering Committee, correspondence and meetings with individual agencies, and briefings to jurisdictions. A Steering Committee was set up at the onset of the LLCS and included representatives from agencies and jurisdictions with a potential interest in the project. In addition to the Steering Committee, scoping letters were sent to other agencies with jurisdiction or interests in the area. Local elected officials were briefed at key milestones. The recommended alternative that resulted from the LLCS was adopted through resolutions by the Village Council, Belen City Council, and Valencia County Commission.

Public involvement for the LLCS included (1) a Citizens Advisory Committee, (2) community-wide public meetings, and (3) small group meetings with landowners, neighborhoods, and interest groups. A public opinion survey was also conducted to help identify public sentiment about the project and to identify critical issues.

Information about the LLCS was posted on the MRCOG website. The website contained information about the study background, activities, and process, as well as the various documents pertaining to the study. Direct links to the MRCOG website were also included on the home pages of the Village and Valencia County websites. In addition, the Village established and maintained a website showing all progress on the project. The website address is <https://loslunasnm.gov/780/Los-Lunas-I-25-Interchange-and-East-West>.

5.2 Current Agency Coordination and Public Involvement

5.2.1 Agency Coordination

As part of the current project, coordination meetings were held with federal, state, and local agencies with jurisdiction and interests in the project area, and the USACE, USBOR, and USFWS were invited to be cooperating agencies in the development of the project. Interagency meetings were held on February 5, 2020; March 5, 2020; August 5, 2020; and February 2, 2021, to discuss permitting and environmental compliance requirements on the bridge and river corridor. Agency participation in some or all of the meetings included the FHWA, USACE, USBOR, USFWS, Village, NMDOT, MRGCD, New Mexico Environment Department, New Mexico Interstate Stream Commission, and consultant design team. Coordination regarding the project was also conducted with the SHPO and Valencia County. Additionally, the NMDOT contacted tribal entities regarding potential traditional cultural property concerns in the area. The Pueblos of Isleta, Acoma, and Laguna indicated that they would like to be consulting parties in the project. A wide range of federal, state, local, and tribal agencies were also notified of the public involvement meeting described below. Appendix C includes agency coordination responses.

5.2.2 Public Involvement

On October 29, 2020, a virtual public involvement meeting was held to provide information on the project purpose and need, preferred alternative, right-of-way, environmental process, funding, and schedule, and to obtain public input. The virtual meeting was advertised in the Valencia County News Bulletin on October 22, 2020, and in the Albuquerque Journal on October 21, 2020. Copies of the meeting notice were mailed to approximately 1,000 property owners and residents adjacent to the project corridor and emailed or mailed to approximately 80 elected officials, agency representatives, community organizations, and neighborhood associations in the area. The virtual meeting was also announced on the Village of Los Lunas website and Facebook page, which is followed by approximately 1,600 people.

The public was invited to participate in the virtual public meeting at <http://www.llcorridor.com>. On October 29, 2020, from 6:30 to 8:00 p.m., a recorded video presentation was given at this website with connections to Facebook and YouTube, followed by a live public comment/question-and-answer period accessed via phone, email, and Facebook. Study team representatives were available to address questions and discuss the project following the recorded presentation. The public was also invited to review and comment on the presentation at <http://www.llcorridor.com> anytime between October 29 and November 13, 2020. For those without internet, contact information was provided for study team members who would be available to help people participate in the meeting. Comments were requested at the live meeting or by email, mail, or phone.

During the meeting, 41 live comments were received via email (contact@llcorridor.com), Facebook (<https://www.facebook.com/loslunasnm/>), or telephone (575-202-9213), and team members responded. The Village's Facebook page received 1,341 visits to the site with over 1,000 views of the presentation and 45 comments/questions during and after the live meeting. The YouTube presentation received 146 views. An additional 31 mail, email, and phone comments were received before and after the meeting. The comments/questions are summarized in Table 5-1 and are included in Appendix D.

Table 5-1 Summary of Comments

Comment Category	Number of Comments
In favor of or positive about the project	17
Access	25
• Questions/concerns about access limitations in general	2
• Suggest recreational access at river	2
• Questions/comments about access at NM 47	7
• Questions/comments about access in Morris/Sichler/Camelot area	5
• Concerns about business access between I-25 and NM 314, north side of Morris	1
• Questions/comments about access/near/at Los Lentes Road	2
• Questions/comments about access/near/at Edeal Road	2
• Questions/comments about access/overpass at NM 314	2
• Questions/comments about access/west of I-25	1
• Questions/comments about access at Juan Perea Road	1
Right-of-way acquisition questions	2
Questions about noise study and potential impacts	4
Questions about future bicycle/pedestrian facilities	1
Questions about project effects on NM 6 and emergency response times	4
Questions/comments about phasing and schedule	9
Comments about impacts to agricultural land and development of the valley	6
Concerns about impacts to adjacent properties	6
Concerns/questions about design or location of the preferred corridor	7
Questions about traffic counts/forecasts on roadways in the area	2
Request for more information and/or continued future contacts	5
Questions about future public meetings or hearings	1
Concerns about impacts to the bird flyway in the valley	1

A public hearing will be held in summer or fall of 2023 to provide the community an opportunity to review and comment on the EA.

6 Conclusions

This EA concludes that the preferred alternative meets the purpose and need for the project. It improves traffic flow on NM 6 and other facilities in the Village, serve travel demand to high growth areas, and enhance the efficiency of emergency response services within northern Valencia County. Planning and analysis of various alternatives have been ongoing for more than 20 years, and the current project alignment has been under development for almost 10 years. The project has been incorporated into local and regional transportation and land use plans and has been presented to the community for input and, although there are some public concerns about impacts, it has received widespread support.

This EA concludes that the proposed action is necessary for efficient and safe travel within the project area. The analyses indicate that the project's implementation, with the environmental commitments stipulated below, qualifies for a finding of no significant adverse impacts (FONSI). Unless significant impacts are identified as a result of a further public review or at the public hearing, a FONSI would be prepared according to the NMDOT and FHWA guidelines. The FONSI would address any concerns raised during the circulation of the EA, during the public hearing comment period, or regarding coordination of other agencies. The FONSI may include additional stipulations to address any public or agency concerns. The FONSI would authorize project final design, final ROW acquisition, and construction.

7 Environmental Commitments

Farmland: Irrigation facilities and access for farm operations will be maintained. Coordination with the Natural Resource Conservation Service will ensure compliance with the Farmland Protection Policy Act.

ROW Acquisition and Relocations: Property acquisition and relocations will comply with the Uniform Act, ensuring that a consistent and equitable process is followed.

Noise: Noise barriers will continue to be evaluated as the design proceeds, including community input in the public involvement process. It is likely that noise walls will be constructed at two locations, east of the I-25 northbound on-ramp and south of the neighborhood along Chamisa Avenue and Desert Flower Avenue.

Water Resources and Wetlands: The Village and NMDOT will obtain all required permits to comply with Section 408 under the River and Harbors Appropriations Act of 1899 and Sections 404 and 401 of the CWA from the USACE. Mitigation measures will be developed as needed.

The construction contractor will file a Notice of Intent (NOI) as an operator with EPA. The NOI will allow the contractor to obtain coverage under the NPDES general construction activity permit. A SWPPP will be prepared to define erosion control measures, stormwater management measures, structural controls, and BMPs to mitigate erosion. Dewatering will be addressed through the NPDES permit process.

Floodplains: Measures will be taken to avoid impacts to floodplains, in compliance with the Village and County Floodplain Administrators' requirements.

Biological Resources: All disturbed areas outside the bridge safety/protection zone will be revegetated according to standard NMDOT protocols and will be detailed in the construction plans.

If construction cannot be scheduled outside of the migratory bird nesting season, pre-construction surveys for migratory bird nests will be conducted throughout the project corridor under standard NMDOT practices.

The NMDOT has consulted with the USFWFS to obtain a formal BO (USFWS 2023). The following conservation measures are identified in the BO.

Rio Grande Silvery Minnow

Timing Restrictions

- Do not allow work in the river channel during the expected spawning period from April 1 to July 30.
- Limit in-channel construction to those months during low-flow conditions, which on average, occur from September or October through early March for this reach.

Mitigation Measures

- To mitigate the loss of critical habitat, the Village will complete a one-time purchase of 500 acre-foot of "new" water (San Juan) to be used at the timing discretion of the USFWS toward the conservation and recovery of Rio Grande silvery minnow. This water will most likely originate from the San Juan River and the water call delivery will be coordinated with the MRGCD. Details on the water purchase and delivery will be finalized once the final BO is issued.

Design Measures

- Include noise and light-reduction features in the bridge design to reduce impacts to surrounding habitat and sensitive species, if possible. These measures include lighting that complies with the New Mexico Night Sky Protection Act and low barriers adjacent to the driving lanes on the bridge that will deflect some traffic noise.

Construction Measures

- Implement the USFWS entrapment/salvage protocol identified in the BO for construction areas after large precipitation events that may form pools.
- Ensure the contractor complies with CWA Sections 404 and 401 conditions identified by the USACE and State of New Mexico.
- Require the contractor to provide a level of protection for temporary fill structures to prevent them from failing during a high-flow event.
- Store temporary dredge spoils in a protected location outside of the immediate floodplain to prevent pollutant contamination or an accidental release of sediments during construction.
- Develop temporary erosion and sediment control measures (e.g., silt fences, hay bales, mulch socks) as the project design advances and ensure they are implemented before construction and in accordance with a SWPPP required by the provisions of the NPDES construction general permitting.
- Require the contractor to develop a spill prevention, control, and countermeasure plan, implement the plan, employ workers trained in spill containment, and notify the NMDOT and Village immediately in the event of a spill. The NMDOT or Village will then notify the USFWS, USACE, New Mexico Environment Department, and NMDGF.
- Protect the river channel and associated wetlands from direct contact with machinery by installing durable rubber mats on driving surfaces, filter fencing or geotextile-lined jersey barriers in the channel, and silt fencing or hay bales along banks as appropriate in the work area.
- Define a work zone boundary for the contract and prohibit construction or equipment storage/fueling outside of this zone. Require refueling and maintenance to occur outside of the Rio Grande floodplain and inspect equipment daily for leaks.

Southwestern willow flycatcher

Timing Restrictions

- Limit vegetation removal in the active and historical floodplain to fall and winter months to avoid the migration and nesting seasons for this species (May 1–August 31).
- If construction must take place during the flycatcher breeding season (May 1–August 31), the USFWS's New Mexico Ecological Service Field Office will be informed and a biologist with an active ESA 10(A)1(a) flycatcher permit will conduct formal protocol surveys starting May 15th to survey the floodplain and action area for flycatchers when construction must take place at any time during the flycatcher breeding season. If a flycatcher is detected by the biologist ¼ mile from any project activities within the riparian corridor, then they will inform the Project Manager to cease all activities in the riparian corridor until the New Mexico Ecological Service Field Office is contacted for further instruction. If a flycatcher is determined to be in the area, construction can only continue between nine AM and three PM to avoid disturbing the flycatchers during their peak activity.

Mitigation Measures

- Recontour the active and historical floodplains to preconstruction condition after construction based on preconstruction survey completed during design.
- To mitigate the loss of critical habitat, replace lost trees at a 7:1 ratio at an offsite mitigation area approved by USFWS. Details on the location and mitigation plan will be finalized once the final BO is issued.

Design Measures

- Include noise and light-reduction features in the bridge design to reduce impacts to surrounding habitat and sensitive species, if possible. These include lighting that complies with the New Mexico Night Sky Protection Act and low barriers adjacent to the driving lanes on the bridge that will deflect some traffic noise.

Yellow-billed cuckoo

Timing Restrictions

- Limit vegetation removal in the floodplain (active and historical floodplain) to fall and winter months to avoid migration and nesting seasons for this species (June 1–August 31).
- If construction must take place during the cuckoo breeding season (May 1–August 31), the USFWS's New Mexico Ecological Service Field Office will be informed and a biologist with an active ESA 10(A)1(a) cuckoo permit will conduct formal protocol surveys starting June 15th to survey the floodplain and action area for cuckoos when construction must take place at any time

during the cuckoo breeding season. If a cuckoo is detected by the biologist 1/4 mile from any project activities within the riparian corridor, then they will inform the Project Manager to cease all activities in the riparian corridor until the New Mexico Ecological Service Field Office is contacted for further instruction. If a cuckoo is determined to be in the area, construction can only continue between nine AM and three PM to avoid disturbing the cuckoos during their peak activity.

Mitigation Measures

- Recontour the active and historical floodplains to preconstruction condition based on preconstruction survey completed for project design.
- To mitigate the loss of critical habitat, replace lost trees at a 7:1 ratio at an offsite mitigation location approved by USFWS. Details on the location and mitigation plan will be finalized once the final BO is issued.

Design Measures

- Include noise and light-reduction features, as feasible, in the bridge design to reduce impacts to surrounding habitat and sensitive species.

Cultural Resources: In accordance with SHPO consultation, an MOA has been developed between the jurisdictional agencies to dictate how the treatment plan is prepared and implemented for LA 100382 to mitigate any adverse effects from the project adverse effect on this site (Appendix C).

Section 4(f) Properties: Consultation with FHWA and the Village will be completed under the *de minimis* provisions of Section 4(f).

Visual Impacts: The VIA recommendations on aesthetic treatments will be considered as the project proceeds in the context of additional public input and the NMDOT's and FHWA's design standards and policies for major highway improvements.

Hazardous Materials: The recommendations of the ISA will be implemented as the project proceeds.

Construction Activities (Section 3.17): The construction contractor will implement a construction sequencing and traffic control plan, and the following to minimize impacts.

- The specific timing restrictions and construction limitations for construction within the river channel identified in the BO will be implemented.
- Reasonable efforts will be taken to minimize construction noise.
- Solid waste generated during construction will be removed as soon as practical and managed in accordance with federal and state regulations. Dust will be minimized.

- Construction activity schedules will be communicated to and coordinated with residents, businesses, and other facilities in the project area.
- The Village will notify the public of planned construction activities and any rerouting of local traffic.
- A traffic control plan will be developed during the project's final design.
- Traffic may be temporarily closed off, if necessary, during construction activities. Lane closures will be coordinated with appropriate fire and community officials.
- Construction equipment will be staged in the roadway ROW or other areas acquired by the construction contractor. Some areas may otherwise be designated to be disturbed by construction activities.
- To the extent practical, contractors will recycle roadway materials for reuse on the Project.
- Measures will be implemented to control particulate emissions and dust, including watering or covering disturbed soil surfaces or debris piles, suspending earthmoving and other dust-producing activities during periods of high winds, sweeping or clearing mud and debris from construction areas and adjacent roads, and covering material transported on site or off site by truck.

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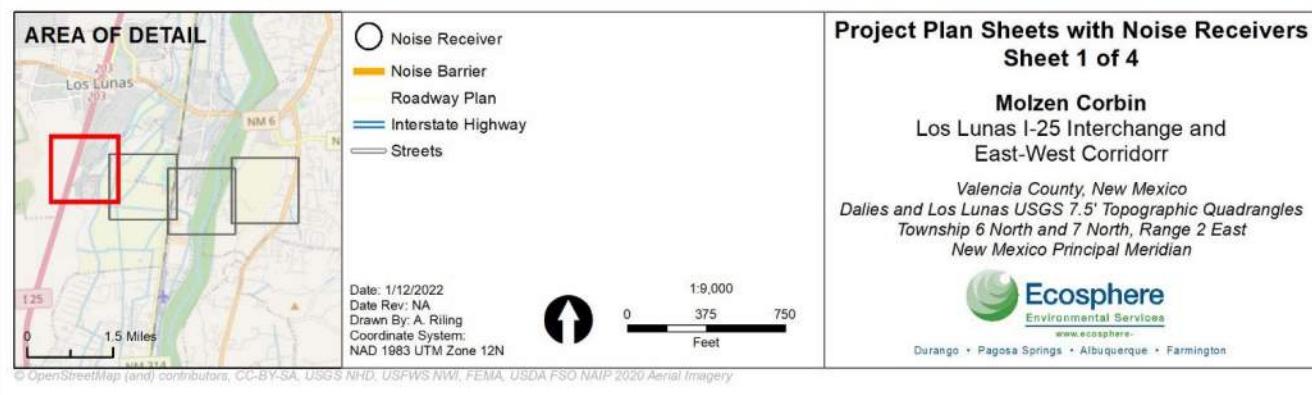
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Appendices

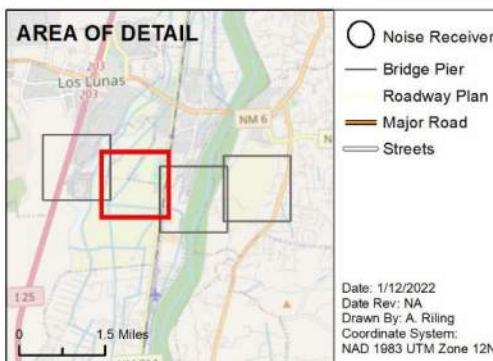
Appendix A

Project Plan Sheets with Noise Receivers





Environment Path: /Properties/Subconfigurations/ConfigurableObjects/Names/Read/GSMX05House/MFC/1234567890/Music/Noise2/mixd



Project Plan Sheets with Noise Receivers
Sheet 2 of 4

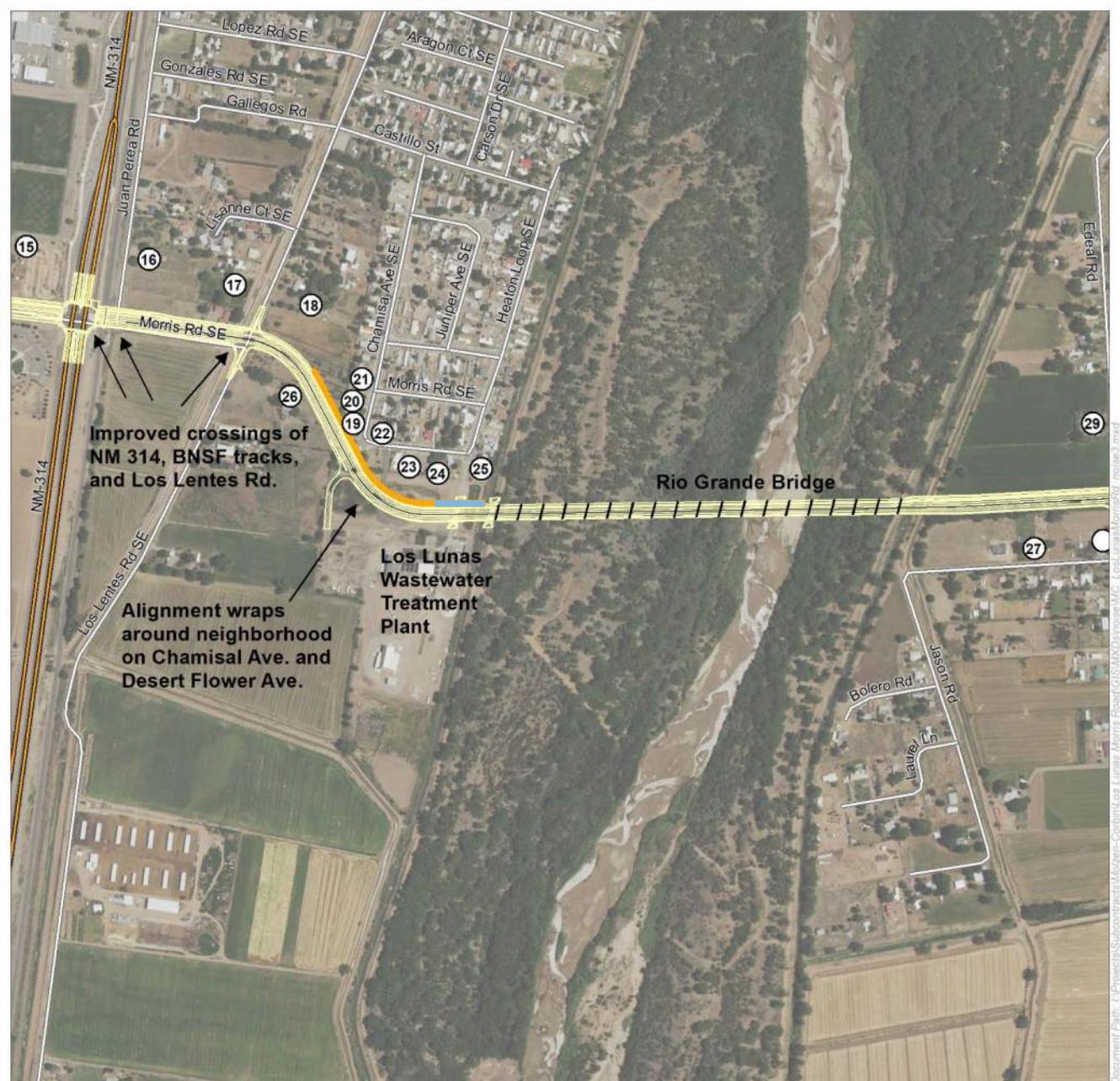
Molzen Corbin

Los Lunas I-25 Interchange and East-West Corridor

Valencia County, New Mexico
Dailies and Los Lunas USGS 7.5' Topographic Quadrangles
Township 6 North and 7 North, Range 2 East
New Mexico Principal Meridian



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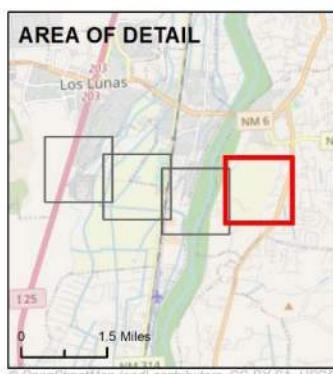
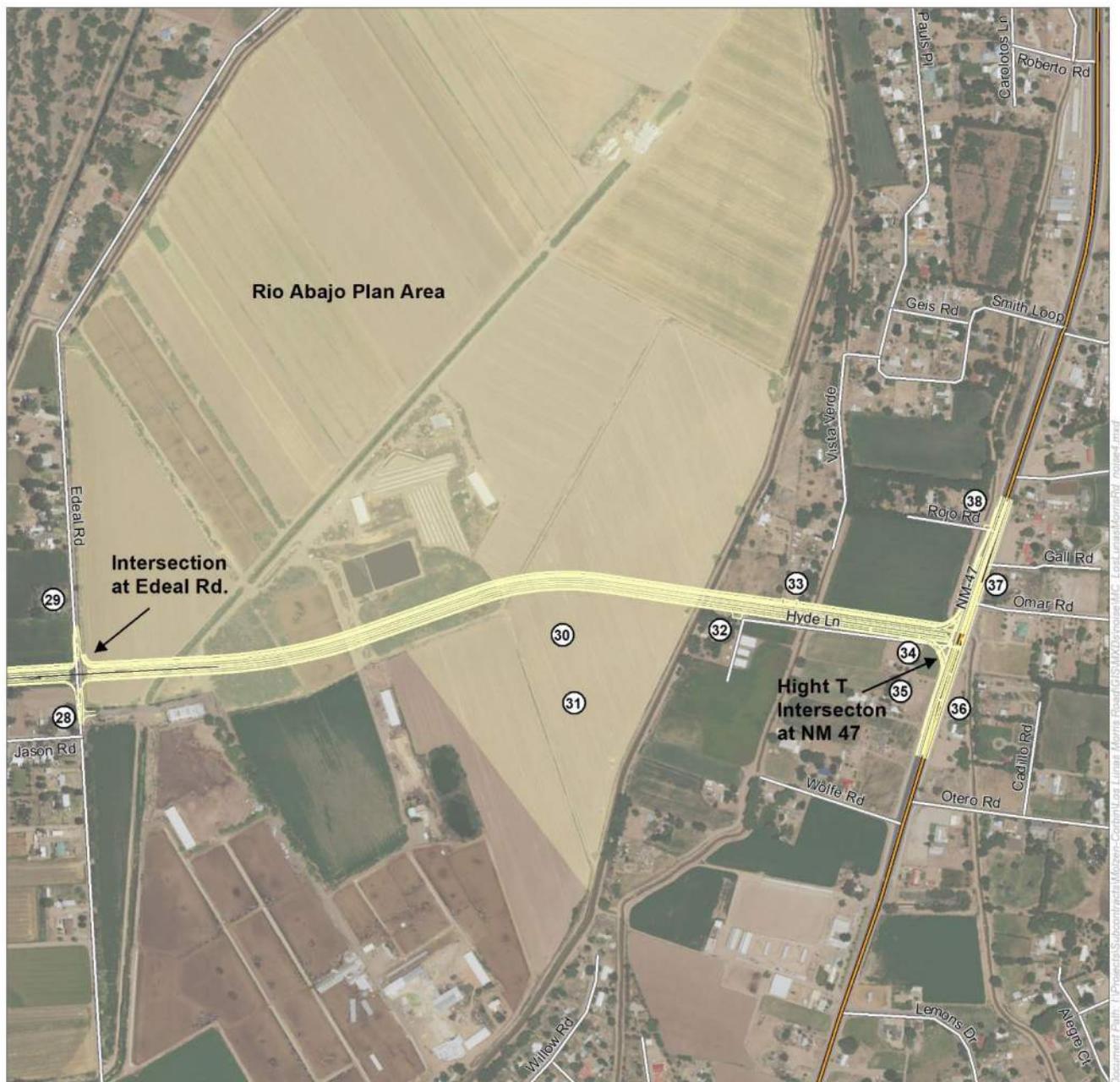
Project Plan Sheets with Noise Receivers
Sheet 3 of 4

Molzen Corbin
Los Lunas I-25 Interchange and
East-West Corridor

Valencia County, New Mexico
Dailies and Los Lunas USGS 7.5' Topographic Quadrangles
Township 6 North and 7 North, Range 2 East
New Mexico Principal Meridian



Durango • Pagosa Springs • Albuquerque • Farmington



The legend consists of six entries, each with a colored circle and a label: a black circle for 'Noise Receiver', a yellow circle for 'Rio Abajo Plan Area', a black line for 'Bridge Pier', a black line with a dashed center for 'Roadway Plan', a brown line for 'Major Road', and a black line with a double dashed center for 'Streets'.

Date: 1/12/2022
Date Rev: NA
Drawn By: A. Riling
Coordinate System:
NAD 1983 UTM Zone 12N

1:9,000
0 375 750
Feet

Project Plan Sheets with Noise Receivers
Sheet 4 of 4

Molzen Corbin Los Lunas I-25 Interchange and East-West Corridor

Valencia County, New Mexico
Dailies and Los Lunas USGS 7.5' Topographic Quadrangles
Township 6 North and 7 North, Range 2 East
New Mexico Principal Meridian



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Table A-1 Existing and Future Noise-Modeling Results

Receiver Number	Description	Existing No-Build ^[1]	2040 Build ^[1]	Difference ^[1]
1	North end of Camino Rustica, 95 feet east of northbound I-25 lanes. Representative of five residences.	66.7 ^[2]	70.7 ^[2]	4.0
2	Mid-block Camino Rustica, 95 feet east of northbound I-25 lanes. Representative of six residences.	67.7 ^[2]	71.8 ^[2]	4.1
3	North end of Camino Rincon, 275 feet east of northbound I-25 lanes. Representative of four residences.	67.3 ^[2]	71.3 ^[2]	4.1
4	North end of Camino Rincon, 111 feet east of northbound I-25 lanes. Representative of five residences.	67.5 ^[2]	71.7 ^[2]	4.2
5	Mid-block Camino Rincon, 111 feet east of northbound I-25 lanes. Representative of five residences.	66.5 ^[2]	71.2 ^[2]	4.7
6	Mid-block Camino Rincon along NB on-ramp, 220 feet east of I-25 lanes. Representative of five residences.	63.3	68.0 ^[2]	4.7
7	Southwest corner of Rancho Valencia neighborhood, Camino Rincon, 270 feet east of I-25 lanes. Representative of two residences.	60.8	66.4 ^[2]	5.6
8	Southeast corner Rancho Valencia, Camino Rincon, 660 feet east of I-25, 520 feet north of project centerline. Represents six residences	55.3	60.5	5.2
9	Corner of Camelot Boulevard and Camino Cancun, 520 feet north of project centerline. Represents two residences.	55.2	60.9	5.7
10	South end of Camino Corona, 610 feet north of project centerline. Represents two residences.	52.7	58.4	5.7
11	West of Sichler Road, 287 feet north of project centerline. Represents one residence.	52.5	60.4	7.9
12	CNMCF, 400 feet south of project centerline. Represents Category C public institution.	52.5	59.5	7.0
13	North side of Morris Road, east of New Belen Ditch, 180 feet north of project centerline. Represents four residences.	59.0	65.0	6.0
14	North side of Morris Road, west of Shawn Drive, 200 feet north of project centerline. Represents four residences.	56.1	63.3	7.2
15	Los Lunas Sports Plex. North of project, 430 feet to centerline. West of NM 314, 190 feet to centerline.	53.2	60.7	7.5
16	East of Juan Perea Road, north of project, 297 feet to centerline. East of NM 314, 288 feet. Single residence.	52.5	60.1	7.6
17	North of project, 240 feet to centerline. West of Los Lentes Road, 150 feet. Represents three residences.	56.3	58.6	2.3

Receiver Number	Description	Existing No-Build ^[1]	2040 Build ^[1]	Difference ^[1]
18	North of project, 287 feet to centerline. East of Los Lentes Road, 180 feet to centerline. Represents three residences.	52.5	58.4	5.9
19	North side of project, 111 feet from centerline. First residence on west side of Chamisa Avenue	52.5	67.5 ^[2]	15 ^[2]
20	North side of project, 156 feet from centerline. Second residence on west side of Chamisa Avenue.	52.5	64.8	12.3 ^[2]
21	North side of project, 246 feet from centerline. Third residence on west side of Chamisa Avenue.	52.5	61.5	9.0
22	North side of project, 197 feet to centerline. Three residences at corner of Chamisa Avenue and Desert Flower Avenue.	52.5	63.7	11.2 ^[2]
23	North side of project, 220 feet to centerline. Two residences on south side of Desert Flower Avenue, mid-block.	52.5	60.8	8.3
24	North side of project, 224 feet to centerline. Three residences on south side of Desert Flower Avenue, east end.	52.5	58.2	5.7
25	North side of project, 200 feet to centerline. One residence east side of Heaton Loop, cul-de-sac.	52.5	57.5	5.0
26	South side of project, 100 feet to centerline. One residence 330 feet east of Los Lentes Road centerline.	52.5	67.3 ^[2]	14.8 ^[2]
27	South side of project, 220 feet to centerline. Two residences on north side of Jason Road and west of Edeal Road.	52.5	58.0	5.5
28	South side of project, 170 feet to centerline. Three residences on northeast corner of Jason Road and Edeal Road.	52.5	62.3	9.8
29	North side of project, 365 feet to centerline. One residence west of Edeal Road.	52.5	56.8	4.3
30	South side of project, 200 feet to centerline. Vacant land in future master planned subdivision.	52.5	63.0	10.5 ^[2]
31	South side of project, 300 feet to centerline. Vacant land in future master planned subdivision.	52.5	59.0	6.5
32	South side of project, 134 feet to centerline. One residence at the west end of Hyde Lane.	52.5	66.7 ^[2]	14.2 ^[2]
33	North side of project, 125 feet to centerline. Two residences west side, end of Vista Verde Road.	52.5	65.8	13.3 ^[2]
34	South of project, 113 feet to centerline. One residence on the southwest corner of Hyde Lane and NM 47, 250 feet west of NM 47.	56.0	66.6 ^[2]	10.6 ^[2]
35	South side of project, 450 feet to centerline. Three residences west of NM 47, 150 feet to centerline of NM 47.	58.3	60.0	1.7

Receiver Number	Description	Existing No-Build ^[1]	2040 Build ^[1]	Difference ^[1]
36	South of project, 450 feet to centerline. Three residences on east side of NM 47, 90 feet to centerline of NM 47.	65.9	67.0 ^[2]	1.1
37	North of project, 440 feet to centerline. Five residences on east side of NM 47, nearest 70 feet to centerline of NM 47.	68.2 ^[2]	69.2 ^[2]	1.0
38	North of project, 780 feet to centerline. One residence west of NM 47, 142 feet to centerline of NM 47.	62.4	63.7	1.3

[1] Values are average A-weighted decibels [dBA Leq] during the peak traffic noise period.

[2] Receivers that approach or exceed the NAC or experience 10 dBA or more increase in noise levels.

Appendix B

Right-of-Way Acquisition Table and Maps

PARCEL BLOCK SHEET

NON RIGHT-OF-WAY ACQUISITION

PARCEL NUMBER	OWNER (S)	AREA (+/-)		AREA REMAINDER	LARGER PARCEL
		sq. ft.	acre(s) +/-		
4-NRW-1	Gardener Properties, LLC, a New Mexico Limited Liability Company	37,851	0.8643	TOTAL TAKE	TOTAL TAKE
4-NRW-2	Gardener Properties, LLC, a New Mexico Limited Liability Company	29,304	0.6727	TOTAL TAKE	TOTAL TAKE
4-NRW-3	Chris F. Lopez and Darlene Lopez, husband and wife, as joint tenants with full rights of survivorship	31,484	0.7228	1.9467	4.5200 ***
4-NRW-4	Richard T. Goheen, a married man as his sole and separate property	20,314	0.4663	6.936	8.7300 ***
8-NRW-1	T. Scott Edeal, a married man	20,524	0.4712	21.3969	24.4297 *
8-NRW-2	Valle Vista Land Co., LLC, a New Mexico limited liability company	92,149	2.1154	54.6571	69.1570 *

TEMPORARY CONSTRUCTION PERMITS

PARCEL NUMBER	OWNER (S)	AREA (+/-)		AREA REMAINDER	LARGER PARCEL
		sq. ft.	acre(s) +/-		
4-TCP-1	State of New Mexico General Services Department/ Facilities Management Division	1,960	0.0450	13.9706	15.8000 **
6-TCP-1	Valencia County of Los Lunas	2,060	0.0473	9.6453	10.0000 **
7-TCP-1	The Village of Los Lunas, a municipal corporation	4,081	0.0937	7.9063	8,0000 *
					*

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
www.bhinc.com 800.877.5332

7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

4	REVISED OWNERSHIP 4-TCP-1	04/17/2023	VR
3	SEE REVISION NOTE No. 2	10/12/2022	VR
2	ELIMINATED 8-TCP-1	07/14/2022	VR
1	SEE REVISION NOTE NO. 1	04/04/2022	VR
NO.	DESCRIPTION	DATE	BY

REVISIONS (OR CHANGE NOTICES)

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Sat, 16-Apr-2023 - 11:34 am, Printed by RAMOS

NOTE:
LARGER PARCEL AREAS WERE OBTAINED FROM:
RECORDED PLAT (AS SHOWN ON MAPS): *
RECORDED DEED (AS SHOWN ON MAPS): **
MRGCD MAPS: ***
AREA REMAINDER FROM RECORDED ROW MAP NMP. ST-7661(227): ****

FINAL MAP
DATE: _____

PCN A300961

NEW MEXICO DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

NEW MEXICO PROJECT NO.

A300961

VALENCIA COUNTY

SCALE - N/A

SHEET 1B OF 10

GRAPHIC SHEET INDEX



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www.bhinc.com 800.877.5332

7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

4		
3		
2		
1		
NO.	DESCRIPTION	DATE BY
REVISIONS (OR CHANGE NOTICES)		

VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJECTED SEC. 30, 31, 32, 33, 34 AND 35
TOWNSHIP 7 NORTH, RANGE 2 EAST
PROJECTED SEC. 2
TOWNSHIP 6 NORTH, RANGE 2 EAST

ACCESS CONTROLLED

FINAL MAP
DATE: _____

PCN A300961

NEW MEXICO DEPARTMENT OF TRANSPORTATION

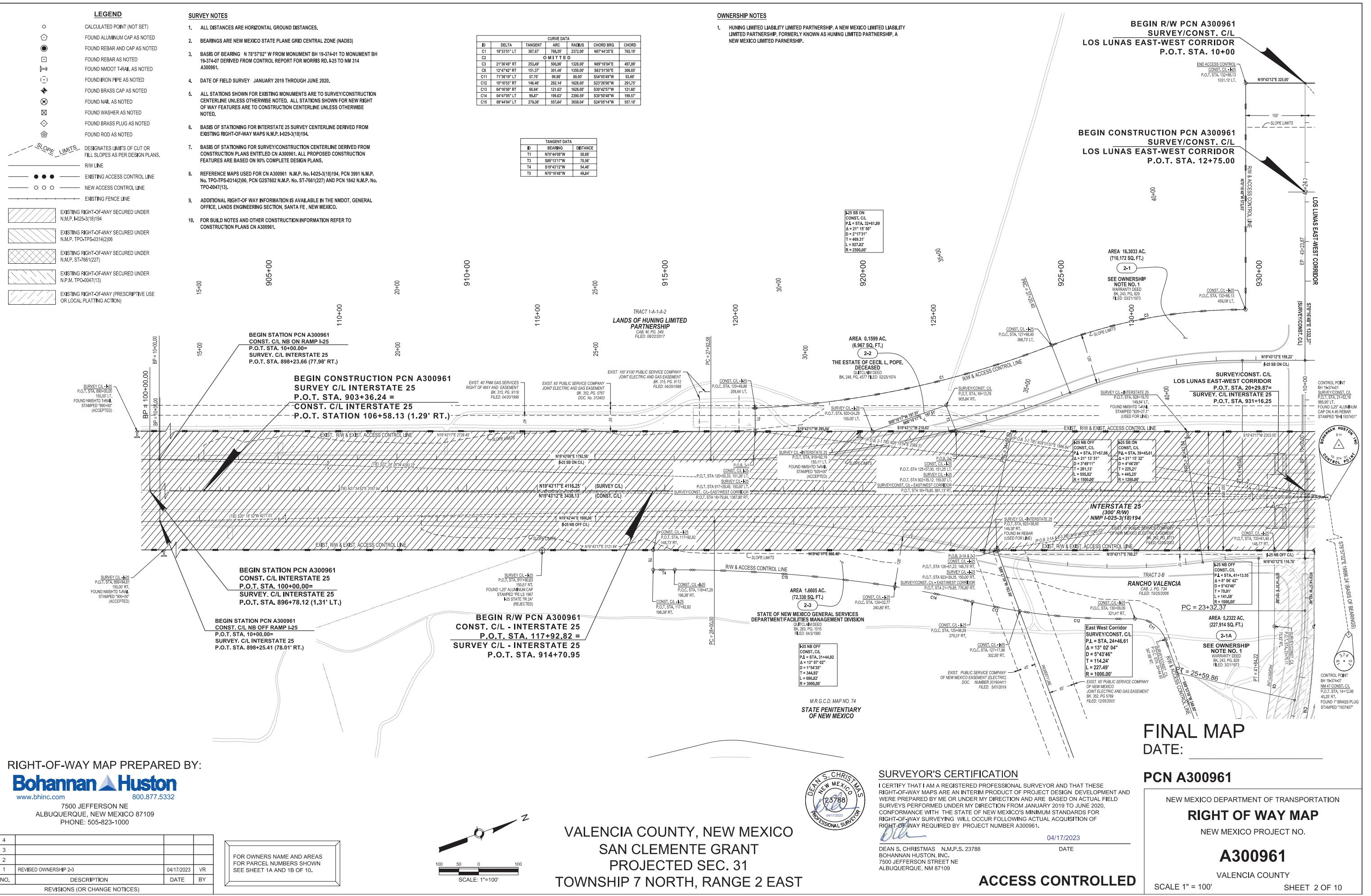
RIGHT OF WAY MAP

NEW MEXICO PROJECT NO.

A300961

VALENCIA COUNTY

SCALE 1" = 800' SHEET 1C OF 11



SURVEY NOTES

- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- BEARINGS ARE NEW MEXICO STATE PLANE GRID CENTRAL ZONE (NAD83).
- BASIS OF BEARING: N 78°57'02" W FROM MONUMENT BH 19-374-01 DERIVED FROM CONTROL REPORT FOR MORRIS RD. I-25 TO NM 314 A300961.
- DATE OF FIELD SURVEY: JANUARY 2019 THROUGH JUNE 2020.
- ALL STATIONS SHOWN FOR EXISTING MONUMENTS ARE TO SURVEY/CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED. ALL STATIONS SHOWN FOR NEW RIGHT OF WAY FEATURES ARE TO CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED.
- BASIS OF STATIONING FOR INTERSTATE 25 SURVEY CENTERLINE DERIVED FROM EXISTING RIGHT-OF-WAY MAPS I.M.P. I-025-3(18)194.
- BASIS OF STATIONING FOR SURVEY/CONSTRUCTION CENTERLINE DERIVED FROM CONSTRUCTION PLANS ENTITLED CN A300961. ALL PROPOSED CONSTRUCTION FEATURES ARE BASED ON 90% COMPLETE DESIGN PLANS.
- REFERENCE MAPS USED FOR CN A300961: N.M.P. No. I-025-3(18)194; PCN 3391 N.M.P. No. TPO-TPS-0314(2)(6); PCN 235702 N.M.P. No. ST-7651(27) AND PCN 1842 N.M.P. No. TPO-0047(13).
- ADDITIONAL RIGHT-OF-WAY INFORMATION IS AVAILABLE IN THE NMDOF, GENERAL OFFICE, LANDS ENGINEERING SECTION, SANTA FE, NEW MEXICO.
- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

CURVE DATA						
ID	DELTA	TANGENT	ARC	RADIUS	CHORD BRG	CHORD
C4	065°13' RT	88.4°	116.6°	192.81'	N05°32'08" W	196.62'
C5	113°23' RT	123.9°	258.97'	124.54'	N04°33'28" E	236.50'
C6	095°44' LT	162.3°	323.89'	197.26'	N05°54'24" E	323.49'
C7	084°38' LT	143.6°	286.70'	197.13'	N06°11'58" E	286.50'
C16	075°44' RT	91.5°	182.79'	177.07'	N07°42'04" E	182.57'
C18	124°47'43" LT	162.55°	323.81'	149.00'	N07°48'46" W	323.14'

ID	BEARING	DISTANCE
T2	S70°06'49" E	57.70'

LEGEND

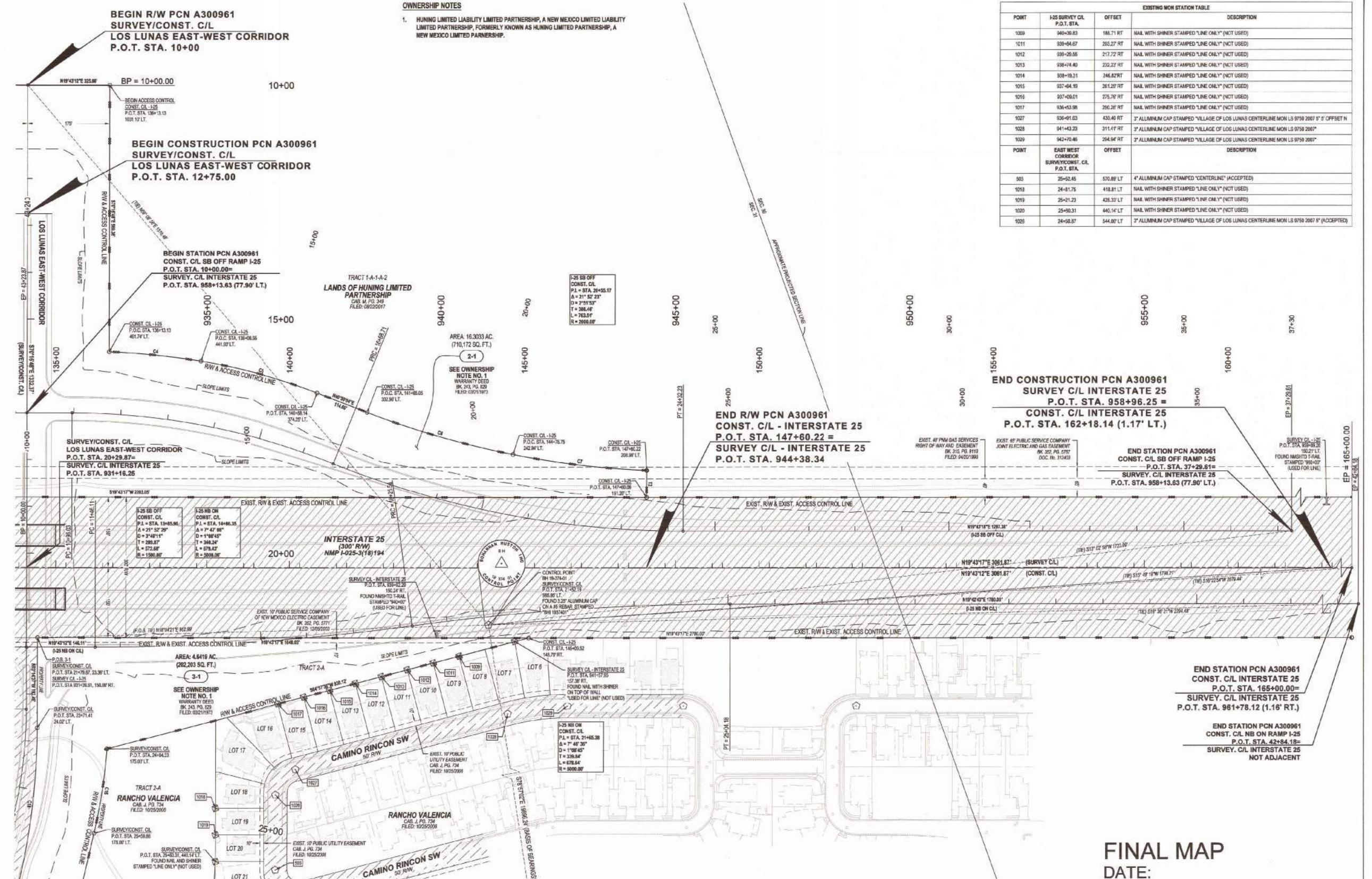
- CALCULATED POINT (NOT SET)
- FOUND ALUMINUM CAP AS NOTED
- FOUND REBAR AND CAP AS NOTED
- FOUND REBAR AS NOTED
- FOUND NMDOF T-RAIL AS NOTED
- FOUND IRON PIPE AS NOTED
- FOUND BRASS CAP AS NOTED
- FOUND NAIL AS NOTED
- FOUND WASHER AS NOTED
- FOUND BRASS PLUG AS NOTED
- FOUND ROD AS NOTED
- DESIGNS LIMITS OF CUT OR FILL SLOPES AS PER DESIGN PLANS.
- R/W LINE
- EXISTING ACCESS CONTROL LINE
- NEW ACCESS CONTROL LINE
- EXISTING FENCE LINE
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. I-025-3(18)194
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-TPS-0314(2)(6)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. ST-7651(27)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-0047(13)
- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLATTING ACTION)

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
www.bhinc.com

7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

4			
3			
2			
1			
NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			



FOR OWNERS NAME AND AREAS
FOR PARCEL NUMBERS SHOWN
SEE SHEET 1A AND 1B OF 10.



VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJECTED SEC. 30, 31
TOWNSHIP 7 NORTH, RANGE 2 EAST

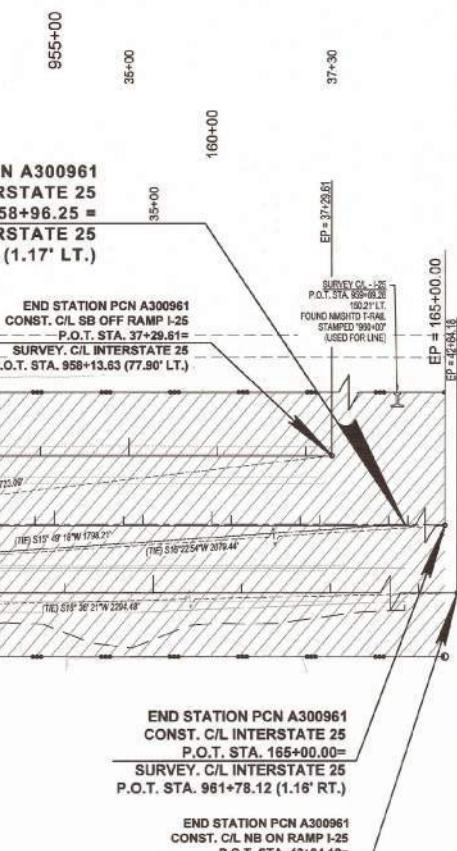


SURVEYOR'S CERTIFICATION
I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE
RIGHT-OF-WAY MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND
WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD
SURVEYS PERFORMED UNDER MY DIRECTION FROM JANUARY 2019 TO JUNE 2020.
CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR
RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF
RIGHT-OF-WAY REQUIRED BY PROJECT NUMBER A300961.

Dean S. Christmas
MAY 6, 2021
DATE
DEAN S. CHRISTMAS N.M.P.S. 23788
BOHANNAN HUSTON, INC.
7500 JEFFERSON ST NE
ALBUQUERQUE, NM 87109

ACCESS CONTROLLED

EXISTING MON STATION TABLE			
POINT	I-25 SURVEY CL. P.O.T. STA.	OFFSET	DESCRIPTION
1009	940+39.83	186.71' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1011	939+64.67	263.27' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1012	939+29.55	217.72' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1013	938+14.40	232.23' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1014	938+19.31	246.82' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1015	937+64.19	261.22' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1016	937+09.01	275.79' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1017	936+53.98	250.26' RT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1027	936+91.63	430.46' RT	3" ALUMINUM CAP STAMPED "VILLAGE OF LOS LUNAS CENTERLINE MON LS 9750 2007 5' 5' OFFSET N"
1028	941+43.23	311.47' RT	3" ALUMINUM CAP STAMPED "VILLAGE OF LOS LUNAS CENTERLINE MON LS 9750 2007"
1029	942+70.46	294.54' RT	3" ALUMINUM CAP STAMPED "VILLAGE OF LOS LUNAS CENTERLINE MON LS 9750 2007"
POINT	EAST WEST CORRIDOR SURVEY/CONST. CL. P.O.T. STA.	OFFSET	DESCRIPTION
503	25+52.45	570.89' LT	4" ALUMINUM CAP STAMPED "CENTERLINE" (ACCEPTED)
1018	24+81.75	418.81' LT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1019	25+21.23	428.33' LT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1020	25+58.31	440.14' LT	MAIL WITH SHINER STAMPED "LINE ONLY" (NOT USED)
1029	24+59.87	544.07' LT	3" ALUMINUM CAP STAMPED "VILLAGE OF LOS LUNAS CENTERLINE MON LS 9750 2007" (ACCEPTED)



**FINAL MAP
DATE:** _____

PCN A300961

NEW MEXICO DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
NEW MEXICO PROJECT NO. _____
A300961
VALENCIA COUNTY
SCALE 1" = 100'
SHEET 3 OF 10

SURVEY NOTES

- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- BEARINGS ARE NEW MEXICO STATE PLANE GRID CENTRAL ZONE (NAD83)
- BASIS OF BEARING: N 78°57'02" W FROM MONUMENT BH 19-37-401 TO MONUMENT BH 19-37-407 DERIVED FROM CONTROL REPORT FOR MORRIS RD. #25 TO NM 314 A300961.
- DATE OF FIELD SURVEY: JANUARY 2019 THROUGH JUNE 2020.
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- REFERENCE MAPS USED FOR CN A300961: N.M.P. No. I-025-3(18)194, PCN 3991 N.M.P., No. TPO-TPS-034/2(06), PCN G257602 N.M.P., No. ST-765(227) AND PCN 1842 N.M.P., No. TPO-0047(13).
- ADDITIONAL RIGHT-OF-WAY INFORMATION IS AVAILABLE IN THE NMDOE, GENERAL OFFICE, LANDS ENGINEERING SECTION, SANTA FE, NEW MEXICO.
- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

CALC. POINT STATION TABLE

POINT	SURVEY/CONST. C/L P.O.T. STA.	OFFSET	POINT	SURVEY/CONST. C/L P.O.T. STA.	OFFSET
5047	30+89.40	44.42' LT.	5101	43+78.22	430.82' LT.
5049	29+00.39	70.49' LT.	5104	43+61.35	329.08' LT.
5050	40+15.60	103.76' RT.	5105	42+92.01	305.24' LT.
5056	30+41.23	41.78' LT.	5106	41+85.71	115.00' LT.
5062	30+58.83	49.95' RT.	5108	42+88.71	15.33' LT.
5067	37+63.85	115.00' LT.	5109	43+78.42	20.51' LT.
5068	38+03.30	115.00' LT.	5110	44+19.79	115.00' LT.
5069	33+58.11	369.21' LT.	5113	44+93.70	256.68' LT.
5070	34+12.02	430.77' LT.	5114	44+81.49	264.59' LT.
5075	39+89.29	618.81' LT.	5116	46+81.80	261.78' LT.
5080	41+64.83	260.90' LT.	5120	47+91.94	99.81' LT.
5082	42+08.05	412.54' LT.	5123	48+50.88	182.69' LT.
5083	41+58.70	449.84' LT.	5131	47+14.01	36.31' LT.
5084	40+82.46	479.85' LT.	5144	40+97.03	104.35' RT.
5085	40+38.92	142.90' RT.	5145	41+46.93	104.43' RT.
5087	40+18.21	115.00' LT.	5146	41+46.90	145.39' RT.
5089	38+91.25	50.21' LT.	5147	40+95.32	144.80' RT.
5092	31+69.42	380.19' LT.	5161	44+07.63	279.38' LT.
5093	32+02.34	481.91' LT.	5162	44+70.57	245.21' LT.
5100	43+56.36	510.91' LT.	5163	47+13.89	35.60' LT.

LEGEND

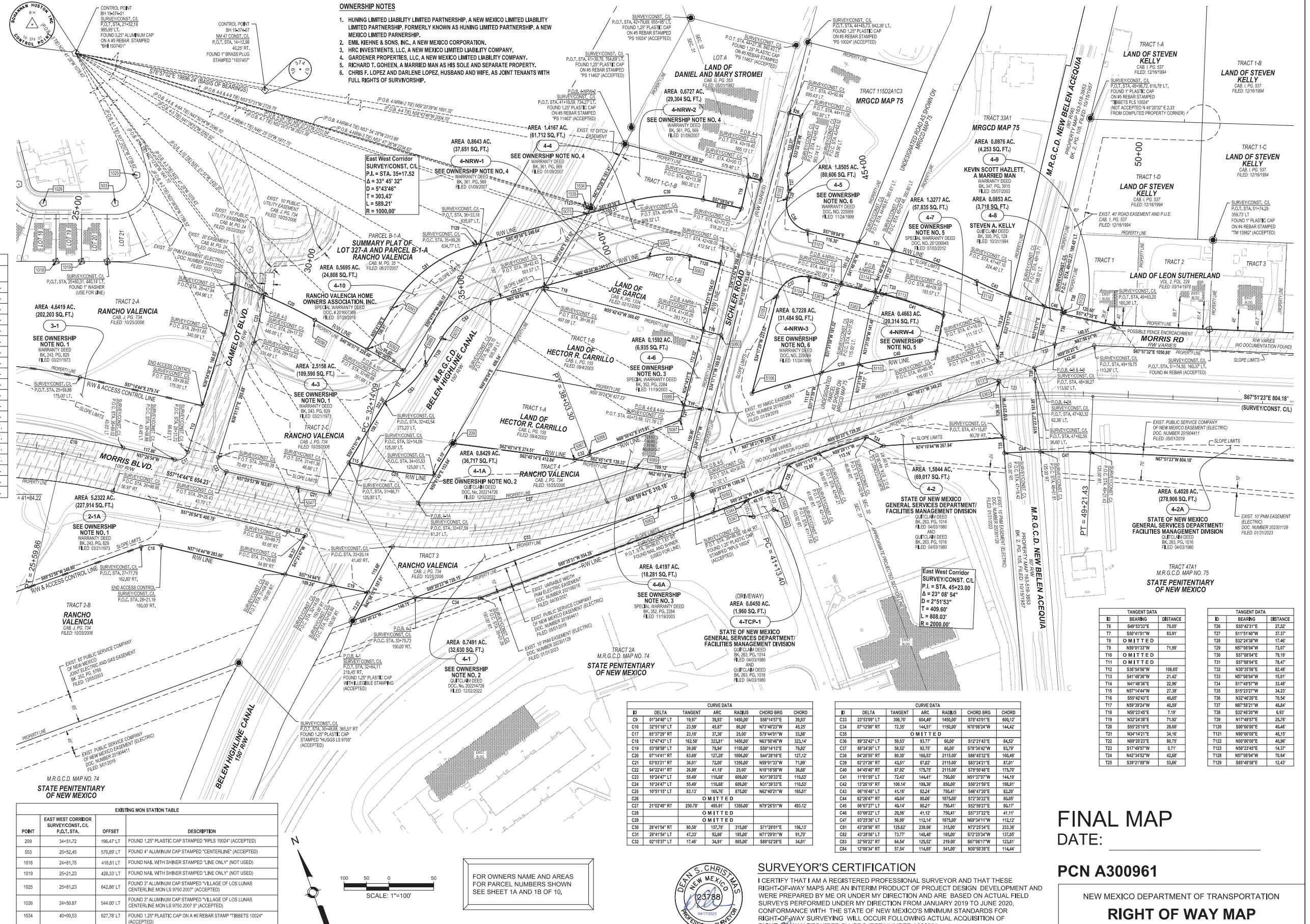
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- FOUND BRASS AS NOTED
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- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-TPS-034/2(06)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. ST-765(227)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-0047(13)
- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLATTING ACTION)

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
www.bhinc.com 800.877.5332

7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

4	SEE REVISION NOTE No. 4	04/17/2023	VR
3	REVISED OWNERSHIP 4-1 & 4-1A	12/02/2022	VR
2	SEE REVISION NOTE No. 2	10/12/2022	VR
1	SEE REVISION NOTE No. 1	04/04/2022	VR
NO.	DESCRIPTION	DATE	BY



VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJECTED SEC. 31, 32
TOWNSHIP 7 NORTH, RANGE 2 EAST
ACCESS CONTROLLED

FOR OWNERS NAME AND AREAS
FOR PARCEL NUMBERS SHOWN
SEE SHEET 1A AND 1B OF 10.



04/17/2023

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SURVEY NOTES

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- BEARINGS ARE NEW MEXICO STATE PLANE GRID CENTRAL ZONE (NAD83)
- BASIS OF BEARING: N 78°57'02" W FROM MONUMENT BH 19-374-01 TO MONUMENT BH 19-374-07 DERIVED FROM CONTROL REPORT FOR MORRIS RD. I-25 TO NM 314 A300961.
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- BASIS OF STATIONING FOR INTERSTATE 25 SURVEY CENTERLINE DERIVED FROM EXISTING RIGHT-OF-WAY MAPS N.M.P. I-25-3(18)194.
- BASIS OF STATIONING FOR SURVEY/CONSTRUCTION CENTERLINE DERIVED FROM CONSTRUCTION PLANS ENTITLED CN A300961. ALL PROPOSED CONSTRUCTION FEATURES ARE BASED ON 90% COMPLETE DESIGN PLANS.
- REFERENCE MAPS USED FOR CN A300961: N.M.P. No. I-25-3(18)194, PCN 3981 N.M.P. No. TPO-TPS-314(2)06, PCN G257602 N.M.P. No. ST-7661(227) AND PCN 1842 N.M.P. No. TPO-0047(13).
- ADDITIONAL RIGHT-OF-WAY INFORMATION IS AVAILABLE IN THE NMOT, GENERAL OFFICE, LANDS ENGINEERING SECTION, SANTA FE, NEW MEXICO.
- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

CURVE DATA					
ID	DELTA	TANGENT	ARC	RADIUS	CHORD BRG
C48	18°31'08" LT	204°	123.49'	3125.00'	N18°11'57" E 40.38"
C49	05°33'49" RT	151.84	303.44'	3125.00'	N79°38'17" W 303.32'
C50	26°07'00" LT	28.00	36.26'	76.00'	N88°23'17" E 45.85"
C51	17°39'08" LT	45.00	50.11'	123.00'	N79°18'39" E 60.06"
C52	32°58'54" RT	16.39	37.20'	62.49'	N87°04'56" E 37.18"
C53	06°29'34" RT	177.26	354.13'	3125.00'	N79°19'06" W 353.94'
C54	13°17'11" LT	13.68	27.09'	116.61'	N29°41'12" W 27.03"

TANGENT DATA		
ID	BEARING	DISTANCE
T40	N88°32'37" E	23.70'
T41	N19°18'39" E	45.85'
T42	S70°16'38" E	60.06'
T43	S70°16'38" E	11.48"
T44	S80°14'51" E	59.60"
T45	N38°19'46" W	19.20"
T46	N44°34'32" W	56.59"
T47	N29°19'37" E	10.75'
T48	N16°42'37" E	22.04'
T49	S78°13'40" E	84.64'
T50	S37°02'32" W	24.78'
T51	N77°53'23" W	75.96'

LEGEND

- CALCULATED POINT (NOT SET)
- FOUND ALUMINUM CAP AS NOTED
- FOUND REBAR AND CAP AS NOTED
- FOUND REBAR AS NOTED
- FOUND NMOT T-RAIL AS NOTED
- FOUND IRON PIPE AS NOTED
- FOUND BRASS CAP AS NOTED
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- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. ST-7661(227)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-0047(13)
- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLATTING ACTION)

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
www.bhinc.com 800.877.53327500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000FOR OWNERS NAME AND AREAS
FOR PARCEL NUMBERS SHOWN
SEE SHEET 1A AND 1B OF 10.100 50 0 100
SCALE: 1"=100'VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJECTED SEC. 32
TOWNSHIP 7 NORTH, RANGE 2 EAST

4			
3			
2	SEE REVISION NOTE No. 2	04/17/2023	VR
1	SEE REVISION NOTE No. 1	07/14/2022	VR
NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

P:\\20190314\\SURVEY\\02_Raw\\02_Raw\\20190314_ROW_MAPS\\2-6.dwg

Sun, 16-Apr-2023 - 11:33 am, Printed by: BHINC



SURVEYOR'S CERTIFICATION

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE RIGHT-OF-WAY MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION FROM JANUARY 2019 TO JUNE 2020, CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT-OF-WAY REQUIRED BY PROJECT NUMBER A300961.

04/17/2023

DEAN S. CHRISTMAS, N.M.P.S. 23788

BOHANNAN HUSTON, INC.

7500 JEFFERSON NE

ALBUQUERQUE, NM 87109

DATE

NEW MEXICO DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

NEW MEXICO PROJECT NO.

A300961

VALENCIA COUNTY

SCALE 1" = 100'

SHEET 5 OF 10

ACCESS CONTROLLED

PCN A300961

FINAL MAP DATE: _____

SURVEY NOTES

- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- BEARINGS ARE NEW MEXICO STATE PLANE GRID CENTRAL ZONE (NAD83)
- BASIS OF BEARING: N 78°57'02" W FROM MONUMENT BH 19-374-01 TO MONUMENT BH 19-374-07 DERIVED FROM CONTROL REPORT FOR MORRIS RD. 425 TO NM 314 A300961.
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- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

CURVE DATA						
ID	DELTA	TANGENT	ARC	RADIUS	CHORD BRD	CHORD
C55	17°52'27" RT	164.46'	326.26'	1604.00'	569.36' RT	362.47'
C56	08°46'35" LT	5.53'	10.64'	84.60'	17°17'11" LT	16.46'
C57	21°36'05" LT	17.44'	34.46'	90.00'	588.25' RT	34.25'
C58						
C59	17°43'18" RT	175.38'	347.86'	1125.00'	N88°30'33" W	346.58'
C60	09°57'20" LT	423.17'	844.22'	4975.00'	N76°36'44" W	843.17'
C61	10°24'39" RT	52.84'	105.39'	580.00'	N63°42'21" W	105.25'

TANGENT DATA		
ID	BEARING	DISTANCE
T50	S37°23'27"E	24.78'
T55	S76°09'55"W	71.57'
T56	N11°44'59"E	78.18'
T57	N11°50'52"E	36.24'
T58	N78°59'01"W	13.25'
T61	S76°09'55"W	73.47'
T62	S11°44'59"W	68.99'
T63	N81°33'54"W	40.00'
T64	N37°23'27"E	25.84'
T65	S74°36'24"E	30.51'
T66	N85°59'22"E	83.44'
T67	S10°49'44"W	26.49'
T68	S10°49'44"W	30.09'
T69	N78°18'01"W	101.45'

LEGEND

- CALCULATED POINT (NOT SET)
- FOUND ALUMINUM CAP AS NOTED
- FOUND REBAR AND CAP AS NOTED
- FOUND REBAR AS NOTED
- FOUND NMDOF T-RAIL AS NOTED
- FOUND IRON PIPE AS NOTED
- FOUND BRASS CAP AS NOTED
- FOUND NAIL AS NOTED
- FOUND WASHER AS NOTED
- FOUND BRASS PLUG AS NOTED
- FOUND ROD AS NOTED

- SLOPE LIMITS DESIGNATES LIMITS OF CUT OR FILL SLOPES AS PER DESIGN PLANS.
- R/W LINE
- EXISTING ACCESS CONTROL LINE
- NEW ACCESS CONTROL LINE
- EXISTING FENCE LINE
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. I-025-3(18)194
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-TPS-0314(2)06
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. ST-7661(227)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.P.M. TPO-0047(13)
- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLANNING ACTION)

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
www.bhinc.com 800.877.5332

7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

4			
3			
2	SEE REVISION NOTE No. 2	04/17/2023	VR
1	REVISED AREA 6-1	04/04/2022	VR
NO.	DESCRIPTION	DATE	BY

REVISIONS (OR CHANGE NOTICES)

FOR OWNERS NAME AND AREAS
FOR PARCEL NUMBERS SHOWN
SEE SHEET 1A AND 1B OF 10.

100 50 0 100
SCALE: 1" = 100'

VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJECTED SEC. 32, 33
TOWNSHIP 7 NORTH, RANGE 2 EAST

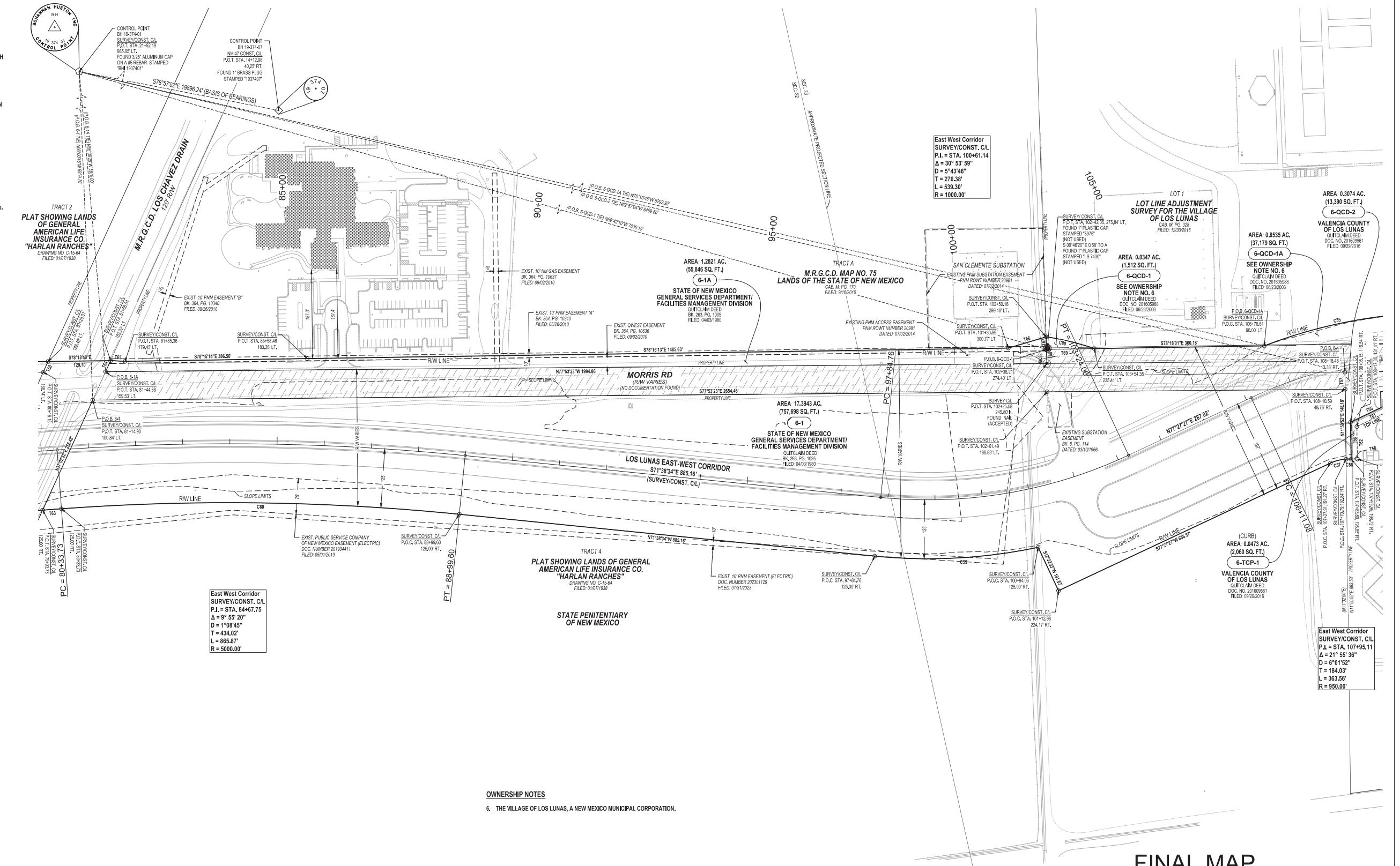
100

50

0

100

SCALE: 1" = 100'



FINAL MAP
DATE: _____

PCN A300961

NEW MEXICO DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
NEW MEXICO PROJECT NO.
A300961
VALENCIA COUNTY
SCALE 1" = 100'
SHEET 6 OF 10

SURVEYOR'S CERTIFICATION

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE RIGHT-OF-WAY MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION FROM JANUARY 2019 TO JUNE 2020, CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT-OF-WAY REQUIRED BY PROJECT NUMBER A300961.

04/17/2023
DATE

DEAN S. CHRISTMAS, N.M.P.S. 23788
BOHANNAN HUSTON, INC.
7500 JEFFERSON STREET NE
ALBUQUERQUE, NM 87109

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BOHANNAN HUSTON, INC.
7500 JEFFERSON STREET NE
ALBUQUERQUE, NM 87109

DEAN S. CHRISTMAS, N

SURVEY NOTES

- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- BEARINGS ARE NEW MEXICO STATE PLANE GRID CENTRAL ZONE (NAD83)
- BASIS OF BEARING: N 78°57'02" W FROM MONUMENT BH 19-374-01 TO MONUMENT BH 19-374-02 DERIVED FROM CONTROL REPORT FOR MORRIS RD. I-25 TO NM 314 A300961.
- DATE OF FIELD SURVEY: JANUARY 2019 THROUGH JUNE 2020.
- ALL STATIONS SHOWN FOR EXISTING MONUMENTS ARE TO SURVEY/CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED. ALL STATIONS SHOWN FOR NEW RIGHT OF WAY FEATURES ARE TO CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED.
- BASIS OF STATIONING FOR INTERSTATE 25 SURVEY CENTERLINE DERIVED FROM EXISTING RIGHT-OF-WAY MAPS N.M.P. I-025-3(18)194.
- BASIS OF STATIONING FOR SURVEY/CONSTRUCTION CENTERLINE DERIVED FROM CONSTRUCTION PLANS ENTITLED CN A300961 ALL PROPOSED CONSTRUCTION FEATURES ARE BASED ON 90% COMPLETE DESIGN PLANS.
- REFERENCE MAPS USED FOR CN A300961: N.M.P. No. I-025-3(18)194, PCN 3981 N.M.P. No. TPO-TPS-0314(2)06, PCN G257602 N.M.P. No. ST-7661(227) AND PCN 1842 N.M.P. No. TPO-0047(13).
- ADDITIONAL RIGHT-OF-WAY INFORMATION IS AVAILABLE IN THE NMOT, GENERAL OFFICE, LANDS ENGINEERING SECTION, SANTA FE, NEW MEXICO.
- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

CURVE DATA					
ID	DELTA	TANGENT	ARC	RADIUS	CHORD BRG
C68	90°00'00" LT	50.00'	78.54'	50.00'	N44°23'55" W 70.71'
C69	21°29'34" LT	65.76'	129.97'	346.48'	S34°07'01" W 129.21'
C70	12°07'23" LT	36.79'	73.31'	346.48'	S11°18'33" W 73.17'
C75	18°07'03" RT	36.11'	71.62'	226.48'	N29°02'28" E 71.32'
C79	08°41'37" RT	13.25'	26.46'	226.48'	N41°20'48" E 26.44'

TANGENT DATA		
ID	BEARING	DISTANCE
T83	N89°05'32" E	24.14'
T84	N89°23'35" W	61.40'
T85	S61°02'31" W	21.84'
T86	S88°06'44" W	15.67'
T87	OMITTED	
T88	OMITTED	
T89	OMITTED	
T90	OMITTED	
T91	N89°23'30" E	27.63'
T92	S02°19'31" E	77.02'
T93	S87°54'36" W	18.62'
T94	N40°53'44" W	11.18'
T95	S02°05'27" E	70.84'
T96	S88°06'44" W	27.71'
T97	N00°34'34" W	79.50'
T98	N89°28'29" E	50.86'

LEGEND

- CALCULATED POINT (NOT SET)
- FOUND ALUMINUM CAP AS NOTED
- FOUND REBAR AND CAP AS NOTED
- FOUND REBAR AS NOTED
- FOUND NMOT T-RAIL AS NOTED
- FOUND IRON PIPE AS NOTED
- FOUND BRASS CAP AS NOTED
- FOUND NAIL AS NOTED
- FOUND WASHER AS NOTED
- FOUND BRASS PLUG AS NOTED
- FOUND ROD AS NOTED
- SLOPE LIMITS DESIGNATES LIMITS OF CUT OR FILL SLOPES AS PER DESIGN PLANS.
- R/W LINE
- EXISTING ACCESS CONTROL LINE
- NEW ACCESS CONTROL LINE
- EXISTING FENCE LINE
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. I-025-3(18)194
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-TPS-0314(2)06
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. ST-7661(227)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.P.M. TPO-0047(13)
- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLATTING ACTION)

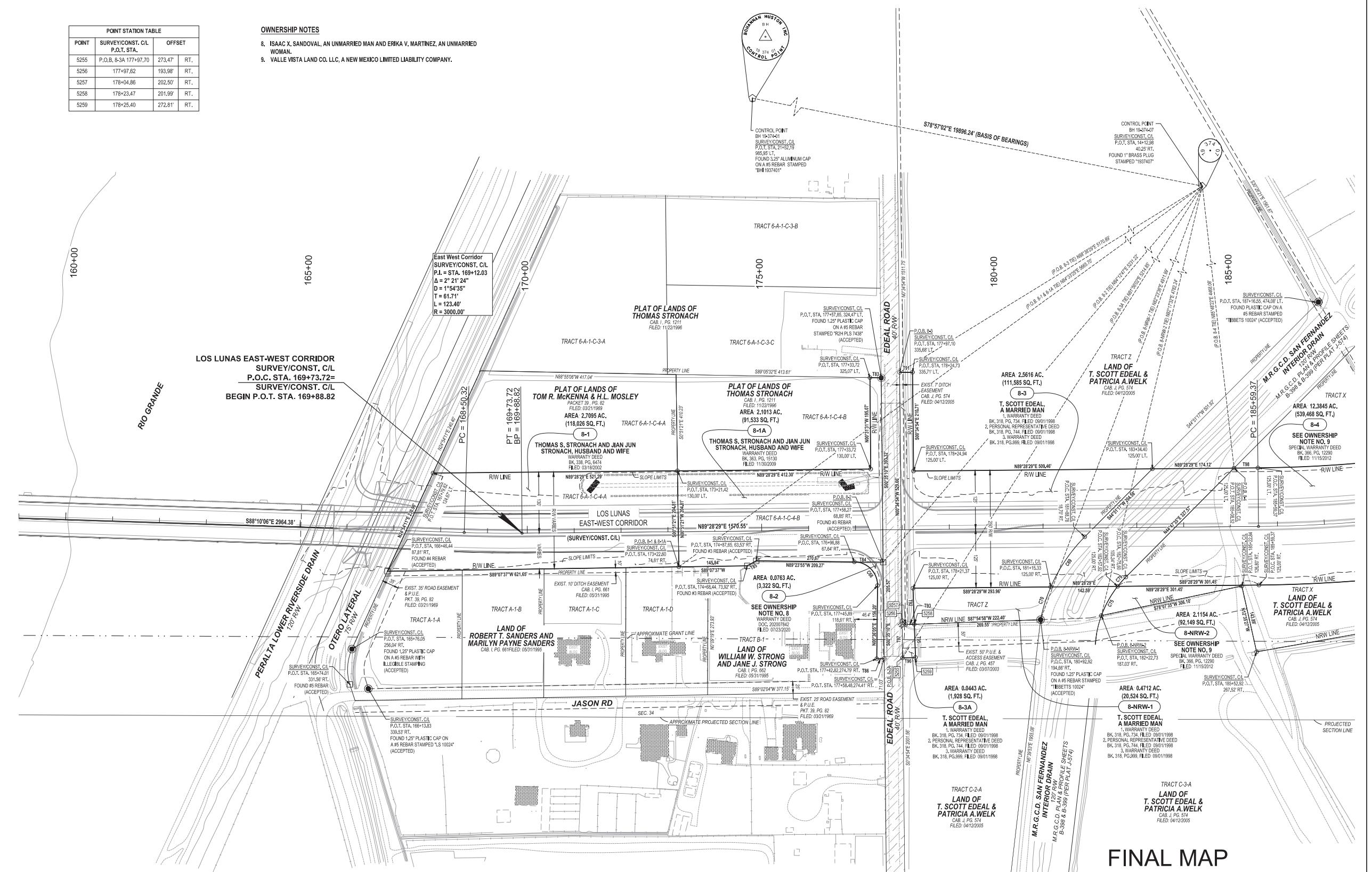
RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
www.bhinc.com 800.877.5332

7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

4			
3			
2	REVISED NOTE NO. ON 8-4	10/12/2022	VR
1	ELIMINATED B-TCP-1	07/14/2022	VR
NO.	DESCRIPTION	DATE	BY

REVISIONS (OR CHANGE NOTICES)



VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJECTED SEC. 34
TOWNSHIP 7 NORTH, RANGE 2 EAST

100 50 0 100
SCALE: 1" = 100'

SURVEYOR'S CERTIFICATION

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE RIGHT-OF-WAY MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION FROM JANUARY 2019 TO JUNE 2020, CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT-OF-WAY REQUIRED BY PROJECT NUMBER A300961.

11/17/22

DEAN S. CHRISTMAS N.M.P.S. 23788
BOHANNAN HUSTON, INC.
7500 JEFFERSON ST NE
ALBUQUERQUE, NM 87109

DATE

ACCESS CONTROLLED

NEW MEXICO DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
NEW MEXICO PROJECT NO.
A300961
VALENCIA COUNTY
SCALE 1" = 100'
SHEET 8 OF 10

SURVEY NOTES

- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- BEARINGS ARE NEW MEXICO STATE PLANE GRID CENTRAL ZONE (NAD83)
- BASIS OF BEARING: N 78°57'02" W FROM MONUMENT BH 19-374-01 TO MONUMENT BH 19-374-07 DERIVED FROM CONTROL REPORT FOR MORRIS RD. 4-25 TO NM 314 A300961.
- DATE OF FIELD SURVEY: JANUARY 2019 THROUGH JUNE 2020.
- ALL STATIONS SHOWN FOR EXISTING MONUMENTS ARE TO SURVEY/CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED. ALL STATIONS SHOWN FOR NEW RIGHT OF WAY FEATURES ARE TO CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED.
- BASIS OF STATIONING FOR INTERSTATE 25 SURVEY CENTERLINE DERIVED FROM EXISTING RIGHT-OF-WAY MAPS N.M.P. I-025-3(18)194.
- BASIS OF STATIONING FOR SURVEY/CONSTRUCTION CENTERLINE DERIVED FROM CONSTRUCTION PLANS ENTITLED CN A300961 ALL PROPOSED CONSTRUCTION FEATURES ARE BASED ON 90% COMPLETE DESIGN PLANS.
- REFERENCE MAPS USED FOR CN A300961: N.M.P. No. I-025-3(18)194, PCN 3981 N.M.P. No. TPO-TPS-0314(2)06, PCN G257602 N.M.P. No. ST-7661(227) AND PCN 1842 N.M.P. No. TPO-0047(13).
- ADDITIONAL RIGHT-OF-WAY INFORMATION IS AVAILABLE IN THE NMOT, GENERAL OFFICE, LANDS ENGINEERING SECTION, SANTA FE, NEW MEXICO.
- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

CURVE DATA					
ID	DELTA	TANGENT	ARC	RADUS	CHORD BRDG
C71	16°07'01" LT	401.04'	898.71'	3975.00'	N81°45'56"
C72	15°17'20" RT	216.14'	433.68'	1625.00'	N81°45'17"
C73	21°15'41" LT	258.09'	1375.00'	583.59' RTW	507.31'
C74	16°07'31" RT	442.44'	879.04'	3125.00'	S81°24'59" W
C75	16°07'31" RT	442.44'	879.04'	3125.00'	S81°24'59" W
C77	12°39'38" RT	180.35'	359.23'	1625.00'	N81°24'59" W
C78	08°41'45" LT	80.44'	165.69'	1375.00'	N82°01'05" W

TANGENT DATA		
ID	BEARING	DISTANCE
T99	N73°12'08" E	56.39'
T100	0 M I T T E D	
T101	S33°12'05" E	20.50'
T102	N29°18'57" E	26.73'
T108	N29°18'57" E	26.80'
T111	N29°18'57" E	26.29'

LEGEND

- CALCULATED POINT (NOT SET)
- FOUND ALUMINUM CAP AS NOTED
- FOUND REBAR AND CAP AS NOTED
- FOUND REBAR AS NOTED
- FOUND NMOT T-RAIL AS NOTED
- FOUND IRON PIPE AS NOTED
- FOUND BRASS CAP AS NOTED
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- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLANNING ACTION)

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
 www.bhinc.com 800.877.5332

 7500 JEFFERSON NE
 ALBUQUERQUE, NEW MEXICO 87109
 PHONE: 505-823-1000

4		
3		
2		
1	REVISED OWNERSHIP 9-2	10/12/2022 VR
NO.	DESCRIPTION	DATE BY

 FOR OWNERS NAME AND AREAS
 FOR PARCEL NUMBERS SHOWN
 SEE SHEETS 1A AND 1B OF 10.

 100 50 0 100
 SCALE: 1" = 100'

 VALENCIA COUNTY, NEW MEXICO
 SAN CLEMENTE GRANT
 PROJECTED SEC. 34 & 35
 TOWNSHIP 7 NORTH, RANGE 2 EAST
ACCESS CONTROLLED

REVISIONS (OR CHANGE NOTICES)

Page 1 of 10



SURVEYOR'S CERTIFICATION

I CERTIFY THAT I AM A REGISTERED PROFESSIONAL SURVEYOR AND THAT THESE RIGHT-OF-WAY MAPS ARE AN INTERIM PRODUCT OF PROJECT DESIGN DEVELOPMENT AND WERE PREPARED BY ME OR UNDER MY DIRECTION AND ARE BASED ON ACTUAL FIELD SURVEYS PERFORMED UNDER MY DIRECTION FROM JANUARY 2019 TO JUNE 2020, CONFORMANCE WITH THE STATE OF NEW MEXICO'S MINIMUM STANDARDS FOR RIGHT-OF-WAY SURVEYING WILL OCCUR FOLLOWING ACTUAL ACQUISITION OF RIGHT-OF-WAY REQUIRED BY PROJECT NUMBER A300961.

11/17/22

 DEAN S. CHRISTMAS N.M.P.S. 23788
 BOHANNAN HUSTON, INC.
 7500 JEFFERSON NE
 ALBUQUERQUE, NM 87109

DATE

 NEW MEXICO DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
 NEW MEXICO PROJECT NO.
A300961
 VALENCIA COUNTY
 SCALE 1" = 100'
 SHEET 9 OF 10

Page 1 of 10

Rev. 10-2022

SURVEY NOTES

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- REFERENCE MAPS USED FOR CN A300961: N.M.P. No. I-425-3(18)194, PCN 3981 N.M.P. No. TPO-TPS-314(2)06, PCN 2257602 N.M.P. No. ST-7661(227) AND PCN 1842 N.M.P. No. TPO-0047(13).
- ADDITIONAL RIGHT-OF-WAY INFORMATION IS AVAILABLE IN THE NM DOT, GENERAL OFFICE, LANDS ENGINEERING SECTION, SANTA FE, NEW MEXICO.
- FOR BUILD NOTES AND OTHER CONSTRUCTION INFORMATION REFER TO CONSTRUCTION PLANS CN A300961.

TANGENT DATA		
ID	BEARING	DISTANCE
T102	N29°31'57"E	26.73
T103	S09°37'39"W	50.03
T104	N74°41'09"W	25.10'
T105	OMITTED	
T106	S2°38'07"W	34.32'
T107	OMITTED	
T109	S2°10'34"W	47.89
T110	S74°41'06"E	60.64
T112	S74°41'06"E	60.27
T113	N2°15'17"E	26.31'
T114	N1°38'59"E	8.31'
T115	OMITTED	
T116	OMITTED	
T117	S2°35'14"E	47.04
T118	S09°37'39"E	19.51
T119	N2°14'15"E	19.51
T124	S09°37'39"W	15.31
T125	S1°16'05"W	30.29
T126	N2°13'45"E	30.49
T127	S8°30'01"E	21.83

LEGEND

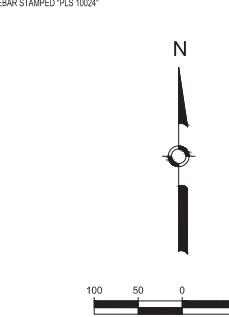
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- FOUND REBAR AND CAP AS NOTED
- FOUND REBAR AS NOTED
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- FOUND BRASS CAP AS NOTED
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- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. TPO-TPS-4314(2)06
- EXISTING RIGHT-OF-WAY SECURED UNDER N.M.P. ST-7661(227)
- EXISTING RIGHT-OF-WAY SECURED UNDER N.P.M. TPO-0047(13)
- EXISTING RIGHT-OF-WAY (PREScriptive USE OR LOCAL PLATTING ACTION)

RIGHT-OF-WAY MAP PREPARED BY:

Bohannan Huston
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7500 JEFFERSON NE
ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505-823-1000

FOR OWNERS NAME AND AREAS
FOR PARCEL NUMBERS SHOWN
SEE SHEETS 1A AND 1B OF 10.



SCALE: 1"=100'

VALENCIA COUNTY, NEW MEXICO
SAN CLEMENTE GRANT
PROJ. SEC. 35, TOWNSHIP 7 NORTH, RANGE 2 EAST
PROJ. SEC. 2, TOWNSHIP 6 NORTH, RANGE 2 EAST

REVISIONS (OR CHANGE NOTICES)

Appendix C

Agency Coordination



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

New Mexico Division
4001 Office Court Drive
Suite 801
Santa Fe, NM 87507

February 24, 2022

CN: A300961
In Reply Refer To: ENVI 2

Jeff Pappas, PhD
State Historic Preservation Officer
Historic Preservation Division,
New Mexico Department of Cultural Affairs
407 Galisteo Street, Suite 236
Bataan Memorial Bldg.
Santa Fe, NM 87501

SUBJECT: Revised consultation letter and update to HPD Log 116323; Los Lunas I-25 Interchange and East-West Corridor Project

Dear Dr. Pappas,

The Village of Los Lunas is proposing a new road and a new crossing of the Rio Grande approximately one mile south of NM 6 in Valencia County, New Mexico. The proposed new road will include a new I-25 interchange, a new bridge over the Rio Grande, an at-grade crossing of the BNSF railroad, and improved intersections at both Edeal Road and NM 47, the latter being the easternmost terminus of the proposed project.

In a letter dated November 17, 2021, we submitted the following cultural resources survey report to your office for review and consultation: *A Cultural Resource Survey for the Los Lunas I-25 Interchange and East-West Corridor Project (I-25 to NM 47), Valencia County, New Mexico* (Okun March 2021; NMCRIS 147497). Your office responded in a letter dated December 17, 2021 (HPD Log 116323, attached), with the comment that the table attached to the consultation letter and the letter itself did not correlate. The table is correct and the language in the letter should have stated the following:

There are 14 water conveyance resources under MRGCD jurisdiction. Thirteen have been, or currently are, recommended as eligible under Criteria A. One water conveyance resource (HCPI 48162) was previously determined not eligible. The project will have no adverse effect on the 13 eligible water conveyance resources.

The BNSF Railroad (HCPI 31896) has previously been determined eligible under Criteria A. The project will have no adverse effect on the railroad.

Two roads recorded in the project area include Los Lentes Road (HCPI 40419), previously determined not eligible, and El Camino Real (NM 314) of undetermined eligibility. The project will have no adverse effect on the segment of El Camino Real in the project area.

Ten historic buildings were recorded, eight of which are recommended as not eligible while two are recommended eligible under Criteria A. There will be no adverse effect to the two buildings recommended eligible.

Revised consultation letter and update to HPD Log 116323; Los Lunas I-25 Interchange and East-West Corridor

Of the two archaeological sites, LA 100382 is recommended eligible under Criteria D and LA 198591 is recommended not eligible. LA 100382 is in the I-25 median and within the area of direct effects. Although the report recommends the site should be avoided by project activities, the NMDOT has concerns that this could limit the contractor during construction and cause project delays. The FHWA and the NMDOT, in consultation with the Village of Los Lunas, have made the determination the proposed project will have an adverse effect on LA 100382.

We are confident that the corrected information provided here will assist in your review of the eligibility determinations. Although your office has concurred with the finding of an adverse effect to LA 100382, your concurrence with our eligibility determinations for all the resources is requested. Please include comments as necessary in the attached table. Our next step will be to prepare a treatment plan for LA 100382 for your review and comment.

If you have any questions, please contact Gwyneth Duncan at 505-699-1633 (gwyneth.duncan@state.nm.us) or you can contact me at 505-660-7626 (Greg.Heitmann@dot.gov).

Sincerely,

GREGORY L. HEITMANN

GREGORY L. HEITMANN (Feb 24, 2022 14:27 MST)

Gregory L. Heitmann
FHWA Environmental Specialist
Lead Agency

For: Cynthia Vigue
FHWA Division Administrator

Gwyneth Duncan

Gwyneth Duncan
Acting Cultural Resources Section Mgr.
NMDOT Environmental Bureau

For: Michael Sandoval
NMDOT Cabinet Secretary

\gad

Concurrence



Date: February 24, 2022

HPD 116323

Dr. Jeff Pappas, New Mexico State Historic Preservation Officer

COMMENTS:



NMCRIS No.: 147497

Summary of Eligibility and Management Recommendations for Documented Resources

Resource	Resource Type	Eligibility Recommendation/ Determination	Project Effects	Management Recommendation
LA 100382	Archaeological Site	Eligible (D); previously determined not eligible (HPD Log No. 86791)	None	None if site is fully avoided by all ground disturbance
LA 198591	Archaeological Site	Not Eligible	NA	NA
HCPI 31578	Water Conveyance	Eligible (A); previously determined eligible (in 2020*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 31579	Water Conveyance	Eligible (A); previously determined eligible (in 2020*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 31580	Water Conveyance	Eligible (A); previously determined eligible (in 2020*; also HPD Log No. 97053)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 31820	Water Conveyance	Eligible (A); previously determined eligible (in 2020*; also HPD Log No. 127509)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 31821	Water Conveyance	Eligible (A); previously determined eligible (in 2020*; also HPD Log No. 66793)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 31896	Railroad	Eligible (A); previously determined eligible (in 2020*)	Alignment will not be altered; no adverse effect	None
HCPI 38298	Water Conveyance	Eligible (A); previously determined eligible (in 2020*)	New roadway will span the acequia	New roadway will span the acequia; any indirect effects should be resolved project-wide
HCPI 40419	Road	Not Eligible; previously determined not eligible (in 2021*)	NA	NA
HCPI 40420	Road	Undetermined; previously undetermined (in 2017 and 2020*)	Current segment lacks integrity	None
HCPI 42654	Water Conveyance	Eligible (A); previously determined eligible (in 2020*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 42655	Water Conveyance	Eligible (A); previously determined eligible (in 2020*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 45524	Water Conveyance	Eligible (A); previously undetermined (in 2018*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 46806	Water Conveyance	Eligible (A); previously determined eligible (in 2020*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 48162	Water Conveyance	Not Eligible; previously determined not eligible (in 2020*)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 50895	Water Conveyance	Eligible (A)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 50896	Water Conveyance	Eligible (A)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 50897	Water Conveyance	Eligible (A)	New roadway will span the acequia	Any indirect effects should be resolved project-wide
HCPI 50898	Building	Not Eligible	NA	NA
HCPI 50899	Building	Not Eligible	NA	NA
HCPI 50900	Building	Not Eligible	NA	NA
HCPI 50901	Building	Not Eligible	NA	NA
HCPI 50902	Building	Not Eligible	NA	NA
HCPI 50903	Building	Not Eligible	NA	NA
HCPI 50904	Building	Eligible (A)	No adverse effect	None
HCPI 50905	Building	Not Eligible	NA	NA
HCPI 50906	Building	Not Eligible	NA	NA
HCPI 50907	Building	Eligible (A)	No adverse effect	None

*Note: HPD log number not listed in NMCRIS database for these determinations

MEMORANDUM OF AGREEMENT

AMONG

THE FEDERAL HIGHWAY ADMINISTRATION,

THE NEW MEXICO DEPARTMENT OF TRANSPORTATION,

THE VILLAGE OF LOS LUNAS

AND

THE NEW MEXICO STATE HISTORIC PRESERVATION OFFICER

REGARDING THE

Los Lunas Boulevard Corridor (formerly known as Lunas I-25 Interchange and East-West Corridor Project), Valencia County, New Mexico

WHEREAS, the Federal Highway Administration (FHWA) and the New Mexico Department of Transportation (NMDOT), in cooperation with the Village of Los Lunas (Village), proposes to construct the Los Lunas Boulevard Corridor, a new road in Los Lunas, Valencia County, New Mexico (the Project), from Interstate 25 (I-25) to New Mexico State Highway 47 (NM 47) pursuant to the Federal Aid Highway Program (23 U.S.C 101 et seq.); and

WHEREAS, the Village is the project proponent and recipient of state and federal FHWA funding for design and construction of the project; and

WHEREAS, the Project will occur within Village-owned right of way (ROW) adjacent to lands owned by the State of New Mexico and Valencia County, and privately owned lands as shown in Exhibit 1; and

WHEREAS, the Project will include a new interchange on I-25, a four-lane road, a bridge over the Rio Grande, earthwork, signalization, and permanent signing and striping, and the Project has been assigned Control Number A300961; and

WHEREAS, the FHWA/NMDOT, in consultation with the Village, determined that the Project will have an adverse effect on archaeological site LA 100382, which is eligible for listing in the National Register of Historic Places; and

WHEREAS, the Village is a signatory to this MOA; and

WHEREAS, FHWA/NMDOT consulted with the New Mexico State Historic Preservation Officer (SHPO) in 2022 (Log 116323) on the eligibility of the historic properties and adverse

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

effects pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), and the SHPO is a signatory to this MOA; and

WHEREAS, FHWA/NMDOT consulted with Acoma Pueblo, Comanche Indian Tribe, Hopi Tribe, Isleta Pueblo, Laguna Pueblo, Navajo Nation, White Mountain Apache Tribe, and Ysleta del Sur Pueblo concerning properties of traditional cultural and religious significance, and

WHEREAS, responses were received from the Comanche Nation, the Navajo Nation, the White Mountain Apache Tribe, and Isleta del Sur Pueblo that there were no concerns; and

WHEREAS, the Pueblos of Isleta, Acoma, and Laguna indicated that they would like to be consulting parties on the Project and these Pueblos were afforded the opportunity to review cultural resource and related project documentation and will be invited to be signatories to this MOA; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), the FHWA/NMDOT has notified the Advisory Council on Historic Preservation (AChP) of the adverse effect determination with specified documentation, and the AChP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, FHWA/NMDOT, the Village, and the SHPO agree that the Project shall be implemented in accordance with the following stipulations which consider the effect of the undertaking on historic properties.

STIPULATIONS

I. MITIGATION MEASURES

The FHWA/NMDOT and the Village propose to resolve adverse effects through data recovery at site LA 100382. The Village shall prepare or cause to be prepared a treatment plan (Plan) for data recovery. The FHWA/NMDOT shall submit the Plan to the SHPO for review and comment. If the SHPO does not respond within thirty (30) days, FHWA/NMDOT may assume concurrence with the Plan. Comments submitted by the SHPO shall be taken into consideration by the FHWA/NMDOT and the Village prior to implementation of the Plan, and the Plan revised if necessary.

- A. To the extent of its legal authority, and in coordination with the Village and the SHPO, the FHWA/NMDOT shall ensure that the measures and procedures specified in the approved Plan are implemented. The Plan for LA 100382 shall be developed and prepared in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Archeological Documentation, the AChP's guidance found in Recovery of Significant Information from Archeological Sites, and the AChP Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects, dated February 23, 2007.

1. The Village shall require that its consultant(s) obtain the appropriate permit(s) from the Cultural Properties Review Committee to implement the Plan

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

for LA 100382 and shall require that all state and federal rules be applied.

2. The Village shall require its consultant(s) to prepare one preliminary report (status report) discussing the findings at LA 100382 in accordance with the Plan within thirty (30) days after completion of the fieldwork in accordance with the New Mexico Administrative Code (4.10.16.14 NMAC). The preliminary report will serve to document completion of the fieldwork and to recommend additional protection measures for intact cultural deposits if necessary.

3. The Village shall submit a copy of the preliminary report to the FHWA/NMDOT and the SHPO, and each agency shall then have thirty (30) days from receipt to review and comment on the preliminary report.

4. The Village shall require its consultant(s) to prepare a final report discussing the findings at LA 100382 resulting from the Plan within twelve (12) months of acceptance of the preliminary report by the FHWA/NMDOT and the SHPO, and each agency shall then have thirty (30) days to review and comment on the draft final report.

5. The Village shall require its consultant to address comments provided by the FHWA/NMDOT and the SHPO and provide a final report within thirty (30) days to the FHWA/NMDOT and SHPO.

B. All records and artifacts resulting from treatment, including data recovery, on state and federal lands shall be curated at the Museum of Indian Arts and Culture in accordance with federal regulations (36 C.F.R. Part 79) and with state law (NMSA 1978, Section 18-6-6 of the Cultural Properties Act).

II. DISCOVERY SITUATIONS

A. If previously unknown cultural resources are exposed by construction activities associated with the Project, the Village will stop work in the immediate vicinity, the Village will protect the resources, and the FHWA/NMDOT and the SHPO will be notified within twenty-four (24) hours. If, in consultation with the Village and the SHPO, the FHWA/NMDOT determines that the resource is significant and warrants preservation or treatment, the Village will document the cultural resource in accordance with the standards for survey as provided in the New Mexico Administrative Code (4.10.15 NMAC).

B. If the FHWA/NMDOT determines that the resource cannot be avoided by construction, the FHWA/NMDOT shall consult with the Village and the SHPO to develop a treatment plan to mitigate the effects of the Project on the property. The SHPO shall have thirty (30) days to review and provide comments on the proposed plan. The Village shall take all comments into consideration and revise the plan as necessary. A revised plan shall be provided to the FHWA/NMDOT and the SHPO.

C. If unmarked human burials or funerary objects are discovered during construction, the Village shall require the contractor to stop work in the

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
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immediate vicinity, takes steps to secure and protect the discovery, and immediately notify the local law enforcement agency with jurisdiction, the SHPO, and the FHWA/NMDOT respectively.

If the finding is on state or private land the local law enforcement agency will notify the Office of the Medical Investigator (OMI) pursuant to Section 18-6-11.2 of the Cultural Properties Act and implementing rule 4.10.11 NMAC. If the OMI terminates jurisdiction to the SHPO, the Village and the SHPO will consult to determine the steps to be taken to protect or remove the remains in accordance with 4.10.11 NMAC.

III. DISPUTE RESOLUTION

- A. Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA/NMDOT shall consult with such party to resolve the objection. If the FHWA/NMDOT determines that such objection cannot be resolved, the FHWA/NMDOT will:
 1. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA/NMDOT with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA/NMDOT shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of the written response. FHWA/NMDOT will then proceed according to its final decision.
 2. If the ACHP does not provide advice or comments regarding the dispute within the thirty (30) day time period, FHWA/NMDOT may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA/NMDOT shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of this written response.
- B. The FHWA/NMDOT's and the Village's responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

IV. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy, signed by all the signatories, is filed with the ACHP.

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

V. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA/NMDOT may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation IV above.

VI. TERMINATION

- A. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation IV, above. If within thirty (30) days (or another time agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
- B. Once the MOA is terminated, and prior to work on the Project continuing, the FHWA/NMDOT must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, consider, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA/NMDOT shall notify the signatories as to the course of action it will pursue.

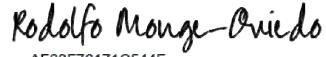
Execution of this MOA by the FHWA, the NMDOT, the Village and the SHPO, and implementation of its terms evidence that the FHWA/NMDOT has considered the effects of this Project on historic properties and afforded the ACHP an opportunity to comment.

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

SIGNATORY:

Federal Highway Administration

DocuSigned by:

Rodolfo Monge-Oviedo

AF03570171C544F...

Date 11/14/2023

Rodolfo Monge-Oviedo, Deputy Division Administrator
For: Cynthia Vigue, FHWA Division Administrator

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

SIGNATORY:

New Mexico Department of Transportation

DocuSigned by:

 Ricky Serna

5910E6A0255842F...
Ricky Serna, NMDOT Cabinet Secretary, or Designee

Date 11/10/2023

Approved for form and legal sufficiency by the NMDOT office of general counsel.

DocuSigned by:

 John Newell

John Newell
Assistant General Counsel

C750CEC1025D468...
Assistant General Counsel

Date 11/9/2023

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

SIGNATORY:

Village of Los Lunas

DocuSigned by:

Michael Jaramillo

Michael Jaramillo
Village Public Works Director

Date 11/15/2023

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

SIGNATORY:

NM Historic Preservation Division

DocuSigned by:



AEFB093DA2DB2498

Jeff Pappas, New Mexico State Historic Preservation Officer

Date 11/16/2023

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

CONCURRING PARTY:

Pueblo of Acoma

Date _____

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

CONCURRING PARTY:

Pueblo of Isleta

Date _____

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

CONCURRING PARTY:

Pueblo of Laguna

Date _____

MEMORANDUM OF AGREEMENT Village of Los Lunas: Los Lunas Boulevard Corridor Project
(Control Number A300961)

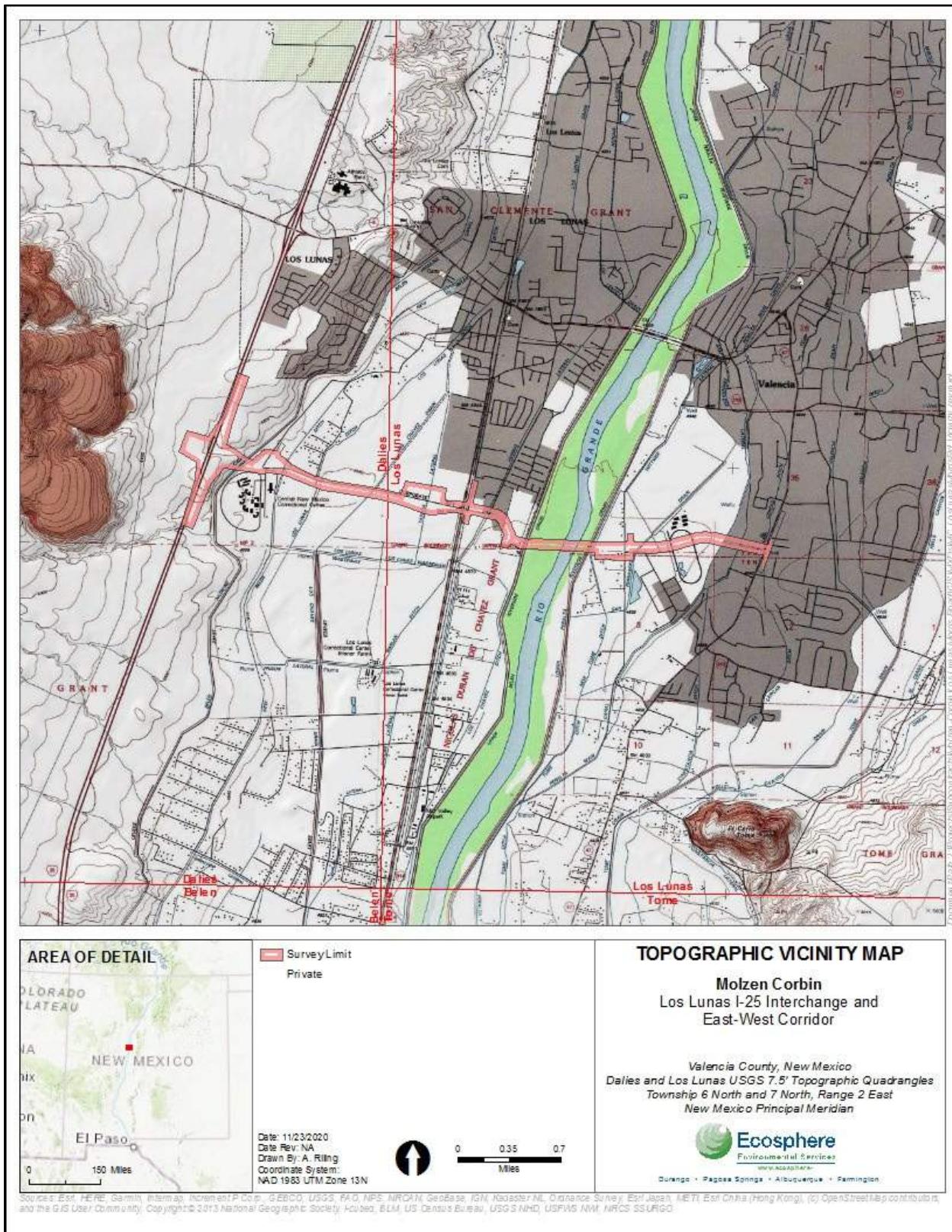


Exhibit 1

Certificate Of Completion

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Santa Fe, NM 87505

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John P Newell



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JohnP.Newell@dot.nm.gov

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Assistant General Counsel

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Ricky Serna



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Ricky.Serna@dot.nm.gov

Viewed: 11/10/2023 6:17:10 AM

Cabinet Secretary

Signed: 11/10/2023 6:17:20 AM

NMDOT

Signature Adoption: Pre-selected Style

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Rodolfo Monge-Oviedo



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rodolfo.monge-oviedo@dot.gov

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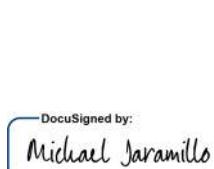
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Michael Jaramillo

Signed: 11/15/2023 10:28:15 PM

jaramillom@loslunasnm.gov

Signature Adoption: Pre-selected Style

Security Level: Email, Account Authentication (None)

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Signer Events	Signature	Timestamp
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Jeff Pappas jeff.pappas@dca.nm.gov Security Level: Email, Account Authentication (None)		

Electronic Record and Signature Disclosure:

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ID: 3649a7b5-7cf9-4ca3-b94d-25e44da190f0

Pueblo of Isleta, Dr. Henry Walt

henryj@toast.net

Security Level: Email, Account Authentication (None)

Electronic Record and Signature Disclosure:

Accepted: 1/16/2024 12:49:54 PM
ID: 16271385-6cec-465c-ba29-039eb34df842

Pueblo of Laguna, Mr. Richard Smith, Sr.

rsmith@pol-nsn.gov

Security Level: Email, Account Authentication (None)

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Pueblo of Acoma, Steven Concho

SConcho@poamail.org

Security Level: Email, Account Authentication (None)

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Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
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ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, New Mexico Department of Transportation (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact New Mexico Department of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: daniel.garcia5@state.nm.us

To advise New Mexico Department of Transportation of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at daniel.garcia5@state.nm.us and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from New Mexico Department of Transportation

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to daniel.garcia5@state.nm.us and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with New Mexico Department of Transportation

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July 15, 2022

Mr. John Taschek (via e-mail)
Ecosphere Environmental Services
320 Osuna Road NE, Suite C1
Albuquerque, NM 87107

Subject: HMIB Acceptance of an Initial Site Assessment (ISA) for the Los Lunas I-25 Interchange and East-West Corridor (I-25 to NM 47) in Los Lunas, Valencia County, New Mexico, CN: A300961

Dear Mr. Taschek,

Your July 2022 ISA report for the project referenced above was received in this office on July 14, 2022. Your deliverable consisted of the ISA report with all the appendices.

In accordance with the direction in the 2019 Tribal/Local Public Agency Handbook, the Hazardous Material Investigation Bureau (HMIB) has reviewed your letter to verify that it meets the NMDOT's reporting requirements and industry-accepted standards for all appropriate inquiry (AAI). Our review should not be viewed as comprehensive, we do not fact check. Rather, we assess that you have provided sufficient information upon which you base your determination that a full Initial Site Assessment (ISA) is unwarranted and to document hazardous substance and/or petroleum products in the corridor that might adversely affect the project design and/or construction. Naturally, if such conditions exist, we verify that you have charted a path through project development and construction. The HMIB assumes that your project scope is described in full and that your supporting documentation is complete and accurate.

You describe the project scope as the following:

- Constructing a new interchange on I-25 located approximately 1.6 miles south of the I-25/NM 6 Interchange. The new roadway will pass under the interstate, with two new I-25 bridges for the northbound and southbound interstate lanes and acceleration and deceleration lanes. The west end of Morris Road will be reconnected to Sichler Road and extended west to Camelot Boulevard on a new alignment. Sichler Road will connect to the corridor through an at-grade intersection. The new roadway will extend east of I-25, just south of existing Morris Road, which will act as a frontage road and connect to the new roadway west of NM 314 at an intersection. The NM 314 intersection will continue to be signalized and will be widened to include dedicated left- and right-turn lanes and ADA pedestrian improvements.
- From NM 314, the proposed corridor will continue east across the BNSF Railway tracks with a wider at grade crossing. The Los Lentes Road intersection to the east of the tracks will be widened with left-turn lanes. East of Los Lentes Road, the alignment will wrap around the south side of the residential neighborhood along

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District 3

Walter G. Adams
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District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

Ecosphere (Tasheck)

HMIB acceptance of an ISA for CN: A300961

July 15, 2022

Page | 2

Chamisa Avenue and Desert Flower Avenue. In this area, the road's grade will rise to the level of the bridge, and an intersection will be constructed for access to the Los Lunas Wastewater Treatment Plant and MRGCD drain and levee access roads. Drainage will be managed in detention ponds along the roadway.

- The Rio Grande bridge will be replaced with an 18-span bridge with a multi-use trail and pedestrian overlooks.
- The new roadway will intersect Edeal Road with an at-grade intersection east of the new bridge. One other intersection will be provided between Edeal Road and NM 47 for the Rio Abajo plan area. The new roadway will terminate at NM 47 with a "High T" intersection. Signalization would control only the southbound, east to northbound, and north to westbound movements. Drainage will be captured in ponds along the roadway.
- New water, sewer, and fiber optic lines will be extended from the Village Wastewater Treatment Plant across the river on the new Rio Grande bridge to Edeal Road. New power transmission lines along Morris Road will be relocated in coordination with Public Service Company of New Mexico. One septic tank will be re-located for a property south of the proposed project alignment and west of Chamisa Avenue.
- The project requires new right of way from 57 parcels and involves the relocation of three residential structures. Nine properties and five residences were previously acquired in 2012 and 2013.

You identified 12 findings proximal to the project where hazardous materials or petroleum products were used, stored, and/or released. Although you did not identify any of these findings as Recognized Environment Conditions (RECs) that require further hazmat investigation, you did recommend the following:

- Ensuring that discharge permit DP 1034 for Edeal Dairy is modified to reflect the post-ROW acquisition permit boundary.
- Evaluating the soil's geotechnical properties within animal holding pens on parcel 8-4 to determine its suitability for development. Due to the build-up of organic material, it may be necessary to remove manure- and caliche-laden surficial soils from the site prior to construction.
- The previous recommendation from Terracon's 2012 ISA of village-owned parcels along the project corridor of evaluating the soil of the orchard on parcels 6-2/6-3/6-4 for residues that could affect worker safety.
- The previous recommendation from Terracon's 2012 ISA of village-owned parcels along the project corridor of evaluating the building materials for the presence of ACBMs, LBP, and mercury-containing thermostats prior to the demolition of the structures on parcels 5-5 and 6-8.

We reviewed the total of the information you delivered and believe that an Environmental Professional, as defined by the USEPA, could reasonably draw conclusions about the risk of encountering hazardous substances or petroleum products during construction. Because you identify such risk, recommendations were provided. We believe your

Ecosphere (Tasheck)
HMIB acceptance of an ISA for CN: A300961
July 15, 2022
Page | 3

deliverable represents AAI and meets the NMDOT's reporting requirements and so it is accepted by the HMIB.

If you have questions regarding the content of this letter or have comments, do not hesitate to call my office at 505-819-7330.

Sincerely,



Monica Stefanoff, Geoscientist
NMDOT Hazardous Materials Investigation Bureau (HMIB)

Attachment: Ecosphere's July 2022 Initial Site Assessment for Los Lunas I-25 Interchange and East-West Corridor (I-25 to NM 47), Control Number A300961, without appendices B-G

CC (via e-mail): Michael E. Martinez, Utilities
Darlene Roybal, ROW TLPA Coordinator
Lee Cabeza de Vaca, ROW Clearances
Peter Kubiak, D-3 T/LPA Coordinator
Emily Dossett, Environmental Bureau



July 11, 2023

Cynthia Vigue, Division Administrator
Federal Highway Administration
New Mexico Division
4001 Office Court Dr.
Suite 801
Santa Fe, NM 87507
cindy.vigue@dot.gov

Attention: Rodolfo Monge-Oviedo Deputy Division Administrator

RE: Section 4(f) *de minimis* determination for the Los Lunas Interstate 25 Los Lunas Boulevard Corridor Project: Valencia County, New Mexico: NMDOT Control Number A300961

Dear Ms. Vigue:

The Village of Los Lunas (Village), in association with the New Mexico Department of Transportation (NMDOT) and Federal Highway Administration (FHWA) are proposing to develop the Los Lunas Boulevard Corridor Project (project) within the Village limits and Valencia County, New Mexico. The project would provide a second access point to I-25 south of New Mexico Highway (NM) 6 in Los Lunas and extend a new four-lane roadway east across the Rio Grande to NM 47. The purpose of the project is to relieve traffic congestion on NM 6 and other facilities in the Village, serve travel demand to high growth areas, and enhance the efficiency of emergency response services within northern Valencia County. As part of the right-of-way requirements for this project, a parcel of 0.8535 acre (Parcel 6-QCD-1A) is needed from the Badlands Drive-in movie theatre (see attached figure), which is part of the 66.69-acre Los Lunas Sports Plex property—a public recreation facility operated by the Villages of Los Lunas. The Badlands Drive-in movie theatre is located on the northwest corner of Morris Road and NM 314. The parcel is needed to enhance the geometric configuration of this intersection.

In order to obtain FHWA approval of the environmental documentation for the project as required by the National Environmental Policy Act and Section 4(f) of the USDOT Act of 1996, the Village is requesting your concurrence with the determination that the proposed right-of-way acquisition will qualify as a *de minimis* impact. Under Section 4(f), a *de minimis* impact

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MAYOR

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COUNCILMAN

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COUNCILMAN

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COUNCILMAN

GREGORY D. MARTIN
VILLAGE ADMINISTRATOR



involves the use of a Section 4(f) property that is generally minor in nature and may be made when the following criteria are satisfied:

- The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
- The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and
- The official(s) with jurisdiction over the property are informed of the FHWA's intent to make the *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

With regard to these criteria, the Village offers the following information:

- The right-of-way acquisition is not anticipated to affect the current or future recreational activities, features, and attributes of the property. Only about 1.3-percent of the property is proposed for right-of-way acquisition.
- A public meeting was held October 29, 2020, on the current project preferred alternative and preliminary design and no adverse comments were received on the Section 4(f) property. Four additional public meetings were held during the alternatives' analysis process of the Los Lunas Corridor Study: August 25, 2009; January 26, 2010; September 21, 2010; and August 17, 2011. No adverse comments were received on the subject property.
- The Village understands the FHWA's intent to make the *de minimis* impact determination and concurs that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The Village hereby requests your concurrence with the determination that the project will not adversely impact the Badlands Drive-in movie theatre property within the project area and falls under a *de minimis* determination.

Sincerely,

Michael Jaramillo

Michael Jaramillo
Village Public Works Director

Jul 15, 2023

Date

CHARLES GRIEGO
MAYOR

GINO ROMERO
COUNCILMAN

PHILLIP JARAMILLO
COUNCILMAN

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PUBLIC WORKS DIVISION

CONCURRENCE:

DocuSigned by:

Junt Belja

554091EEDF60442

NMDOT Environmental Bureau Manager

7/26/2023

Date

DocuSigned by:

Rodolfo Monge-Oviedo

554091EEDF60442

FHWA New Mexico Division Administrator

7/30/2023

Date

CHARLES GRIEGO
MAYOR

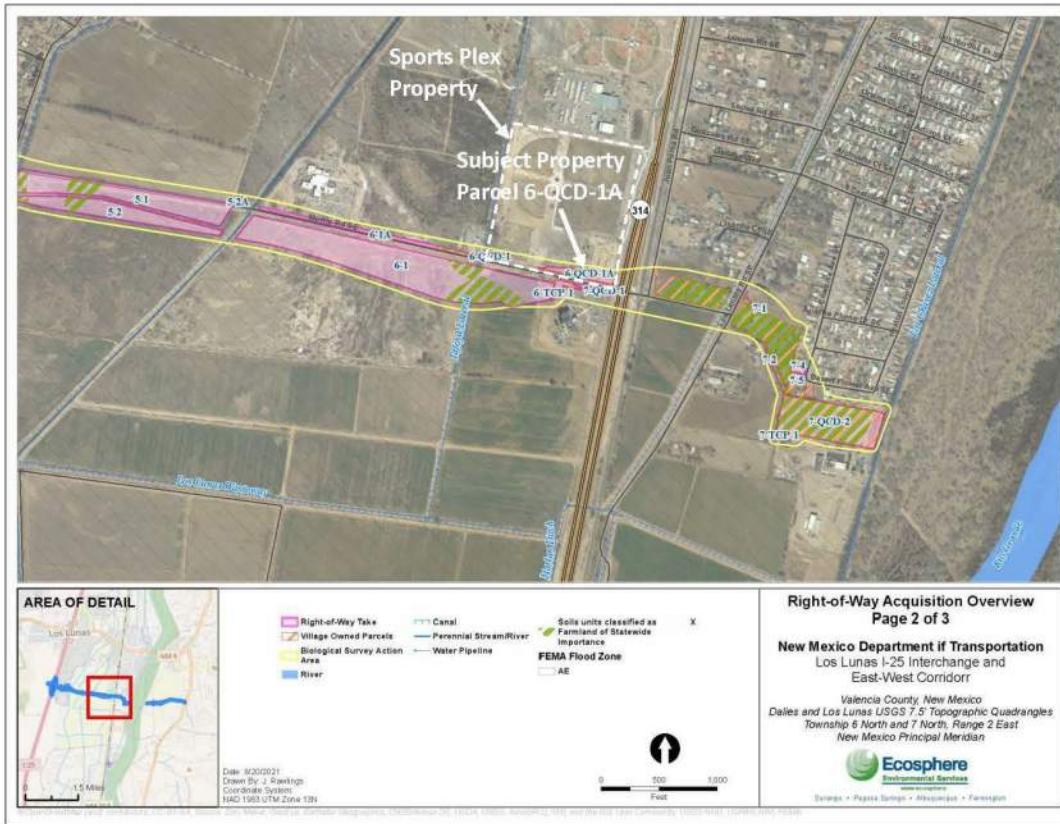
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United States Department of the Interior

FISH AND WILDLIFE SERVICE



New Mexico Ecological Services Field Office

2105 Osuna Road NE

Albuquerque, New Mexico 87113

Telephone 505-346-2525 Fax 505-346-2542

<https://www.fws.gov/office/new-mexico-ecological-services>

June 7, 2023

Consultation Number F-2022-0033922

Rodolfo Monge-Oviedo Deputy Division Administrator
Federal Highway Administration, New Mexico Division
4001 Office Court Drive, Suite 801 Santa Fe, New Mexico 87507

Dear Mr. Monge-Oviedo,

Thank you for your request for formal consultation with the U.S. Fish and Wildlife Service (Service) pursuant to section 7 of the Endangered Species Act of 1973 (16 USC 1531-1544), as amended (ESA). The Village of Los Lunas (Village), with cooperation from the New Mexico Department of Transportation (NMDOT) and Federal Highway Administration (FHWA), proposes to construct the Los Lunas Interstate 25 (I-25) Interchange and East-West Corridor Project (project) to provide a second access point to I-25 in Los Lunas, New Mexico, and extend a new roadway across the Rio Grande to New Mexico Highway (NM) 47 (proposed action). You determined the Proposed Action “may affect, is likely to adversely affect” the Rio Grande silvery minnow (*Hybognathus amarus*; silvery minnow) and designated critical habitat for the species; the southwestern willow flycatcher (*Empidonax traillii extimus*; flycatcher), its designated critical habitat, and the western yellow billed cuckoo (*Coccyzus americanus*; cuckoo) and its designated critical habitat.

The enclosed biological opinion (Opinion) for the silvery minnow, flycatcher, and cuckoo is based on information provided in your April 2023 BA. In this Opinion, we analyzed the status of these species, the environmental baseline, effects of the Proposed Action, and cumulative effects. Based on our analyses, we found that the Proposed Action will not jeopardize the silvery minnow, flycatcher, or cuckoo. Based on a one-time purchase of 500 acre-foot of “new” water (San Juan River) to be used at the timing discretion of the Service toward the conservation and recovery of Rio Grande silvery minnow

and replacing lost trees at a 7:1 ratio at an offsite mitigation area approved by Service for the flycatcher and cuckoo.

Effects to Silvery minnow

The installation of the bridge will not jeopardize the silvery minnow. The one-time purchase of 500 acre-foot of water will help in drought years to help produce roughly 1/3rd of a spawn for the minnow, which is mentioned in your April 2023 BA. This action will also not adversely impact designated critical habitat. One half of the river will be worked on until the completion and then crews will switch to the other half of the river. This division of the river will still allow water flow and fish movement. Any stranded minnow will follow the guidelines found in Attachment A, found at the end of this Biological Opinion. There is a permanent loss of 0.04 ha (0.11 acres) of critical habitat due to the pillars needed to support the bridges. However, after the construction of the project we expect the river condition to return to a somewhat previous state in a short period of time.

Effects to flycatcher

Although vegetation removal will not happen during the flycatcher breeding season, construction post vegetation removal is still scheduled to take place during the flycatcher breeding season. Flycatchers nesting nearby within 1/4 mile have the potential to be disturbed and harassed by construction nearby. Although territories have not been found in the action area, nearby territories adjacent to the project area have existed in recent years, consecutively. A biologist with an active flycatcher ESA section 10(A)(1)(a) permit will conduct formal protocol surveys starting May 15th to survey the floodplain and action area for flycatchers when construction must take place at any time during the flycatcher breeding season. If a flycatcher is detected by the biologist, then they will inform the Project Manager to cease all activities in the riparian corridor until the Service's New Mexico Ecological Service Field Office (NMESFO) is contacted for further instruction. If a flycatcher is determined to be in the area, construction can only continue between 9 AM and 3 PM to avoid disturbing the flycatchers during their peak activity. Therefore, construction activities may occur during the nesting season provided no flycatchers occur within the action area. The area affected by construction activities will be reseeded with native vegetation and additional mitigation planting flycatcher habitat will help offset any losses of suitable flycatcher habitat or critical habitat.

Effects to cuckoo

Although vegetation removal will not happen during the cuckoo breeding season, construction post vegetation removal is still scheduled to take place during the cuckoo breeding season. Cuckoos nesting nearby within 1 mile have the potential to be disturbed and harassed by construction nearby. Although territories have not found in the action area, the nearest cuckoo territory is located within 0.8 mile (1.6km) of the project area. Additional construction activities are allowed to occur from July 1 through September 1, based on the following conditions. A biologist with an active cuckoo ESA section 10(A)(1)(a) permit will conduct formal cuckoo surveys starting June 15th for the cuckoo when construction activities must occur within the cuckoo breeding season. If a cuckoo is detected by the

biologist, then they will inform the Project Manager to cease all activities within the riparian corridor until the Service's New Mexico Ecological Service Field Office (NMESFO) is contacted for further instruction. If the cuckoo is determined to be in the area, construction can only continue between 9 AM and 3 PM to avoid disturbing the cuckoos during their peak activity. Therefore, construction activities may occur during the nesting season provided no cuckoo are within the areas. Furthermore, the area of construction impact will be reseeded with native vegetation and additional mitigation planting cuckoo habitat may help offset any losses of suitable cuckoo habitat or critical habitat.

Thank you for working with the Service to address our project concerns and seeking to enhance and create habitat features associated with the Proposed Action. In future correspondence on this project, please refer to consultation number 2022-0033922. If you have any questions regarding this Opinion, please contact Vance Wolf, at the letterhead address, by email, at vance_wolf@fws.gov, or by telephone at (505) 761-4726 or Debra Hill at the letterhead address, by email, at debra_hill@fws.gov, or by telephone at (505) 761-4719.

Appendix D

Public Involvement Summary

Appendix D Public Involvement Summary

Virtual Public Meeting Summary

Los Lunas I-25 Interchange and East-West Corridor

Control Number A300961

October 29 to November 13, 2020

1. Meeting Overview

In the interest of maintaining social distancing, the Village of Los Lunas (Village), New Mexico Department of Transportation (NMDOT) and Federal Highway Administration sponsored a Virtual Public Meeting to provide information and obtain public input on the Los Lunas Interstate 25 (I-25) Interchange and East-West Corridor project (NMDOT Control Number A300961). The project extends from I-25 east across the Rio Grande to NM 47 in Los Lunas and Valencia County, New Mexico. The purpose of the virtual meeting was to present the project purpose and need, the preferred alternative, right-of-way, environmental information, funding, and the project schedule, and to obtain public input.

The virtual meeting was advertised in the Valencia County News Bulletin on October 22, 2020 and in the Albuquerque Journal on October 21, 2020. Copies of the meeting notice were mailed to approximately 1,000 property owners and residents adjacent to the project corridor (within the area shown on the attached map), and emailed or mailed to approximately 80 elected officials, agency representatives, community organizations, and neighborhood associations in the project area. The virtual meeting was also announced on the Village of Los Lunas website and Facebook page, which is followed by approximately 1,600 people.

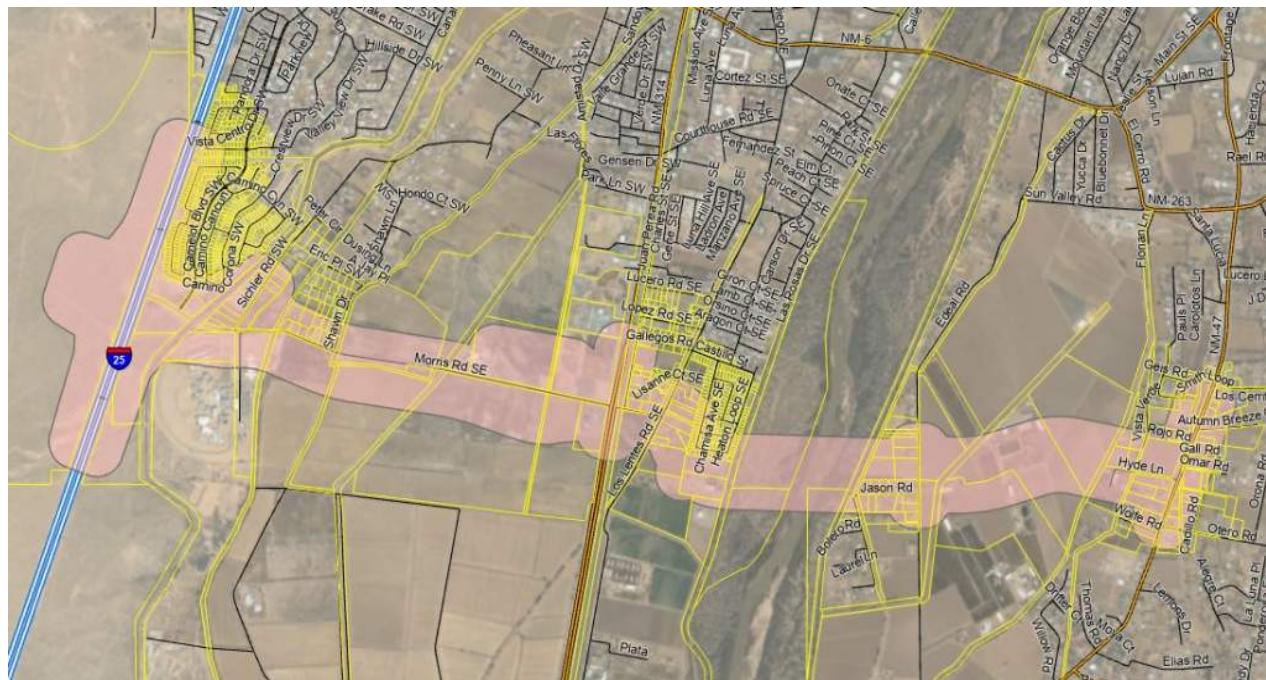


Figure 1: Mailing Area for Property Owners and Residents Adjacent to the Project Corridor

The public was invited to participate in the virtual public meeting at <http://www.llcorridor.com>. On October 29, 2020, from 6:30 to 8:00PM, a recorded video presentation was given at this website using connections to Facebook and YouTube to view the presentation, followed by a live public comment/question-and-answer period accessed via phone, email, and Facebook. Study team representatives were available to address questions and discuss the project following the recorded presentation. The public was also invited to review and comment on the presentation at <http://www.llcorridor.com> anytime between October 29 and November 13, 2020. For those without internet, contact information was provided for study team members who would be available to provide assistance to help people participate in the meeting. Comments were requested at the live meeting or by email, mail, or phone.

During the meeting, 41 live comments were received via email (contact@llcorridor.com), Facebook (<https://www.facebook.com/loslunasnm/>), or telephone (575-202-9213), and responses were provided by study team members. The Village's Facebook page received 1,341 visits to the meeting site with over 1,000 views of the presentation and 45 comments/questions during and after the live meeting. The YouTube presentation received 146 views. An additional 32 mail, email, and phone comments were received before and after the meeting. Some of the Facebook, mail, email, and phone comments were recited during the meeting, so there is some overlap between the live meeting and Facebook/email/mail/phone comments. The comments/questions are summarized below and included in detail on the following pages with responses where available.

Table 1: Summary of Comments

COMMENT CATEGORY	# of COMMENTS
In favor of or positive about the project	17
Access	25
• Questions/concerns about access limitations in general	2
• Suggest recreational access at river	2
• Questions/comments about access at NM 47	7
• Questions/comments about access in Morris/Sichler/Camelot area	5
• Concerns about business access between I-25 and NM 314, north side of Morris	1
• Questions/comments about access near/at Los Lentes Road	2
• Questions/comments about access near/at Edeal Road	2
• Questions/comments about access/overpass at NM 314	2
• Questions/comments about access west of I-25	1
• Questions/comments about access at Juan Perea Road	1
Right-of-way acquisition questions	2
Questions about noise study and potential impacts	4
Questions about future bicycle/pedestrian facilities	1

COMMENT CATEGORY	# of COMMENTS
Questions about project effects on NM 6 and emergency response times	4
Questions/comments about phasing and schedule	9
Questions/comments about impacts to agricultural land and development of valley	6
Concerns about impacts to adjacent properties	6
Concerns/questions about design or location of the preferred corridor	7
Questions about traffic counts/forecasts on roadways in the area	2
Request for more information and/or continued future contacts	5
Questions about future public meetings or hearings	1
Concerns about impacts to the bird flyway in the valley	1

2. **Comments at Live Presentation:**

1. **Question/Comment:** I'm not sure what you mean by access limitations. I suggest recreational access at the river, for a park or parking area so that the ditch banks can be used for walking, biking, fishing, and access to the river or maybe a ramp for human powered water craft and boats.

Response: Access in the corridor is controlled by a document called the Roadway Access Control Policy put together by Mid-Region Council of Governments (MRCOG) and NMDOT. This policy limits access to the major intersections but it does make provisions for access to private properties. In the future, access for commercial and new driveways will be considered under that policy.

2. **Question/Comment:** Where is the nearest cross street where the alignment intersects NM 47?

Response: The new corridor will intersect NM 47 at Hyde Lane.

3. **Question/Comment:** We live at Mid-Valley Airpark. We think this change will relieve the traffic hassles which have been growing worse over the last many years. We approve of this new design and are looking forward to its completion. Thank you for the excellent presentation.

4. **Question/Comment:** I am a resident living in Los Chavez and am very supportive of this much needed interchange. I would like to voice my opinion on this issue. How will I be able to be heard tomorrow night?

Response: Call number 575-202-9213, Email contact@llcorridor.com, or Facebook (<https://www.facebook.com/loslunasnm/>).

5. **Question/Comment:** 1) When will the route plans be finalized so landowners can evaluate the impact to their properties? Is there currently a finalized plan? When will homeowners be notified

of impact to their property? 2) Are there plans for sound barriers where the proposed roadway comes close to residential dwellings?

Response: 1) We have notified property owners who will have impacts to their properties. We don't have a finalized plan, but we do have a generalized plan of where property will need to be acquired and the amount of square footage that will be acquired. We are completing surveys of the project limits and those will be put into right-of-way maps for the NMDOT's review. Once the NMDOT approves the right-of-way maps, they will be put into exhibits that can be shared with the property owners.

2) We are in the process of doing a noise study that will model noise levels in the corridor for the opening year of the roadway and in a future forecast year. If noise impacts are identified under state and federal criteria, we will evaluate mitigation measures such as noise barriers to determine if they are reasonable and feasible. Considerations include things like costs, how effective they are in terms of reducing noise levels, and engineering feasibility. It is likely that there will be noise barriers in the areas where existing development is in close proximity to the new roadway.

6. **Question/Comment:** I strongly support this project. 1)Will the new alignment incorporate existing Morris Road between I-25 and NM 314? 2)What are the plans for bike lanes on the new road? 3)Will there be an overpass where the new road crosses NM 314 and the railroad? 4)How can we citizens influence a full build-out for four lanes and access limitations, instead of phased construction?

Response: 1)The new alignment will encompass Morris Road at the intersection of NM 314 and adjacent to the correctional facility east of I-25, but it will be offset to the south of Morris Road between these points, and Morris Road will act as a frontage road.

2) We're planning for a multiuse trail on the north side throughout the corridor. At the intersecting streets, crossing facilities will be provided and on the river bridge, several overlooks will be provided for bicyclists and pedestrians to stop, rest, and view the river and bosque.

3) An overpass is not planned at NM 314 and the railroad. We have looked at that option, but it adds significant costs and creates access problems for the courthouse, park, and surrounding properties.

4) The full budget of \$97 million is substantial and it is likely that funding will be obtained in increments from federal, state, and local sources. Although we would like to build the entire facility in one project, it is likely that will have to phase it, probably starting at the east end.

7. **Question/Comment:** I own a property at the east end of the project on the northwest corner of the new facility and NM 47. How can I ensure that a drive pad is installed?

Response: We are aware of this property and believe it has access. The project is being designed

primarily to move traffic so there will be some limitations on access in accordance with the MRCOG/NMDOT Roadway Access Control Policy mentioned earlier.

8. **Question/Comment:** Will Camelot still be connected to Morris Road?

Response: The plan is to connect Morris Road to Sichler Road, which will intersect the new East-West Corridor across from the correctional facility. A new alignment will extend from the Morris/Sichler intersection to Camelot Road.

9. **Question/Comment:** Is a sound study being done for the project? I'm concerned that noise levels between the exits on I-25 will go way up.

Response: Yes, a sound study is being done. We will be evaluating noise along I-25 within the project limits, which extend several thousand feet along the interstate. We will also look at sound along the new east-west corridor using the same methods and criteria described previously.

10. **Question/Comment:** How will this project affect agricultural properties in the corridor?

Response: There will be effects on agricultural properties in the corridor through taking of some farmland. We will make efforts to maintain irrigation and access to the remaining adjacent farmland.

11. **Question/Comment:** I live across from the intersection of NM 47 and Hyde Road. Will there be a traffic light to control and maintain access at this location?

Response: Yes, we are currently looking at a signalized "High T" type intersection, which will allow free flow traffic in the northbound direction on NM 47, the south to westbound direction from NM 47 to the new facility, and the east to southbound direction from the new roadway to NM 47.

12. **Question/Comment:** Is this project north or south of NM 6?

Response: The new alignment is about 1.6 miles south of NM 6.

13. **Question/Comment:** There is no main access to businesses other than the frontage road west of NM 314.

Response: The new corridor is intended to move traffic and will have access controls. We are aware of commercial properties along the project in the area described and trying to make allowances for access. Property between I-25 and NM 314 on the south side of the new alignment is mostly state owned and associated with the correctional facility. The properties on the north side of the new alignment will have access to the frontage road, which is the existing Morris Road.

14. **Question/Comment:** Are you going to make sure that I have access to my farmland, which is potentially cutoff by the project?

Response: We understand that your property is south of the new alignment, between NM 314 and Los Lentes Road. Los Lentes Road will have a full intersection and we will make accommodations for property access.

15. **Question/Comment:** When will construction begin and how long will it take?

Response: Construction is estimated to start in the spring of 2022 and will take 18 months.

16. **Question/Comment:** 1)Wasn't there another location that was looked at? 2)The distance between the two off-ramps is too short.

Response: 1) In the previous corridor study done by the MRCOG about 10 years ago, a number of alternatives were looked at and this was the selected alignment.

2) The preliminary interchange design follows current standard; however, we may not understand which off-ramps you are questioning. We can discuss this with you further.

17. **Question/Comment:** Have the effects on businesses along Main Street/NM 6 been analyzed?

Response: Many businesses along Main Street/NM 6 have expressed concerns about traffic congestion and the resulting problems with access. Our data indicates that about 40 percent of the travel on Main Street is through traffic, not destined for local businesses. The proposed project should relieve that travel and reduce congestion on Main Street.

18. **Question/Comment:** I am having problems accessing the meeting and would like to meet with you to discuss access.

Response: We will meet with you and will continue to have the presentation posted on Facebook and receive comments until November 13, 2020.

19. **Question/Comment:** Will there be protection for agricultural land? Will zone changes be pushed through for commercial development?

Response: The project will take some agricultural land, as already mentioned, and we will make efforts to ensure that irrigation flows and things like access for farm equipment are maintained for the remaining agricultural land. Our focus is mainly the roadway project. We don't have any control over things like zoning or land use development decisions.

20. **Question/Comment:** Meadow Lake Road needs a major facelift. Who would I talk to about that?

Response: Meadow Lake Road is in Valencia County, so the best contacts would be the Public Works Director or County Manager.

21. **Question/Comment:** With traffic rerouted as a result of the project, has traffic on El Cerro and Vigil Road and south NM 47 been modelled?

Response: The traffic study looked at the NM 47 intersection area and some of the major facilities in the larger region but has not looked at individual roads or highways like south NM 47 outside the project area in detail.

22. **Question/Comment:** I have been hearing about this project for 10 years. How realistic is it and when will it take place?

Response: The Village has been working on this project for many years and now has funding from local, state, and federal sources. We expect to start in the spring of 2022 and that it will take approximately 18 months to complete.

23. **Question/Comment:** 1) I own property at the end of the project right where the corridor connects to NM 47 (NW corner). How can I ensure there is a drive pad installed so that I can get access to my property? 2) How will access be provided for Morris Road, Sichler Road, and Camelot Road?

Response: 1) We are currently looking at a signalized "High T" type intersection, which will allow access to adjacent properties.

2) The plan is to connect Morris Road to Sichler Road, which will intersect the new East-West Corridor across from the correctional facility and to extend a new alignment from the Morris/Sichler intersection to Camelot Road.

24. **Question/Comment:** Is the proposed road going over Edeal Road or is there a planned intersection?

Response: The plan is to have an at-grade intersection at Edeal Road. We have not determined if it will be signalized at this point.

25. **Question/Comment:** When will the appraisal process start?

Response: The appraisal process will start after we have approved right-of-way maps, which are based on the land surveys. Realistically, that will be in the spring of 2021.

26. **Question/Comment:** Will there be additional public meetings or a public hearing in the future?

Response: Yes, this is a public information meeting to kick off the continuation of the corridor study. Once we have an environmental assessment approved by the NMDOT and Federal Highway Administration, we will have a public hearing to review the findings. We anticipate that sometime in the early spring of 2021.

27. **Question/Comment:** Without convenient access before the NM 314 intersection, how is this project going to affect traffic. For example, if I'm driving home from Albuquerque and have errands, instead of taking the new interchange, I will have to take NM 6 and drive down NM 314. I will still have to wait in traffic. The new corridor won't have any impact on this type of trip.

Response: Most of the land around the new interchange is commercial and there are plans for development in this area that may serve the needs you describe. Also, as previously described, the traffic studies done for the project show that about 40 percent of traffic currently on NM 6 has destinations outside of that corridor. The new roadway will relieve travel demand and congestion on NM 6 and provide better traffic flow throughout the region.

28. **Question/Comment:** What are the current traffic volumes on NM 314, NM 6, and NM 47? Do you see traffic volumes increasing as a result of this bypass project?

Response: We have done counts on all of the roads mentioned. We can provide the specific data if you would like to see it. We expect traffic to decrease on NM 6 and south of NM 6 on NM 47 as a result of the project.

29. **Question/Comment:** What is the plan for the corrections facility? Will it be walled off?

Response: We will look at noise walls in that area for residences on the north side of Morris Road. We are not planning to look at a tall wall around the perimeter of the correction facility.

30. **Question/Comment:** We live on Sichler and are concerned that Sichler could become a shortcut if there is an accident at NM 6 and NM 314.

Response: Traffic could possibly increase on Sichler under those circumstances. One of the advantages of the project is that it provides an alternative travel route if there is an accident on NM 6. Camelot Road and Sichler Road currently provide alternative access routes from NM 6 to Morris Road if there is major congestion on NM 6 and/or NM 314. The proposed project will likely help to alleviate this situation.

31. **Question/Comment:** Can you outline the details between Phase 1 and Phase 2 of the project?

Response: We don't know the details between the phases yet. We have about \$65 million of the total estimated \$97 million project cost. We are designing the whole project now, so we are sure that we have thought out the entire design. Currently, we anticipate starting on the east side at NM 47 and continuing across the river to NM 314 as the first phase. The number of phases and timing for the rest of the project depends on funding and other conditions that come into play.

32. **Question/Comment:** Edeal Road is already a shortcut from NM 6 to NM 47. I am concerned that the new intersection at Edeal Road and the new corridor will increase this problem. Have you looked at this issue?

Response: Yes, our traffic count data included Edeal Road and we are aware that it may be used as a short cut. It is likely that the new corridor will reduce this incentive by lowering overall regional congestion, particularly on NM 6; however, we have not modelled future traffic specific to Edeal Road.

33. **Question/Comment:** Have you calculated the improved response times for emergency vehicles, for example to the Meadow Lake area?

Response: Yes, we looked at response times to an area east of NM47. This study showed that during the most congested times on NM 6, response time was about 31 minutes. With the proposed corridor, response time was reduced to about 7 or 8 minutes, so there was considerable improvement.

34. **Question/Comment:** Is the plan to begin construction at NM 47 or I-25?

Response: The current plan is to initially start at NM 47 and continue west across the river to NM 314.

35. **Question/Comment:** That (starting at NM 47 and extending to NM 314) will eliminate nothing on HWY 6. That is the problem.... NM 6 to 47.

Response: We understand that the full benefit of the project will not be realized until the entire corridor is constructed.

36. **Question/Comment:** It takes 45 minutes to drive from Camelot Drive to NM 263 during rush hour.

Response: Yes, that seem reasonable given current congestion. The project should alleviate that situation significantly.

37. **Question/Comment:** Where can we get a better map of the project? I can't see it online.

Response: We can add a better map to the website in the near future.

38. **Question/Comment:** Why are you starting on the east side at NM 47 rather than the west?

Response: The eastern side of the corridor may be easier to complete, which will help allow us to meet our funding deadline for project completion by June 2024.

39. **Question/Comment:** This is a clarification to the previous comment on a wall at the correction facility.

Response: There would not be a tall wall along the perimeter of the correction facility, but there

could be noise barriers along the north side of the proposed roadway to provide noise abatement for residential areas north of Morris Road in this area.

40. **Question/Comment:** Why do you call out NM 47 as the end of the project?

Response: As engineers, we describe projects as beginning on the west and moving east. It is engineering protocol and does not necessarily reflect project phasing.

41. **Question/Comment:** Will the new road extend west of I-25 interchange?

Response: There is a west leg planned for a few hundred feet. We would construct to the edge of the Huning Ranch master plan area, and this development would build additional roadways from there.

Facebook Comments not addressed at the Meeting

Question/Comment: This seems like a wise long-term vision for the area as the population has grown. In terms of a more complete long-term vision, will the valley become a wall of houses and strip malls, or will there be efforts of maintaining the integrity of open space and agricultural production?

Response: The current project primarily addresses the new roadway, interchange, and bridge. Several known or approved commercial and housing developments are planned along the corridor, so it is likely that there will be some changes in land use. Where property owners plan for agricultural uses, we will make provisions for continued irrigation and access for farm equipment.

Question/Comment: Looking at the big picture and future development... there has been talk of building the county's emergency hospital near the district court, off Morris Rd and Hwy 314. Where is that potential site in relationship to this project?

Response: We understand that the hospital location has not been defined, pending a feasibility study. We will work with any future planning efforts to accommodate access if needed.

Email/Mail/Phone Comments

1. **Question/Comment:** I am in favor of immediate construction of the preferred alternative shown on the "Request For Public Input" attached to your email notice. Completion of this project is at least 10 years overdue and further delay is unacceptable. Just getting this travel option established is the most important facet. However, there are two very desirable components I would like to see:
 - 1) Grade separation for both NM 314 and the railroad. An at-grade intersection only duplicates the incredible mess on Main St/Hwy 6. It is obvious a grade separation should be deemed 'essential.'
 - 2) River access from the bridge for recreational activities; at least trail access for walking/biking, and perhaps river access for oar/paddle-powered small boats.

Response: 1) An overpass is not planned at NM 314 and the railroad. We have looked at that option, but it adds significant costs and creates access problems for the courthouse, park, and surrounding properties.

2) The current plan includes several overlooks on the river bridge for bicyclists and pedestrians to stop, rest, and view the river and bosque. We will consider your suggestion for river access.

2. **Question/Comment:** I support the construction of the preferred alternative using the Morris Road corridor and intersecting NM 314.
 - 1) The notice indicates that the East-West road will have access limitations. I am not sure what you mean by access limitations. Please clarify.
 - 2) My impression is that using this corridor will have some impacts on nearby residential areas. I know you will listen to their concerns and work with them. However, I suggest you stick to this preferred alternative and begin construction before any land use changes cause issues or require changes in the proposal. That means do it as soon as possible before more of the land is built upon.
 - 3) If you are really going to leave the railroad crossing "at grade" then make sure there is enough room and options for east-bound traffic to turn either left or right on 314 so as to not wait behind thru traffic stopped for trains.
 - 4) I encourage consideration of recreational access as the road crosses the river. Suggest access to a park or parking area so that the ditch banks can be used for walking, biking, fishing, and access to the river. Maybe a ramp for human powered watercraft and boats.

Response:

1) Access in the corridor is controlled by the Roadway Access Control Policy put together by MRCOG and NMDOT. This policy limits access to the major intersections but it does make provisions for access to private properties. In the future, access for commercial and new driveways will be considered under that policy.

2) Comment noted.

3) The new at-grade intersection will have exclusive left- and right-turn lanes to avoid the problem you mention.

4) The current plan includes several overlooks on the river bridge for bicyclists and pedestrians to stop, rest, and view the river and bosque. We will consider your suggestion for river access.

3. **Question/Comment:** We recently saw a marvelous video created by the Village of Los Lunas outlining the proposed new exit from I -25 down Morris Road, across the river to Hwy 47. This is BADLY NEEDED and beautifully executed. We have been waiting over 20 years for relief for our heavily overburdened Main St. Hwy 6, Historic Rt 66 pre 1937 alignment ...THANK YOU!!
4. **Question/Comment:** We live at Mid-Valley Airpark, we think this change will relieve the traffic hassles which have been growing worse over the last many years. We approve of this new design and are looking forward to its completion. Thank you for the excellent presentation on line.

5. **Question/Comment:** I would like to be on your mailing list re: Los Lunas I-25 Corridor project. I missed your virtual meeting on the 29th, but a friend sent me the You Tube link so I could hear the presentation as well as the Q&A.

1) As this is a major bird flyway, I would like to know how you are addressing the matter of cutting a huge swath across the valley that will impact river roosting for cranes, snow geese, Canada geese and other species. Will this be detail in the NEPA portion of your study? Are you aware that in the past we have had Whooping Cranes along Edeal Road? Nothing real recent, but they have been on this flyway.

2) Agricultural impacts are also a very important aspect of this corridor across some prime growing land. Access to and loss of such land needs to be fully accounted for, as once gone, there is no recovery. Hope you consider the corollary issue of water and loss of aquifer recharge as part of the land loss to the corridor. Will look for your documentation as you proceed thru the various assessments required under the many laws governing your project.

3) I also was not really clear why the project is starting at the East end vs. the I-25 exchange, the whole point of this corridor?! Is it too cynical to think that the county level zoning issue @ Hyde Rd. is the thorn? Is future funding contingent upon overcoming that hurdle? I would really like to hear some sound reasoning for this odd choice.

Thank you for your kind response to my questions. Hope to be part of your next presentation's audience.

Response:

1) The project would result in a minor loss of migratory bird stopover habitat and may result in reduced use in the immediate area by species that are less gregarious, but it is not expected to preclude the use of the valley or river corridor by migratory birds in the central flyway.

Gregarious species often actually nest on bridges. The project environmental commitments will prevent the contractor from impacting any nesting birds.

2) The project will take some agricultural land. The design will ensure that irrigation flows are maintained, and we will make efforts to accommodate things like access for farm equipment for the remaining agricultural land. Runoff from the proposed roadway will be captured in ponds and allowed to percolate into and recharge the aquifer.

3) The phasing plan is still under discussion. The eastern side of the corridor may be easier to complete, which will help allow us to meet our funding deadline for project completion by June 2024. Ideally, we would construct the entire project under one phase.

6. **Question/Comment:** As a property owner in Los Lunas along the proposed corridor I am planning to attend the meeting on October 29th at 6:30 pm. I have a couple of questions that I'd like to be addressed at the meeting:

1) When will the route plans be finalized so landowners can evaluate the impact to their properties? Is there currently a finalized plan? When will homeowners be notified of impact to their property?

2) Are there plans for sound barriers where the proposed roadway comes close to residential dwellings?

Thank you for including these questions during the discussion on Thursday.

Response:

- 1) We have notified property owners who will have impacts to their properties. We don't have a finalized plan, but we do have a generalized plan of where property will need to be acquired and the amount of square footage that will be acquired. We are completing surveys of the project limits and those will be put into right-of-way maps for the NMDOT's review. Once the NMDOT approves the right-of-way maps, they will be put into exhibits that can be shared with the property owners.
- 2) We are in the process of doing a noise study that will model noise levels in the corridor for the opening year of the roadway and in a future forecast year. If noise impacts are identified under state and federal criteria, we will evaluate mitigation measures such as noise barriers to determine if they are reasonable and feasible. Considerations include things like costs, how effective they are in terms of reducing noise levels, and engineering feasibility. It is likely that there will be noise barriers in the areas where existing development is in close proximity to the new roadway.

7. **Question/Comment:** I currently co-own the home and adjacent property at 3272 Highway 47 in Los Lunas. It appears that the property will be directly impacted by the new Interchange as it is adjacent to Hyde Ln. (South of Hyde) from the irrigation ditch to Highway 47. I attended the on-line meeting on Thursday, October 29th and very much appreciate the information that was provided. It assisted in better understanding the full scope and scale of the project as well as timing and next steps. While I did not have prepared questions at the time, I hope my submissions of questions will make their way to the appropriate individuals for review and feedback. Thank you in advance for your assistance in this matter.

1) 3272 Highway 47 runs parallel to Hyde Ln. as does a large 10 acre vacant lot to the North (also parallel to Hyde). According to preliminary plans I've seen, and information provided by Meghan Bayer, it appears that the project is looking to acquire apprx. 1/4 acre of land from our farmland and additional square feet at the front of the property that will serve as the Southern access road to Highway 47.

1.a) Is there a reason why the new road is encroaching upon the property at 3272 vs. veering North to the large vacant lot to the North? By moving the road North, the road would not adversely impact our smaller property as opposed to impacting a larger vacant field.

2.a) By moving the 3272 property line North, it reduces the usable property which will ultimately make it difficult to farm the property as large farm equipment will not easily be able to work the field.

3.a) Currently, there is a gate on Hyde Lane to access the field. Will access from the new Interchange still be available? Without this access, there is no way to access the field with equipment. This is a concern as this could potentially land lock the property.

4.a) Will the new road be elevated to create a level grade from the irrigation ditch to Highway 47 (which is elevated)? My concern is that the property at 3272 will now sit in a "bowl" creating further challenges for accessing the property.

2) 3272 will now become one of the primary properties that will welcome residents and visitors to

the Tome Valley.

2.a - Has there been any discussion on introducing a green belt along the final stretch of the corridor or even using it as a public/government location (i.e. Firehouse, Police Dept). It seems that traffic along that intersection will be very high and will directly impact the quality of life at that intersection (traffic lights, traffic on two sides of the property, large vehicles impacting stability of the home). By acquiring the entire property and utilizing it for the future, it will secure the long term flow of the property as well as ensure that the space is benefiting the community. Return Thank you very much for reviewing these questions and providing feedback. While I'm very excited for the new Interchange, it's becoming obvious that the quality of life for the residents at 3272 will be impacted. I am also a co-owner of the property East of Highway 47 (3267 Highway 47) which my 83 year old mother lives in. This project looks to significantly change our way of life and cause us to evaluate the negative impact of the project. Subsequently, we have placed 3272 on the market and are prepared to fully disclose plans as they solidify.

Response: We are currently looking at a signalized "High T" type intersection, which will allow free flow traffic in the northbound direction on NM 47, the south to westbound direction from NM 47 to the new facility, and the east to southbound direction from the new roadway to NM 47. We have not worked out access to all properties but will meet with you to understand your needs and find solutions.

8. **Question/Comment:** I am a resident of Los Lunas. I live near where the project will be constructed. I strongly support this project. Here are some random questions and comments:
 - 1) Will the new east-west road incorporate the existing Morris Road ROW between I-25 and NM 314?
 - 2) I ride my bike on Morris road to get to the post office and train station, to avoid dangerous Main Street. What are the requirements or options for bike lanes on the new road?
 - 3) Will there be overpasses where the new road crosses NM 314 and the railroad?
 - 4) The project plan printed in the paper is hard to read. Exactly where does the new road intersect NM 47?
 - 5) How can we citizens influence a full build-out for four lanes and access limitations, instead of phased construction?

I hope to participate in the October 29 public meeting. In the meantime, will you please send copies of the project information, as offered in the paper, to my address below?

Response: Thanks for your interest and support. I will try to answer your questions below and will send you a copy of the presentation when it's complete next week. You can also view the presentation at your convenience on the project website, <http://www.llcorridor.com>, between October 29 and November 13, 2020.

- 1) The project corridor would extend east of I-25 just south of existing Morris Road to NM 314. The west end of Morris Road would be reconnected to Sichler Road and extended west to Camelot Boulevard on a new alignment. Except for the west end, which would be incorporated into the new roadway, Morris Road would continue to be a local road, available for bicycle use.

- 2) A multiuse trail would also be included with the new roadway, on the north side as presently envisioned.
- 3) An overpass at NM 314 and the railroad tracks is not part of the project due to funding and right-of-way impacts.
- 4) The new alignment would connect to NM 47 in the vicinity of Hyde Lane.
- 5) The ability to construct the full 4 lanes with access limitations is a matter of funding, and the Village is working on getting the full amount. I'm not sure how you can influence that, but funding will be discussed at the meeting.

9. **Question/Comment:** I received a note yesterday discussing the 1-25 proposal. I live on Camino Corona, the corner house closest to the project. I am extremely concerned about how close this will be, specifically to my house. We purchased this house in particular because we were told no one would ever build in the land across from us. Will I be able to see this from my house? What will the noise levels be like? What will this do to my homes value? I am also concerned about increased crime and theft because of how close people will be to leave the area. We have seen a large increase even since Morris Rd has opened. I am really bummed that this is the location for the new interchange. Why can it not be on the other side of the prison? I have spoke to many of my neighbors and they feel the same way.

Response: It appears that your property is about 600 feet north of the proposed road alignment, so it is likely that you would be able to see it, but there will be some buffering. Camelot Road will not access the new road, rather access from Camelot will be east to Sichler and Morris Road; there won't be a through route to the new roadway. We are currently doing a noise study and don't have noise levels yet. It is likely, however, that a noise wall will be constructed between the new road and your residential neighborhood.

10. **Question/Comment:** Logged in to live presentation....Terrible connection, missed all of the engineering stuff to a swirling blue circle. So, I would very much like to see the design of the Los Lentes / Morris connection and the crossing over the Huning. My property is immediately south of Morris.

Response: Thanks again for your participation. As you may know, the presentation and Q&A is available for viewing for two weeks so you can watch it again to catch anything that you may have missed. Also, we will follow up with you, as suggested last night, to talk about access to your property.

11. **Question/Comment:** Phone call 10/28 concerning access to her property.

Response: I'm responding to your questions about access to your property between NM 314 and Los Lentes Road, south of existing Morris Road. The set of plans I have is from the 2012 Mid-Rio Grande Council of Governments study, which is being updated and will be available in the next few weeks after the NM Department of Transportation's review. I don't want to share the old plans with you as they may be revised in this area and cause misinformation. It appears that the

new alignment would be north of your property and encompass existing Morris Road, but would not take your land. Access to the new roadway would be provided at NM 314 and Los Lentes Road, which both front your land; however, the railroad tracks are a barrier to NM 314 on the west and the Huning Lateral is a barrier on the east. I think we understand the situation and will need to have discussions about access as the design proceeds. I hope you can join the meeting tomorrow or make comments during the comment period from October 29 to November 13, 2020 (a meeting notice is attached). You had other comments/questions about how runoff will be handled, access to the park, and future use of your land. Please ask or submit these comments as well. Thanks, and we look forward to your input and further discussion.

12. **Question/Comment:** Will there be a stoplight at the intersection of Los Lentes Road and the new road?

Response: Yes, Los Lentes Road at the new alignment will be signalized.

13. **Question/Comment:** I truly look forward to this project being completed. This would save me an average 10-20 minutes a day in commute time to work. This would also allow me to visit family on the east side of the river much quicker as well. On average about a 15-minute time savings each way. AS a small business owner this allows my business to operate more competitively in the area as well. Please complete this project promptly.
14. **Question/Comment:** I am very happy the project is going forward. It looks great. My concern is the effect the project will have on Juan Perea Road. Specifically, I would like to see it continue and become a business district with road access. One problem is that the lots fronting Juan Perea have to give access to Juan Perea. This traffic should be channeled to Los Lentes. What's the plan for Juan Perea Road?

Response: Access from Juan Perea Road to the new east-west alignment would not meet the Roadway Access Control Policy because the intersection would be too close to NM 314. We will look at this area in more detail and discuss possible access options with you.

15. **Question/Comment:** We (myself/husband/daughter) live on Gall Road-off NM 47. We are curious and concerned about "end of project" – where the exit will be, will there be a stoplight-how will we access/use the project-how will it affect our entrance onto NM 47. Please reply and answer our questions and reassure our concerns.

Response: We are currently looking at a signalized "High T" type intersection, which will allow free flow traffic in the northbound direction on NM 47, the south to westbound direction from NM 47 to the new facility, and the east to southbound direction from the new roadway to NM 47. We have not worked out access to all properties but will meet with you to understand your needs and find solutions.

16. **Question/Comment:** We are in support of the I-25 Interchange as Los Lunas needs another exit because Main Street is congested in the afternoon and because it is growing so fast. Would like

to know specifics like is it going to be a bridge all the way down Morris Road to NM 314 and also to NM 47? And estimated time of completion?

Response: The proposed road will pass under I-25 and will be at-grade, with intersections at major cross streets like NM 314 and Los Lentes Road. East of Los Lentes, the grade will start to rise to accommodate underpasses for the ditch/drain access roads at the approaches to the river bridge. On the east side of the river, the roadway will drop back to grade before Edeal Road, which will have an at-grade, and will also intersect NM 47 at-grade. Construction is schedules for 2022-23.

17. **Question/Comment:** I want to thank everyone involved for all the hard work that has been put into this project. It has been a long time coming and is so needed for our community and its future success....

That being said, I have huge concerns how this design has been finalized. From what I have seen, this design is so counterproductive to the needs of the community. I am flabbergasted it has received approval this far... The interchange was designed to lighten the load of main street Highway 6 and allow another much-needed access across the river... The biggest flaw lies in the fact that there is no main access for businesses other than a frontage road turn off to serve the 314 traffic north and south. What were you thinking I asked and have asked in the past with no clear answers? Why are you not giving main access to retail stores on the interchange road (gas, food, convenience stores) before 314 other than a frontage road that very few will use. No main retail stores are going to want to be on a frontage road. It is counterproductive to the success of this interchange! Was this a huge oversite or is this done intentionally to suppress access and convenience to the very citizens and residents who pay for this access. Example: I'm driving home from Albuquerque, the kids want dinner and mom wants milk. Now instead of taking the interchange, I'm going to have to go down Main Street 6 to pick up milk and food before I get to 314. I'm going to wait 30 min to an hour just to go south on 314. How much more counterproductive to the intent and goal of the interchange can you be! I believe this is travesty to the community and basically a slap in the face to business and revenue loss to the state and the Village of Los Lunas. No doubt this can be fixed now and I'm sure the bureaucrats and politicians are not wanting to hear about this huge underserving of the community's needs this plan has in store for us, the very people it was designed to serve. I'm sure the people of the community are just so tired of the unkept promises of the interchange they just want this done without realizing how flawed the design really is.

Please reconsider your actions before it is too late. The cost of this project in its whole is too high to make mistakes of this magnitude...

Response: The new corridor is intended to move traffic and will have access controls. We are aware of commercial properties along the project in the area described and trying to make allowances for access. Most of the land around the new interchange is commercial and there are plans for development in this area that may serve the needs you describe.

18. **Question/Comment:** I live on Omar Rd which is across from Hyde Rd. on 47, Will there be a traffic light or some type of access due to congestion at this new intersection?

Response: Yes, we are currently looking at a signalized "High T" type intersection, which will allow free flow traffic in the northbound direction on NM 47, the south to westbound direction from NM 47 to the new facility, and the east to southbound direction from the new roadway to NM 47.

19. **Question/Comment:** What is the current volume of traffic on Hwy 6-314 and Highway 47 daily and do you see traffic volume increasing due to this new bypass project?

Response: We have done counts on all of the roads mentioned. We can provide the specific data if you would like to see it. We expect traffic to decrease on NM 6 and south of NM 6 on NM 47 as a result of the project.

20. **Question/Comment:** Great job on the presentation. Very professionally done. Good Q & A session.

21. **Question/Comment:** As it is, we are close to the prison, you have opened Camelot to through traffic increasing the noise 10 fold (my house abuts Camelot), and now you want to put Interchange for I-25 on Morris. Tell me, how many other ways can you depreciate my property value? Did you not think about this at all? Here are my thoughts other than those listed above.
1) It's too close to the existing interchange. It needs to be further South. South is the only direction this area of Los Lunas can grow. It is only a mile from the existing interchange. That's a waste of money given the potential growth space and direction for this area.
2) Move it to the other side of the prison, and if you must, connect to Morris with a feeder road that circumvents the prison. More money for you, but at least it doesn't decrease my property values any more than you already have.

Response:

1) Over the past 20+ years, many alternatives have been evaluated for the I-25 to NM 47 corridor. The current project alternative was selected because it would have maximum community benefits and provide the best level of traffic performance and access to growth areas within and near the Village of Los Lunas and would have minimum impacts.
2) Alternatives south of the correction facility were considered but were not selected because they would have disadvantages compared to the current project in terms of factors such as traffic performance, right-of-way needs, cost, effects on neighborhoods, environmental resources, and cultural resources.

22. **Question/Comment:** I see no benefits in this project, it will increase crime, traffic, taxes. I am elderly and handicapped, but plan to move if this project goes through.

Response: We hope that we can continue to communicate with you to understand your specific

property location and needs. The design will include measures such as noise barrier to reduce and minimize impacts to adjacent residential neighborhoods.

23. **Question/Comment:** Call, 10/30/2020, with the neighborhood association president in the Rancho Valencia/Camino Rincon area, north of Morris Road and east of I-25. The neighborhood association was meeting the night of the presentation, but he has watched it since and thinks the community is happy with the plan, particularly that Camelot Road will not connect directly to the new road. He would like to get mapping of the project (shapefile layer package) when it's available and be kept informed at. Another contact is the neighborhood association is.
24. **Question/Comment:** Call, 10/29/2020, with residents on Juniper Avenue east of Los Lentes. Keep in contact at.
25. **Question/Comment:** Call, 10/27/2020, with property owner who would like to receive project information at.
26. **Question/Comment:** Call, 10/28/2020, with property owner on Desert Flower. Keep in contact at.
27. **Question/Comment:** I live right off Morris and Los Lentes. This road will run right next to my property. I don't like the idea of this road at all. I can already imagine all the noise and people driving like idiots. The accidents the young kids driving late at night with blaring music. Are there going to be sound barriers put up? In just the last couple of years Los Lentes Rd. south has become a by-pass as it is. I am not looking forward to this at all.

Response: The project will introduce traffic and change the character of some rural neighborhoods. The noise study will identify areas that experience impacts under the state and federal noise abatement criteria and will evaluate mitigation measures where warranted. Under state and federal standards, noise barriers must be cost effective (less than \$40,00 per benefited receptor), provide a minimum noise reduction (5-7 decibels), be feasible from an engineering standpoint, and be reviewed in the public input process.

28. **Question/Comment:** We can hardly wait for the extra streets that we so desperately need. Because this town is growing so fast you've got to do it now. You know Highway 6 is a nightmare at certain hours. Please go forward with the project.
29. **Question/Comment:** We are concerned about the traffic. We are concerned because Camelot Street is already very busy, and it is going to get worse and we would like some speed bumps to slow traffic.

Response: When the project is fully constructed, it is likely that traffic using Camelot as a shortcut will use the new road instead. Installation of speedbumps would be determined by the Village of Los Lunas.

30. **Question/Comment:** This corridor project has been a contentious issue for years. The negative impact of projects of this magnitude on agricultural land, traffic patterns and destruction of the

greenbelt land, continues to be a concern. Why didn't the plan include the corridor continuing into the Manzano Expressway? That's where the traffic alternative is needed. Dumping on Highway 47 clearly impacts Tome and the surrounding and adjacent communities. The interchange that Los Lunas needs should be further north. Why should we suffer for the bad lack of planning on the part of the Village of Los Lunas?

Response: Location of the project corridor anywhere in the region would have some impacts on factors such as agricultural land, existing development, and traffic patterns. The project has been studied for over 20 years, with a detailed evaluation of the purpose and need; many alternative locations, including a terminus at the Manzano Expressway; and numerous opportunities for public input. **Janet Harris:** Long overdue. It looks fine. Get on it!

31. **Question/Comment:** It would be more practical to route the road to South El Cerro Loop intersection instead of dead ending into Highway 47.

Response: This alternative was evaluated in previous studies. The proposed location was determined to provide the best balance of benefits with minimum impacts.

All Facebook Comments

1. Without convenience businesses before the 314 interchange how is this going to affect real traffic. Example: I'm driving home from Albuquerque, the kids want dinner and mom wants milk. Now instead of taking the interchange, I'm going to have to go down Main Street 6 to pick up milk and food before I get to 314. I'm going to wait 30 min to an hour just to go south on 314. How much more counterproductive to the intent and goal of the interchange is this truly going to be?
2. Hi, We live on Sichler rd. We are concerned that with Sichler becoming main access to the Corridor. How this could impact heavy traffic if there is an accident on Highway 6 before or at Highway 314.
3. Is a sound study being done to see how much more noise will be created with the increased traffic? I'm concerned the volume of noise between the exits on I-25 will go way up.
4. I own property at the end of the project right where the corridor connects to hwy 47 (NW corner). How can I ensure there is a drive pad installed so that I can get access to my property?
5. Edeal road is already a shortcut for people going from NM6 to 47. With an intersection at the new road and Edeal, I'm concerned about the increases of traffic that is headed to Tome and Rio Communities. Is this being considered?
6. Have you calculated the improvement in response times for emergency vehicles to the eastern portions of the county, i.e., Meadow Lake? An ambulance for example
7. Where can we get a better map of the project I can't see it online.

8. How long will this project take to complete and when is estimated start date.
9. I have been hearing about this project for 10 years. How realistic is it and when is construction likely to begin?
10. Loving the change Los Lunas.
11. I missed the first part. Will this be recorded so I can go back view it?
12. Great presentation. Thanks a lot.
13. You are saying the project is starting at NM 47; however, on the plan that was mailed out... NM 47 is the end of the project.
14. This seems like a wise long-term vision for the area as the population has grown. In terms of a more complete long-term vision, will the valley become a wall of houses and strip malls, or will there be efforts of maintaining the integrity of open space and agricultural production?
15. Meadow lake road needs a major face lift who do we talk to for that?
16. Wasn't there another location that was looked at? The distance between the 2 offramps is too short
17. Good job to the team presenting this project.
18. The biggest flaw lies in the fact that there is no main access for businesses other than a frontage road turn off to serve the 314 traffic north and south
19. Great presentation. thank you
20. Will there be any protection for agricultural land? Will zone changes be pushed through for commercial development?
21. Thank you all we need you all!
22. Are you going to make sure that I have access to my farmland that is potentially cut off by the project?
23. Is this North or South of NM6?
24. That will eliminate NOTHING on HWY 6. That is the problem.... NM 6 to 47
25. Is the road going over Edeal Rd or is there a planned intersection?
26. With traffic being rerouted from Main St to Morris, has the traffic through Hwy 47 & El Cerro/Vigil Rd and south on Hwy 47 been modeled?
27. It takes 45 minutes to drive from Camelot to NM 263 during rush hour time which is from 3:30 PM to 6 or 7 pm.

28. Thank you, Valencia County.
29. Great presentation! Big things happening!
30. Great presentation!
31. I can help provide an As Built 3D model
32. Why are you starting from the east instead of the west?
33. How will this affect the agricultural properties in this area?
34. When will the appraisal process start?
35. Will the new I-25 interchange travel west of I-25
36. What is the plan for the correction facility? Will it be walled off?
37. Has the effect to businesses along main st. been analyzed
38. Is the plan to begin construction at NM 47 or I 25?
39. Is there a plan to protect the green zone?
40. I have called Kevin twice at his office and have not had my calls returned. Is there a point of contact at Molzen Corbin to directly ask questions?
41. Well Done!
42. Love it!!!!
43. Can you outline the details between phase one and phase two?
44. Looking at the big picture and future development... there has been talk of building the county's emergency hospital near the district court, off Morris Rd and Hwy 314. Where is that potential site in relationship to this project?
45. South of NM 6

Public Comments Summary Submitted by John Taschek, Ecosphere Environmental Services, Inc.:

Date 11/25/2020