



## Double Eagle Access Road Reconstruction Project CN: L3095

Prepared for City of Albuquerque Aviation Department



February 2012  
**Parametrix**

# Double Eagle Access Road Reconstruction Project

Bernalillo County, Albuquerque, New Mexico

PN: STP-HPP-4007-3(3) 03

CN: L3095

## Environmental Assessment

February 2012

Submitted pursuant to 42 U.S.C 4332(2)( c )

City of Albuquerque Aviation Department  
U.S. Department of Transportation, Federal Highway Administration (FHWA)  
New Mexico Department of Transportation (NMDOT)

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## EXECUTIVE SUMMARY

The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA) and the New Mexico Department of Transportation (NMDOT)—is proposing improvements to the Double Eagle Access Road (formerly known as Paseo del Volcan), which is located west of Albuquerque in Bernalillo County, New Mexico. The proposed project is being financed by Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds.

The project is needed to repair the substandard driving surface and improve vehicular/bicycle safety to meet the needs of current and future users of the roadway. As stated in the Phase A/B report (Molzen Corbin and Associates 2011), the purpose of this project is to reconstruct the Double Eagle Access Road from Interstate 40 (I-40) to Airport Drive to correct physical deficiencies; improve safety; adequately accommodate travel demand and congestion; improve the transportation system to facilitate economic development; and to accommodate regional multi-modal transportation.

A total of five alternatives, including the No-Build option, were evaluated in a NMDOT Phase A/B report. Engineering feasibility, costs, potential environmental impacts, and other factors were evaluated for each of these alternatives before narrowing them down to a Preferred Alternative and a No-Build Alternative. These remaining alternatives are the subject of this environmental assessment (EA).

This EA has been completed in accordance with the National Environmental Policy Act (NEPA) of 1969. The NEPA framework requires a systematic and interdisciplinary approach throughout the decision-making process. Important components of the NEPA process include the analysis of potential environmental impacts, the development and consideration of alternatives, and the solicitation of public involvement. This process allows the EA to be used as a decision-making document. This EA also has been conducted in accordance with the *NMDOT Location Study Procedures* (NMDOT 2000), the FHWA Technical Advisory T640.8A, 23 CFR Parts 771 and 772, and other applicable guidelines and regulations.

Public and agency involvement has been solicited and incorporated into the EA. In addition to written correspondence, one agency/stakeholder meeting and one public information meeting were held. General support was expressed for the project. Concerns about the project have focused on the CAAD maintaining access to businesses at the I-40 interchange during construction. An opportunity for a public hearing will be offered to allow comment on the findings of the EA.

This EA concludes that the proposed action meets the project purpose and need for improving access and safety for the Double Eagle Airport and surrounding areas. The proposed action would have no significant adverse social, economic, or environmental impacts of a level that would warrant an Environmental Impact Statement. Unless significant impacts are identified during the public review and comment period, a finding of no significant impact (FONSI) will be issued by the FHWA. The FONSI will address concerns raised during the EA comment period, and will be used as a basis for approval of the project location, final design, right-of-way acquisition, and construction.

# TABLE OF CONTENTS

<b>1. INTRODUCTION.....</b>	<b>1</b>
1.1 PROJECT HISTORY .....	1
<b>2. PURPOSE AND NEED.....</b>	<b>2</b>
2.1.1 Existing Roadway Conditions.....	2
2.1.2 Traffic Characteristics .....	3
<b>3. ALTERNATIVES CONSIDERED.....</b>	<b>3</b>
3.1 ALTERNATIVES CONSIDERED BUT ELIMINATED .....	3
3.1.1 Reconstruct and Improve Existing Alignment .....	3
3.1.2 Construct Four-Lane Undivided Section .....	4
3.1.3 Construct Four-Lane Divided Section .....	4
3.2 NO BUILD ALTERNATIVE.....	4
3.3 PREFERRED ALTERNATIVE .....	4
3.3.1 Construct Two-Lane Section West of Existing Roadway .....	4
<b>4. AFFECTED ENVIRONMENT .....</b>	<b>5</b>
4.1 GENERAL PROJECT SETTING.....	5
4.2 CLIMATE, TOPOGRAPHY, AND GEOLOGY.....	5
4.3 SOILS.....	5
4.4 WATER RESOURCES .....	6
4.5 WETLANDS .....	7
4.6 VEGETATION.....	7
4.6.1 Wildlife.....	8
4.6.2 Threatened, Endangered, or Sensitive Species.....	9
4.7 CULTURAL RESOURCES .....	9
4.8 AIR QUALITY .....	10
4.9 NOISE .....	10
4.10 SECTION 4(F) PROPERTIES .....	11
4.11 PRIME AND UNIQUE FARMLAND .....	11
4.12 VISUAL RESOURCES.....	12
4.13 LAND USE AND COMMUNITY COHESION .....	12
4.14 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE .....	12
4.15 ACQUISITION OF PROPERTY AND EASEMENTS .....	13
4.16 MULTIMODAL TRANSPORTATION SERVICE.....	14
4.17 ACCESS/EMERGENCY SERVICES .....	14
4.18 HAZARDOUS MATERIALS .....	14
4.19 UTILITIES .....	15

4.20 CONSTRUCTION ACTIVITIES.....	15
4.21 SECONDARY AND CUMULATIVE IMPACTS.....	15
4.22 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES TO THE PROPOSED ACTION .....	16
4.23 SHORT-TERM USE OF THE HUMAN ENVIRONMENT AND LONG-TERM PRODUCTIVITY .....	17
<b>5. ENVIRONMENTAL COMMITMENTS.....</b>	<b>17</b>
<b>6. PUBLIC INVOLVEMENT AND AGENCY COORDINATION .....</b>	<b>18</b>
6.1 PUBLIC INVOLVEMENT MEETING .....	18
6.2 AGENCY COORDINATION .....	18
<b>7. CONCLUSIONS.....</b>	<b>18</b>
<b>8. REFERENCES.....</b>	<b>19</b>

## LIST OF TABLES

Table 1. FHWA Noise Abatement Criteria	11
Table 2. Summary of Population Demographics	13
Table 3. Cumulative Impacts that May Occur in the Region in the Foreseeable Future	16

## LIST OF APPENDICES

<b>A</b>	Figures
<b>B</b>	Representative Photographs
<b>C</b>	State Transportation Improvement Program Funding Information
<b>D</b>	Traffic Counts
<b>E</b>	Additional Analysis of Alternatives A and B
<b>F</b>	NMDOT Standard Specifications for Seeding
<b>G</b>	Agency Coordination
<b>H</b>	Public Information Meeting

# 1. INTRODUCTION

The City of Albuquerque Aviation Department (CAAD), in cooperation with the New Mexico Department of Transportation (NMDOT) and Federal Highway Administration (FHWA), has prepared an Environmental Assessment (EA) for the proposed Double Eagle Access Road Reconstruction Project, west of Albuquerque, in Bernalillo County, New Mexico (Appendix A: Figure 1). Throughout project development, the roadway has held multiple names: Paseo del Volcan, Double Eagle Access Road and, most recently, Atrisco Vista. For the purposes of this EA, the road will be referred to as the Double Eagle Access Road.

The beginning of the project (BOP) is located at the northern terminus of the recently completed West Central Interstate-40 (I-40) Interchange Project (approximately 0.5 miles north of I-40)(Appendix B: Photo 1), and ends at the intersection of Double Eagle Access Road and Airport Drive (Double Eagle II Airport)(Appendix B: Photo 2). The proposed project is approximately 6.8 miles in length along the city-maintained roadway and with the exception of the intersection improvements would be located within the existing City of Albuquerque (City) right-of-way limits. The entire length of the project is located within an unincorporated area in Bernalillo County (Appendix A: Figure 1).

The proposed project is being financed by Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095), the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds, and a required local match. FHWA is serving as the lead agency, the NMDOT is acting as a reviewing and certifying agency on behalf of FHWA, and the CAAD is the project proponent.

This project is listed in the 2010-2013 NMDOT Statewide Transportation Improvement Program (STIP) and the Mid-region Council of Governments (MRCOG) Transportation Improvement Program (TIP) (Appendix B). The amount provided in the STIP for this project totals \$13,151,337. The amount of funding from STP-D funds is \$4,152,334 and the amount of funds from the SAFETEA-LU HPP funds is \$8,999,003, which includes \$1,799,801 local match (Appendix C). The cost of project would total \$13,151,337.

This EA has been completed in accordance with the National Environmental Policy Act (NEPA) of 1969. The NEPA framework requires a systematic and interdisciplinary approach throughout the decision-making process. Important components of the NEPA process include the analysis of potential environmental impacts, the development and consideration of alternatives, and the solicitation of public involvement. This process allows the EA to be used as a decision-making document. This EA also has been conducted in accordance with the *NMDOT Location Study Procedures* (NMDOT 2000), the FHWA Technical Advisory T640.8A, 23 CFR Parts 771 and 772, and other applicable guidelines and regulations.

## 1.1 PROJECT HISTORY

The Double Eagle Access Road was originally built in 1981 as the construction and haul road for the Double Eagle Airport. After the initial development of the airport was completed in 1986, it became the only access road to the airport. At that time, the Double Eagle Access Road connected only to I-40 on the south; extension of the road to Paseo del Norte occurred in 1995. This corridor functions as a minor, arterial roadway. It continues to provide the access route to the Double Eagle Airport, as well as access to several public and government facilities including the City Shooting Range Park, the Albuquerque Bernalillo County Water Utility Authority's Soils Amendment Facility, the Petroglyph National Monument, and City Open Space. The corridor also serves as an access road for the Northwest Mesa developments located north of the Double Eagle Airport, connecting I-40 with Paseo del Norte. The CAAD originally proposed the roadway improvements in response to a projected increase in municipal

development combined with a need for improved, multi-modal access to the airport and nearby residential communities. Although the growth anticipated during the early stages of the project has been postponed and land ownership along the corridor has changed, the need to correct the safety deficiencies in the roadway remains a priority for the CAAD.

The project has the support of the MRCOG and the New Mexico State Legislature. The City, along with the MRCOG Long Range Major Street Plan (LRMSP), has identified Double Eagle Access Road as a minor arterial. A Congressional earmark has been appropriated for the purpose of improving this road, as well as the interchange at I-40, which has already been completed.

The Congressional earmarks are included in the following legislation:

- SAFETEA-LU of 2005 Public Law 109-203, House Report 109-203 Section 1702, Item 4545 \$8 million, Double Eagle II Aviation Facility for Road Construction (20-percent match);
- Fiscal Year (FY) 05 Appropriations Bill earmark for FHWA, Public Law 108-447, House Report 108-792 \$3 million, I-40 Double Eagle II Airport Access, Albuquerque, New Mexico (no match); and
- FY04 Appropriations Bill earmark for FHWA, Public Law 108-401 \$2 million, Double Eagle II Airport (Paseo del Volcan) Interchange and Roadway Rehabilitation (no match).

## **2. PURPOSE AND NEED**

The project is needed to correct the existing substandard driving surface and improve vehicular/bicycle safety to meet the needs of current and future users of the roadway. The existing operational and physical conditions of the roadway are detailed in Sections 1.2.1 and 1.2.2 of this document. The following list provides a summary of the existing conditions, which support the need for the proposed improvements:

- Pavement: The surface of the roadway is severely deteriorated since it was not designed to accommodate existing traffic conditions.
- Drainage: Seven out of the 10 culverts analyzed for the drainage analysis were either buried or missing and no longer conveyed storm-water flow.
- Safety: Until the planned Paseo de Volcan roadway (3 miles east) is completed, Double Eagle Access Road serves as the primary north-south corridor for the Northwest Mesa. Current surface conditions are not safe for vehicle usage. This road is used by bicyclists: in addition to no formal bike lane, the existing shoulder conditions are not safe.
- Future Usage: The City is committed to developing the airport and has expanded infrastructure to the airport and the planned Airport and Aerospace Technology Park.

As stated in the Phase A/B report (Molzen Corbin & Associates 2011), the purpose of this project is to improve Double Eagle Access Road from I-40 to Airport Drive in order to address the following: physical deficiencies; safety improvements; adequate accommodation for travel demand and congestion; improvement of the transportation system to accommodate economic development; and accommodation of the regional multi-modal transportation (i.e. future connection to City bicycle routes and possibility of bus service to the airport in the far future).

### **2.1.1 Existing Roadway Conditions**

Double Eagle Access Road consists of two, 12-foot (ft) lanes (one northbound [NB] and one southbound [SB]) with 3-ft shoulders. The current alignment is located on the east half of the existing City right-of-way. The roadway was not designed to handle the current levels of use, and the pavement has deteriorated. Pavement distress noted on the surface of the road includes alligator cracking, block

cracking, and rutting throughout the section of road from I-40 to Double Eagle II Airport. Longitudinal cracking is present along the majority of the alignment at the pavement joint where the paved shoulders were added to the roadway. In addition, even though there is heavy bicycle use, there are no facilities along the current roadway.

### **2.1.2 Traffic Characteristics**

Traffic volume data have been collected by the MRCOG annually since 1993. The January 17, 2007 48-hour traffic count was used in Molzen Corbin and Associates' traffic analysis (Appendix D). The level of service (LOS) for 2009 existing traffic conditions was determined by Molzen Corbin and Associates and full details are provided in the alignment study (Molzen Corbin & Associates 2011). According to the analysis, the Double Eagle Access Road is operating at a LOS that is rated from stable flow to approaching unstable flow (Molzen Corbin & Associates 2011).

Traffic crash data were obtained from the University of New Mexico (UNM) Division of Government Research database and through interviews with the CAAD. The UNM Division of Government Research data indicated that there were no accidents on the Double Eagle Access Road between 2005 and 2007. The CAAD reported at least four crashes in the vicinity of Double Eagle Airport along the old alignment of the access road entrance into the airport (Molzen Corbin & Associates 2011).

There have been at least two bicycle-related accidents along the Double Eagle Access Road within the last few years.

## **3. ALTERNATIVES CONSIDERED**

Five alternatives were evaluated in the *Double Eagle Access Road Alignment Study* (Molzen Corbin & Associates 2011). These included the No-Build Alternative and four different road designs. All of the alternatives included improvements to two intersections: Shooting Range Park Road and Airport Road. Of the four design alternatives, identification of a Preferred Alternative was evaluated based on environmental impacts; correction of physical deficiencies; degree of safety improvements; accommodation of travel demand; improvement of the transportation system; accommodation of regional multimodal transportation; construction impacts; and compliance with Legislative mandates.

The alternative that best meets the purpose and need, as well as rated highest overall in the alternatives analysis matrix (Molzen Corbin & Associates 2011), was selected as the Preferred Alternative and is described in Section 3.3.

### **3.1 ALTERNATIVES CONSIDERED BUT ELIMINATED**

#### **3.1.1 Reconstruct and Improve Existing Alignment**

This alternative consists of rehabilitating the roadway on its existing alignment, which includes repaving the two-lane facility with two, 12-ft driving lanes and 10-ft paved shoulders, and accommodating 5-ft bike lanes on both sides of the road. This alternative would also require the construction of temporary pavement in order to maintain through traffic during construction and a temporary wall barrier for safety. Based on agency consultation and comment, additional analysis on safety and budget was completed to compare this alternative with the Preferred Alternative (Appendix E). This alternative would require the greatest number of detours and increase the construction timeline due to the phasing that would be necessary to create temporary pavement and control traffic to maintain the corridor and allow access to businesses during construction. The design team eliminated this alternative since it would create safety issues, increase the construction timeline and costs, and limit access to businesses during construction.



### **3.1.2 Construct Four-Lane Undivided Section**

This alternative would consist of the construction of a four-lane, undivided road that would replace the existing two-lane section. This new section would include four 12-ft driving lanes, and 10-ft paved shoulders accommodating 5-ft bike lanes on both sides of the road. This alignment would be centered within the existing 156-ft right-of-way. The design team eliminated this alternative since the cost exceeded the available funding and projected future traffic levels did not warrant a four-lane roadway.

### **3.1.3 Construct Four-Lane Divided Section**

This alternative would consist of constructing a four-lane divided road that would replace the existing two-lane section, and would include a 12-ft median. Inside shoulders would be 6-ft wide, with 10-ft wide outside shoulders, and a 5-ft bicycle lane located with the outside shoulder, in each direction. The existing two-lane roadway would be reconstructed to match the new southbound lanes. The design team eliminated this alternative since the cost exceeded the available funding and projected future traffic levels did not warrant a four-lane roadway.

## **3.2 NO BUILD ALTERNATIVE**

NEPA and the *NMDOT Location Study Procedures* (NMDOT 2000) require that the No-Build Alternative be considered as a baseline for comparison with other alternatives. Under the No-Build Alternative, no improvements would be made to the Double Eagle Access Road. The roadway would remain two-lanes, and the safety/capacity issues would not be resolved. This alternative would not impact natural or physical resources. However, the No-Build Alternative may affect some components of the existing human environment. Safety would be expected to decline as the roadway continues to deteriorate and transportation connectivity remains inadequate. Consequently, the No-Build Alternative does not meet the purpose and need of the project.

## **3.3 PREFERRED ALTERNATIVE**

As a result of the investigations completed in Phase B of the NMDOT *Location Study Procedures* process (accepted by the NMDOT July 18, 2011), it was recommended that the following Preferred Alternative be evaluated as part of the EA.

### **3.3.1 Construct Two-Lane Section West of Existing Roadway**

The Preferred Alternative would include the construction of two new lanes located in the western portion of the existing right-of-way. The new section would include two 12-ft-wide traffic lanes, two 5-ft bicycle lanes, and two 10-ft paved shoulders (Appendix A: Figure 2). The existing roadway, which is located within the eastern portion of the existing right-of-way, would be demolished and closed to traffic. The maximum depth of excavation for the construction of the roadway would be 3 ft. Six culverts would be installed as part of this alternative and maximum depth for their installation would be 6 ft.

The majority of the project would be confined to the existing 180-foot right-of-way with the exception of the additional 0.5 acres of right-of-way that will be acquired to make improvements to the Shooting Range Road intersection (Appendix A: Figure 3, Appendix B: Photo 3).

This alternative improves the condition, safety, and immediate capacity needs of Double Eagle Access Road. Even though this alternative does not immediately address the projected 2030 capacity needs, it does leave room for future widening if the proposed residential developments are eventually constructed.

## **4. AFFECTED ENVIRONMENT**

This section describes existing environmental conditions and evaluates expected impacts associated with the Preferred Alternative and the No-Build Alternative.

### **4.1 GENERAL PROJECT SETTING**

Bernalillo County is located in north-central New Mexico in the Rio Grande Valley. It stretches from just north of the Sandia Mountains to the Volcano Cliffs on the west Mesa. Bernalillo County is the most populous county in New Mexico-and includes the City of Albuquerque. The project area is located at the edge of the City's incorporated limits.

Land use within and immediately adjacent to Double Eagle Access Road consists of undeveloped tracts of open, desert grassland owned by several private property owners and development companies, commercial properties near I-40, and municipal development associated with the Double Eagle II Airport and City open space. East of Double Eagle Access Road is the National Park Service (NPS) managed land associated with the Petroglyph National Monument.

### **4.2 CLIMATE, TOPOGRAPHY, AND GEOLOGY**

The climate in the general vicinity is classified as semiarid to arid (Tuan et al. 1973), with annual precipitation averaging 7 to 10 inches (Bennett 1986; Hacker 1977). The majority of rainfall occurs during afternoon summer thunderstorms. The frost-free season averages 170 to 195 days (Hacker 1977). The warm-temperate conditions for the area encompass a wide range of variation, with temperatures in the vicinity of the project area sometimes climbing to 100 degrees Fahrenheit in the summer and dropping to below freezing in the winter, with elevation being the strongest influence on temperature (Bennett 1986). The effect of elevation on temperature and precipitation results in high seasonality and marked variations in resource availability.

The project corridor is located on Albuquerque's West Mesa, which is also known as the Ceja Mesa or Llano de Albuquerque. The mesa top overlooks the Rio Grande and the City of Albuquerque, dipping eastward toward the edge of the Rio Grande Valley, which is demarcated by a basalt escarpment north and east of the project area (Brandt 1999). Also east of the project area, in the Petroglyph National Monument, is a north-south alignment of five volcanoes. Elevation in the project area ranges from 5,730 to 5,800 ft above mean sea level. The Rio Grande floodplain is located approximately 7 miles to the east.

Neither the Preferred Alternative nor the No-Build Alternative would impact climate, topography, or geological features.

### **4.3 SOILS**

#### **Existing Conditions**

Soils in the project area are derived chiefly from Santa Fe Formation alluvium, weathered basalt, and aeolian materials, and include Latene sandy loam, Wink fine sandy loam, Alameda sandy loam, Madurez loamy fine sand, and Kokan-Rock outcrop association (Web Soil Survey 2011)(Appendix A: Figure 4).

#### **Potential Effects and Mitigation Measures**

It is estimated that a maximum of 62 acres of soil will be disturbed by construction of the Preferred Alternative. The contractor shall prepare and implement a storm water pollution prevention plan (SWPPP) and a temporary erosion and sediment control plan (TESCP) in compliance with Section 402 of the Clean Water Act. Best Management Practices (BMP's) shall be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants in storm water runoff from entering

waters of the U.S. Temporarily disturbed areas will be re-vegetated after construction to limit erosion potential.

The Preferred Alternative would not have significant direct or indirect effects to soils as long as the aforementioned mitigation measures are implemented.

No impacts are expected as a result of the No-Build Alternative.

## **4.4 WATER RESOURCES**

Executive Order (EO) 11988 (Flood Plain Management) requires federal agencies to take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by floodplains.

The Clean Water Act (CWA) of 1972 regulates activities that have the potential to impact waters of the U.S. Section 404 of the CWA regulates dredge and fill activities within the ordinary high water mark (OHWM) of waters of the U.S. and is administered by the United States Army Corps of Engineers (USACE). Section 401 of the CWA regulates water quality and, for the purposes of the proposed project, is administered by the New Mexico Environment (NMED) – Surface Water Quality Bureau (SWQB). The National Pollutant and Discharge Elimination System (NPDES) permit program, as established in Section 402 of the CWA, is responsible for the protection of surface-water quality throughout the state.

### **Existing Conditions**

#### Floodplains

No designated floodplains are identified in the Preferred Alternative corridor, which is categorized as Flood Zone X on the Federal Insurance Rate Maps (Community-Panel Numbers 35001C0308G, 35001C0306G, and 35001C0095G) (Appendix A: Figure 5) developed by the Federal Emergency Management Agency (FEMA) (FEMA 2008). This zone includes moderate-to-low risk areas that are outside the 1-percent annual chance of flooding from sheet flow, streams, or levees.

#### Surface Water

The proposed project corridor crosses two large drainage ditches (Appendix A: Figure 6), which are managed by the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) (Waterway 1 and Waterway 2). These two arroyos do not have a significant connection to the Rio Grande because of the number of dams and canals between the project area and the river (Appendix A: Figure 7). Therefore, Parametrix determined that these arroyos are not waters of the U.S. Waterway 1, known as the Shamrock Channel, is maintained by AMAFCA (Appendix B: Photo 4 and 5). The existing concrete culvert is approximately 300 ft wide and passes underneath the existing right-of-way. Waterway 2, known as the Tempur Channel, is also maintained by AMAFCA. This arroyo is conveyed underneath the entire width of the existing right-of-way via an existing-225-ft wide culvert (Appendix B: Photo 6).

There are also several corrugated metal pipes along the roadway; however, the purpose of these culverts is to convey storm-water runoff underneath driveways or the existing roadway; none are associated with waters of the U.S.

#### Ground Water

Bernalillo County is located on the Rio Grande Aquifer System, which underlies an area of approximately 70,000 square miles of southern Colorado, central New Mexico, and western Texas. Depth to the ground water table within the project corridor ranges from approximately 51 to 62 ft below ground surface (bgs); however, water withdrawals have lowered the water level in many areas (U.S. Geological Survey 1995).

## Potential Effects and Mitigation

The Preferred Alternative does not cross any waters of the U.S.; however, it does cross two AMAFCA-maintained arroyos. There would be no construction within these arroyos as the culverts extend well outside the existing right-of-way for the roadway and the reconstruction project would not involve work outside the right-of-way at these specific locations. Parametrix provided the USACE information on the Preferred Alternative and construction limits and they concurred that the project would not impact surface waters (Appendix G).

Since a SWPPP will be completed in order to comply with Section 402 of the CWA, which would require the contractor to design BMPs to mitigate soil erosion, the Preferred Alternative would not indirectly impact nearby surface waters through storm-water runoff. The Preferred Alternative will not create any subsurface conduits for contamination to reach ground water.

The Preferred and the No-Build Alternatives are not expected to impact surface water, floodplains, or ground water. No Section 404 or 401 permitting is required from the USACE or NMED for the construction of the Preferred Build Alternative. In addition, no further notification or coordination with USACE is necessary to complete the proposed project (Appendix G).

## 4.5 WETLANDS

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (EPA, 40 CFR 230.3 and CE 33 CFR 328.3). EO 11990, Wetlands Protection, is applicable to federal projects or to projects funded by federal money. Jurisdictional wetlands, those protected from unauthorized dredge and fill activities under Section 404 of the CWA have a connection to traditional navigable waters (TNW) or significant tributaries to TNW (Rapanos 2008) or are areas that are or could be used for interstate/foreign commerce (33 CFR 328).

No wetlands were observed within the project area. The Preferred Alternative would have no impact on wetlands.

## 4.6 VEGETATION

### Existing Conditions

Parametrix biologists conducted field surveys in June 2009 (Parametrix 2010a). The vegetation along the majority of the project corridor is comprised of grasses and forbs, typically those characteristic of disturbed sites, with some interspersed shrubs and trees. The most abundant species within the project area include galleta (*Pleuraphis jamesii*), purple threeawn (*Aristida purpurea*), smooth brome (*Bromus inermis*), kochia (*Bassia scoparia*), and Bigelow sage (*Artemisia bigelovii*). A few Siberian elm trees, a “Class C” noxious weed, were observed along the proposed alignment. In addition to these common species, La Jolla prairie clover (*Dalea scariosa*), a state species of concern, was observed at two locations within the right-of-way of the project corridor (Appendix A: Figure 6).

### Potential Effects and Mitigation Measures

Approximately 62 acres would be temporarily or permanently disturbed by the construction of the Preferred Alternative. Disturbed areas would be re-vegetated post construction according to standard NMDOT protocol as stated within a NMDOT re-vegetation plan (NMDOT 2007, Appendix F). Class C weeds are managed according to the local agency’s discretion.

The contractor shall thoroughly clean all equipment with a high-pressure washer prior to entering and leaving the project area. Materials transported into or out of the project area shall be carefully inspected to avoid the introduction of additional noxious weed species. Material sources containing noxious weed

seeds shall not be utilized by the contractor. Mulch and compost used on the project must be certified noxious weed free, as required by Section 632 of the 2007 edition of the NMDOT Standard Specifications for Highway and Bridge Construction.

The Preferred Alternative would impact the small La Jolla prairie clover population along the west side of the existing right-of-way. No mitigation measures are required because this species is not protected by federal or state mandate and the removal of this small population will not contribute to the listing of this species. In addition, this species prefers disturbed areas and will most likely re-colonize the area naturally.

Negligible-to-minor impacts to native vegetation are expected as a result of the Preferred Alternative if mitigation measures discussed above are implemented. No impacts on vegetation are expected from the No-Build Alternative.

## **4.6.1 Wildlife**

### **Existing Conditions**

#### Migratory Birds

The Migratory Bird Treaty Act of 1918 (MBTA) protects against the ‘taking’ of migratory birds, their nests, and their eggs, except as permitted by the United States Fish and Wildlife Service (USFWS).

A nest of a common raven (*Corvus corax*) and an unidentified nest were observed in one of the Siberian elm trees during the field survey (Appendix A: Figure 6). Other birds, including western meadowlarks (*Sturnella neglecta*) and western kingbirds (*Tyrannus verticalis*), were observed perching on the right-of-way fence, nearby power lines, airport infrastructure and, in a few cases, nearby shrubs. Other than the fence and power lines, very little nesting or perching habitat is present in the project vicinity, and these features will not be altered as a result of the proposed project.

#### Other Wildlife

The most common sign of wildlife observed in the project area included kangaroo rats (*Dipodomys* sp.), pocket gophers (*Geomys/Thomomys* sp.), and mice (*Peromyscus* sp.). Other common species of wildlife include common raven (*Corvus corax*), western meadowlark (*Sturnella neglecta*), and western kingbirds (*Tyrannus verticalis*). No bats, bat sign, or suitable roosting habitat were observed during the field survey.

There was no evidence of wildlife crossings or potential corridors that intersect with Double Eagle Access Road. The proposed project is located where a road is already in place, and will not create any new barrier to wildlife travel.

### **Potential Effects and Mitigation Measures**

It is anticipated that the Siberian elms where bird nests were observed will be removed to construct the Preferred Alternative.

Potential impacts to other wildlife species from the proposed project are expected to be minimal due, primarily, to their ability to relocate to adjacent habitat. No direct losses of large mammals or birds are expected. Construction activities may cause minor, short-term disruption to foraging, migrating movement, or breeding behavior of some smaller species.

Construction activities should be initiated during the non-nesting season (September–March) to avoid disturbing the habitat of nesting migratory birds. The contractor shall avoid taking migratory birds, occupied nests, and eggs during the project. If clearing of shrubs or trees begins between March 1st and August 31st, the City shall conduct a pre-construction nesting bird survey and submit a letter report to the NMDOT Environmental Division (Gwyneth Duncan 505-827-5156) at least two weeks prior to construction.

If the mitigation measures listed above are followed, then negligible-to-minor impacts to migratory birds are expected as a result of the Preferred Alternative. The No-Build Alternative is not expected to negatively impact migratory birds or other wildlife.

#### 4.6.2 Threatened, Endangered, or Sensitive Species

The Endangered Species Act of 1973 (ESA) requires the evaluation of potential impacts on federally listed species and their critical habitat. The USFWS, New Mexico Department of Game and Fish (NMDGF), and the New Mexico Energy, Minerals, and Natural Resources Department were consulted to determine potential occurrence of state or federally threatened, endangered, candidate, or sensitive species in the project vicinity (Appendix G). State and federal sensitive species are not protected by law; however, they are included in the analysis for planning purposes.

##### Existing Conditions

Based on a biological survey completed within the project area, it was determined that no federally listed threatened or endangered species are expected to occur within the project area (Parametrix 2010a). La Jolla prairie clover, a species of concern, was located within the existing right-of-way along the project corridor (Appendix A: Figure 6).

The slate millipede (*Comanchelus chihuuanus*), a federal species of concern, is known to occur within the Petroglyph National Monument and there is suitable habitat within the project area. The project area was surveyed for this species and no individuals were found. Mike Medrano, the Natural Resource Specialist at the monument, noted that the closest population is approximately 0.75 miles east of the project corridor (personal communication, Mike Medrano, November 23, 2009).

##### Potential Effects and Mitigation Measures

The Preferred Alternative would have no effect on any state or federally listed threatened, endangered, or candidate species. There will be no long-term impacts to La Jolla prairie clover populations.

#### 4.7 CULTURAL RESOURCES

In order for the CAAD to comply with the provisions of Section 106 of the National Historic Preservation Act, Molzen Corbin and Associates, the project engineers, contracted with Parametrix to conduct an inventory of cultural resources within the area of potential effects (APE) for the proposed project. This undertaking complied with the provisions of Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended through 1992) and its implementing regulations, the New Mexico Cultural Properties Act (18-6-1 through 18-6-17 New Mexico Statutes Annotated [NMSA] 1978), the Prehistoric and Historic Sites Preservation Act (18-8-1 through 18-8-9 NMSA 1978), and applicable regulations. Cultural resources are evaluated in consultation with the State Historic Preservation Officer (SHPO) of the New Mexico Historic Preservation Division.

##### Existing Conditions

Current listings of the National Register of Historic Places (NRHP) and the New Mexico State Register of Cultural Properties (NMSRCP) were consulted to determine the presence of any listed, cultural properties in the vicinity of the project area. A total of 12 previously-recorded sites were identified within 500 meters of the APE.

In the summer of 2009, Parametrix conducted an intensive (100-percent) pedestrian cultural resource survey of the proposed project area under New Mexico Archaeological Survey Permit Number NM-09-121-S (Parametrix 2010b). No archaeological sites, historic buildings, acequias, historic districts, or cultural landscapes were identified within the APE. Twelve isolated occurrences (IOs) including two *descansos* were documented.

On December 29, 2009, FHWA initiated tribal consultation with the Kiowa Tribe of Oklahoma, the Navajo Nation, Ohkay Owingeh, Southern Ute Tribe, and the Ute Mountain Ute Tribe.

### **Potential Impacts and Mitigation Measures**

The Pueblo of Laguna and the Navajo Nation determined that the undertaking would not impact traditional cultural properties (Appendix G). The Hopi Tribe was concerned about the project's close proximity to the Petroglyph National Park. Parametrix consulted with Mike Medrano from the Petroglyph National Monument, who determined that the nearest petroglyph is 2,600 ft from the roadway, and the proposed reconstruction project would not impact these resources (Appendix G). Blake Roxlau from NMDOT followed through with the Hopi Tribe and addressed their concerns (Appendix G).

Despite the fact that *descansos* are typically less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

A “no effect to historic properties” determination for the Preferred Alternative was received from SHPO on February 17, 2010 (Appendix G). The No-Build Alternative would have no effect on cultural resources.

## **4.8 AIR QUALITY**

The Clean Air Act of 1970 (CAA), as amended, establishes National Ambient Air Quality Standards (NAAQS) to protect public health from exposure to dangerous levels of various air pollutants. In Albuquerque and Bernalillo County, the City has jurisdiction over air quality, which differs from the rest of the state, where the NMED is the regulating agency.

### **Existing Conditions**

The project area is located in the Albuquerque-Mid Rio Grande Intrastate Air Quality Control Region 152 (NMED 2011). Inversions, which tend to trap pollutants at ground level, occur frequently. Albuquerque-Bernalillo County is in attainment and/or unclassifiable for all criteria pollutants (40 CFR Part 81.322). The area is in “limited maintenance” for carbon monoxide (40 CFR Part 52). In accordance with Fugitive Dust Control Regulation 20.11.20 New Mexico Administrative Code (NMAC), Bernalillo County requires that a Surface Disturbance permit be submitted for all jobs that will disturb  $\frac{3}{4}$  of an acre or more of soil.

### **Potential Impacts and Mitigation Measures**

Some temporary impacts on air quality may be expected from dust during construction. These impacts would be localized and restricted to the period of construction. The Preferred Alternative would disturb more than  $\frac{3}{4}$  of an acre of soil.

In accordance with Fugitive Dust Control Regulation 20.11.20 NMAC and to reduce fugitive dust emissions, Bernalillo County requires that dirt tracked onto paved surfaces be promptly removed and that measures be taken to control dust from operations such as construction, landscaping, and road work at all times. The CAAD will ensure that the contractor obtains a Surface Disturbance permit from the Albuquerque Environmental Health Department.

No long-term adverse impacts to air quality are expected following the completion of the Preferred Alternative. No impacts to air quality are expected as a result of the No-Build Alternative.

## **4.9 NOISE**

The NMDOT's noise policies and procedures stipulate that noise abatement must be considered when predicted traffic noise levels for a particular land use “approach” or exceed the noise level threshold defined for its activity category (Table 1).

**Table 1. FHWA Noise Abatement Criteria**

Category	Leq(h) <sup>a</sup>	Land Use Activity
A	57 (Exterior)	Lands on which serene and quiet are of extraordinary significance and serve an important public need and where preservation of those qualities is essential if the area is to continue to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D	–	Undeveloped land.
E	52 (Interior)	Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, or auditoriums.

<sup>a</sup> Traffic noise is quantified in decibels, which measure relative acoustic energy intensities. A- weighted decibels, or dBA, simulate human response to noise, and average hourly levels, Leq(h), address the time-varying characteristics of noise. The full unit of measurement is the dBA (Leq[h]).

A noise study was not warranted for the proposed project because the only sensitive land use in the vicinity corridor is the Petroglyph National Monument, which is located over 1,400 ft east from the existing road. Other land uses in the area include commercial and institutional activities, which are typically less sensitive to noise. A noise study was not required for the future residential developments because these West Mesa communities have not been approved and platted by the COA or Bernalillo County.

The Preferred Alternative and the No-Build Alternative are not expected to result in noise level impacts within the project area.

#### 4.10 SECTION 4(F) PROPERTIES

FHWA policy requires the evaluation of projects for impacts to public parks, recreational areas, wildlife and waterfowl refuges, and historic sites as part of Section 4(f) programs included in the Department of Transportation Act codified in 49 USC 303. FHWA has adopted Section 4(f) requirements for all highway projects involving federal funds.

There are no Section 4(f) properties within the proposed project corridor. No impacts on Section 4(f) properties will result from Preferred Alternative or the No-Build Alternative.

#### 4.11 PRIME AND UNIQUE FARMLAND

The Farmland Protection Policy Act of 1981 (FPPA) is intended to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural use.

None of the soils within the project area are classified as prime or farmland of statewide importance. (Appendix D). No impacts on specially-designated farmland resources are expected as a result of the Preferred Alternative or the No-Build Alternative.



## **4.12 VISUAL RESOURCES**

Visual resources include natural and human-made physical features that give a particular landscape its character and value. Features contributing to visual perception include landforms, vegetation, size, water, color, texture, adjacent or bounding scenery, and cultural modifications.

We anticipate that the visual characteristics of the area will remain similar to current conditions because the proposed project involves the construction of a roadway within existing right-of-way and immediately adjacent to the current alignment. The Preferred Alternative would have no impact on the visual landscape of the surrounding area.

No impacts on visual resources are expected as a result of the No-Build Alternative.

## **4.13 LAND USE AND COMMUNITY COHESION**

### **Existing Conditions**

#### Land use

Land use within and immediately adjacent to Double Eagle Access Road consists of undeveloped tracts of open, desert grassland owned by several private property owners and development companies, commercial properties near I-40 (Appendix B: Photo 5), and municipal development associated with the Double Eagle II Airport and City open space. East of Double Eagle Access Road is the NPS-managed land associated with the Petroglyph National Monument.

#### Community Cohesion

Transportation projects can impact community cohesion by splitting neighborhoods, isolating portions of a neighborhood or commercial development, changing property values, or separating residents from community facilities. Relationships and travel patterns of the community within the project area were investigated in the course of public consultation activities during project development.

### **Potential Impacts and Mitigation Measures**

Since Double Eagle Access Road is an existing roadway and the proposed improvements will follow the same alignment, the project is not expected to result in loss of community cohesion. Future planned communities would also benefit from the improved access to I-40 and the multimodal facilities that would be provided by the proposed project.

No impacts to land use or community cohesion are expected as a result of the Preferred Alternative or the No-Build Alternative.

## **4.14 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE**

Title IV of the Civil Rights Act of 1964 forbids discrimination against any person on the grounds of race, color, national origin, or gender for any project that receives federal funding. Executive Order 12898 seeks to prevent federal policies and actions from creating disproportionately high or adverse health and environmental impacts to minority or low-income populations.

### **Existing Conditions**

Table 2 provides an overview of the demographic characteristics of the project area. Double Eagle Access Road is the dividing line between Block Group 1 (Census Tract 48) and Block Group 3 (Census Tract 47.31), with Block Group 1 to the west and Block Group 3 to the east.

**Table 2. Summary of Population Demographics**

	<b>Block Group 1, Census Tract 48</b>	<b>Block Group 3, Census Tract 47.31</b>	<b>Bernalillo County</b>	<b>NM</b>
Population	817	3,183	556,002	1,819,046
Minority Representation				
American Indians	56 (or 6.9%)	106 (or 3.3%)	5.1%	9.5%
African American	138 (or 16.9%)	84 (or 2.6%)	4.1%	1.9%
Asian	0	74 (or 2.3%)	2.3%	1.1%
Hawaiian/Pacific Islander	0		0.2%	0.1%
White	530 (or 64.9%)	2,044 (or 64.3%)	44.5%	66.8%
Hispanic/Latino Origin <sup>a</sup>	93 (or 11.3%)	875 (or 27.5%)	45.8%	42.1%
Economic Data				
Median Family Income, 1999	53,474	53,079	\$45,147	\$39,425
Percent Families Below Poverty Level	18%	12.9%	14.5%	17.9%

Source: U.S. Department of Commerce, U.S. Census Bureau, Census 2000 demographic data.

<sup>a</sup> Hispanic or Latino is a separate category of the population because the Hispanic or Latino population has both cultural and racial identifications.

The general project area has fewer minority population groups than the state as a whole, except for Hispanics. This minority group comprises a larger portion of the population in Bernalillo County.

### Potential Impacts and Mitigation Measures

Since there are no residential homes along the roadway, and no relocations are anticipated, there is no indication that a disproportionate population of minority or low-income groups would be affected by roadway improvements.

The proposed project would improve safety and create the infrastructure necessary to support growth in Albuquerque and the surrounding region, benefitting the entire population.

The Preferred Alternative and No-Build Alternative would not have a disproportionate impact on minority or low-income communities.

## 4.15 ACQUISITION OF PROPERTY AND EASEMENTS

### Existing Conditions

The existing 156-ft right-of-way for Double Eagle Access Road was granted as an easement to the CAAD in 1982. The easement covers the roadway right-of-way from the southern former-SunCal property limits north of I-40 to the intersection of Shooting Range Park Road. The right-of-way north of Shooting Range Park Road is a dedicated 156-ft right-of-way platted in 2002.

### Potential Impacts and Mitigation Measures

The roadway will be constructed within the existing 156-ft right-of-way, with the exception of planned improvements to the Double Eagle Access Road/Shooting Range Park Road intersection (Appendix A: Figure 3). Temporary construction easements (TCEs) may be necessary if storm-water drainage improvements and repairs extend outside of the existing right-of-way (Appendix A: Figure 7, Appendix B: Photo 6). These details will be determined once final design of the project has been completed.

A total of 0.5 acres of right-of-way would be acquired from the banks that own the former-SunCal property for the proposed intersection improvements at Shooting Range Road. There are no residential structures or other buildings within the areas that would be acquired for the proposed project.

## **4.16 MULTIMODAL TRANSPORTATION SERVICE**

### **Existing Conditions**

The project corridor currently consists of a two-lane, paved road (with unimproved shoulders). Bicycle use is currently hampered by the lack of facilities for multimodal transportation. No equestrian use or public transit services have been identified within the project area.

### **Potential Impacts and Mitigation Measures**

The Preferred Alternative will include accommodations for bicycle use, in compliance and with the planning requirements of the SAFETEA-LU. As such, the Preferred Alternative would have a positive impact on multimodal transportation by providing safe travel for bicyclists.

Due to the current safety impairments, negative impacts to multimodal transportation are anticipated as a result of the No-Build Alternative.

## **4.17 ACCESS/EMERGENCY SERVICES**

### **Existing Conditions**

The area surrounding the project corridor is serviced by fire and police facilities. Station Number 14 is located approximately 1-mile east of the southern end of the project corridor on Eucariz Road. The closest police station is located on Los Volcanes Road, approximately 2.6 miles east of the southern end of the project area.

### **Potential Impacts and Mitigation Measures**

The Preferred Alternative would improve access to the Double Eagle II Airport and Shooting Range Park by restoring the road surface to provide a more reliable paved access route for emergency vehicles.

The Preferred Alternative would have a positive impact on access and emergency services. No impacts to access and emergency services are expected as a result of the No-Build Alternative.

## **4.18 HAZARDOUS MATERIALS**

Contamination of soil or water with hazardous materials is a concern for transportation projects due to factors associated with right-of-way acquisition, health, safety, and the liability of clean-up. The NMED was contacted as part of the initial scoping efforts for the EA, and the Petroleum Storage Tank Bureau responded that they found no storage tanks that would affect the proposed project (Appendix G). In addition to this consultation, Parametrix conducted a preliminary investigation to determine potential sources of hazardous materials in the vicinity of the project area and submitted the findings and opinions to the NMDOT Environmental Geology Bureau (EGB) for review and concurrence.

### **Existing Conditions**

The EPA Enviromapper website was searched to locate EPA-regulated facilities (Appendix G). In addition, reports and environmental documents from previous studies in the area were also consulted to determine potential sources of hazardous materials within and adjacent to the right-of-way (Appendix A: Figure 8). The following two environmental sites were discovered as a result of this investigation:

- Albuquerque Freightliner – a preliminary site investigation was conducted for this site and no contamination was detected within the right-of-way of Double Eagle Access Road.

- Unexploded Ordinance (UXOs) – the area in the right-of-way near the airport was surveyed, and no UXOs were found.

Parametrix determined, and the NMDOT EGB concurred, that an Initial Site Assessment was not warranted for the Preferred Alternative (Appendix G).

### **Potential Impacts and Mitigation Measures**

The Preferred Build and the No-Build Alternatives would not expose hazardous materials.

## **4.19 UTILITIES**

The only utility located within the project corridor is a Qwest communication line, which is located on the western edge of the existing right-of-way. Molzen Corbin & Associates conducted a field survey, and coordinated with utility companies; no additional utilities were located. Construction of the Preferred Alternative is not expected to require relocation of existing utilities.

The Preferred Build and No-Build Alternatives are not expected to impact existing utilities.

## **4.20 CONSTRUCTION ACTIVITIES**

Construction activities related to the Preferred Alternative will be controlled by applicable local, state, federal, and NMDOT specifications in coordination with area businesses. Consequently, provisions included in construction documents will require contractors to make reasonable efforts to curtail noise, prevent restrictions to access, and minimize solid waste generation. Potential impacts during construction of the Preferred Alternative are anticipated to be temporary and are summarized below:

- Noise levels adjacent to the roadway are expected to be greater than normal during construction activities. A quantitative estimate of noise levels during the project is difficult because construction machinery is operated in unpredictable patterns. However, construction activities will normally occur during daylight hours, when occasional loud noises are more tolerable.
- Under the Preferred Alternative, the existing roadway would remain open while the new alignment is constructed. This will minimize disturbance of through traffic. A traffic plan will be developed once final design has been completed so access to businesses, the airport, and Petroglyph National Monument is maintained during construction.
- Short-term adverse effects on air quality may result from smoke, dust, and exhaust emissions generated by construction activities. Compliance with Bernalillo County Fugitive Dust Control Regulation 20.11.20 NMAC will minimize the potential adverse impacts to air quality during construction.
- Compliance with BMPs described in the SWPPP will reduce deposition of sedimentation pollutants into drainages at the construction site. It will be included in construction plans for the final design, and address the implementation of both temporary and permanent erosion control measures.
- Unwanted materials generated by construction activities will not be dumped in vacant areas, and concrete trucks will not be allowed to clean out in vacant areas. Waste materials will be deposited in suitable sites and in accordance with applicable laws and regulations.

The No-Build Alternative will not have construction impacts.

## **4.21 SECONDARY AND CUMULATIVE IMPACTS**

Assessment of potential secondary and cumulative impacts associated with the Preferred Alternative was based on definitions and guidelines of the Council on Environmental Quality (CEQ).

Secondary impacts are caused by actions, which are temporarily or spatially removed, but are still reasonably foreseeable. Most of the proposed improvements will occur within an area that has been previously disturbed in varying degrees. The Preferred Alternative is expected to improve traffic safety, provide for continued development at the airport, and enhance the local transportation network.

Cumulative impacts related to the improvement of Double Eagle Access Road are related to future residential and commercial development, and necessary improvements to support this development and increase local connectivity and mobility (Table 3).

**Table 3. Cumulative Impacts that May Occur in the Region in the Foreseeable Future**

Action	Impact
Development of Westland North Community, North Mesa Community, and Black Ranch (Quail Ranch).	Increased vehicular use of Double Eagle Access Road; loss of vegetation from housing developments; less wildlife habitat
NMDOT - Paseo del Volcan – new roadway between I-40 and US 550, approximately 1.7 miles west of Double Eagle Access Road.	Decreased use of Double Eagle Access Road as north-south connection between I-40 and Rio Rancho. Acquisition of private property for right-of-way; relocation of families; loss of vegetation and wildlife habitat; increased noise levels in residential areas; removal of cultural resources

The Westland North, North Mesa, and Quail Ranch existing and proposed communities located in the vicinity of the project area would benefit from the proposed roadway reconstruction (Appendix A: Figure 9). It is anticipated that these three communities could support up to 51,000 housing units by 2035 (City of Albuquerque 2009). These developments are part of the Westside Strategic Plan for 2015-2035 and are not contingent on the reconstruction of the roadway. Improving the infrastructure of this roadway may make these communities more desirable. However, the corridor improvements are not expected to increase traffic in the area or require additional improvements to surrounding arterial roads.

An Environmental Impact Statement (EIS) was conducted for a new alignment of Paseo del Volcan and was approved on August 6, 2001 (Parsons Brinckerhoff and Marron & Associates 2001). The preferred alignment would be located 1.7 miles west of Double Eagle Access Road. The construction of the new Paseo del Volcan will reduce traffic volumes on Double Eagle Access Road. The combination of these roadways would improve access to the West Mesa communities and alleviate potential congestion by offering more than one driving route. However, the improvement of these transportation facilities may increase the rate of development within the region, which could alter the visual and natural environment of the area.

The consideration of other, reasonable, foreseeable transportation improvements in the region will not be restricted by the Preferred Alternative. The Preferred Alternative will be constructed in order to allow future widening, if this becomes warranted by further development.

No secondary or cumulative impacts are expected as a result of the No-Build Alternative.

#### **4.22 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES TO THE PROPOSED ACTION**

The construction of the Preferred Alternative will involve the commitment of a range of natural, physical, human, and fiscal resources. Up to 62 acres of land will be disturbed for the project, and this land is considered an irreversible commitment during the time the land is used for roadway facilities. Fossil fuels, labor, and highway construction materials will be expended in completion of the project. These materials are generally not retrievable; however, they are not in short supply, and their use will not have an adverse effect on continued availability of such resources. The commitment of these resources is based

on the principle that residents, visitors, and commercial travelers would benefit from the improved transportation network in the area. The use of material resources is expected to be outweighed by the benefits associated with improved accessibility, safety, region-wide circulation, and economic development opportunities.

#### 4.23 SHORT-TERM USE OF THE HUMAN ENVIRONMENT AND LONG-TERM PRODUCTIVITY

The proposed Double Eagle Access Road improvements are needed to improve roadway conditions, safety, and regional connectivity. The short-term impacts and use of resources by the proposed project are consistent with the maintenance and enhancement of long-term productivity for the area.

### 5. ENVIRONMENTAL COMMITMENTS

The following commitments are required for the CAAD and the contractor in order to ensure that the proposed project does not have a negative impact on the human and natural environment.

**Soil and Water Resources:** The contractor shall prepare and implement a SWPPP and a TESCO in compliance with Section 402 of the CWA. BMPs shall be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants in storm-water runoff from entering waters of the U.S. Temporarily disturbed areas will be re-vegetated after construction to limit erosion potential.

**Vegetation:** All disturbed areas will be reseeded according to standard NMDOT protocol according to the re-vegetation plan, which will be detailed on the construction plans.

**Wildlife:** The contractor shall avoid taking migratory birds, occupied nests, and eggs during the project. If clearing of shrubs or trees begins between March 1st and August 31st, the City shall conduct a pre-construction nesting bird survey and submit a letter report to the NMDOT Environmental Division (Gwyneth Duncan 505-827-5156) at least two weeks prior to construction.

**Cultural Resources:** The documented *descansos* will be avoided—or appropriately relocated by the CAAD. If buried archeological or cultural deposits are discovered during construction, work in the area will cease while the SHPO and the City are consulted.

#### Contractor Located Activities:

- In accordance with Fugitive Dust Control Regulation 20.11.20 NMAC and to reduce fugitive dust emissions, Bernalillo County requires that dirt tracked onto paved surfaces be promptly removed and that measures be taken to control dust from operations such as construction, landscaping, and road work at all times. In order to comply with 20.11.20 NMAC, the CAAD will ensure that the contractor obtains a Surface Disturbance permit from the Albuquerque Environmental Health Department.
- Prior to construction, the City will obtain any Temporary Construction Permits if Temporary Construction Easements are required.
- The contractor will minimize vegetation and soil disturbance for all staging areas used during construction. The contractor will provide documentation of environmental and cultural clearances for these sites in accordance with Section 107.14 of the 2007 NMDOT Standard Specifications.
- The contractor shall thoroughly clean all equipment with a high-pressure washer prior to entering and leaving the project area. Materials transported into or out of the project area shall be carefully inspected to avoid the introduction of additional noxious weed species. Material sources containing noxious weed seeds shall not be utilized by the contractor.

Mulch and compost used on the project must be certified noxious weed free, as required by Section 632 of the 2007 edition of the NMDOT Standard Specifications for Highway and Bridge Construction.

## **6. PUBLIC INVOLVEMENT AND AGENCY COORDINATION**

The purpose of public involvement and agency coordination is to ensure that information about the proposed Double Eagle Access Road Improvements Project is presented and available to the public, stakeholders, affected agencies, and local officials.

### **6.1 PUBLIC INVOLVEMENT MEETING**

Public Involvement was implemented as part of the evaluation process for this project, and followed the Public Involvement Plan developed in the early stages of the project. Citizen involvement was accomplished through individual correspondence and a public meeting (Appendix H). Fewer than five members of the public attended the public meeting, which was held on November 12, 2009. The following comments regarding the road improvements were received during the meeting: concern over access to businesses during construction; construction schedule; and available funding for all proposed alternatives.

All of these issues were considered throughout project development and will be addressed by implementation of the Preferred Alternative. In response to the access concerns raised by business owners, a traffic plan will be developed in order to maintain open access to businesses during construction.

### **6.2 AGENCY COORDINATION**

Contact was made with public and regulatory agencies at the initiation of the project to solicit input on potential impacts and concerns. A complete list of agencies contacted, and a copy of written responses are included in Appendix G. Concerns expressed during the agency review process have been addressed in this EA.

## **7. CONCLUSIONS**

This EA concludes that the proposed project is necessary for safe and efficient travel within the project corridor. The project will have no significant adverse social, economic, or environmental impacts that warrant an environmental impact statement. Final alternative selection will occur following the completion of the public review period, which will include the opportunity for the public to request a hearing. Unless significant impacts are identified during the public review period, a FONSI for the Double Eagle Access Road Reconstruction Project will be requested. The FONSI will address concerns raised during the circulation of the EA for public comment or remaining agency coordination. It will be used as a basis for federal aid authorization for the selection of an alignment, final design, right-of-way acquisition, and construction of the project.

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- U.S. Environmental Protection Agency. 2011. Section 404 of the Clean Water Act; How Wetlands are Defined and Identified. Available online at: <http://water.epa.gov/type/wetlands/outreach/fact11.cfm>
- U.S. Geological Survey. 1995. Ground Water Atlas of the United States: Arizona, Colorado, New Mexico, Utah. Online Resource: [http://pubs.usgs.gov/ha/ha730/ch\\_c/index.html](http://pubs.usgs.gov/ha/ha730/ch_c/index.html).

## **APPENDIX A**

### **Figures**

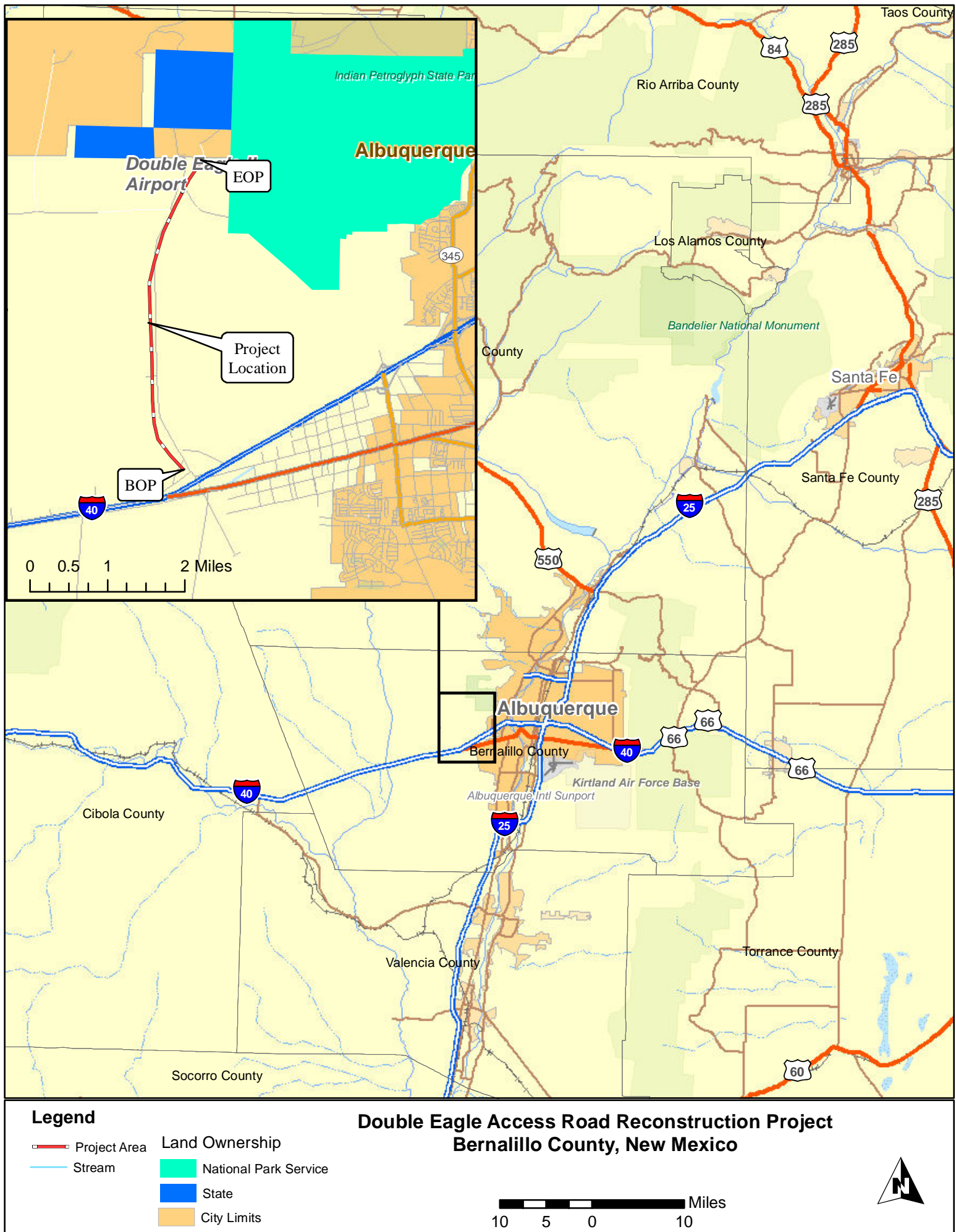


Figure 1: Location of the Proposed Project Corridor

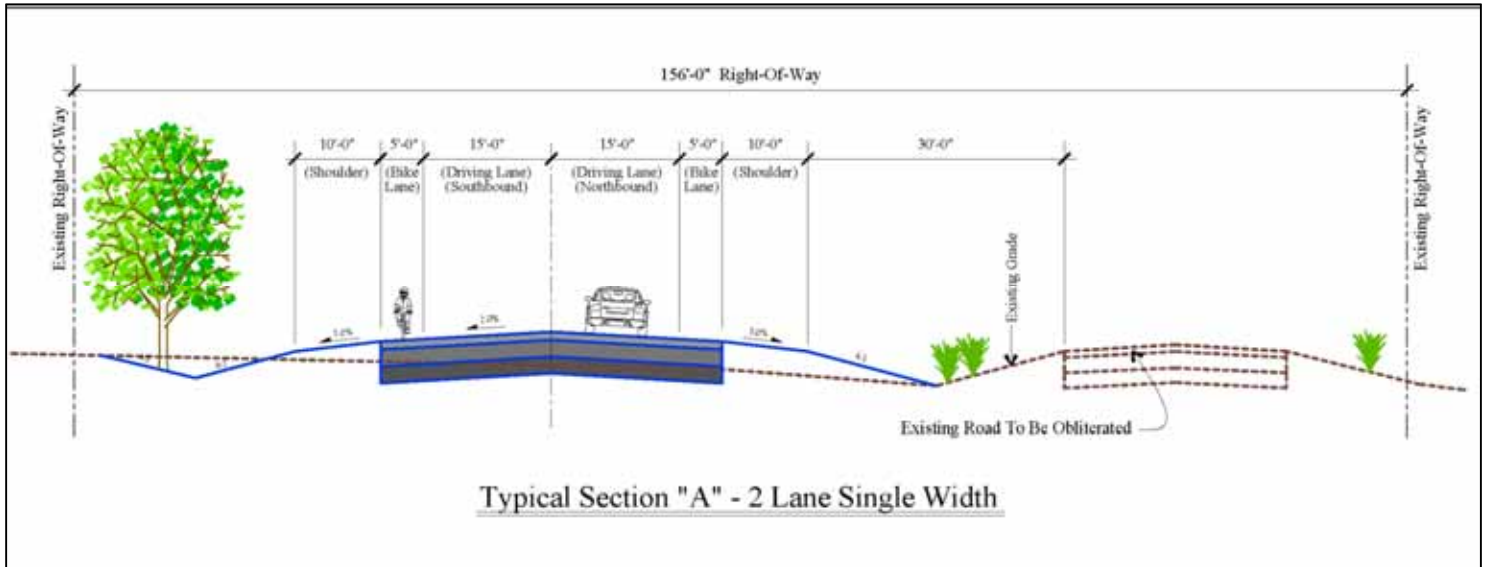


Figure 2: Typical Cross Section of the Preferred Alternative

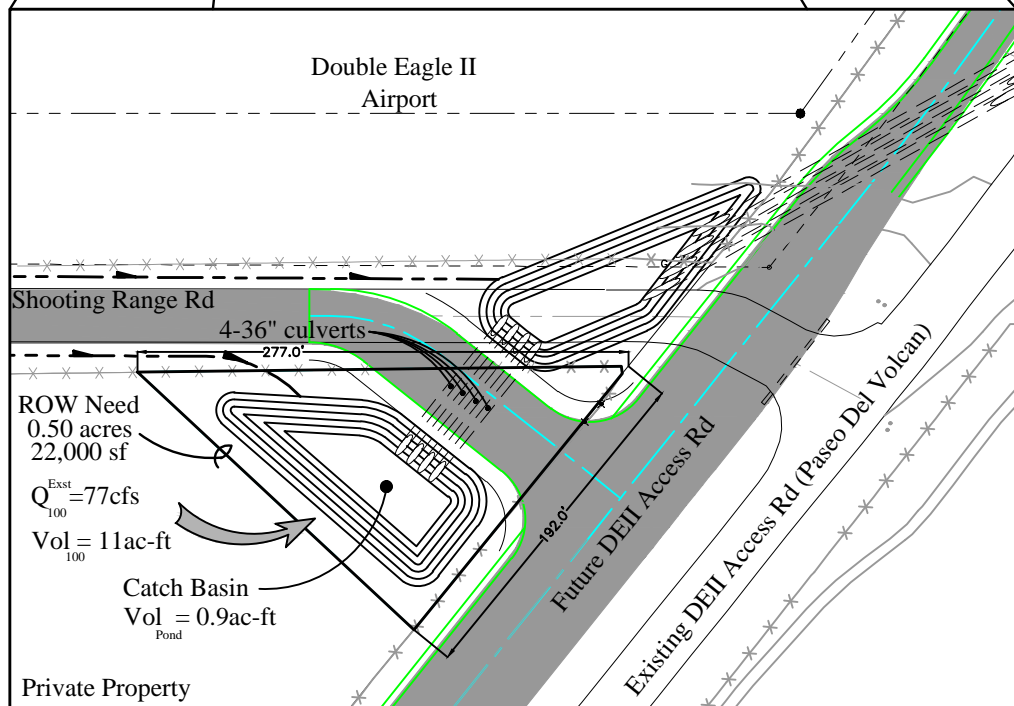
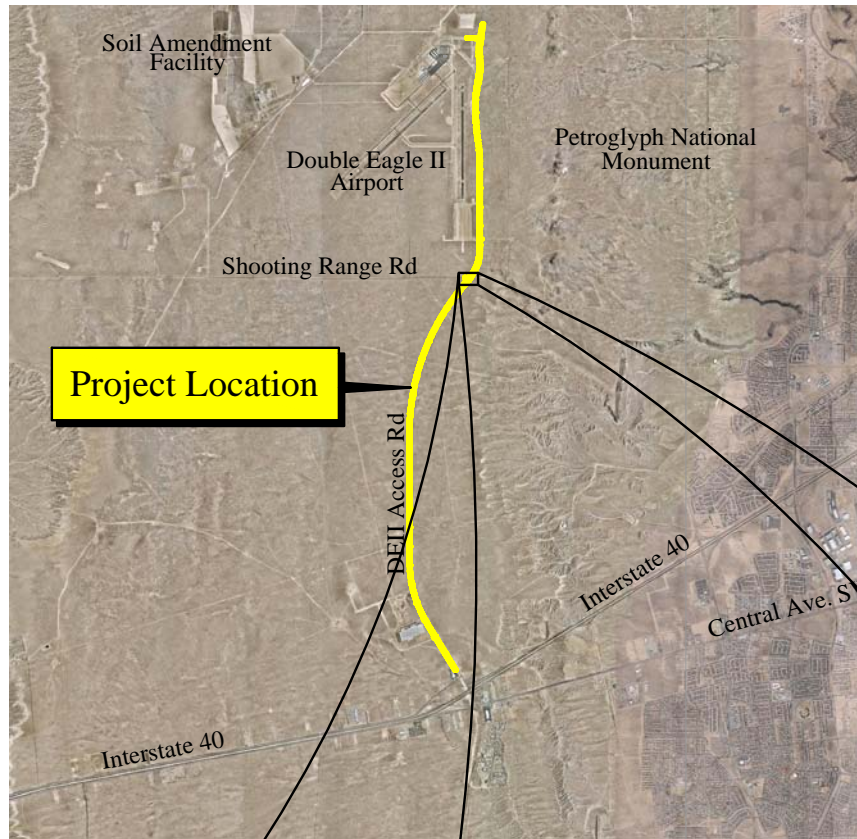


Figure 3: DEII Access Road - City of Albuquerque, NM  
DEII Access Rd & Shooting Range Rd Intersection  
ROW For New Intersection







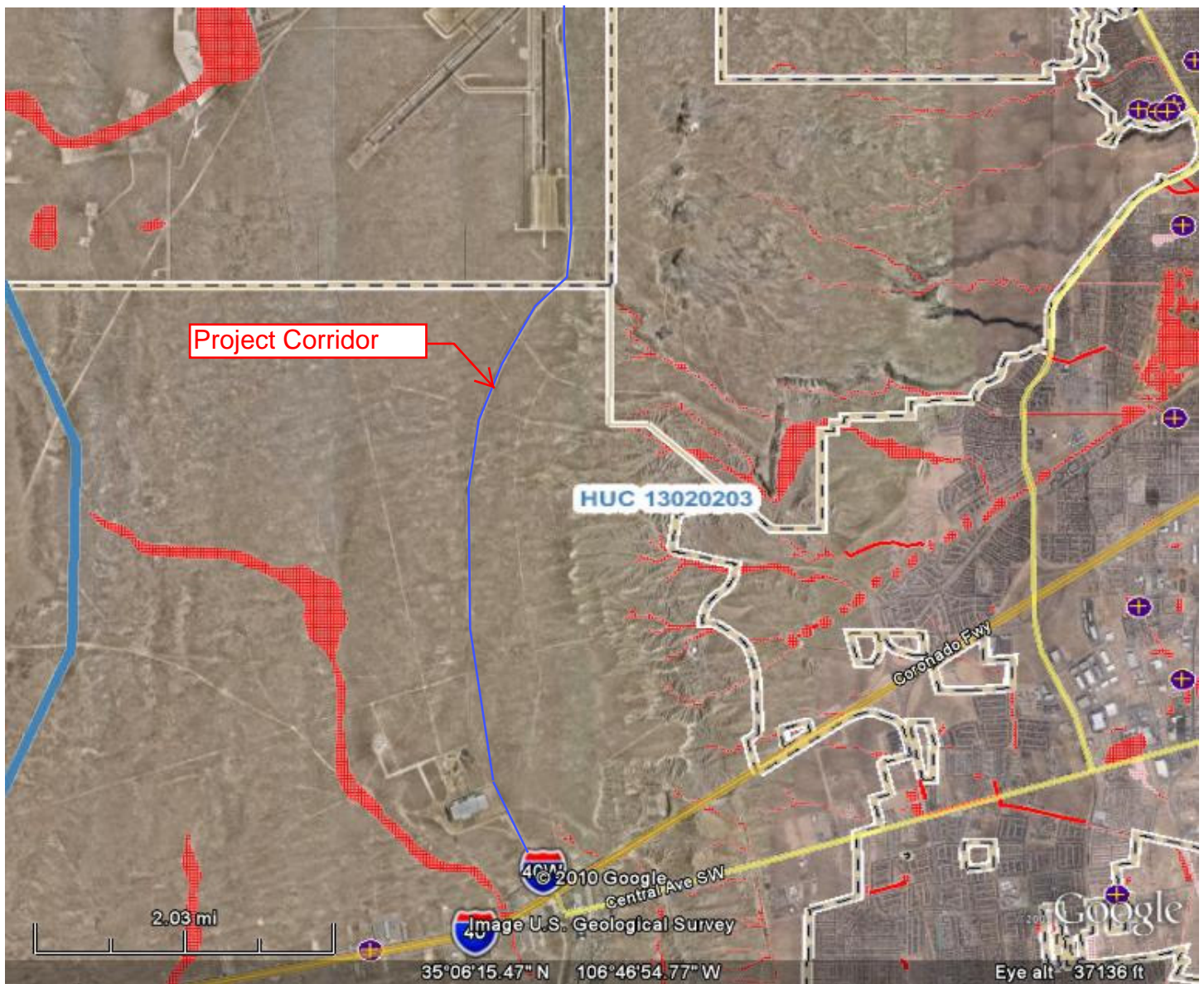


Figure 5: FEMA Floodplain Map for the Project Vicinity



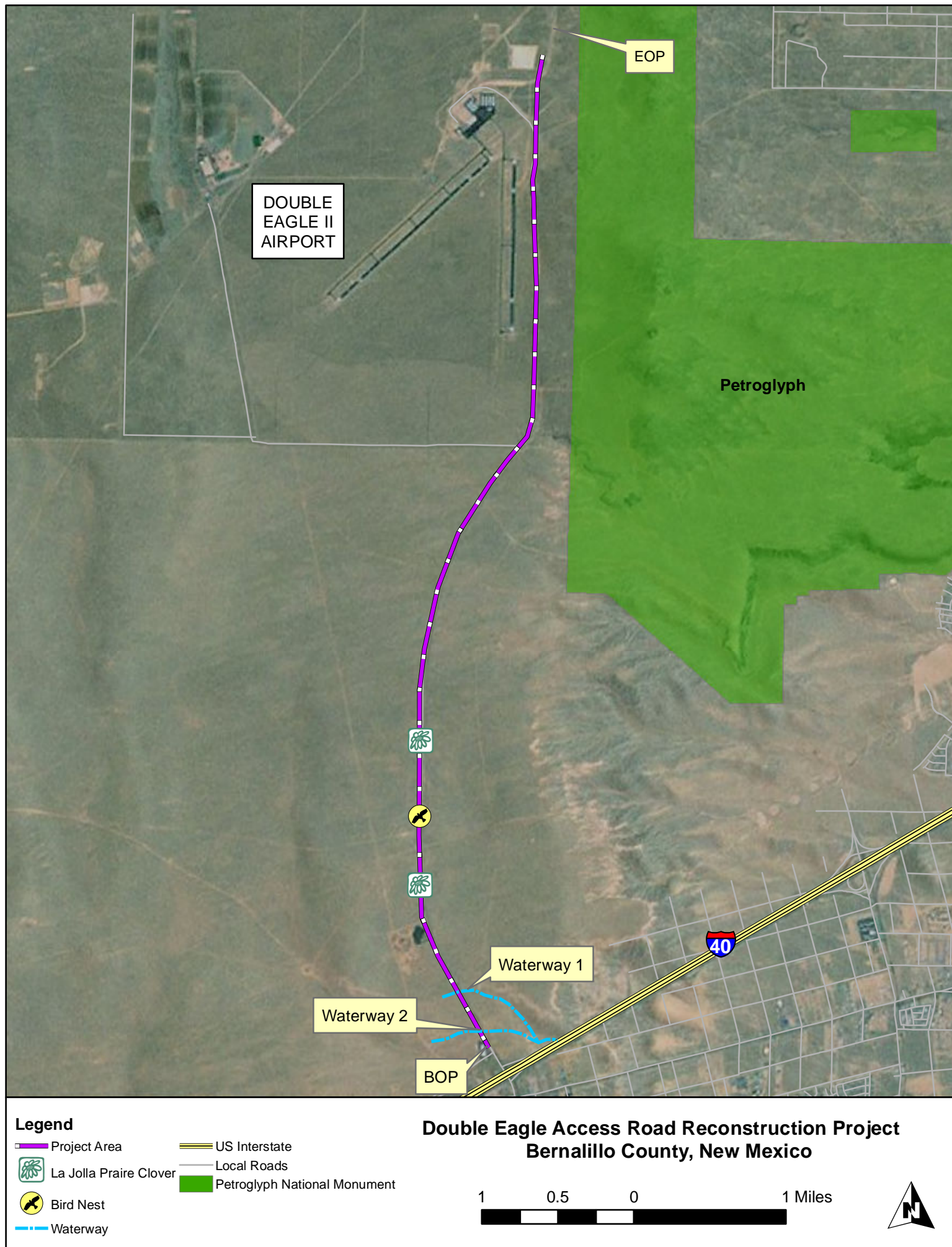
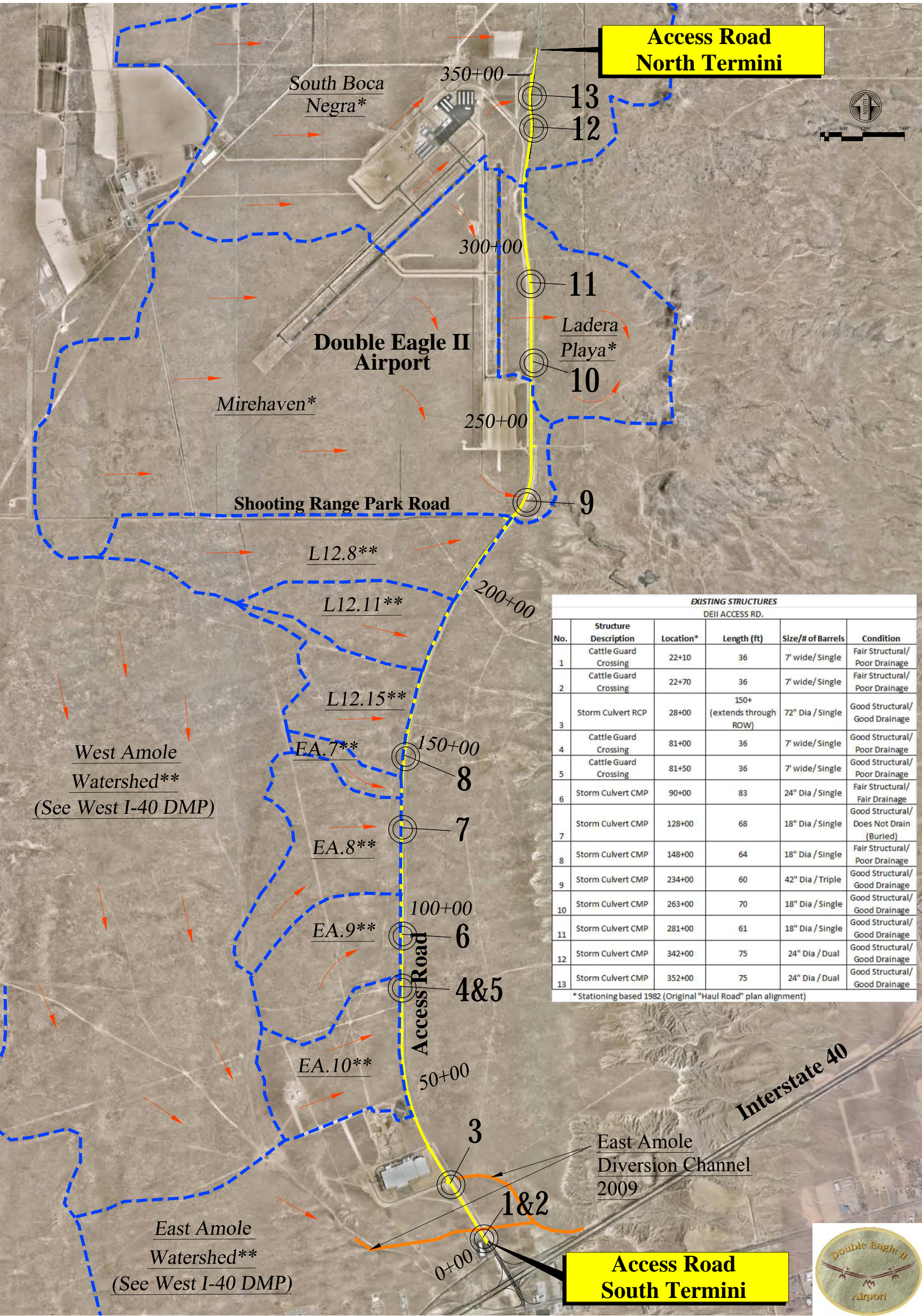


Figure 6: Location of Biological Resources along the Project Corridor





MOLZENCORBIN

City Of Albuquerque - Aviation Department  
Double Eagle II Airport - Access Road

Figure 7: Locations of Existing Culverts





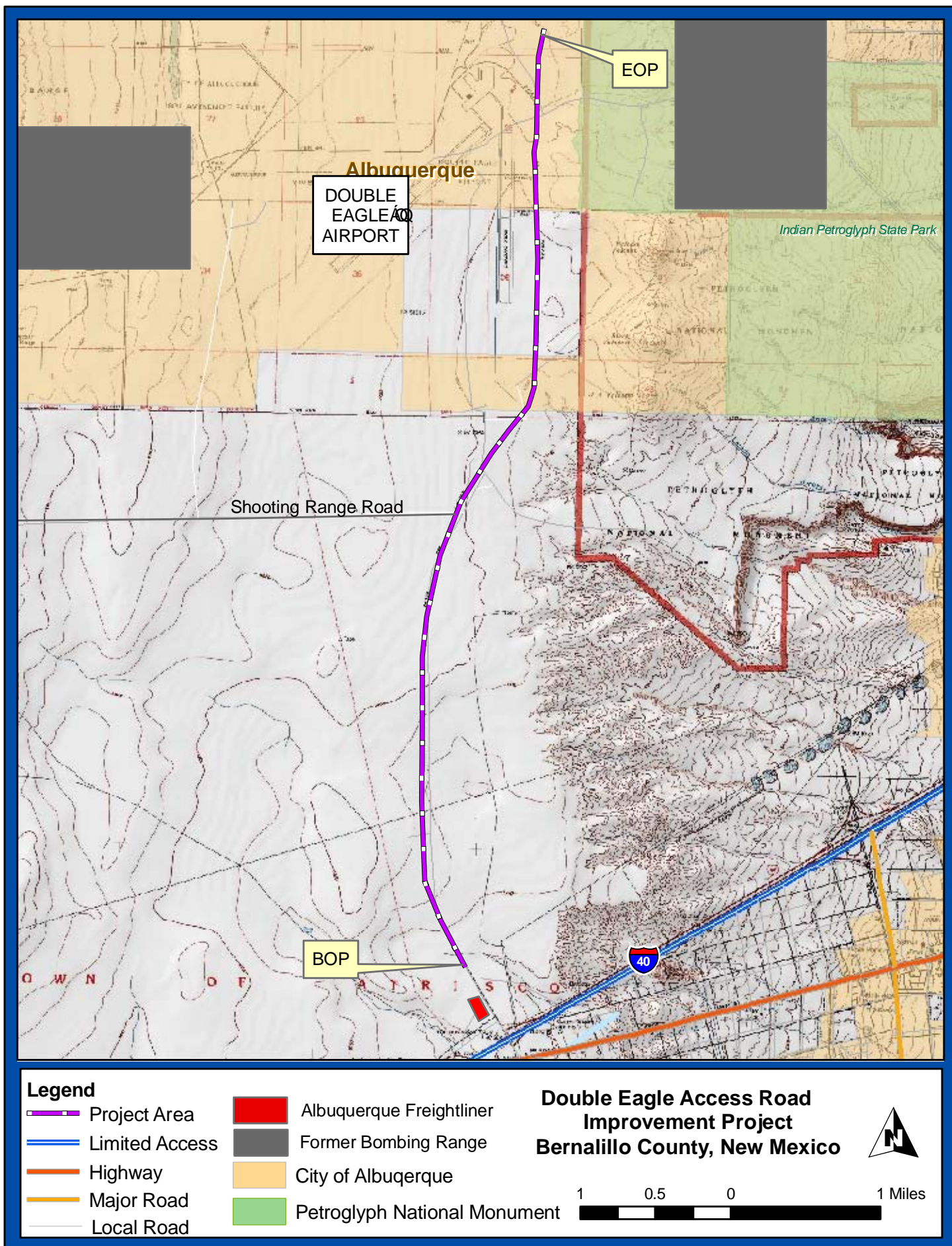


Figure 8: Locations of Findings Discovered During the Hazardous Materials Investigation

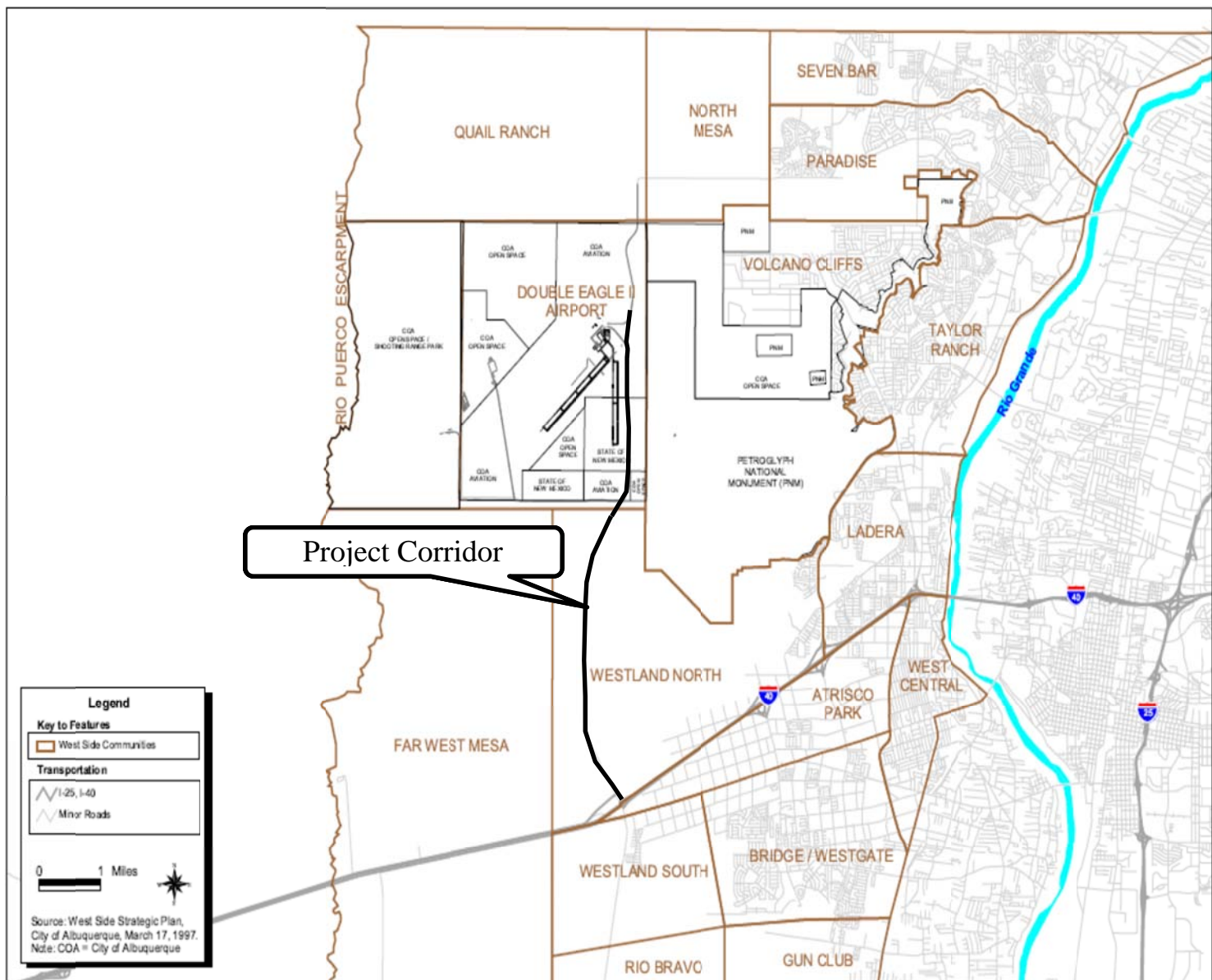


Figure 9: Proposed and Existing West Side Communities Defined by the City of Albuquerque's Double Eagle II Airport Master Plan

## **APPENDIX B**

### **Representative Photographs**





**Photo 1:** View of the beginning of the project, facing north.



**Photo 2:** View of the end of the project, facing south.



**Photo 3:** View of intersection of Shooting Range Road and the project corridor, facing north.



**Photo 4:** View of culvert at waterway 1 downstream of the Preferred Alignment, facing southeast (65 ft outside of existing right-of-way).



**Photo 5:** Aerial view (2011) of waterway 1 at Double Eagle Access Road Crossing.



**Photo 6:** View of culvert at waterway 2 downstream of the Preferred Alignment, facing southeast (50 ft outside of existing right-of-way).



Photo 7: Aerial (2011) perspective of waterway 2 at Double Eagle Access Road crossing.



Photo 8: Current access to commercial businesses near I-40, facing north.



Photo 9: View of existing culverts used for storm water drainage conveyance within the project alignment, facing west.

## **APPENDIX C**

### **Funding Information**

**NEW MEXICO DEPARTMENT OF TRANSPORTATION  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**CN:** L3095 **MPO/RPO:** MID-REGION MPO - ID: 406.00 **Fed/State ID:** STP-HPP-4007-3(3)03 **NMDOT Dist.:** 3 **County:** Bernalillo **Municipality:** City Of Albuquerque  
**RT:** FL 4007 **Project Location:** DOUBLE EAGLE II RD (PDV) REHABILITATION - FROM I-40 TO DE II AIRPORT **Lead Agency:** CITY OF ALBUQUERQUE **Length:** 6.800  
**Category:** Reconstruction- No Added Capacity **Est. Proj. Cost:** \$13,950,788  
**Project Scope:** RECONSTRUCT THE 2 LANE HIGHWAY; PROJECT INCLUDES BIKE LANES. (AKA PASEO DEL VOLCAN EAST), TOTAL EST. **Est. Letting:** 09/01/2011  
**Proj. Phases:** Y Environ. Document Y Prel. Engr. Y Design \_ Right-of-way Y Construction \_ Other **FHWA Work Type Zone:** R **Beg/End Mpnt:** 2.950 - 9.760  
**Remarks:**  
 AM-FEB-11, AM-OCT-10, AM-JUL-09, R-09-03, R-05-08, R-07-01, R-07-04, R-07-05.

PROGRAMMED FUNDS					
FUND SOURCE	2010	2011	2012	2013	TOTALS
High Priority Projects	\$0	\$8,999,003	\$0	\$0	\$8,999,003
STP - Discretionary	\$0	\$4,152,334	\$0	\$0	\$4,152,334
<b>TOTALS:</b>	<b>\$0</b>	<b>\$13,151,337</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,151,337</b>

**CN:** L3116 **MPO/RPO:** MID-REGION MPO - ID: 433.00 **Fed/State ID:** TPU-7701(61) **NMDOT Dist.:** 3 **County:** Bernalillo **Municipality:** City Of Albuquerque  
**RT:** **Project Location:** ABQ RIDE - PARK & RIDE: SOUTHWEST MESA - CENTRAL AVENUE AT UNSER BLVD **Lead Agency:** ALBUQUERQUE RIDE TRANSIT **Length:** 0.000  
**Category:** Transit **Est. Proj. Cost:** \$3,391,874  
**Project Scope:** CONSTRUCT PARK AND RIDE FACILITY. COMPLETED. **Est. Letting:** 08/31/2007  
**Proj. Phases:** \_ Environ. Document \_ Prel. Engr. \_ Design \_ Right-of-way Y Construction \_ Other **FHWA Work Type Zone:** R **Beg/End Mpnt:** .000 - .000  
**Remarks:**  
 R-09-04, R-09-03, R-08-03, R-05-08, R-07-05, TOTAL COST INCLUDES FY 2007-2010 AMOUNTS.

PROGRAMMED FUNDS					
FUND SOURCE	2010	2011	2012	2013	TOTALS
Local Government Road Fund	\$500,000	\$0	\$0	\$0	\$500,000
<b>TOTALS:</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

**CN:** L3210 **MPO/RPO:** MID-REGION MPO - ID: 616.00 **Fed/State ID:** TPU-4001(14) **NMDOT Dist.:** 3 **County:** Bernalillo **Municipality:** City Of Albuquerque  
**RT:** NM 448 **Project Location:** COORS CORRIDOR STUDY - FROM BRIDGE BLVD TO NM 528 **Lead Agency:** CITY OF ALBUQUERQUE **Length:** 9.570  
**Category:** Preliminary Engineering **Est. Proj. Cost:** \$819,288  
**Project Scope:** IDENTIFY TRANSPORTATION MANAGEMENT STRATEGIES TO IMPLEMENT IN UPCOMING YEARS AND UPDATE THE COORS CORRIDOR PLAN. STUDY UNDERWAY. **Est. Letting:**  
**Proj. Phases:** Y Environ. Document Y Prel. Engr. Y Design Y Right-of-way \_ Construction \_ Other **FHWA Work Type Zone:** X **Beg/End Mpnt:** .000 - 6.210  
**Remarks:**  
 Secondary Location - Route: FL 4001 Length: 3.36 Beg/End Mpnt: .000 - 3.360  
 R-11-03, AM-MAY-10, R-09-04, R-09-03, R-07-04, R-07-05.

PROGRAMMED FUNDS					
FUND SOURCE	2010	2011	2012	2013	TOTALS
STP/Large Urban	\$819,288	\$0	\$0	\$0	\$819,288
<b>TOTALS:</b>	<b>\$819,288</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$819,288</b>



## FY 2010- 2015 Transportation Improvement Program Funding Summary: Local Match for Federal Funds

FTA 5317 (New Free)					Federal TIP				Informational TIP		
Project	TIP ID	CN	Lead	Dept.	2010	2011	2012	2013	2014	2015	Total
AMPA Wide New Freedom Program (FY 2007-2010)	127	T7329	MRCOG	Mid-Reg. Council of Gov'ts.	\$159,515						\$159,515
AMPA Wide New Freedom Program (FY 2011)	127.1	TA00161	MRCOG	Mid-Reg. Council of Gov'ts.		\$102,417					\$102,417
AMPA Wide New Freedom Program (FY 2012)	127.2	TA00162	MRCOG	Mid-Reg. Council of Gov'ts.			\$59,227				\$59,227
AMPA Wide New Freedom Program (FY 2013)	127.3	TA00163	MRCOG	Mid-Reg. Council of Gov'ts.				\$61,004			\$61,004
AMPA Wide New Freedom Program (FY 2014)	127.4	TA00164	MRCOG	Mid-Reg. Council of Gov'ts.					\$62,834		\$62,834
AMPA Wide New Freedom Program (FY 2015)	127.5	TA00165	MRCOG	Mid-Reg. Council of Gov'ts.						\$64,719	\$64,719
(6 FTA 5317 (New Free) Projects)					\$159,515	\$102,417	\$59,227	\$61,004	\$62,834	\$64,719	\$509,716

HPP					Federal TIP					Informational TIP		
Project	TIP ID	CN	Lead	Dept.	2010	2011	2012	2013	2014	2015	Total	
Coors Blvd & Quail Rd Intersection	456	L3049	City of Albuquerque-DMD	Dept. Munic. Devel			\$1,437,001				\$1,437,001	
Double Eagle II Rd (PdV) Rehabilitation	406	L3095	City of Albuquerque-Aviation	Aviation Dept.		\$1,799,801					\$1,799,801	
(2 HPP Projects)						\$1,799,801	\$1,437,001				\$3,236,801	

Scenic Byways					Federal TIP				Informational TIP		
Project	TIP ID	CN	Lead	Dept.	2010	2011	2012	2013	2014	2015	Total
Tijeras Pueblo Interpretive Center	662	A300291	Friends of Tijeras Pueblo	Non-profit	\$25,000						\$25,000
Salt Missions Trail Scenic Byway Organization	346	A300293	MRCOG	Mid-Reg. Council of Gov'ts.	\$13,750						\$13,750
(2 Scenic Byways Projects)					\$38,750						\$38,750

## **APPENDIX D**

### **Traffic Counts**

## 2.4 TRAFFIC CHARACTERISTICS

Traffic volume data were collected by the MRCOG annually since 1993. The MRCOG publishes this data in annual maps depicting “Traffic Flow for the Greater Albuquerque Area.” Current average daily traffic (ADT) volumes on the roadways within the project corridor are presented in Table 1.

**Table 1. Average Weekday Traffic Flow for Double Eagle II Access Road**

Road Segment	2008	2007	2006	2005	2000	1995
I-40 to Shooting Range Rd.	5100	4600	4700	7700	2100	1500
Shooting Range Rd to DEII	1500	-	-	-	-	-
DEII to Paseo del Norte	1500	1400	1400	700	-	-

The Level of Service (LOS) for 2009 existing traffic conditions was determined using *High Capacity Software version T7F(2008)*. A 4-percent growth rate was used to determine the projected traffic volumes for 2030 for the No Build and Preferred Alternative scenarios. Table 2 presents the results of the analysis.

**Table 2. Existing Roadway LOS and Projected LOS for the No Build and Preferred Alternative (Alternative A)**

Road Segment	Existing LOS		2030 No Build		2030 Alt. A	
	NB	SB	NB	SB	NB	SB
DE Access Rd N. of Double Eagle Airport	197	198	449	451	449	451
DE Access Rd N. of Shooting Range Rd.	224	223	511	531	511	531
DE Access Rd N. of Shamrock Foods	172	347	392	791	392	791
DE Access Rd S. of Shamrock Foods	198	416	452	948	452	948
DE Access Rd. S. of Shooting Range Rd.	155	247	353	563	353	563
DE Access Rd. N. of I-40	268	837	611	1907	611	1907

Traffic crash data were obtained from the University of New Mexico (UNM) Division of Government Research database and through anecdotal interviews with the CAAD. The UNM Division of Government Research data indicates no accidents on the Double Eagle Access Road between 2005 and 2007. The City of Albuquerque Aviation Department reports at least four crashes in the vicinity of Double Eagle II Airport within the old alignment of the access road entrance into the airport. Typically, the crashes involved a single vehicle and were attributed to the sudden change in curve radii as a northbound vehicle approached the intersection. (Molzen-Corbin & Associates 2010).

# Directional Volume Count Data Report

The image shows a sample of a Directional Volume Count Data Report. It is a grid with multiple columns and rows. The columns represent different locations or directions, and the rows represent different times or intervals. The data points are numerical values representing volume counts. The grid is organized into sections, with some areas containing more detailed data than others. The overall layout is structured and professional, typical of a technical report.

For more information about  
MRCOG's traffic counting  
program, contact  
Eric Webster at  
(505) 247-1750  
or by email at  
[ewebster@mrcog-nm.gov](mailto:ewebster@mrcog-nm.gov)



Directional Volume Count Data Reports show data collected with tube counters. These counters are set out for a minimum of 48 hours per location. They record the number of axle "impacts" from each vehicle as it crosses the tube. This data is then summarized and stored in 15-minute intervals.

The first page of the report presents the raw traffic volume data for the first direction of travel in 15-minute intervals, and the second page of the report shows the same for the other direction of travel. For example, for a two-way North-South street, the data collected on the northbound direction of travel may be presented on the first page, and the data collected on the southbound direction of travel may be presented on the second page. A directional volume count report for a one-way street would therefore consist of only one page.

Both pages have highly informational headers which include facts like *where* the count was taken, *when* the count was taken (including the date plus the start and end times), and the *quality* of the count (whether or not the data met the New Mexico Department of Transportation's standards for traffic count data).

Presented at the bottom center of each page are the 48 hour total volume, the average daily volume (48 hour volume divided by two), and average peak hour volumes for each direction of travel.

The bottom right of the first page shows the 48-hour volume and average daily volume or Average Weekday Traffic (AWDT) for both directions of travel combined. Below the average daily volume are the Loop Correction and Monthly Adjustment Factors used to calculate the Preliminary Annual Average Weekday Traffic volume (AAWDT)\*, which is displayed below and to the left of the factors. It is called preliminary because the final adjustment factors for the year cannot be calculated until after the end of the year. The factors used for the preliminary AAWDT are the most recent ones available.

\* For more information about adjustment factors, ask for the informational sheet called Traffic Count Data and Adjustment Factors.

COCID	Route	Location	Date	Raw Count Vol.	Dir. 1 Vol.	Dir. 1 Direction	Dir. 2 Vol.	Dir. 2 Direction	AM Pk. Hr. Vol.	AM D.S.	Dir. of AM D.S.	AM Pk. Hr.	AM Pk. Hr. Fac.	PM Pk. Hr. Vol.	PM D.S.	Dir. of PM D.S.	PM Pk. Hr.	PM Pk. Hr. Fac.	MRGCOG Standard	NMSHTD Standard	AM Peak %	PM Peak %	Count Type	Loop of Road Tube
5701	PASEO DEL NORTE (WEST) EAST OF PDV		200108	962	533	W 429	E 111	0.85 W 700	0.78 121	0.62 E 1700	0.72 T T	11.54 12.58	V R											
5701	PASEO DEL NORTE (WEST) EAST OF PDV		200111	1509	603	E 906	W 210	0.72 W 645	0.84 202	0.54 W 1630	0.85 Q T	13.92 13.39	V R											
62151	PASEO DEL VOLCAN	NORTH OF I-40 N. RAMPS	199208	1157	557	N 600	S 101	0.66 S 800	0.76 100	0.63 S 1500	0.79 T T	8.73 8.64	V R											
62151	PASEO DEL VOLCAN	NORTH OF I-40 N. RAMPS	199303	1384	722	N 662	S 99	0.64 N 900	0.58 107	0.76 N 1715	0.88 T T	7.15 7.73	V R											
62151	PASEO DEL VOLCAN	NORTH OF I-40 N. RAMPS	199402	1431	610	N 821	S 118	0.63 S 830	0.77 172	0.62 S 1600	0.72 Q T	8.25 12.02	V R											
62151	PASEO DEL VOLCAN	NORTH OF I-40 N. RAMPS	199705	2180	1127	S 1053	N 127	0.61 N 615	0.58 195	0.73 N 1730	0.91 T T	5.83 8.94	C R											
62151	PASEO DEL VOLCAN	NORTH OF I-40 N. RAMPS	200204	1911	922	N 989	S 166	0.76 N 715	0.88 143	0.85 S 1615	0.82 Q T	8.69 7.48	V R											
62151	PASEO DEL VOLCAN	NORTH OF I-40 N. RAMPS	200506	5741	3153	N 2588	S 366	0.63 N 600	0.74 545	0.59 N 1645	0.88 T T	6.38 9.49	C R											
66542	PASEO DEL VOLCAN	SOUTH OF DOUBLE EAGLE AIRPORT00402	7587	3745	N 3842	S 819	0.75 N 700	0.85 780	0.68 S 1645	0.9 T T	10.79 10.28	V R												
66581	PASEO DEL VOLCAN	NORTH OF DOUBLE EAGLE AIRPORT00310	726	332	E 394	W 103	0.73 W 715	0.67 115	0.79 E 1700	0.73 F T	14.19 15.84	C R												
66581	PASEO DEL VOLCAN	NORTH OF DOUBLE EAGLE AIRPORT00610	1463	729	S 734	N 173	0.76 S 700	0.8 199	0.74 N 1700	0.74 T T	11.83 13.6	V R												

MOST RECENT COUNT

# Key to Summary Statistics Printout of Directional Volume Counts

The printout shows a grid of data for various directions (Dir. 1, Dir. 2) and peak hours (AM Pk. Hr., PM Pk. Hr.). It includes raw counts, directional splits, and quality indicators (MRCOG Standard, NMSHTD Standard).

For more information about  
MRCOG's traffic counting  
program, contact  
Sheila ter Bruggen at  
(505) 247-1750  
or by email at  
[sterbruggen@mrcog-nm.gov](mailto:sterbruggen@mrcog-nm.gov)



The summary statistics printout of directional volume counts shows summarized data collected by tube counters. The list below explains what information is provided in this report:

Date	date count was taken (4-digit year, 2-digit month)
Raw Count Vol.	the unadjusted raw daily count volume
Dir. 1 Vol.	the volume of direction 1
Dir. 1 Direction	the direction of direction 1 (N, E, S, or W)
Dir. 2 Vol.	the volume of direction 2
Dir. 2 Direction	the direction of direction 2 (N, E, S, or W)
AM Pk. Hr. Vol.	the A.M. peak hour volume
AM D. S.	the A.M. directional split
Dir. of AM D. S.	the direction of the A.M. directional split
AM Pk. Hr.	the A.M. peak hour (start time)
AM Pk. Hr. Fac.	The A.M. peak hour factor
PM Pk. Hr. Vol.	the P.M. peak hour volume
PM D. S.	the P.M. directional split
Dir. of PM D. S.	the direction of the P.M. directional split
PM Pk. Hr.	the P.M. peak hour (start time)
PM Pk. Hr. Fac.	The P.M. peak hour factor
MRCOG Standard	Quality of the count according to MRCOG (T = good, Q = questionable)
NMSHTD Standard	Quality of the count according to the New Mexico Department of Transportation (T = good, Q = questionable)
AM Peak %	percentage of total daily traffic that took place during the AM peak
PM Peak %	percentage of total daily traffic that took place during the PM peak
Count Type	type of count taken (V = volume, C = vehicle class)
Loop or Road Tube	manner in which count was taken (R = road tube, L = inductance loops)

## **APPENDIX E**

### **Additional Analysis of Alternatives A and B**

*Below is a review and expanded discussion of Alternative A (build new 2-lane roadway on new alignment) and Alternative B (Build new 2-lane roadway on existing alignment) from the Double Eagle II Access Road Reconstruction Alignment Study regarding construction safety (Improve Safety) and project cost (Congressional Mandate), which corresponds with the Alignment Study completed by Molzen Corbin and Associates in 2011. These are two components of the purpose and need statement established for the proposed project that these alternatives have significant differences.*

*These two alternatives include the construction of a two-lane roadway section: Alternative A is the construction of the roadway on a new alignment within the existing right-of-way. Alternative B is the construction of the roadway on the existing alignment. The new roadway would be constructed to current City of Albuquerque geometry standards. The existing alignment does not meet the current geometric standards and would require widening in Alternative B.*

**7.2.2 Safety During Construction** – Table 7-3 of the Alignment Study compares the safety impacts of the alternates. Table 7-3a, below, summarizes the relative construction safety impacts of Alternative A and Alternative B. Alternative B is a much more complex project than Alternative A and involves construction phasing, temporary wall barrier and safety controls in order that the roadway be maintained for traffic.

**TABLE 7-3a**  
**Summary of Relative Construction Safety Impacts**  
**Alternative A and Alternative B**

Alternative	Comments
Alternative A – Construct 2-lane on West Alignment	<ul style="list-style-type: none"> <li>• Leaves existing in place until new is constructed.</li> <li>• minimum detours/temp pavement</li> <li>• Work area is separated from traffic with offset from new alignment. No wall barrier necessary.</li> </ul>



Alternative B – Rehabilitate Existing - Reconstruct on existing alignment with detours, temporary pavement and/or flagmen and temporary traffic signals.	<ul style="list-style-type: none"> <li>• Greatest number of detours/temporary pavement of the Build Alternatives</li> <li>• Work areas limited by traffic phasing. Will need to be built in phases (est. 3-phases approx 2200 ft long) longitudinally and each phase will need to be separated into 4-sub-phases for temporary pavements and traffic control to maintain traffic on the roadway during construction</li> <li>• Work area will be relatively close to traffic with wall barrier separation.</li> <li>• Will need to be built in phases longitudinally and each phase will need to be separated into sub-phases for temporary pavements and traffic control.</li> <li>• Through traffic discouraged.</li> <li>• Temporary pavement will be required to widen the existing roadway to accommodate two lanes of traffic and wall barrier.</li> </ul>
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**7.6 Legislative Mandate and Budget** – The project budget cost estimates contained in the Alignment Study were developed with a conceptual evaluation of the construction phasing and temporary construction that would be associated with Alternative B. Table 7-4a lists revised construction cost estimates for a relative comparison between the two alternatives. The revised cost estimate for Alternative B includes cost for temporary construction, traffic control and phasing.

**Table 7-4a**

**Cost of Alternatives**

**Alternative A and Alternative B**

<u>Alternative</u>	<u>Construction</u>	<u>Right-of-Way</u>	<u>Total</u>	<u>Within Budget (\$13,923,000)</u>
Alternative A	\$8,061,884	\$25,000	\$8,086,884	Yes
Alternative B	\$11,780,055	\$25,000	\$11,805,055	Yes

Note: Alternative B costs revised from Location Study cost estimate to include temporary pavements, wall barrier and phasing impacts that were not included in the Alignment Study.

Both Alternative A and B fall within the project budget of \$13,923,000 as provided by the Congressional legislation. Alternative B, however, is estimated to have a higher project cost primarily due to temporary pavements, temporary wall barrier and construction phasing impacts. A copy of the construction cost estimates for Alternative A and B are attached.

Alternative B construction will require temporary pavement section to be constructed to continue two-way traffic during construction. This is needed for both the northbound lane construction and the southbound lane construction. The final phase of construction will be to build the northbound shoulder to its final configuration and to place the final asphalt surface course and markings on the roadway. The attached sketches illustrate the phasing and work involved with constructing the roadway improvements on the existing alignment.

The construction schedule impact for accommodating the phasing and shifts in work areas that are part of the work in Alternative B is estimated at between nine and 12 weeks. The estimated time to make each phase and sub-phase change, including marking pavements, barrier wall set up or removal, signage installation, and cleaning and prepping the new traffic area is 4-5 working days. This estimate is based on 3-2,200 ft phases with each phase constructed in four sub-phases. The costs for the extended construction schedule with Alternative B are included in the line items for Resetting Concrete Wall Barrier and Traffic Control Management.

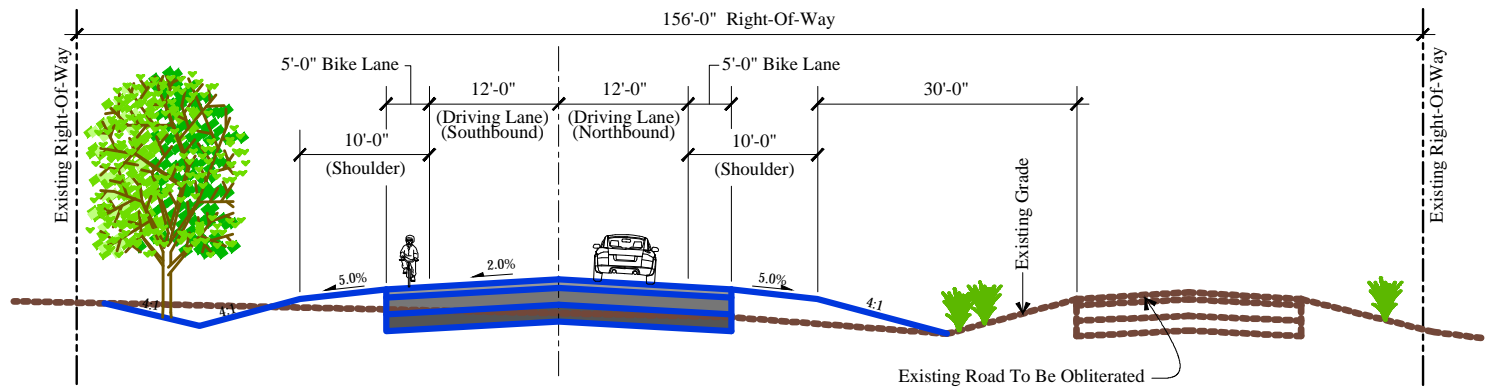
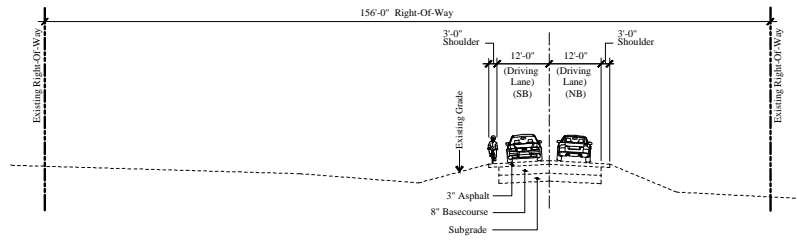
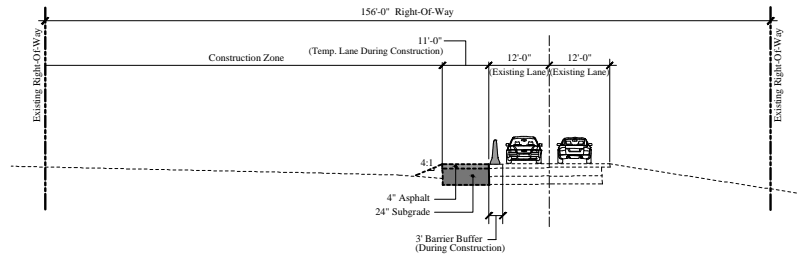


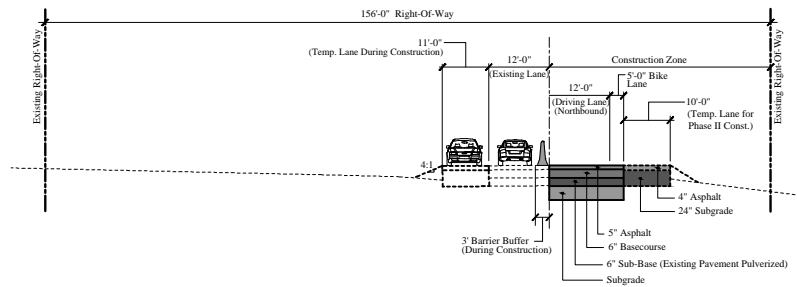
Figure 6-2 "Alt. A" - 2 Lane Single Width (West of Existing)



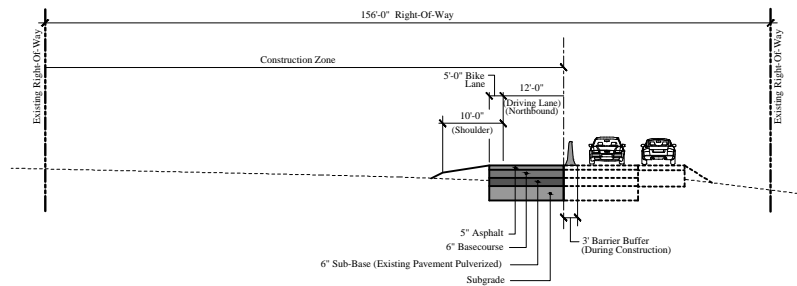
Existing Road As Is



Re-Build Existing Roadway - Phase I (Build Temporary Lane on West Side)



Re-Build Existing Roadway - Phase II (Build East Side/Traffic on West Side)



Re-Build Existing Roadway - Phase III (Build West Side/Traffic on East Side)

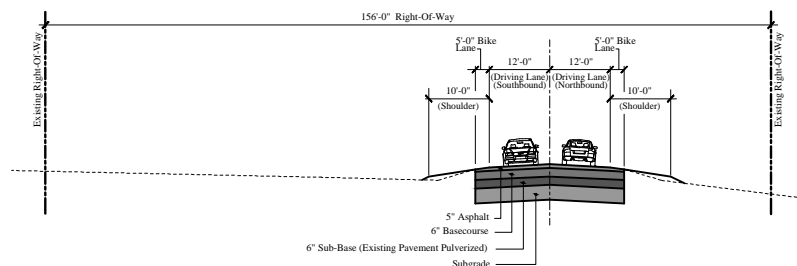


Figure 6-3 "Alt. B" - Re-Build Existing Roadway - Phase IV (Remove all Temp. Pavments & Build Shoulders)

## ENGINEER'S OPINION OF PROBABLE COST

Double Eagle II Airport Access

Access Road

February 7, 2012

Typical Section "A" - 2 Lane Single Width on New Alignment						
ITEM NO.	SPEC NO.	DESCRIPTION	UNIT	ESTIM. QUANT.	UNIT PRICE	AMOUNT
1	201	Clearing and Grubbing <sup>1</sup>	LS	1.00	\$56,000.00	\$56,000.00
2	203	Unclassified Excavation	CY	50,000.00	\$5.84	\$292,000.00
3	203	Borrow	CY	140,000.00	\$5.68	\$795,200.00
4	203	Rock Excavation	CY	10,000.00	\$13.55	\$135,500.00
5	213	Cold Milling (Asphalt) 3"	SY	152,000.00	\$1.70	\$258,400.00
6	304	Base Course	SY	152,000.00	\$8.95	\$1,360,400.00
7	304	Base Course testing by Contractor	LS	1.00	\$10,000.00	\$10,000.00
8	407	Asphalt Material for Tack Coat	TN	225.00	\$468.20	\$105,345.00
9	407	Prime Coat material	TN	300.00	\$457.67	\$137,301.00
10	423	HMA SP-III Complete	TN	42,750.00	\$52.89	\$2,261,047.50
11	570	Pipe Culverts	LF	1,250.00	\$59.71	\$74,637.50
12	570	Pipe Culvert End Sections	EA	20.00	\$448.13	\$8,962.60
13	502	Obstruction Removal	LS	1.00	\$10,000.00	\$10,000.00
14	602	Rip-Rap Class A	CY	700.00	\$223.69	\$156,583.00
15		SWPPP Plan Preparation	LS	1.00	\$25,000.00	\$25,000.00
16		SWPPP Management	LS	1.00	\$35,000.00	\$35,000.00
17	606	Concrete Wall Barrier	LF	500.00	\$49.69	\$24,845.00
18	606	Resetting of Concrete Wall Barrier	LF	400.00	\$4.48	\$1,792.00
19	618	Traffic Control Management	LS	1.00	\$50,000.00	\$50,000.00
20	621	Mobilization <sup>4</sup>	LS	1.00	\$280,000.00	\$280,000.00
21	632	Class A Seeding	AC	63.00	\$1,298.32	\$81,794.16
22	704	Pavement Markings	FT	50,000.00	\$0.52	\$26,000.00
23	801	Construction Staking by the Contractor <sup>3</sup>	LS	1.00	\$115,000.00	\$115,000.00
		<b>Subtotal Construction</b>				<b>\$6,300,807.76</b>
		Contingencies	%	1.00	20.00%	\$1,260,161.55
		Subtotal Construction w/Contingencies				\$7,560,969.31
		NMGRT (Bernalillo County)	%	1.00	6.6250%	\$500,914.22
		<b>Total Construction</b>				<b>\$8,061,883.53</b>

<sup>1</sup> Clearing and Grubbing is 1% of Sub-Total

<sup>3</sup> Construction Staking By The Contractor is 2% of Sub-Total

<sup>4</sup> Mobilization is 5% of Sub-Total

**\*Unit Prices reflect "NMDot Average Unit Bid Prices - 2008 except HMA 2010 unit price**

## ENGINEER'S OPINION OF PROBABLE COST

Double Eagle II Airport Access

Access Road

February 7, 2012

Typical Section "B" -2 New Lanes Re-built on Existing Alignment						
ITEM NO.	SPEC NO.	DESCRIPTION	UNIT	ESTIM. QUANT.	UNIT PRICE	AMOUNT
1	203	Unclassified Excavation (Temp Road)	CY	410,000.00	\$5.84	\$2,394,400.00
2	302	Proc Placing & Compact Ext Pvmnt, Subbase	SY	150,000.00	\$2.45	\$367,500.00
3	304	Base Course 6"	SY	152,000.00	\$8.95	\$1,360,400.00
4	304	Base Course testing by Contractor	LS	1.00	\$10,000.00	\$10,000.00
5	407	Asphalt Material for Tack Coat	TN	225.00	\$468.20	\$105,345.00
6	408	Prime Coat material	TN	300.00	\$457.67	\$137,301.00
7	423	HMA SP-III Complete	TN	42,750.00	\$52.89	\$2,261,047.50
8	423	HMA SP-III Complete (Temp Road)	TN	15,290.00	\$52.89	\$808,688.10
9	570	Pipe Culverts	LF	1,250.00	\$59.71	\$74,637.50
10	570	Pipe Culvert End Sections	EA	20.00	\$448.13	\$8,962.60
11	502	Obstruction Removal	LS	1.00	\$20,000.00	\$20,000.00
12	602	Rip-Rap Class A	CY	700.00	\$223.69	\$156,583.00
13		SWPPP Plan Preparation	LS	1.00	\$25,000.00	\$25,000.00
14		SWPPP Management	LS	1.00	\$35,000.00	\$35,000.00
15	606	Concrete Wall Barrier	LF	10,000.00	\$49.69	\$496,900.00
16	606	Resetting of Concrete Wall Barrier	LF	50,000.00	\$4.48	\$224,000.00
17	618	Traffic Control Management <sup>1</sup>	LS	1.00	\$285,000.00	\$285,000.00
18	621	Mobilization <sup>4</sup>	LS	1.00	\$360,000.00	\$360,000.00
19	704	Pavement Markings	FT	50,000.00	\$0.52	\$26,000.00
20	801	Construction Staking by the Contractor <sup>3</sup>	LS	1.00	\$50,000.00	\$50,000.00
		<b>Subtotal Construction</b>				<b>\$9,206,764.70</b>
		Contingencies	%	1.00	20.00%	\$1,841,352.94
		Subtotal Construction w/Contingencies				\$11,048,117.64
		NMGRT (Bernalillo County)	%	1.00	6.6250%	\$731,937.79
		<b>Total Construction</b>				<b>\$11,780,055.43</b>

<sup>1</sup>Traffic Control is 5% of Sub-Total

<sup>3</sup>Construction Staking By The Contractor is 1% of Sub-Total

<sup>4</sup>Mobilization is 5% of Sub-Total

**\*Unit Prices reflect "NMDot Average Unit Bid Prices - 2008 except HMA 2010 unit price**

## **APPENDIX F**

### **NMDOT Standard Specifications for Seeding**

**632.1 DESCRIPTION**

This Work consists of seeding the areas stripped of vegetation during construction operations.

**632.2 MATERIALS****632.2.1 Seed**

The revegetation/erosion control Plans will specify the species, varieties or origins, and rates of seeding. The Contract will specify varieties of certified weed-free seed in accordance with New Mexico Seed Law (NMSA 1978, § 76-10-11 et seq.).

The revegetation/erosion control Plan will specify the minimum standards for each species. Provide certified seed of named varieties in accordance with the minimum standards of the appropriate seed certification agency.

**632.2.1.1 Labeling and Certification**

Seal and label each bag of seed in accordance with the Federal Seed Act (7 U.S.C. § 1551 et seq.) and NMDA seed labeling requirements (NMSA 1978, § 76-10-13).

Provide the following information on each bag tag for each species:

1. Variety (specify if certified);
2. Kind of seed;
3. Lot number;
4. Purity;
5. Germination;
6. Percentage crop seed, percentage inert, percentage noxious weeds, in accordance with New Mexico Seed Law (NMSA 1978, § 76-10-11 et seq.);
7. Origin;
8. Test date; and
9. Weight (in pounds) of this species or percentage of total lot.

Provide seed analysis results that are not older than 5 months for seed shipped interstate, and not older than 9 months for seed shipped intrastate.

Provide to the Project Manager documentation of seed origin and pure live seed content from a certified testing Laboratory. Calculate the pure live seed using the following equation:

$$PLS = \frac{P \times G}{100} \quad (1)$$

where

*PLS* is the pure live seed

*P* is the percent purity

*G* is the percent germination (including dormant seed)

The Contractor may provide premixed seeds. Provide documentation as if the Supplier sold or bagged the seeds separately.

**632.2.2 Fertilizer**

Provide fertilizer in accordance with the Contract (specified type and formulation) and Supplier's certification that it is in accordance with the Contract.

**632.2.3 Mulch**

Provide certified weed-free core material (woodchips). The material must be 100% untreated wood chips and free of inorganic debris, such as plastic, glass, metal, etc. Manufacturer shall certify that the material is free of noxious weeds. Woodchip size shall not be smaller than 1 in and shall not exceed 3 in in diameter; shavings shall not be more than 5% of the total mass.

**632.2.3.1 Hay Mulch**

Use perennial native or introduced grasses of fine-stemmed varieties, unless otherwise specified in the Contract.

Provide bales of hay containing at least 65% (by weight) 10 in herbage or longer.



(5) Any pipeline carrying hazardous commodities shall conform to the rules and regulations of the U.S. Department of Transportation governing the transmission of such materials.

C. Pipelines located in casings, galleries, utility tunnels or highway structures shall be designed to withstand expected internal pressures, and to resist internal and external corrosion; casings or uncased pipelines shall be designed to withstand external pressures as well.

D. Joints in carrier pipe lines operating under pressure shall be of a mechanical or welded leak-proof construction.

E. Ground-mounted utility facilities shall be of a design compatible with the scenic quality of the specific highway segment being traversed.

F. All utility installations, on, over, along or under highway rights-of-way, and attachments to highway structures, shall be of durable materials, designed for a long service-life and relatively free from routine maintenance.

G. On new installations or relocation of existing facilities, provisions shall be made for expansion of the facilities, particularly those underground or attached to highway structures. These provisions shall be planned so as to avoid interference with highway traffic when additional facilities are installed in the future.

H. Utility installations that are required for highway purposes, such as highway lighting, traffic signals, pump stations, telecommunications services for rest areas, etc. shall be handled as highway project construction items on proposed highway projects. As such, coordination by the appropriate Department design unit and the affected utility is required so as to ensure that proper bid items are included in the highway construction plans/documents, and that appropriate agreements are developed for addressing service, maintenance and other costs. Where no highway project is proposed, but utility services for highway purposes are required, coordination between the Department unit requesting the service, the utility and the affected highway district shall be required, and appropriate documentation developed so as to outline the responsibilities of each party. In all cases, the location of such facilities within highway right of way shall be properly established and included in the District's utility data base.

I. The utility owner shall be responsible for compliance with industry code, the conditions and/or special provisions specified in the permit, applicable statutes and regulations of the State of New Mexico, and the U.S. Department of Transportation Code of Federal Regulations.

J. The utility shall be responsible for the design, construction, and maintenance of all facilities to be installed within highway rights-of-way. All elements of these facilities are subject to review and approval by the Department, particularly the materials, location and method of installation. The utility is responsible for, and will provide all measures as required to preserve the safe and free flow of traffic, structural integrity of the roadway or highway structure, ease of highway maintenance and appearance of the highway, resulting from their installation. Traffic Control Plans and signing shall be approved by the Department prior to any utility work within the highway right-of-way.

[3/10/71, 11/15/96; Recompiled 12/31/01]

**17.4.2.12 GENERAL UTILITY CONSTRUCTION REQUIREMENTS:** Disturbance of areas within highway rights of way by utility operations shall be kept to a minimum and restored to the satisfaction of this Department. All utility construction methods used within the highway right-of-way shall be performed in accordance with current Standard Specifications for Highway and Bridge Construction, the provisions of this regulation, and utility accommodation permit requirements. All unsatisfactory installation or construction work performed by the utility on highway right-of-way will be corrected or reconstructed upon written notification by the Department that identifies the deficiencies. The Utility shall promptly initiate the restoration work and shall work continuously until the installation complies with the regulations and specifications. If the restoration is not performed within a reasonable specified time, the Department may perform the restoration work and the utility shall be responsible for all costs incurred.

A. The utility shall avoid disturbing or damaging existing highway drainage facilities and shall be responsible for repairs and restoration of any damage, including restoration of ditch flow lines, as determined by the Department. Wherever necessary, the utility shall provide drainage away from its own facilities to avoid damage to the highway. Construction or compaction by means of jetting, puddling, or water flooding is prohibited within all highway rights-of-way.

B. The utility is prohibited from spraying, cutting or trimming of trees or other landscaping elements, unless specific written permission is given by this Department. The approval of a utility accommodation permit does

not include approval of such work, unless the cutting, spraying and trimming is clearly indicated on the permit application. In general, when permission is given, only light trimming will be permitted. When tree removal is approved, the stump shall be removed and the hole properly backfilled to natural ground density, and/or other Department approved landscape elements provided. The work site shall be left in a clean and trash free condition and all debris shall be removed. Reseeding shall be performed as per schedule outlined in Paragraph 12.5 [now Subsection E of 17.4.2.12 NMAC].

**C.** Traffic Control for utility construction and maintenance operations shall conform with the Manual on Uniform Traffic Control Devices (MUTCD). All utility construction and maintenance operations shall be planned to keep interference with traffic to an absolute minimum. On heavily traveled highways, utility operations interfering with traffic shall not be conducted during periods of peak traffic flow. All such work shall be planned so that closure of intersecting streets, road approaches or other access points is held to a minimum. Traffic Control Plans for each installation are mandatory and must be attached to each utility accommodation permit application. No utility installation work shall commence until the permit and Traffic Control Plans are approved by the District Engineer or his/her representative.

**D.** All utility facilities located on public rights-of-way shall be kept in an adequate state of repair. Minor maintenance of existing facilities may be performed without notification. However, any physical revisions, relocations, additions, excavations, impedances of traffic or other disturbances within the right-of-way shall require the submittal of a new utility accommodation permit application. No remedial work may commence until the new utility accommodation permit is approved. Repairs of an emergency nature, necessary for the safety of the traveling public, may be immediately performed without prior approval, to be followed by formal written notification to the appropriate District Engineer or his/her representative. When such emergency repairs may constitute a traffic hazard, the proper District Highway Office and the New Mexico State Police shall be officially notified to coordinate any safety measures required.

**E.** Restoration of the highway right-of-way disturbed by excavations or grading work performed by the utility shall include reseeded. This work shall consist of seeding all areas which are denuded of vegetation during the utility's construction operations. The reseeded work by the utility will be subject to inspection and acceptance by a representative from the Department. All affected areas shall be treated with Class "A" seeding of standard Department specifications. Fertilizer shall be used on all areas at the rate of 200 pounds per acre, Department Specification 16-20-0. The various species, origin and seed required for each Highway District area are shown on the following schedule:

**(1) Districts 1 and 2**

**SANDY SOILS**

<b>Species</b>	<b>Origin</b>	<b>Pounds Pure Live Seed Per Acre</b>
Lehman's Lovegrass	Any	2.0
Sand Dropseed	New Mexico	2.0
Sideoats Grama	Vaughn	4.0
Fourwing Saltbrush	New Mexico	3.0

**HEAVY CLAY SOILS**

Blue Grama	Lovington	2.0
Sideoats Grama	Vaughn	6.0
Fourwing Saltbrush	New Mexico	3.0

**HIGHER RAINFALL**

Blue Grama	Lovington	2.0
Sideoats Grama	Vaughn	6.0
Western Wheatgrass	Arriba	6.0

**(2) Districts 3 and 6**  
**SANDY SOILS**

<b>Species</b>	<b>Origin</b>	<b>Pounds Pure Live Seed Per Acre</b>
Lehman's Lovegrass	Any	3.0
Indian Ricegrass	Paloma	4.0
Sand Dropseed	New Mexico	2.0

**HEAVY CLAY SOILS**

Blue Grama	Lovington	2.0
Sideoats Grama	Vaughn	6.0
Fourwing Saltbrush	New Mexico	3.0

**HIGHER RAINFALL**

Blue Grama	Lovington	2.0
Sideoats Grama	Vaughn	6.0
Western Wheatgrass	Arriba	6.0

**(3) Districts 4 and 5**

**SANDY SOILS**

<b>Species</b>	<b>Origin</b>	<b>Pounds Pure Live Seed Per Acre</b>
Indian Ricegrass	Paloma	3.0
Sand Dropseed	New Mexico	2.0
Sideoats Grama	Vaughn	5.0

**HEAVY CLAYS**

Blue Grama	Lovington	2.0
Sideoats Grama	Vaughn	5.0
Alkali Sacaton	New Mexico	2.0
Fourwing Saltbrush	New Mexico	4.0

**HIGHER RAINFALL**

Western Wheatgrass	Arriba	6.0
Blue Grama	Pastura	3.0
Sideoats Grama	Vaughn	4.0

**FERTILIZER REQUIRED: ALL DISTRICTS**

200 pounds per acre, Specification 16-20-0.

**F. Scenic enhancement:** The following provisions for scenic enhancement shall apply for utility facility installation in cited areas:

**(1)** The type and size of the utility facilities and the manner and extent to which they are permitted within areas of scenic enhancement and natural beauty may materially alter the scenic quality, appearance and view of highway roadsides and adjacent areas. Such areas include scenic strips, overlooks, rest areas, recreation areas and

The Department will not accept rotten, brittle, or moldy hay, or hay containing noxious seed or plants. The Contractor may provide marsh grass or prairie hay composed of native grass of specified species. The Department will accept tall wheat grass, intermediate wheat grass, switch grass, or orchard hay, if the Contractor cuts it before seed formation.

Use marsh grass hay composed of mid and tall native, usually tough and wiry grass, and grass-like plants found in the lowland areas of the Rocky Mountain region.

Cure and harvest hay at least 60 Days before use.

#### **632.2.3.2 Straw Mulch**

Do not use rotten or moldy straw.

#### **632.2.3.3 Wood Cellulose Mulch**

Provide wood cellulose mulch that consists of a specially prepared virgin wood fiber processed to contain no growth-inhibiting or germination-inhibiting factors. Manufacture and process mulch so the wood cellulose fibers remain in uniform suspension in water under agitation and will blend with grass seed, fertilizer, and other additives to form a homogenous slurry.

Provide processed mulch Materials with the following characteristics:

1. Can form a blotter-like ground cover on application;
2. Has moisture and percolation properties; and
3. Can cover and hold grass seed in contact with the soil.

#### **632.2.4 Soil Retention Blanket**

Provide soil retention blankets in accordance with the Contract and staples in accordance with the recommendations of the soil-retention-blanket manufacturer.

#### **632.2.5 Composted Mulch**

Furnish and place composted mulch as shown on the plans and in accordance with the criteria as described below. Composted mulch provider must be registered with or permitted by the New Mexico Environment Department Solid Waste Bureau and must be in compliance with 20 NMAC 9.1.

Composted mulch is defined as the product of a controlled aerobic thermophilic biological decomposition process that meets the quality requirements in Table 632.2.5:1, "Quality Requirements for Composted Mulch." Raw materials used in producing composted mulch may include green waste, animal manure, animal bedding, paper waste, food waste, biosolids or other non-toxic organic matter, but shall not include animal mortalities.

**APPENDIX G**  
**Agency Coordination**



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
PN: STP-HPP-4007-3[3] 0  
CN: L3095

January 26, 2010

Ms. Jan Biella  
Interim New Mexico State Historic Preservation Officer  
Historic Preservation Division  
NM Department of Cultural Affairs  
Bataan Memorial Building  
407 Galisteo Street, 2nd floor  
Santa Fe, NM 87501



Re: Determination of Effect for the Double Eagle II Access Road Project in Bernalillo County, New Mexico

Dear Ms. Biella:

The Federal Highway Administration (FHWA) is submitting the enclosed report, *A Cultural Resource Survey for the Proposed Double Eagle II Access Road Improvements and Reconstruction Project, Bernalillo County, New Mexico*, and requesting a determination of effect for the above-referenced project.

Consultation has been initiated by the FHWA with the following Native American governments regarding this project: the Hopi Tribe, the Pueblo of Isleta, the Pueblo of Laguna, Ohkay Owingeh Pueblo, the Pueblo of Sandia, the White Mountain Apache Tribe, Ysleta del Sur Pueblo, and the Navajo Nation. To date, no responses have been received that indicate the proposed undertaking will have an effect on any objects, sites, or locations of traditional religious importance.

The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is proposing improvements to the Double Eagle II Access Road (also known as Paseo del Volcan), which is located west of Albuquerque in Bernalillo County, New Mexico (see Figures 1, and 2.a through 2.c). This road was constructed in 1982 as an access corridor for the Double Eagle II Airport, but because of the increase in infrastructure and commercial development on this part of the West Mesa, the current design and condition of this roadway is no longer adequate to support the existing volume of traffic. The proposed project is being financed by Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095), the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds, and a required local match. As such, the FHWA is serving as the lead agency with assistance from the NMDOT; CAAD is the local sponsor.

The proposed project involves the construction of approximately 10.9 kilometers (km) (6.8 miles [mi]) of additional lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway. In addition, four new intersections are proposed along the alignment. These intersections will provide access to SunCal property located east of Paseo del Volcan. Furthermore, drainage crossings will be analyzed and improved as necessary. The roadway will be reconstructed within the existing 156-foot (ft) right-of-way with the exception of planned improvements to the Paseo del Volcan/Shooting Range Park Road intersection. If this intersection is integrated into the final design, private land will need to be acquired for the necessary right-of-way—although it was included in this, and the other specialist investigations. The project area consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property).



The project area is located in north-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute United States Geological Survey quadrangles within unplatted lands of the Town of Atrisco Grant. The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83).

On July 25 and 2 and August 9 and 21, 2009, Parametrix personnel conducted an intensive (100-percent) pedestrian cultural resource survey of the APE. As a result of this investigation, no archaeological sites, historic buildings, acequias, historic districts, or cultural landscapes were identified within the APE. However, 12 IOs were discovered and documented. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria.


No further management consideration is recommended for the IOs, with the exception of those that are descansos (IOs 11 and 12). These resources are considered special. Descansos are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the descansos be avoided—or appropriately relocated by the project proponents.

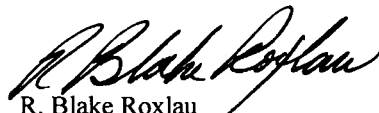
Subject to consultation and comment, the proposed undertaking will have no effect on any historic properties listed on, or eligible to, the NRHP. However, if buried cultural deposits are discovered during project activities, work will cease immediately, and the City, NMDOT, and the New Mexico State Historic Preservation Officer will be notified immediately.

Please contact me if you have any questions or concerns. Thank you for your time and consideration.

Your concurrence is requested.

Sincerely,

  
Gregory L. Heitmann  
FHWA Environmental Specialist

  
R. Blake Roxlau  
NMDOT Cultural Resources  
Bureau Manager

For: J. Don Martinez  
Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Concurrence:  *Michelle Ensey* 2/17/10  
for New Mexico State Historic Preservation Officer





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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 29, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Director Leigh Kuwanwisiwma  
The Hopi Tribe  
P.O. Box 123  
Kykotsmovi, AZ 86039

Dear Director Kuwanwisiwma:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.





Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with The Hopi Tribe to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with The Hopi Tribe to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not The Hopi Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage The Hopi Tribe to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from The Hopi Tribe within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure

- ☐ The Hopi Tribe has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Hopi Tribe has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the The Hopi Tribe in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Director Leigh Kuwanwisiwma  
The Hopi Tribe

Date: \_\_\_\_\_

Comments:



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Governor Robert Benavidez  
Pueblo of Isleta  
P.O. Box 1270  
Isleta, NM 87022

Dear Governor Benavidez:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.



Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with the Pueblo of Isleta to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with the Pueblo of Isleta to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not the Pueblo of Isleta has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage the Pueblo of Isleta to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from the Pueblo of Isleta within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure

- ☐ The Pueblo of Isleta has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Pueblo of Isleta has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the Pueblo of Isleta in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Governor Robert Benavidez  
Pueblo of Isleta

Date: \_\_\_\_\_

Comments:



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Governor John Antonio, Sr  
Pueblo of Laguna  
P.O. Box 194  
Laguna, NM 87026

Dear Governor Antonio, Sr:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.



Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with the Pueblo of Laguna to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with the Pueblo of Laguna to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not the Pueblo of Laguna has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage the Pueblo of Laguna to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from the Pueblo of Laguna within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure

- ☐ The Pueblo of Laguna has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Pueblo of Laguna has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the Pueblo of Laguna in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Governor John Antonio, Sr  
Pueblo of Laguna

Date: \_\_\_\_\_

Comments:





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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

President Joe Shirley, Jr.  
The Navajo Nation  
P.O. Box 9000  
Window Rock, AZ 86515

Dear President Shirley, Jr.:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.



Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with The Navajo Nation to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with The Navajo Nation to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not The Navajo Nation has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage The Navajo Nation to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from The Navajo Nation within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure

- ☐ The Navajo Nation has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Navajo Nation has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with The Navajo Nation in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
President Joe Shirley, Jr.  
The Navajo Nation

Date: \_\_\_\_\_

Comments:



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Governor Marcelino Aguino  
Ohkay Owingeh Pueblo  
P.O. Box 1099  
San Juan Pueblo, NM 87566

Dear Governor Aguino:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.



Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with the Ohkay Owingeh Pueblo to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with the Ohkay Owingeh Pueblo to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not the Ohkay Owingeh Pueblo has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage the Ohkay Owingeh Pueblo to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from the Ohkay Owingeh Pueblo within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure

- ☐ The Ohkay Owingeh Pueblo has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Ohkay Owingeh Pueblo has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the Ohkay Owingeh Pueblo in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Governor Marcelino Aguino  
Ohkay Owingeh Pueblo

Date: \_\_\_\_\_

Comments:



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Governor Joe M. Lujan  
Pueblo of Sandia  
P.O. Box 6008  
Bernalillo, NM 87004

Dear Governor Lujan:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

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As part of the Section 106 process, we would like to consult with the Pueblo of Sandia to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with the Pueblo of Sandia to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not the Pueblo of Sandia has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage the Pueblo of Sandia to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from the Pueblo of Sandia within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure



- ☐ The Pueblo of Sandia has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Pueblo of Sandia has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the Pueblo of Sandia in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Governor Joe M. Lujan  
Pueblo of Sandia

Date: \_\_\_\_\_

Comments:



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Chairman Ronnie Lupe  
White Mountain Apache Tribe  
P.O. Box 700  
White River, AZ 85941

Dear Chairman Lupe:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.



Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with the White Mountain Apache Tribe to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with the White Mountain Apache Tribe to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not the White Mountain Apache Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage the White Mountain Apache Tribe to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from the White Mountain Apache Tribe within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure

- ☐ The White Mountain Apache Tribe has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The White Mountain Apache Tribe has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the White Mountain Apache Tribe in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Chairman Ronnie Lupe  
White Mountain Apache Tribe

Date: \_\_\_\_\_

Comments:



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

New Mexico Division  
4001 Office Ct. Dr., Ste. 801  
Santa Fe, NM 87507

**In Reply Refer To:**  
**PN: STP-HPP-4007-3[3] 0**  
**CN: L3095**

December 7, 2009

**SUBJECT: Proposed Improvements to the Double Eagle II Access Road in Bernalillo County, New Mexico**

District 1, Cultural Resource Investigations

Governor FrankK. Paiz  
Ysleta del Sur Pueblo  
P.O. Box 17579, Ysleta Station  
El Paso, TX 79917

Dear Governor Paiz:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the Double Eagle II Project in Bernalillo County, New Mexico. The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/ New Mexico Department of Transportation (NMDOT)—is receiving Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095) and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds for the planning and design of the road improvements to the Double Eagle II access road (also referred to as Paseo del Volcan). In accordance with 36 CFR Part 800.2(a)(3), the New Mexico Department of Transportation (NMDOT) has prepared cultural resource documentation for the lead federal agency, the FHWA, for consultation with the New Mexico State Historic Preservation Officer and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992.

The project area is located in west-central New Mexico and is shown on the *La Mesita Negra SE, NM* (1990) and *Volcano Ranch, NM* (1990) 7.5-minute USGS quadrangles *Santa Rosa, NM* (1963) 7.5-minute United States Geological Survey quadrangles. The surveyed area included a 305-m (1000-ft) buffer at the beginning of the project (BOP) and end of the project (EOP). The termini of these extensions constitute the beginning of survey (BOS) and end of survey (EOS). The Universal Transverse Mercator (UTM) coordinates for the BOP are Easting (E) 336801, Northing (N) 3882085. The EOP coordinates are E 337351, N 3892201 (Zone 13, North American Datum [NAD] 83). Coordinates for the BOS are E 336973, N 3881796 (NAD 83). Coordinates for the EOS are E 337415, N 3892517 (NAD 83). Land ownership in the proposed project corridor consists of 53.1 hectares (ha) (131.15 acres [ac]) of highway right-of-way and 0.3 ha (0.75 ac) of private land (SunCal property). Planned actions that could affect historic properties include the construction of two new lanes and shoulders within the existing Paseo del Volcan easement along the west side of the current roadway, the construction of four new intersections, and the potential improvement of associated drainage structures.



Parametrix has subjected the entire Area of Potential Effects (APE) to an intensive historic property inventory. This effort resulted in the identification 12 isolated occurrences consisting of historic trash, a few pieces of flaked-stone, and two *descansos*. Due to their limited information potential, the IOs have not contributed, and are unlikely to contribute, important information to better our understanding of area prehistory or history; therefore, they are recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further management consideration is recommended for the IOs, with the exception of those that are *descansos*. These resources are considered special. *Descansos* are road-side memorials that are erected at the general location where someone has died as the result of a highway accident. Despite the fact that these occurrences are nearly always less than 50 years old, they are primarily recorded as IOs to aid the project proponent in avoidance, due to their sensitive nature and importance to specific members of the community. It is recommended that the *descansos* be avoided—or appropriately relocated by the project proponents.

As part of the Section 106 process, we would like to consult with the Ysleta del Sur Pueblo to help identify any areas of traditional religious or cultural importance that may be within the project's APE. If religious locations are identified within the proposed project area, we will work with the Ysleta del Sur Pueblo to protect those identified locations without disclosing any specific information of the site location or religious activity.

Please indicate by checking the appropriate box below whether or not the Ysleta del Sur Pueblo has concerns regarding any traditional religious or cultural areas within the proposed project area. Alternatively, we encourage the Ysleta del Sur Pueblo to contact us by e-mail ([Blake.Roxlau@state.nm.us](mailto:Blake.Roxlau@state.nm.us)) with any comments the tribe may have regarding this undertaking. If we do not hear from the Ysleta del Sur Pueblo within 30 days of the receipt of this letter, this may indicate you have no concerns or comments and that we can move forward with the Section 106 process. Please let us know if you need additional time beyond the 30 days to respond so we can adjust our schedule.

Please address any questions to Blake Roxlau, NMDOT, at 505-827-5224 or Gregory L. Heitmann, FHWA, at 505-820-2027

Sincerely,

Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency

R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
FHWA Division Administrator

For: Gary L. J. Giron  
NMDOT Cabinet Secretary

Enclosure



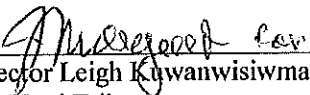
- ☐ The Ysleta del Sur Pueblo has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Ysleta del Sur Pueblo has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the Ysleta del Sur Pueblo in order to evaluate, consider, or avoid such locations.

\_\_\_\_\_  
Governor Frank K. Paiz  
Ysleta del Sur Pueblo

Date: \_\_\_\_\_

Comments:

- ☐ The Hopi Tribe has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☒ The Hopi Tribe has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the The Hopi Tribe in order to evaluate, consider, or avoid such locations.

  
\_\_\_\_\_  
Director Leigh Kuwanwisiwma  
The Hopi Tribe

Date: 5-14-10

Comments:

**McVickar, Janet, NMDOT**

---

**From:** Greg.Heitmann@dot.gov  
**Sent:** Friday, May 21, 2010 5:49 PM  
**To:** Roxlau, Blake R., NMDOT  
**Cc:** McVickar, Janet, NMDOT  
**Subject:** Cons. Letter  
**Attachments:** Hopi - Double Eagle II - 21MAY10.pdf

Blake,

I got a call (message) from Terry. They have problems with the impacts to the Petroglyphs. Terry said they just got the letter.

Greg

Gregory L. Heitmann  
Environmental Specialist

[greg.heitmann@fhwa.dot.gov](mailto:greg.heitmann@fhwa.dot.gov)

Phone: 505-660-7626

Fax: 505-820-2040

Federal Highway Administration  
New Mexico Division Office  
4001 Office Court Drive, Suite 801  
Santa Fe, New Mexico 87507

6/9/2010

# Record of Communication

## ☒ TELEPHONE COMMUNICATION

☐ INCOMING

☒ OUTGOING

INDIVIDUAL

MIKE MEDZANO

PHONE NO.

ORGANIZATION

PETROGLYPH NATIONAL MONUMENT

LOCATION

WEST ABA

PROJECT NO.

563-6116-021

PROJECT NAME

DURIE EAGLE ACCESS ROAD

DATE

5.24.10

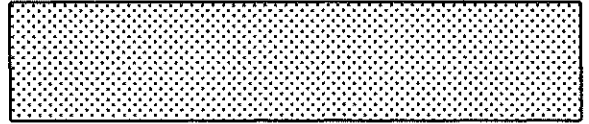
TIME

2:00pm

BY

CHARS PARRISH

ROUTE TO:



☐ PMX STAFF MEETING

☐ CLIENT/AGENCY CONSULTATION

MEETING LOCATION

PARTICIPANTS

MR. MEDZANO STATED THAT THE CLOSEST PETROGLYPH TRAIL TO THE PROJECT AREA IS APPROXIMATELY 750 FT TO THE EAST - ON OPEN SPACE PROPERTY. HE ALSO SAID THE CLOSEST GLYPH ON DARK PROPERTY IS ABOUT 2600 FT TO THE EAST. FINALLY, MIKE MADE IT CLEAR THAT HE DOESN'T THINK THE PROPOSED PROJECT WILL ADVERSELY EFFECT ANY CULTURAL RESOURCES ASSOCIATED WITH THE PARK - INCLUDING VIEWSHED ISSUES.

NOTE: THIS CALL WAS MADE AT THE REQUEST OF BLAKE ROYLAN AT NM DOT, WHICH WAS IN TURN IN RESPONSE TO A LETTER FROM THE HOPI TRIBE ~~SUPREMACY~~ OUTLINING CONCERNS ABOUT IMPACTS TO PETROGLYPHS.

# Record of Communication

## TELEPHONE COMMUNICATION

☐ INCOMING ☒ OUTGOING

INDIVIDUAL BUCKE ROXLAU

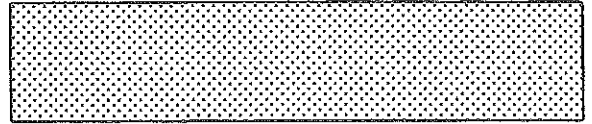
PHONE NO. 805.927.1583

ORGANIZATION NMDSOT

LOCATION SANTA FE

PROJECT NO. 563-6116-021  
PROJECT NAME DOUBLE EAGLE II ACCESS  
DATE 5.30.10 TIME 3:30pm  
BY CHRIS PARRISH

ROUTE TO:



☐ PMX STAFF MEETING

☐ CLIENT/AGENCY CONSULTATION

MEETING LOCATION \_\_\_\_\_

PARTICIPANTS \_\_\_\_\_

STOCK WITH MR. ROXLAU REGARDING ANY CONVERSATION  
WITH MIKE MEDRANO OF THE PETROGLYPH NATIONAL  
MONUMENT — SEE RECORD OF COMMUNICATION  
FROM 5.24.10

MR. ROXLAU STATED THAT NMDSOT/ENHWA WOULD  
"TAKE IT FROM ABOVE" REGARDING THE HADIS  
CONCERNS ABOUT IMPACTS TO PETROGLYPHS

6/09/10

RE: Double Eagle II Access Road Project, Bernalillo County, NM  
NMDOT Project Control No. CN L3095

As per a telephone conversation with Terry Morgart, Hopi Pueblo, he will defer to SHPO concerning the potential to affect of the proposed Double Eagle II access road construction on the petroglyphs at Petroglyph National Monument. This statement supersedes the "will affect" box being checked on the consultation letter.

Janet McVickar  
Tribal Consultation Coordinator  
NMDOT Cultural Resources Bureau

- ☒ The Ysleta del Sur Pueblo has determined that the proposed undertaking **will not affect** any objects, sites, or locations of traditional religious or cultural importance to the tribe.
- ☐ The Ysleta del Sur Pueblo has determined that the proposed undertaking **will affect** objects, sites, or locations of traditional religious or cultural importance to the tribe. Your agency should undertake further consultation with the Ysleta del Sur Pueblo in order to evaluate, consider, or avoid such locations.

JAVIER LOERA  
(WAR CAPTAIN)

Javier Loera - NAGPRA Rep. -

Date: May 10, 2010

Governor Frank K. Paiz  
Ysleta del Sur Pueblo

Comments:





November 19, 2010

Tamara Connell (via e-mail)  
Parametrix  
8801 Jefferson NE, Bldg. B  
Albuquerque, NM 87113

Re: EGB Review of an ISA Determination for the Double Eagle II Access Road  
Improvements, West of Albuquerque, Bernalillo County, New Mexico,  
PN: STP-HPP-4007-3(3)03, CN: L3095

Dear Ms. Connell,

Your November 18, 2010 letter requesting concurrence with a determination that a full ISA is unwarranted was received in this office. In accordance with the direction in the October 2007 Tribal/Local Government Handbook, the Environmental Geology Bureau (EGB) has reviewed the letter to verify that it meets the NMDOT's reporting requirements and industry-accepted all appropriate inquiry. The review of the ISA Determination consists of the EGB's assessment of the reasonableness of the Environmental Professional's opinions or conclusions based on the information contained in the deliverable.

Based on the information contained in the letter, it is the opinion in this office that an appropriate level of effort was expended to conclude that a full ISA is unwarranted. Your determination was based on the planned project scope as described in the letter, reviews of the regulatory records of the USEPA and the NMED, reviews of historical reports produced for other area projects, and communications with persons you have deemed knowledgeable about the area.

In its present form, receipt of Parametrix's ISA Determination is **accepted** by the EGB. If you have questions regarding the content of this letter or have comments, do not hesitate to call my office at 505-827-1715.

Sincerely,

Audrey Moore, Manager  
Environmental Geology Bureau

CC (via e-mail): Gwyneth Duncan, NMDOT Human & Natural Resources Bureau  
EGB Project File (Local-Tribal Government Assistance, D-3, CN L3095)

**Bill Richardson**  
Governor

**Gary L. J. Giron**  
Cabinet Secretary

**Commission**

**Johnny Cope**  
Chairman  
District 2

**Jim Franken**  
Vice Chairman  
District 4

**Doug Peterson**  
Commissioner  
District 3

**Roman Maes III**  
Commissioner  
District 5

**Jackson Gibson**  
Commissioner  
District 6

**John Hummer**  
Commissioner  
District 1

8801 JEFFERSON NE, BUILDING B  
ALBUQUERQUE, NM 87113  
T.505.821.4700 F. 505.821.7131  
www.parametrix.com

November 18, 2010

Ms. Audrey Moore  
Environmental Geology Bureau  
New Mexico Department of Transportation  
PO Box 1149  
Santa Fe, New Mexico 87504

RE: Double Eagle II Access Road Improvement Project  
Bernalillo County, New Mexico  
NMDOT Project No: STP-HPP-4007-3(3) 03, Control No: L3095

Dear Ms. Moore,

The City of Albuquerque Aviation Department (CAAD)—with assistance from the Federal Highway Administration (FHWA)/New Mexico Department of Transportation (NMDOT)—is proposing improvements to the Double Eagle II Access Road (formerly known as Paseo del Volcan), which is located west of Albuquerque in Bernalillo County, New Mexico. Parametrix has been contracted by Mozlen Corbin & associates on behalf of CAAD to complete an Environmental Assessment for the proposed project. The beginning of the project (BOP) is located at the northern terminus of the recently completed West Central Interstate 40 Interchange Project and ends at the intersection of Double Eagle Access Road and Airport Drive (Figure 1). The Preferred Build Alternative would include the construction of two new lanes located in the western portion of the existing right-of-way (ROW). The new section would include two 15-ft wide traffic lanes, two 5-ft bicycle lanes, and two 10-ft paved shoulders. The existing roadway would be demolished and closed to traffic. The majority of the project would be confined to the existing 180-foot ROW with the exception of the additional 0.5 acres of ROW that will be acquired to make improvements to the Shooting Range Road intersection. At the end of Shooting Range Road, 3-miles northwest of this intersection is the COA operated Shooting Range State Park (Figure 1). The maximum depth of excavation for the construction of the roadway would be 3 ft. Six culverts will be installed as part of this project and maximum depth for their installation would be 6 ft.

The proposed project is being financed by Surface Transportation Discretionary Program (STP-D) funds (PN: STP-HPP-4007-3[3] 03, CN: L3095), the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU) High Priority Project (HPP) funds, and a required local match. As such, the FHWA is serving as the lead agency with assistance from the NMDOT; CAAD is the local sponsor.

As part of the environmental permitting process, Parametrix is working to ensure that all the necessary requirements are satisfied in regards to hazardous waste risks for the proposed project. Parametrix has completed a records search and site evaluation for potential sources of hazardous material near the proposed project site. The Environmental Protection Agency (EPA) EnviroMapper website was searched to located EPA regulated facilities located within one mile of the project area (see attached map). The following facilities were identified within the 0.5 mile search radius:

1. The City of Albuquerque Public Works Department, Soils Amendment Facility is regulated by the EPA because of a compliance visit from October 2007. No Violations were recorded.
2. West Mesa Aviation Inc., was listed in the RCRA database as inactive. The site was last inspected 10/14/2002.
3. Tempur Production USA is regulated by the EPA because of the transfer of chemicals (mixed isomers) to an off-site facility. There is also a record of non-point/fugitive release of these toxins into the air.
4. Blue Ridge Services is regulated by the EPA as a conditionally exempt small generator of auto body paint and interior repair and maintenance.
5. JW Jones Construction is regulated by the EPA in the transporter, used oil program.

Reports and environmental documents from previous studies in the area were also consulted to determine potential for sources of hazardous materials within and adjacent to the ROW. The New Mexico Environment Department was contacted as part of the initial scoping efforts for the EA and the Petroleum Storage Tank Bureau responded that they found no storage tanks that would affect the proposed project (see attached letter).

#### NMDOT I-40 West Central Interchange Project (CN: 3950)

An Initial Site Assessment (ISA) conducted in 2004 by Camp, Dresser & McKee, Inc. identified a site (Albuquerque Freightliner), which overlaps with the Double Eagle II Access Road project area, as a potential area of concern. The NMDOT followed-up with a Preliminary Site Investigation and concluded that the soil within the ROW had not been significantly impacted by Albuquerque Freightliner. These studies were conducted in conjunction with the I-40 West Central Interchange project (CN: 3950).

#### Paseo del Volcan (CN:2607)

A review of the 2001 Environmental Impact Statement (EIS) prepared for the Paseo del Volcan project (CN:2607) identified former bombing ranges that are adjacent to the Double Eagle II Access Road (Figure 2). In the EIS, this area was identified as having the potential for unexploded ordinance (UXOs). Further investigation by Parametrix revealed that the area within the ROW and Double Eagle II Airport had been surveyed and no UXOs were found (See attached Molzen Corbin interview. These sites are unlikely to impact the Double Eagle II Access Road since the area has been cleared, construction will occur within existing disturbed ROW, and excavation in this area will be minimal (2-3 ft).

In addition, CAAD will need to acquire 0.5 acres of ROW from SunCal at the Shooting Range Road intersection (Figure 1). A site visit was conducted by Parametrix (June 2009) which did not indicate the presence of potential hazardous materials on the surface of the roadway or potential sources of hazardous materials adjacent to the existing right-of-way. This area is not developed and the field survey and background research did not reveal potential sources for hazardous materials in the vicinity. As such, there is minimal risk of encountering hazardous substances during construction.

Based on the project scope and initial detailed investigations, there does not appear to be any indication that an ISA would reveal additional information; however, if you feel that further investigation of the project area is needed please advise us as to the level of effort required. Your response will be included in the EA currently underway for the project; therefore a response at your earliest convenience would be greatly appreciated.

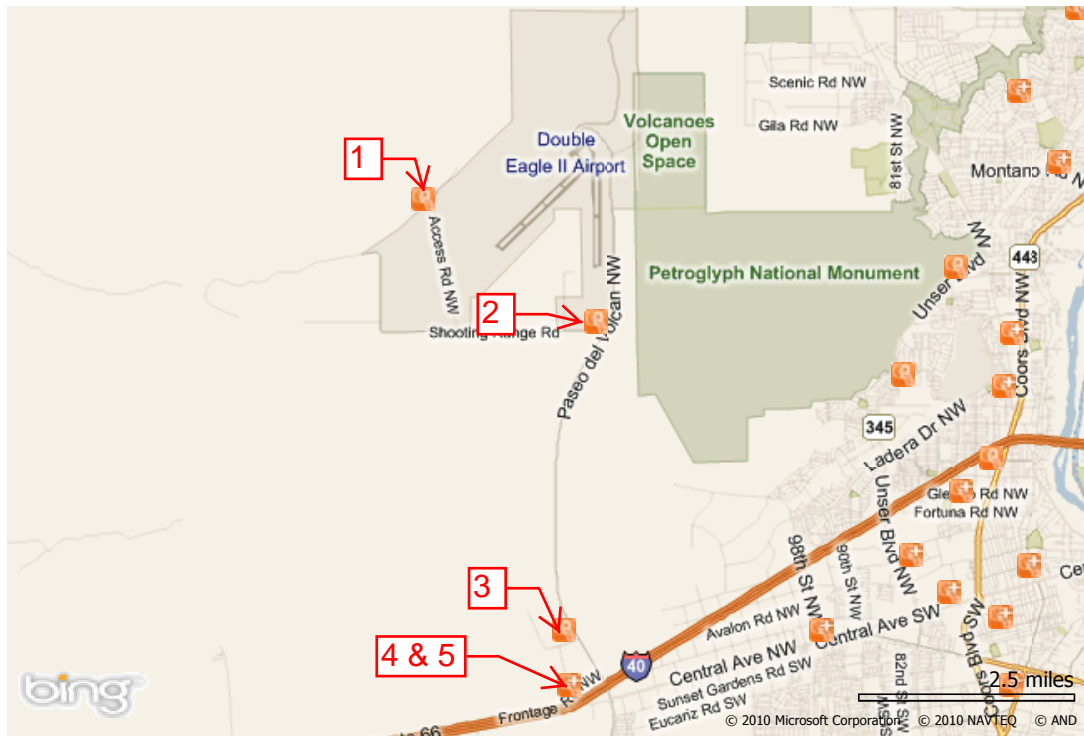
Please contact me with any questions, comments, or concerns. Thank you for your time and consideration.

Sincerely,



Tamara Connell  
Biologist/NEPA Specialist

cc: Jim Hinde, City of Albuquerque Aviation Department  
Mike Provine, Molzen Corbin & Associates

**EPA-regulated Facilities: Double Eagle II Access Road****Media: Waste**

Single facility

Facility cluster

# Record of Communication

## ☒ TELEPHONE COMMUNICATION

☐ INCOMING ☒ OUTGOING

INDIVIDUAL

PHONE NO.

ORGANIZATION

LOCATION

Carlos Garduño

505 242-5700

Molzen Corbin Associates

PROJECT NO.

PROJECT NAME

DATE

BY

563-6116-021

Double Eagle II Access Road

Oct 5, 2010 TIME 3:00pm

Tamara Connell

ROUTE TO:

☐ PMX STAFF MEETING

☐ CLIENT/AGENCY CONSULTATION

MEETING LOCATION

PARTICIPANTS

Parametrix contacted Mr. Garduño to inquire about the status of unexploded ordinance within the existing right-of-way. Mr. Garduño was aware of the old bombing ranges located within the vicinity of the project area. He stated that the ROW and DE II airport property had been surveyed and no UXOs were located. He was not certain of the details since the survey had been completed before he started working at Molzen Corbin.



BILL RICHARDSON  
Governor

NEW MEXICO  
ENVIRONMENT DEPARTMENT

*Office of the Secretary*

Harold Runnels Building  
1190 Saint Francis Drive (87505)  
PO Box 26110, Santa Fe, NM 87502  
Phone (505) 827-2855 Fax (505) 827-2836  
[www.nmenv.state.nm.us](http://www.nmenv.state.nm.us)



RON CURRY  
Secretary  
Jon Goldstein  
Deputy Secretary

August 12, 2009

Tamara Connell  
NEPA Specialist  
Parametrix  
8901 Adams NE, Suite D  
Albuquerque, NM 87113

**RE: Double Eagle Airport II Access Road Improvements, City of Albuquerque**

Dear Ms. Connell:

Your letter regarding the above named project was received in the New Mexico Environment Department (NMED) and was sent to various Bureaus for review and comment. Comments were provided by the Ground Water Quality, Petroleum Storage Tanks and Surface Water Quality Bureaus and are as follows. Please note that the NMED does not have jurisdiction over air quality in the city of Albuquerque. It is recommended that you contact the City of Albuquerque for additional information.

**Ground Water Quality Bureau**

The above-referenced document was reviewed focusing specifically on the potential effect to ground water resources in the area of the proposed project.

The letter notes that the City of Albuquerque is planning to reconstruct the access road to Double Eagle II Airport. The roadway runs from I-40 northward to the airport and is approximately 6.8 miles in length.

It is unlikely that implementation of this project would have any adverse effect on ground water quality in the area. However, the project is likely to involve the use of heavy equipment. The use of heavy equipment could result in contaminant releases (e.g., fuel, hydraulic fluid, etc.) associated with equipment malfunctions. The GWQB advises all parties involved in the project to be aware of notification requirements for accidental discharges contained in 20.6.2.1203 NMAC. Compliance with the notification and response requirements will further ensure the protection of ground water quality in the vicinity of the project.



### **Petroleum Storage Tanks Bureau**

The Petroleum Storage Tank Bureau finds no storage tank issues or requirements associated with the proposed Double Eagle II Access Road Reconstruction/Improvement project.

### **Surface Water Quality Bureau**

The U.S. Environmental Protection Agency (USEPA) requires National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for storm water discharges from construction projects (common plans of development) that will result in the disturbance (or re-disturbance) of one or more acres, including expansions, of total land area. Because this project appears to exceed one acre (including staging areas, etc.), it may require appropriate NPDES permit coverage prior to beginning construction (small, one - five acre, construction projects may be able to qualify for a waiver in lieu of permit coverage - see Appendix D).

Among other things, this permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the site and that appropriate Best Management Practices (BMPs) be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants (primarily sediment, oil & grease and construction materials from construction sites) in storm water runoff from entering waters of the U.S. This permit also requires that permanent stabilization measures (revegetation, paving, etc.), and permanent storm water management measures (storm water detention/retention structures, velocity dissipation devices, etc.) be implemented post construction to minimize, in the long term, pollutants in storm water runoff from entering these waters. In addition, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction, undisturbed conditions (see Subpart 10.C.1.b)

You should also be aware that EPA requires that all "operators" (see Appendix A) obtain NPDES permit coverage for construction projects. Generally, this means that at least two parties will require permit coverage. The owner/developer of this construction project who has operational control over project specifications (probably the City of Albuquerque in this case), the general contractor who has day-to-day operational control of those activities at the site, which are necessary to ensure compliance with the storm water pollution plan and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project.

The CGP was re-issued effective June 30, 2008. The CGP, Notice of Intent (NOI), Fact Sheet, and Federal Register notice can be downloaded at:

<http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

In addition, operation of these types of facilities requires Storm Water Multi-sector General Permit (MSGP – see <http://cfpub.epa.gov/npdes/stormwater/msgp.cfm>) coverage. This permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), and installation of appropriate Best Management Practices (BMPs), such as oil/water separators, dikes or berms, use of absorptive materials during fueling operations, use of dry cleanup methods, or other practices to prevent or reduce the pollution of waters of the United States (per the SWPPP). The City of Albuquerque/Double Eagle II Airport has NPDES permit coverage (NMR05GC83) and has presumably implemented a SWPPP which addresses pollutants in storm water runoff, and drainage systems.

Activities at airports result in the creation of various pollutant sources including, but not limited to, the following:

- Aircraft, Ground Vehicle, and Equipment Maintenance and Washing - Spills and leaks of fuels, engine oils, hydraulic fluids, transmission oil, radiator fluids, and chemical solvents used for parts cleaning; disposal of used parts, batteries, oil, filters, and oily rags;
- Runway Maintenance - tire rubber, oil and grease, paint chips, and fuel from runway surface cleaning operations.

Generally, the airport authority (i.e., the City of Albuquerque) and all "tenants" of the airport that conduct "industrial activities" as described in **40 CFR Part 122.26(b)(14)** (e.g., fueling concession or other Fixed Base Operators, as well as all other facilities "engaging in industrial activity") are required to apply for NPDES storm water permit coverage for discharges from their areas of operation. The airport authority and tenants of the airport should work in partnership in the development and implementation of a SWPPP. However, SWPPPs developed separately for areas of the airport facility occupied by these tenants must be integrated into the SWPPP for the entire airport facility.

I hope this information is helpful to you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Georgia Cleverley".

Georgia Cleverley  
Environmental Impact Review Coordinator  
NMED File #3011

United States Department of Agriculture



Natural Resources Conservation Service  
6200 Jefferson NE, Room 305  
Albuquerque, NM 87109  
Phone: (505) 761-4400 Fax: (505) 761-4462  
Website: [www.nm.nrcs.usda.gov](http://www.nm.nrcs.usda.gov)

---

August 10, 2009

Ms. Tamara Connell, NEPA Specialist  
Parametrix  
8901 Adams Street NE, Suite D  
Albuquerque, New Mexico 87113

Dear Ms. Connell:

We have received your request for information on the proposed Double Eagle II Access Road Reconstruction/Improvements. There are no prime or unique farmlands in the project area. The Natural Resources Conservation Service has no objections to the proposed action.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis L. Alexander", is written over a large, stylized, light-colored circular mark.

DENNIS L. ALEXANDER  
State Conservationist

*Helping People Help the Land*

An Equal Opportunity Provider and Employer



S. 5

**Parametrix**

ENGINEERING • PLANNING • ENVIRONMENTAL SCIENCES

8901 Adams Street NE, Suite D  
Albuquerque, NM 87113  
T. 505.821.4700 F. 505.821.7131  
www.parametrix.com

July 23, 2009

RECEIVED

JUL 27 2009

USFWS-NMESFO

Mr. Wally Murphy  
Field Supervisor  
US Fish and Wildlife Service  
NM Ecological Services Office  
2105 Osuna Road NE  
Albuquerque, NM 87113

**RE: Double Eagle II Access Road Reconstruction/Improvements**

Dear Mr. Murphy:

Parametrix is conducting environmental investigations for this project for Molzen-Corbin & Associates on behalf of the City of Albuquerque Aviation Department and the New Mexico Department of Transportation (NMDOT). This project will be conducted with a combination of federal and local funding sources. Federal Highway Administration (FHWA) funding administered through the NMDOT (NMDOT PN: STP-HPP-4007-3 [3] 03, CN: L3095) with the required local match. NMDOT and the FHWA are serving as certifying agencies. However, as this is a locally sponsored project, the City of Albuquerque Aviation Department is acting as the project proponent.

The proposed project consists of the reconstruction of the Double Eagle II (DEII) Access Road. The Beginning of the Project (BOP) will be located at the end of the NMDOT improvements to the West Central/I-25 overpass. The End of the Project (EOP) will be located approximately 300 ft north of the Intersection of the DEII Access Road and Airport Road (entrance to DEII Airport). The project will include approximately 6.8 miles of improvements. (Figure 1)

The pavement is in a much deteriorated condition. The current roadway consists of 2-12 ft lanes (1 Northbound and 1 Southbound) with 3-ft shoulders. The shoulders were added in the late 1980's as a safety enhancement by the City of Albuquerque Aviation Department. The current alignment lays on the east half of the right-of-way. It is anticipated that additional lanes will be added to the road in the future.

The roadway will be reconstructed within the existing 156-ft right of way with the possible exception of planned improvements to the DEII Access Road/Shooting Range Park Road intersection. This intersection may be shifted to the south approximately 300-ft to accommodate improvements identified in the Traffic Impact Analysis prepared for the City of Albuquerque Aviation Department in conjunction with the Aerospace Technology Park development. Land acquisition will be required if these improvements are made.



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

New Mexico Ecological Services Field Office  
2105 Osuna NE

Albuquerque, New Mexico 87113

Phone: (505) 346-2525 Fax: (505) 346-2542

AUG - 6 2009

Thank you for your recent request for information on threatened or endangered species or important wildlife habitats that may occur in your project area. The New Mexico Ecological Services Field Office has posted lists of the endangered, threatened, proposed, candidate and species of concern occurring in all New Mexico Counties on the Internet. Please refer to the following web page for species information in the county where your project occurs: [http://www.fws.gov/southwest/cs/NewMexico/SBC\\_intro.cfm](http://www.fws.gov/southwest/cs/NewMexico/SBC_intro.cfm). If you do not have access to the Internet or have difficulty obtaining a list, please contact our office and we will mail or fax you a list as soon as possible.

After opening the web page, find New Mexico Listed and Sensitive Species Lists on the main page and click on the county of interest. Your project area may not necessarily include all or any of these species. This information should assist you in determining which species may or may not occur within your project area.

Under the Endangered Species Act of 1973, as amended (Act), it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with us further. Similarly, it is their responsibility to determine if a proposed action has no effect to endangered, threatened, or proposed species, or designated critical habitat. On December 16, 2008, we published a final rule concerning clarifications to section 7 consultations under the Act (73 FR 76272). One of the clarifications is that section 7 consultation is not required in those instances when the direct and indirect effects of an action pose no effect to listed species or critical habitat. As a result, we do not provide concurrence with project proponent's "no effect" determinations.

If your action area has suitable habitat for any of these species, we recommend that species-specific surveys be conducted during the flowering season for plants and at the appropriate time for wildlife to evaluate any possible project-related impacts. Please keep in mind that the scope of federally listed species compliance also includes any interrelated or interdependent project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations) and any indirect or cumulative effects.

Candidates and species of concern have no legal protection under the Act and are included on the web site for planning purposes only. We monitor the status of these species. If significant declines are detected, these species could potentially be listed as endangered or threatened. Therefore, actions that may contribute to their decline should be avoided. We recommend that candidates and species of concern be included in your surveys.

Also on the web site, we have included additional wildlife-related information that should be considered if your project is a specific type. These include communication towers, power line safety for raptors, road and highway improvements and/or construction, spring developments and livestock watering facilities, wastewater facilities, and trenching operations.

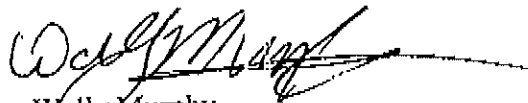
Under Executive Orders 11988 and 11990, Federal agencies are required to minimize the destruction, loss, or degradation of wetlands and floodplains, and preserve and enhance their natural and beneficial values. We recommend you contact the U.S. Army Corps of Engineers for permitting requirements under section 404 of the Clean Water Act if your proposed action could impact floodplains or wetlands. These habitats should be conserved through avoidance, or mitigated to ensure no net loss of wetlands function and value.

The Migratory Bird Treaty Act (MBTA) prohibits the taking of migratory birds, nests, and eggs, except as permitted by the U.S. Fish and Wildlife Service. To minimize the likelihood of adverse impacts to all birds protected under the MBTA, we recommend construction activities occur outside the general migratory bird nesting season of March through August, or that areas proposed for construction during the nesting season be surveyed, and when occupied, avoided until nesting is complete.

We suggest you contact the New Mexico Department of Game and Fish, and the New Mexico Energy, Minerals, and Natural Resources Department, Forestry Division for information regarding fish, wildlife, and plants of State concern.

Thank you for your concern for endangered and threatened species and New Mexico's wildlife habitats. We appreciate your efforts to identify and avoid impacts to listed and sensitive species in your project area.

Sincerely,



Wally Murphy  
Field Supervisor

# County of Bernalillo

State of New Mexico

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THADDEUS LUCERO, COUNTY MANAGER



## Bernalillo County Public Works

2400 Broadway S.E.

Albuquerque, NM 87102

505-848-1500

Fax 505-848-1510

KAREN L. MONTOYA, ASSESSOR

MAGGIE TOULOUSE OLIVER, CLERK

MERRI RUDD, PROBATE JUDGE

DARREN P. WHITE, SHERIFF

PATRICK J. PADILLA, TREASURER

July 28, 2009

Tamara Connell

Parametrix

8901 Adams Street NE, Suite D

Albuquerque, NM 87113

RE: Double Eagle II Access Road Reconstruction/Improvements

Dear Ms. Connell:

Thank you for your letter of July 23, 2009, requesting initial comments by Bernalillo County on the Double Eagle II Road Reconstruction project. We agree that this is an important roadway that needs improvement. Your initial letter provided a general overview, so a detailed response to the proposed project will necessarily follow project specific information. This limitation noted, one technical issue was raised by your letter.

Your letter noted the current shoulder width but not the planned shoulder width for Double Eagle II Road. To reduce crash rate based on shoulder width, please consider widening the shoulders beyond the current 3' width. While your letter notes that 3' shoulders were installed in the 1980's for safety reasons, this width is associated with an Accident Modification Factor (AMF) of 1.00; or, no impact on safety. The AMF by shoulder width on undivided roadways is as follows: 4': -0.94; 5': -0.87; 6': -0.82; 7': -0.76; and, 8': -0.71. (*Impact of Shoulder Width and Median Width on Safety*, NCHRP Report 633, Washington, DC, 2009)

The benefit from widening the shoulder goes beyond vehicle crash rates. Widening the shoulder would help improve bicycle safety. The design of the new facility should include current and forecast bicycle use on Double Eagle II Road.



Tamara Connell  
July 28, 2009  
Page 2

I appreciate the opportunity to review and comment on the Double Eagle II Access Road Reconstruction project. Please keep me informed as additional project-specific alternatives are identified and I will be glad to share our thoughts and concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen R. Miller". The signature is fluid and cursive, with the first name "Stephen" and last name "Miller" clearly distinguishable.

Stephen R. Miller, Director  
Infrastructure Planning and Geo-Resources

C: Tom Zdunek, Deputy County Manager, Public Works Division



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS, TX 75202-2733

AUG 21 2009

Tamara Connell  
Parametrix  
8901 Adams Street NE  
Albuquerque, NM 8711

RE: Double Eagle II Access Road Reconstruction/Improvements

Dear Ms. Connell:

In accordance with Section 309 of the Clean Air Act, the Region 6 Office of the Environmental Protection Agency (EPA) has received and reviewed your Solicitation of Views (SOV) for the above referenced activity. We have no comments to offer.

Thank you for your coordination.

Sincerely yours,

A handwritten signature in purple ink that reads "Cathy Gilmore".

Cathy Gilmore, Chief  
Office of Planning and  
Coordination (6EN-XP)

6ENXP:mjansky:081909:SOV: Double Eagle II Access Road.

From: Lillard, Jennifer J SPA <Jennifer.J.Lillard@usace.army.mil>  
Sent: Tuesday, February 14, 2012 8:35 AM  
To: Tammy Miller  
Subject: RE: Double Eagle II Road Reconstruction

Good Morning Tammy,  
After reviewing the documents you sent me regarding the Double Eagle II access road reconstruction project, I have concluded that it is entirely of uplands and no waters of the US will be impacted. Do you need anything else from me?

Happy Valentine's Day!

Jennifer Lillard  
US Army Corps of Engineers-Albuquerque District Regulatory Division Project Manager  
Phone: 505-342-3185  
Fax: 505-344-1514  
Email: jennifer.j.lillard@usace.army.mil

For more information about our Program please visit: <http://www.spa.usace.army.mil/reg/default.asp>  
Customer Service Survey <http://per2.nwp.usace.army.mil/survey.html>

-----Original Message-----

From: Tammy Miller [mailto:TMiller@parametrix.com]  
Sent: Tuesday, January 31, 2012 11:40 AM  
To: Lillard, Jennifer J SPA  
Subject: Double Eagle II Road Reconstruction

Jennifer -

I have included some pertinent pages from the EA for your reference. I highlighted the preferred alternative (none of the alternatives would impact these channels). I also included the large AMAFCA Maintenance map, which really traces the paths of these two irrigation ditches. On this map they are referred to as the Shamrock and Tempur Channels and they drain into the East Branch of the Amole Arroyo. As I stated before the road reconstruction is limited to the existing right-of-way and both these channels exit the culverts about 50 ft away from the construction activities. I didn't mention that the contractor will be developing a SWPPP because they are disturbing more than 1 acre so I am sure BMPs will be placed at these two locations. Let me know if you have any questions.

Thanks for your help.

Parametrix

inspired people - inspired solutions - making a difference

## Record of Communication

☒ Telephone CommunicationProject No.: CN: L3095☐ Incoming☒ OutgoingProject Name: Double Eagle Access Road - EADate: September 16, 2010 Time: \_\_\_\_\_Individual Ms. Kelly Allen, Project ManagerBy: Tamara ConnellPhone No. 505-342-3216Organization U.S. Army Corps of EngineersLocation Albuquerque District Office**Route To:**☐ **PMX Staff Meeting**☐ **Client/Agency Consultation**

Meeting Location: \_\_\_\_\_

Participants: \_\_\_\_\_

Parametrix called Kelly Allen, the assigned project manager from the Albuquerque District office to clarify the initial scoping efforts for the proposed Double Eagle II Access Road Reconstruction Project. Ms. Allen stated that the U.S. Army Corps of Engineers needs to be notified if there are jurisdictional waterways within the project area that will be impacted by construction. I stated that there were two waterways within the project area but I did not know if there would be any work within the ordinary high water mark (OHWM). She informed me that any construction within the OHWM of these waterways would have to be conducted under Nationwide Permit 14 to comply with Section 404 of the Clean Water Act.



DEPARTMENT OF THE ARMY  
ALBUQUERQUE DISTRICT, CORPS OF ENGINEERS  
4101 Jefferson Plaza NE  
Albuquerque, New Mexico 87109  
505-342-3262  
FAX: 505-342-3498

August 14, 2009

REPLY TO  
ATTENTION OF:

Regulatory Division  
New Mexico/Texas Branch

SUBJECT: Action Number SPA-2009-00448-ABQ, Double Eagle II Access Road  
Reconstruction & Improvements, Rio Grande

Ms. Tamara Connell  
Parametrix  
8901 Adams Street NE, Suite D  
Albuquerque, New Mexico 87113

Dear Ms. Connell:

The U.S. Army Corps of Engineers (Corps) is in receipt of your letter dated July 23, 2009 concerning reconstruction of approximately 6.8 miles of Double Eagle II (DEII) access road located between West Central/Interstate Highway 25 overpass and approximately 300 feet north of DEII access road and airport road in the City of Albuquerque, Bernalillo County, New Mexico. We have assigned Action No. SPA-2009-00448-ABQ to this activity. To avoid delay, please include this number in all future correspondence concerning this project.

We have reviewed this project in accordance with Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. Under Section 404, the Corps regulates the discharge of dredged and fill material into waters of the United States, including wetlands. Our responsibility under Section 10 is to regulate any work in, or affecting, navigable waters of the United States. Any such discharge or work requires Department of the Army authorization in the form of a permit. For more information on the Corps Regulatory Program, please see our Internet homepage at <http://www.spa.usace.army.mil/reg/default.asp>.

We are unable to determine from the information you provided whether Department of the Army authorization will be required. Mechanized land clearing, installation of

utility lines, and constructing temporary and permanent road crossings are examples of activities that may require Department of the Army authorization where they occur in waters of the United States.

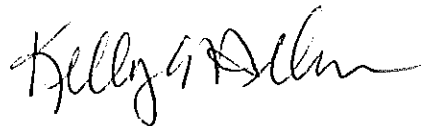
We noted in your letter that access points to properties identified in the Westland Development Master Plan may be constructed along with the reconstruction of the DEII access road. It would appear that construction of these access points would limit the range of alternatives for future road alignments/development layout. Since the proposed project involves a federal action by Federal Highway Administration, National Environmental Policy Act documentation may be required and that documentation should adequately address proposed future development that would occur as a result of the reconstruction of the DEII access road.

Important cultural resources are known to occur in Bernalillo County. Several endangered and threatened species, including Mexican spotted owl (*Strix occidentalis lucida*), Rio Grande silvery minnow (*Hybognathus amarus*), and southwestern willow flycatcher (*Empidonax traillii extimus*) are known to occur in Bernalillo County. Please consider the potential effects of your proposed action on cultural resources and endangered species in your planning efforts. For additional information about endangered and threatened species, please contact the U. S. Fish and Wildlife Service.

We encourage you to avoid and minimize adverse impacts to streams, wetlands, and other waters of the United States in planning this project. When more detailed information about the project is available, please provide us with a suitable map of the proposed project area showing the location of proposed discharges, the type and amount of material (temporary or permanent), if any, to be discharged, and plan and cross-section views of the proposed project. Please forward your response as soon as possible so that evaluation of your request may continue. Please note that it is unlawful to start work without a Department of the Army permit if one is required.

If you have any questions concerning our regulatory program, please contact me at 505-342-3216 or by e-mail at [Kelly.e.allen@usace.army.mil](mailto:Kelly.e.allen@usace.army.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "Kelly E. Allen", with a stylized flourish at the end.

Kelly E. Allen  
Project Manager

GOVERNOR  
Bill Richardson



DIRECTOR AND SECRETARY  
TO THE COMMISSION

Tod Stevenson

Robert S. Jenks, Deputy Director

## STATE OF NEW MEXICO DEPARTMENT OF GAME & FISH

One Wildlife Way  
Post Office Box 25112  
Santa Fe, NM 87504  
Phone: (505) 476-8008  
Fax: (505) 476-8124

Visit our website at [www.wildlife.state.nm.us](http://www.wildlife.state.nm.us)  
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### STATE GAME COMMISSION

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M.H. "Dutch" Salmon, Commissioner  
Silver City, NM

Leo V. Sims, II, Commissioner  
Hobbs, NM

August 17, 2009

Parametrix  
Tamara Connell  
8901 Adams Street NE Suite D  
Albuquerque, NM 87113

Re: Double Eagle II Access Road Reconstruction/Improvements; NMDGF No. 12871

Dear Ms. Connell,

In response to your letter dated July 23, 2009, regarding the above referenced project, the Department of Game and Fish (Department) does not anticipate significant impacts to wildlife or sensitive habitats. For your information, we have enclosed a list of sensitive, threatened and endangered species that occur in Bernalillo County.

For more information on listed and other species of concern, contact the following sources:

1. BISON-M Species Accounts, Searches, and County lists: <http://www.bison-m.org>
2. Habitat Handbook Project Guidelines:  
[http://wildlife.state.nm.us/conservation/habitat\\_handbook/index.htm](http://wildlife.state.nm.us/conservation/habitat_handbook/index.htm)
3. For custom, site-specific database searches on plants and wildlife, go to <http://nhnm.unm.edu>, then go to Data, then to Free On-Line Data, and follow the directions
4. New Mexico State Forestry Division (505-476-3334) or <http://nmrareplants.unm.edu/index.html> for state-listed plants
5. For the most current listing of federally listed species **always** check the U.S. Fish and Wildlife Service at (505-346-2525) or <http://www.fws.gov/southwest/es/NewMexico/SBC.cfm>.

Thank you for the opportunity to review and comment on your project. If you have any questions, please contact Ross Morgan at 505.222.4722 or [ross.morgan@state.nm.us](mailto:ross.morgan@state.nm.us)

Sincerely,

Terra Manasco  
Assistant Chief, Conservation Services Division  
*Technical Guidance Section*

TLM/rm

xc: Wally Murphy, Ecological Services Field Supervisor, USFWS  
Brian Gleadle, NW Area Operations Chief, NMDGF



# NEW MEXICO WILDLIFE OF CONCERN

## BERNALILLO COUNTY

For complete up-dated information on federal-listed species, including plants, see the US Fish & Wildlife Service NM Ecological Services Field Office website at <http://www.fws.gov/lfw2es/NewMexico/SBC.cfm>. For information on state-listed plants, contact the NM Energy, Minerals and Natural Resources Department, Division of Forestry, or go to <http://nmrareplants.unm.edu/>. If your project is on Bureau of Land Management, contact the local BLM Field Office for information on species of particular concern. If your project is on a National Forest, contact the Forest Supervisor's office for species information.

<u>Common Name</u>	<u>Scientific Name</u>	<u>NMGF</u>	<u>US FWS</u>	<u>critical habitat</u>
Rio Grande Chub	<i>Gila pandora</i>	s		
Rio Grande Silvery Minnow	<i>Hybognathus amarus</i>	E	E	Y
Brown Pelican	<i>Pelecanus occidentalis</i>	E		
Neotropic Cormorant	<i>Phalacrocorax brasilianus</i>	T		
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	T	
Northern Goshawk	<i>Accipiter gentilis</i>	s	SOC	
Common Black-Hawk	<i>Buteogallus anthracinus</i>	T	SOC	
Aplomado Falcon	<i>Falco femoralis</i>	E	Exp	
Peregrine Falcon	<i>Falco peregrinus</i>	T	SOC	
Mountain Plover	<i>Charadrius montanus</i>	s	SOC	
Black Tern	<i>Chlidonias niger surinamensis</i>		SOC	
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	s	C	
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	s	T	Y
Burrowing Owl	<i>Athene cunicularia</i>		SOC	
Black Swift	<i>Cypseloides niger</i>	s		
Broad-billed Hummingbird	<i>Cynanthus latirostris</i>	T		
White-eared Hummingbird	<i>Hylocharis leucotis</i>	T		
Southwestern Willow Flycatcher	<i>Empidonax traillii eximius</i>	E	E	Y
Loggerhead Shrike	<i>Lanius ludovicianus</i>	s		
Bell's Vireo	<i>Vireo bellii</i>	T	SOC	
Gray Vireo	<i>Vireo vicinior</i>	T		
Baird's Sparrow	<i>Ammodramus bairdii</i>	T	SOC	
Western Small-footed Myotis Bat	<i>Myotis ciliolabrum melanorhinus</i>	s		
Yuma Myotis Bat	<i>Myotis yumanensis yumanensis</i>	s		
Occult Little Brown Myotis Bat	<i>Myotis lucifugus occultus</i>	s		
Long-legged Myotis Bat	<i>Myotis volans interior</i>	s		
Fringed Myotis Bat	<i>Myotis thysanodes thysanodes</i>	s		
Spotted Bat	<i>Euderma maculatum</i>	T		
Pale Townsend's Big-eared Bat	<i>Corynorhinus townsendii pallescens</i>	s	SOC	
Big Free-tailed Bat	<i>Nyctinomops macrotis</i>	s		
Gunnison's Prairie Dog	<i>Cynomys gunnisoni</i>	s		
New Mexican Jumping Mouse	<i>Zapus hudsonius luteus</i>	E	SOC	
Red Fox	<i>Vulpes vulpes</i>	s		
Ringtail	<i>Bassariscus astutus</i>	s		
Black-footed Ferret	<i>Mustela nigripes</i>		E	
Western Spotted Skunk	<i>Spilogale gracilis</i>	s		
Socorro Mountainsnail	<i>Oreohelix neomexicana</i>	s		
Slate Millipede	<i>Comanchelus chihuensis</i>		SOC	

# Record of Communication

## ☒ TELEPHONE COMMUNICATION

☐ INCOMING ☒ OUTGOING

INDIVIDUAL Mike Medrano  
PHONE NO. 505-899-0205 ext 334  
ORGANIZATION Petroglyph National Monument  
LOCATION Albuquerque, NM

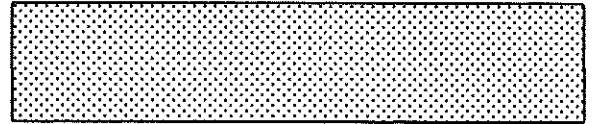
☐ PMX STAFF MEETING

☐ CLIENT/AGENCY CONSULTATION

MEETING LOCATION \_\_\_\_\_

PARTICIPANTS \_\_\_\_\_

PROJECT NO. 5636116021  
PROJECT NAME Double Eagle II Access Road  
DATE 11/23/09 TIME 4:20 p.m.  
BY Will Widener  
ROUTE TO: \_\_\_\_\_



Will called Mike Medrano this afternoon to ask  
↑  
Natural Resource specialist for Petroglyph National Monument

if there are any management recommendations to potentially minimize impacts to the state millipede if any are present in the project corridor. He was familiar with the rock outcrop that I considered potential habitat and said he had looked for them there, without any success. The nearest location he told me, where he had found them were on the volcanoes themselves. He said they are cold sensitive in addition to being moisture sensitive, and need the black rocks for heat retention.

Will also mentioned the potential for coordinating with CAAD for bringing in the Le Julla Prairie Clover seeds. He said that they would be interested, but would have to do a full EIS before any reintroduction programs could begin.

## **APPENDIX H**

### **Public Information Meeting**



The City of Albuquerque Aviation Department  
in cooperation with  
the New Mexico Department of Transportation  
and the Federal Highway Administration  
announces a  
**PUBLIC MEETING AND WORKSHOP**  
regarding the  
**Double Eagle II Access Road Reconstruction**  
Project # STP-HPP-4007-3(3) 03  
Control # L3095



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



Thursday, November 12, 2009  
6:00 pm – 7:00 pm

**Double Eagle II Airport  
Airfield Maintenance Facility**  
7401 Paseo Del Volcan NW  
Albuquerque, NM 87121



**NMDOT**

**PURPOSE OF MEETING:**

The City of Albuquerque Aviation Department has proposed the reconstruction of the Double Eagle II Access Road (Paseo Del Volcan) from 800 feet north of Interstate 40 to the intersection of Paseo Del Volcan and Airport Road. Residents, landowners and all interested parties are encouraged to attend and provide comments, concerns, and suggestions regarding the project.

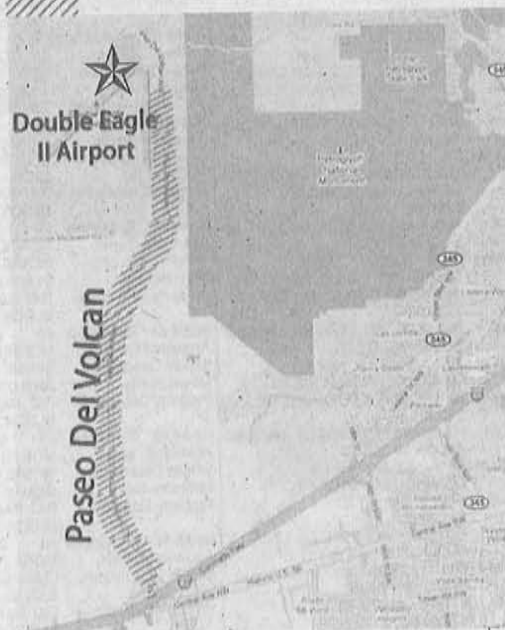
**MEETING OVERVIEW AND AGENDA:**

Representatives from the Aviation Department and Project Team members will be sharing information including project introduction, design alternatives, engineering, and environmental considerations. Project Team members will be accepting comments and questions at the meeting or, if unable to attend, comments can be mailed, faxed, or e-mailed to Tammy Connell, Parametrix, 8901 Adams St NE, Ste. D, Albuquerque, NM 87113, fax: 505-821-7131, or tconnell@parametrix.com.

If you have any questions regarding this meeting or are interested in the project but unable to attend, contact Tammy Connell at (505) 821-4700. Special needs or accommodations for individuals with disabilities will be provided upon request at least 48 hours in advance of the hearing by calling Tammy Connell.

★ = Meeting Location

▨ = Project Location



Journal: October 29, 2009

STATE OF NEW MEXICO  
County of Bernalillo SS

Bill Tafoya, being duly sworn, declares and says that he is Classified Advertising Manager of **The Albuquerque Journal**, and that this newspaper is duly qualified to publish legal notices or advertisements within the meaning of Section 3, Chapter 167, Session Laws of 1937, and that payment therefore has been made of assessed as court cost; that the notice, copy of which is hereto attached, was published in said paper in the regular daily edition, for 1 times, the first publication being on the 29<sup>th</sup> day of October, 2009, and the subsequent consecutive publications on \_\_\_\_\_, 20\_\_\_\_.

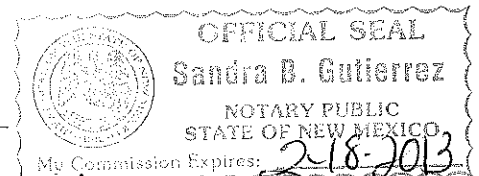
[Signature]  
Sworn and subscribed to before me, a Notary Public, in and for the County of Bernalillo and State of New Mexico this 29<sup>th</sup> day of October of 2009.

PRICE \$226.23

Statement to come at end of month.

ACCOUNT NUMBER C81347

CLA-22-A (R-1/93)



[Signature]



**AGENDA**  
for the  
**Public Meeting and Workshop**  
regarding the  
**Double Eagle II Access Road Reconstruction**  
Bernalillo County, New Mexico  
NMDOT Project #: STP-HPP-4007-3(3) 03, Control # L3095  
**Thursday, November 12, 2009**

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**Presentation**

**Welcome and Introduction** – Jim Hinde, City of Albuquerque-Aviation Department

**Project Overview** – Mike Provine, Molzen-Corbin & Associates

- **Project Description**
- **Purpose and Need**

**Environmental Resources** – Tammy Connell, Parametrix

- **NEPA Process**
- **Natural and Cultural Resources**

**Computer Simulation by Molzen-Corbin**

**Informal Discussion of Design Alternatives**

**Public Comments and Questions**

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Written comments about this project may be submitted at this meeting or sent to Tammy Connell, Parametrix Inc., 8901 Adams St NE, Ste. D, Albuquerque, NM 87113, (505) 821-7131 (fax), [tconnell@parametrix.com](mailto:tconnell@parametrix.com)





## M E M O R A N D U M

Date: **December 4, 2009**  
To: **Project Study Team**  
**Jim Hinde, City of Albuquerque Aviation Department**  
**Mike Provine, Molzen-Corbin**  
**Carlos Garduño**  
From: **Tammy Connell, Parametrix**  
Subject: **Double Eagle Access Road Public Meeting Minutes**  
cc: **Gwyneth Duncan, NMDOT Environmental Section**

NMDOT Project **STP-HPP-4007-3(3) 03, Control # L3095**  
Number:

Project Name: **Double Eagle II Access Road Reconstruction**

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**SUMMARY**

On Thursday, November 12, 2009, a public meeting was held at the Double Eagle II Airport Airfield new Maintenance Facility, in Bernalillo County, New Mexico. The purpose of the meeting was to provide an introduction of the project, present the proposed alternatives, discuss the NEPA process and environmental considerations. Three members of the public, representatives from the project study team, and representatives from the City of Albuquerque (COA) Aviation Department and Double Eagle II Airport were present.

Jim made introductions at 6:15 PM with a background of the proposed project. The meeting presentation was given by the project study team including Molzen-Corbin and Parametrix. The meeting presentation included a presentation of the project purpose and need, design alternatives and environmental resources. Mike Provine of Molzen-Corbin presented information regarding the project purpose and need as well as design alternatives. Tammy Connell of Parametrix gave an overview of the National Environmental Policy Act (NEPA) process and presented information about the cultural and biological resource issues for the proposed project. Carlos Garduño of Molzen-Corbin presented a computer simulation of the Preferred Build Alternative. General comments were taken during and following the presentation.

The meeting was adjourned at 7:30 pm. A summary of the meeting comments follows.

**MEETING ATTENDEES:**

Jim Hinde, COA – Aviation Department  
Mike Medley, COA – Double Eagle II Airport  
Mike Provine, Molzen-Corbin  
Carlos Garduño, Molzen-Corbin  
Tammy Connell, Parametrix



John Taschek, Parametrix  
James Dickson, Shamrock Foods  
Martin Eckert, Albuquerque Public Schools  
John Castillo, City of Rio Rancho

## **MEETING PARTICIPANT COMMENTS**

*James Dickson* – Representing the owner of Shamrock Foods. Our facility is open 24/7 and we are concerned with potential closures that will occur as a result of this project.

*Carlos Garduño and Mike Provine* – We will coordinate with all the businesses to ensure that construction will not restrict access to any of the properties. The preferred build alternative would create a new two-lane road so the old road would remain open throughout construction.

*Martin Exkert* – Is there funding available for all the alternatives presented tonight? How can you evaluate the alternatives if there isn't enough funding.

*Mike Provine* – There is not enough funding for the 4-lane alternative. The construction cost is not used to choose an alternative. Traffic counts on the road are only 1900 vehicles per day – based on traffic volumes the four-lane alternative is not warranted.

*James Dickson* – When do you expect to begin construction?

*Mike Provine* – Summer 2010

*James Dickson* – I just want to state again that access to Shamrock Foods and Tempur-Pedic cannot be blocked.

The design team exchanged contact information and again told Mr. Dickson that they will work with all the businesses to make sure there will be minimal disruption.

To date no written comments have been received regarding this project meeting.

From: Fred Ambrogi [fambrogi@suncal.com]  
Sent: Thursday, July 30, 2009 2:56 PM  
To: Tammy Connell  
Cc: Leroy Chavez  
Subject: DEII Access Road Reconstruction

Hi Tamara:

I just wanted to acknowledge that we are in receipt of your notification letter regarding the planned reconstruction of Double Eagle II Roadway (a.k.a. Paseo del Volcan) from I-40 north to the Airport entrance road. Jim Hind has mentioned to us several times over the past couple of years that this project was forthcoming, so we are pleased to hear that it is finally getting under way.

I do have a couple of questions after reading your letter; First, it's not clear to us if the planned reconstruction is only to rebuild the existing two lanes, or if the plan is to construct the ultimate four lane roadway at this time? The other thing we were wondering about is if you have a project schedule available yet?

As owner of the property on both sides of the road over a majority of the project length, Suncal would be interested in participating in any planning, information or stakeholder input meetings regarding the planned reconstruction. Leroy Chavez and I will be the contact persons for Suncal regarding this project, so I would like to request that you add us to your project distribution list. You can reach us at fambrogi@suncal.com and lchavez@suncal.com , or at the mailing address or office phone number shown below. We will look forward to working with you on this project in any way we can.

Thanks,

Fred Ambrogi  
SunCal Companies  
New Mexico Division

Albuquerque Plaza Building  
201 Third Street NW, Suite 500  
Albuquerque, NM 87102  
Office: 505-224-2312  
Fax: 505-224-2352  
Cell: 505-350-0867  
fambrogi@suncal.com

From: Roger Tannen [rtannen@bernco.gov]  
Sent: Monday, July 27, 2009 2:08 PM  
To: Tammy Connell  
Subject: DEII Access Road

Tamara,

I received your letter about this project today. I am very pleased to see this project from a personal and professional standpoint. I use this road to access the Interstate West out of Albuquerque when I leave my home near Rio Rancho. It is a more direct route and has less traffic. Professionally, there have been several incidents in that area that have required prompt emergency response. Responses to those emergencies may have been delayed due to poor road conditions, especially for large fire apparatus. It will be a welcome sight to have much better travel conditions on this road.

I am really not certain of any specific "emergency management" concerns regarding this project. I will note that your letter refers to improvements from the "West Central/I-25 overpass". I believe you mean the I-40 overpass.

Please let me know if our office may be of any further assistance.

Roger R Tannen, NM-CEM  
Deputy Chief/Emergency Manager  
Bernalillo County Office of Emergency Management  
6840 2nd ST NW, Suite 100  
Albuquerque, NM 87107  
(505) 468-1307  
NEW FAX (505) 462-9751