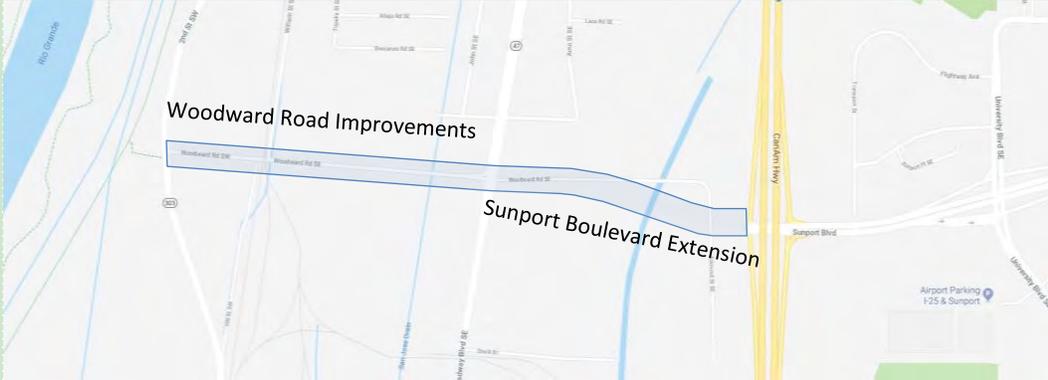


April 2018



# Environmental Assessment

## Sunport Boulevard Extension: Broadway Boulevard to Interstate 25 and Woodward Road Improvements: Second Street to Broadway Boulevard Control Numbers: A300160 and A300161



**Prepared for:**

AECOM  
 6501 Americas Parkway NE, Suite 900  
 Albuquerque, New Mexico 87110  
 (505) 855-7500

**Prepared on behalf of:**

Bernalillo County, New Mexico  
 Public Works Division  
 2400 South Broadway, Building N  
 Albuquerque, New Mexico 87102  
 (505) 848-1500



Durango, CO  
 Pagosa Springs, CO  
 Santa Fe, NM  
 Farmington, NM



**Sunport Boulevard Extension: Broadway Boulevard to Interstate 25**  
**and**  
**Woodward Road Improvements: Second Street to Broadway**

NMDOT CN: A300160 and A300161  
Bernalillo County Project No.: TS-09-06  
Bernalillo County, New Mexico

This environmental assessment has been developed under the direction of Rodrigo Eichwald, P.E., Bernalillo County, New Mexico. The environmental assessment has been prepared by Ecosphere Environmental Services, Inc. and URS Corporation.

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4/20/18  
Date of Approval

  
NMDOT - Environmental Bureau Manager

8 MAY 18  
Date of Approval

  
FOR: FHWA - New Mexico Division Administrator

The following persons may be contacted for additional information concerning this Project:

Rodrigo Eichwald, P.E.  
Project Engineer  
Public Works Division  
Bernalillo County  
2400 Broadway, SE - Bldg. N  
Albuquerque, New Mexico 87102  
(505) 848-1574

Peter Hinckley, P.E.  
Project Manager  
AECOM / URS  
6501 Americas Parkway NE, Suite 900  
Albuquerque, New Mexico 87110  
(505) 855-7409

Comments regarding this environmental assessment should be sent to:  
Peter Hinckley, P.E., AECOM, 6501 Americas Parkway NE, Suite 900, Albuquerque, NM 87110 or  
email: [peter.hinckley@aecom.com](mailto:peter.hinckley@aecom.com).



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## Abbreviations and Acronyms

|           |   |
|-----------|---|
| AADT      | annual average daily traffic                                      |
| AASHTO    | American Association of State Highway and Transportation Official |
| AMAFCA    | Albuquerque Metropolitan Arroyo Flood Control Authority           |
| amsl      | above mean sea level  |
| AT&SF     | Atchison, Topeka and Santa Fe                                     |
| bgs       | below ground surface  |
| BMP       | best management practice  |
| CAA       | Clean Air Act   |
| CDP       | Census Designated Place   |
| CE        | categorical exclusion   |
| CEQ       | Council on Environmental Quality                                  |
| CFR       | Code of Federal Regulations                                       |
| CGP       | Construction General Permit                                       |
| CME       | Construction Maintenance Easement                                 |
| CN        | Control Number  |
| CO        | carbon monoxide   |
| County    | Bernalillo County Public Works Division                           |
| CWA       | Clean Water Act   |
| dB        | decibel   |
| dba       | A-weighted decibels   |
| EA        | environmental assessment  |
| Ecosphere | Ecosphere Environmental Services, Inc.                            |
| EPA       | U.S. Environmental Protection Agency                              |
| °F        | degrees Fahrenheit  |
| FEMA      | Federal Emergency Management Agency                               |
| FFY       | Federal Fiscal Year   |
| FHWA      | Federal Highway Administration                                    |
| FIRM      | Flood Insurance Rate Map  |
| FONSI     | Finding of No Significant Impact                                  |
| GE        | General Electric  |
| HCPI      | Historic Cultural Properties Inventory                            |
| HIA       | health impact assessment  |
| I-25      | Interstate 25   |
| IACR      | Interstate Access Change Request                                  |
| IDD       | Infrastructure Design Directive                                   |
| IMR       | Interchange Modification Report                                   |
| ISA       | Initial Site Assessment   |
| ITS       | Intelligent Transportation System                                 |
| LA        | Laboratory of Anthropology  |
| $L_{eq}$  | equivalent noise level  |
| LMP       | Limited Maintenance Plan for Carbon Monoxide                      |
| LOS       | Level of service  |
| MRCOG     | Mid-Region Council of Governments                                 |
| MRGCD     | Middle Rio Grande Conservancy District                            |
| MRMPO     | Mid-Region Metropolitan Planning Organization                     |
| MSAT      | mobile source air toxic   |

|                   |   |
|-------------------|---|
| MTB               | Metropolitan Transportation Board   |
| MTP               | Metropolitan Transportation Plan  |
| NAAQS             | National Ambient Air Quality Standards  |
| NAC               | noise abatement criteria  |
| NEPA              | National Environmental Policy Act   |
| NMDOT             | New Mexico Department of Transportation   |
| NMED              | New Mexico Environment Department   |
| NO <sub>2</sub>   | nitrogen dioxide  |
| NOI               | Notice of Intent  |
| NPDES             | National Pollutant Discharge Elimination System                                   |
| NRHP              | National Register of Historic Places  |
| O <sub>3</sub>    | ozone   |
| PM <sub>2.5</sub> | particulate matter with an aerodynamic diameter less than or equal to 2.5 microns |
| PM <sub>10</sub>  | particulate matter with an aerodynamic diameter less than or equal to 10 microns  |
| PSI               | Preliminary Site Investigation  |
| Rail Runner       | New Mexico Rail Runner Express  |
| ROW               | right-of-way  |
| SHPO              | State Historic Preservation Officer   |
| SIP               | State Implementation Plan   |
| STIP              | Statewide Transportation Improvement Program                                      |
| Sunport           | Albuquerque International Sunport   |
| SWPPP             | Stormwater Pollution Prevention Plan  |
| TDM               | Transportation Demand Management  |
| TIP               | Transportation Improvement Program  |
| TNM               | Traffic Noise Model   |
| TSM               | Transportation System Management  |
| USACE             | U.S. Army Corps of Engineers  |
| USFWS             | U.S. Fish and Wildlife Service  |
| USC               | United States Code  |
| VMT               | vehicle miles traveled  |

## 1. Executive Summary

The Bernalillo County Public Works Division (County), in cooperation with the New Mexico Department of Transportation (NMDOT) and Federal Highway Administration (FHWA), propose to extend Sunport Boulevard from its current terminus at Interstate 25 (I-25) to the Broadway Boulevard (NM 47)/Woodward Road intersection, and improve Woodward Road along its existing alignment from Broadway Boulevard to Second Street (together these two undertakings are referred as the Project). The Project is located within Bernalillo County and portions of the city of Albuquerque, New Mexico (Figure 1-1). The FHWA and NMDOT are providing oversight; federal funding is designated for the Project through the FHWA.

This environmental assessment (EA) has been prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), specifically the Council on Environmental Quality's (CEQ's) NEPA regulations defined in 40 Code of Federal Regulations (CFR) Parts 1500-1508. Key elements of NEPA include environmental analysis of alternatives and public involvement. The process is intended to inform stakeholders of the potential consequences of the Project and to solicit input, thus affecting the decision-making process. This document has been prepared in accordance with the NMDOT *Location Study Procedures, Update 2015* (NMDOT 2015), FHWA Technical Advisory T 6640.8A, 23 CFR Parts 771 and 772, and other applicable guidelines and regulations. This EA combines the environmental analysis and public involvement for the two proposed undertakings, namely the *Sunport Boulevard Extension: Broadway Boulevard to Interstate 25* (Control Number [CN] 300160) and the *Woodward Road Improvements: Second Street to Broadway Boulevard* (CN 300161).

### 1.1 Purpose and Need

The purpose of the proposed Project is to improve roadway system and multimodal connectivity from the I-25/Sunport Interchange to Broadway Boulevard and Second Street. The need for the Project includes the following:

- **Transportation System Connectivity.** Implement long-range transportation planning system connectivity and provide a more fully linked transportation system, with regularly spaced interchanges connecting I-25 to major parallel principal arterials.
- **Improved Access and Circulation.** Improve access to economic centers and related commercial and industrial development through a more direct roadway link from Albuquerque International Sunport (Sunport) and I-25 to Broadway Boulevard and Second Street.
- **Balance Traffic Volumes and Congestion Relief.** Better balance traffic volumes on the roadway network by providing another connection from the existing arterial system (Broadway Boulevard and Second Street) to I-25.
- **Multimodal Transportation.** Improve pedestrian and bicycle facilities and connectivity in the Project area.
- **Emergency Vehicle Access.** Improve emergency vehicle access and evacuation routes in the Project area.

# Sunport Boulevard Extension and Woodward Road Improvements EA

Ecosphere Environmental Services, Inc.

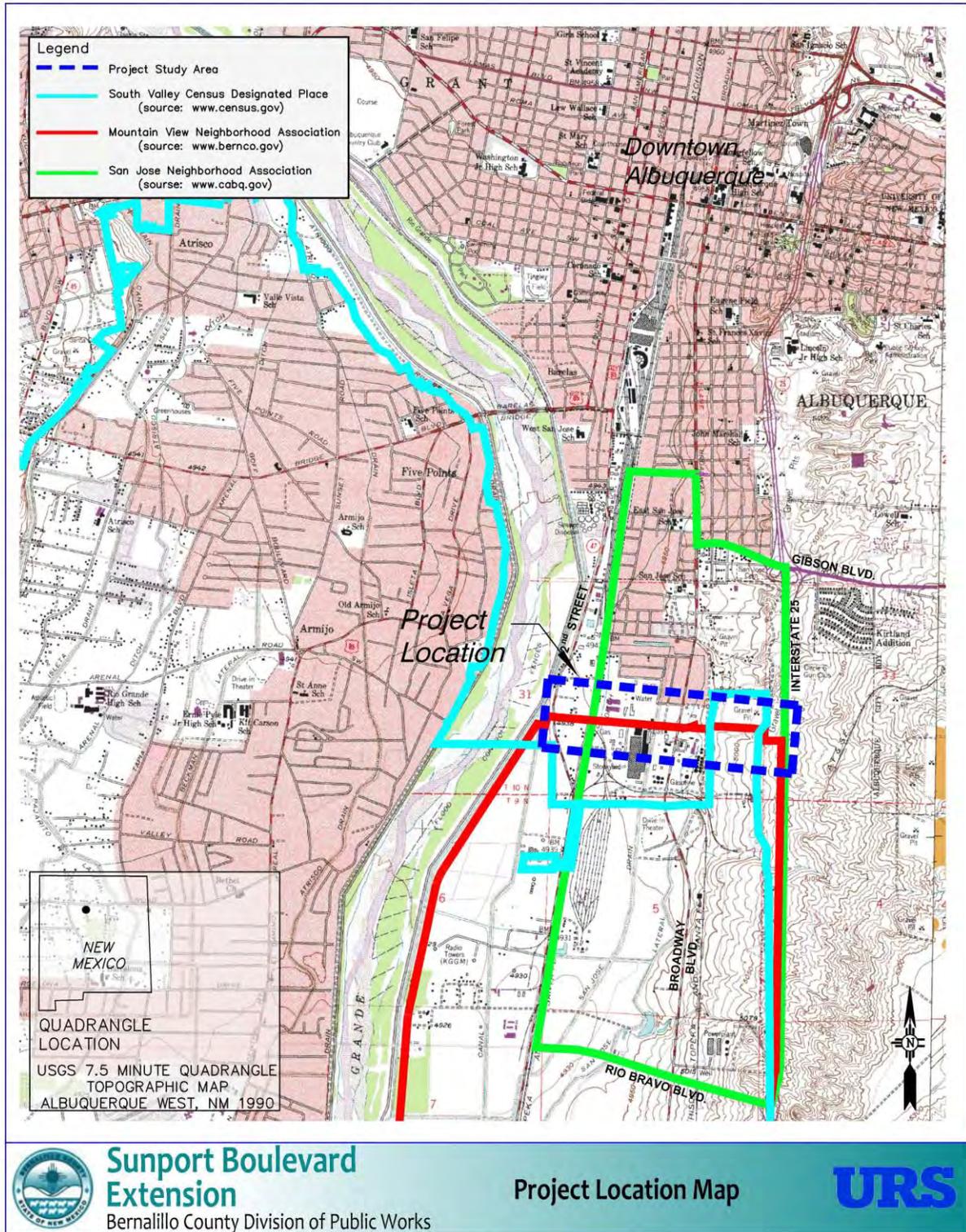


Figure 1-1. Project Location Map

## 1.2 Alternatives Considered

A variety of alternatives to address the need for improvements in this corridor were considered as part of prior studies. These consisted of three alternatives for extending Sunport Boulevard to the west, and various Transportation System Management (TSM) and Transportation Demand Management (TDM) concepts. The No-Build Alternative was also considered. The Preferred Alternative was identified as the recommended approach based on engineering feasibility, simplicity, cost, environmental factors, and other considerations.

In 2014, an analysis of traffic impacts indicated that improvements would be needed on Woodward Road to accommodate additional traffic generated by the Sunport Boulevard Extension. The County subsequently developed an analysis and conceptual design for reconstruction of Woodward Road to address vehicular, drainage, bicycle, and pedestrian needs. In 2016, the County concluded that the Sunport Boulevard Extension and Woodward Road Improvements should be evaluated as a combined Project.

The Preferred Alternative for the Sunport Boulevard Extension Project consists of constructing a four-lane median-divided urban arterial roadway from the intersection of Broadway Boulevard and Woodward Road east to the existing interchange of Sunport Boulevard and I-25 for approximately 0.5 mile. The roadway would contain twin bridges over the existing Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) South Diversion Channel. Traffic signals would also be needed at the intersections of Sunport Boulevard and I-25 northbound and southbound interstate ramps.

The Preferred Alternative for the Woodward Road Improvements would consist of a three-lane configuration with two travel lanes, a continuous left-turn lane, two bike lanes, standard curb and gutter, and sidewalks on both sides of the roadway. The proposed improvements would extend approximately 0.58 mile. A traffic signal would also be needed at the intersection of Second Street and Woodward Road to accommodate traffic.

## 1.3 Public Involvement Throughout the Process

Public involvement has been attained as part of the Project to solicit input at key milestones. At the initiation of the Project in June 2010, a public meeting was conducted to review alternatives under consideration and inform the public of the NEPA process. The following steps addressing public involvement have taken place since that initial public meeting.

- The initial EA was distributed for public review in September 2011 and public meetings were held in October 2011 and February 2012. Public comments were submitted to Bernalillo County, NMDOT, and FHWA during that period. In response to those comments, the County opted to conduct additional analyses in areas of concern including traffic impacts, environmental justice, air quality, and land use.
- Members of the study team attended a neighborhood meeting in August 2013, and individual correspondence occurred throughout the study process.
- Another public meeting was conducted in September 2013 to review the supplemental technical information and to provide an opportunity for further public input prior to completion of the EA.
- In 2015, a revised EA was prepared for the Sunport Boulevard Extension and made available for public review. A public hearing was subsequently held in August 2015 to obtain input on the revised EA. Based in part on the comments received, the FHWA determined that a new EA should be prepared that combined the Sunport Boulevard Extension and Woodward Road Improvements into one Project.

Meeting information was typically provided through newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. The public had a direct role in reviewing and commenting on the alignments, and public comment was obtained via use of written comment forms and electronic means. Agency coordination and involvement took place through meetings, telephone conversations, email correspondence, and formal requests for comments (see Appendix A).

## 1.4 Summary of Analysis

The EA concludes that the Preferred Alternative would meet the purpose and need for the Project.

Key findings of the analysis include the following:

- The proposed Project crosses a portion of the South Valley Superfund Site and several other contaminated sites. Construction of the Project would affect some existing wells and associated waterlines that are part of the groundwater remediation system. Avoidance where possible, protection, and adjustment or relocation of these wells and water lines have been included as an integral part of the Project. Costs related to relocation of the wells and pipelines have been included in the overall construction cost estimate for the Project. Coordination would continue between the County, New Mexico Environment Department (NMED), U.S. Environmental Protection Agency (USEPA), and responsible parties.
- Air quality modeling indicates that implementation of the Preferred Alternative would not result in National Ambient Air Quality Standards (NAAQS) exceedances or contribute to carbon monoxide (CO) “hot spots.”
- The adjacent San Jose and Mountain View neighborhoods have a relatively high proportion of low-income and minority residents, and have been subject to the impacts of older industrial uses in the area that have caused pollution. Residents of these neighborhoods are concerned that the Project would attract additional undesirable, polluting, or nuisance businesses to the area. To address these concerns, the County is preparing the San Jose/Mountain View Design Overlay Standards, which are intended to positively influence development patterns and enhance the character of the area.

This EA concludes that the proposed action is necessary to enhance transportation system connectivity, provide a more fully linked transportation system, better balance traffic volumes on the roadway network, improve access to economic centers, improve pedestrian and bicycle facilities, and improve emergency vehicle access within the Project study area. The analyses conducted indicate that implementation of the Preferred Alternative would not result in significant adverse impacts. Unless significant impacts are identified as a result of public review or at the public hearing, a Finding of No Significant Impact (FONSI) would be prepared for the Project. The FONSI would address concerns raised during circulation of the EA, during the public hearing comment period, or regarding coordination of other aspects of the recommended Preferred Alternative with appropriate agencies. The FONSI may include additional stipulations to address any public or agency concerns. The FONSI would authorize the next phase of the Project, which includes final design, right-of-way (ROW) acquisition, and construction.

## 2. Project History, Purpose and Need, and Existing Conditions

### 2.1 Project History

#### 2.1.1 Development of the Current Project

This Project is located in the southwest quadrant of Albuquerque, New Mexico, partially within the South Valley Census Designated Place and within the San Jose and Mountain View neighborhoods, as shown in Figure 1-1. The Project consists of a proposal to extend Sunport Boulevard from its current terminus at I-25 to the Broadway Boulevard/Woodward Road intersection, and to improve Woodward Road along its existing alignment from Broadway Boulevard to Second Street. Original planning for Sunport Boulevard took place in the late 1980s and was intended to improve access to the Sunport (formerly known as the Albuquerque International Airport) via a new I-25 interchange and arterial roadway referred to as “Sunport Boulevard.” Various studies were initiated to address access to the Sunport. These studies, collectively called the “Airport Access Studies,” considered the feasibility of a new interchange at I-25 and a multi-lane, east-west arterial street (Sunport Boulevard) connecting from the interchange west to Broadway Boulevard and Second Street, and east to the Sunport at Yale Boulevard. At the time of the Airport Access Studies, it was determined that the most critical factor affecting roadway design in the corridor was the presence of potentially contaminated or environmentally impaired properties, including the USEPA-designated South Valley Superfund Site.

Following completion of the Airport Access Studies, an EA for the interchange and connection from I-25 to the airport was developed and signed by the FHWA on December 2, 1991 (Molzen-Corbin & Associates 1991). The FONSI for this EA identified Alternative D/H East from I-25 to the Sunport as the preferred alternative and indicated that Alternatives D and H West to Broadway Boulevard would be considered for implementation in the future when sufficient information regarding potentially impaired properties was available to adequately assess these alternatives.

The interchange and connection to the Sunport were constructed in 1997. In the more than 20 years since the original studies, remediation activities for the South Valley Superfund Site have progressed to the point of making the westerly extension of Sunport Boulevard feasible, in accordance with the original plans.

An alignment study (URS Corporation 2010) was initiated in 2010 to evaluate the westward extension of Sunport Boulevard to Broadway Boulevard. A public meeting was conducted in June 2010 to review alternatives under consideration and to inform the public of the initiation of the NEPA process. An EA was subsequently prepared and distributed for public review in September 2011; public meetings were held in October 2011 and February 2012 to obtain input on the alignment study and EA. In response to comments received, the County, as lead agency, opted to conduct additional analyses in key areas of concern including traffic impacts, environmental justice, air quality, and land use.

An additional public meeting was conducted in September 2013 to review the supplemental technical information and analyses, and to provide the public an opportunity for further input prior to completion of the EA. In 2015, a revised EA was prepared for the Sunport Boulevard Extension and made available for public review. A public hearing was subsequently held to obtain input on the revised EA in August 2015.

The additional technical studies to support the revised EA included an analysis of traffic impacts on Woodward Road (URS Corporation 2014), which extends from Broadway Boulevard to Second Street and directly abuts the western end of the proposed Sunport Boulevard Extension. This analysis indicated that improvements would be

needed on Woodward Road to accommodate additional traffic generated by the Sunport Boulevard Extension. The County subsequently developed an analysis and conceptual design for reconstruction of Woodward Road to address vehicular, drainage, bicycle, and pedestrian needs (URS Corporation 2014). This undertaking was developed as an independent Project (CN A300161) with local and federal funding, and a draft categorical exclusion (CE) was submitted by the County to the FHWA and NMDOT to obtain environmental clearance for the final design.

After reviewing the EA, public hearing transcript, and supporting studies for the Sunport Boulevard Extension, and the CE and related studies for the Woodward Road Improvements, the FHWA concluded in 2016 that the two environmental documents should be combined and presented as a single EA at a public hearing (FHWA 2016). This conclusion was based on the premise that analyzing impacts linked to both projects separately would constitute segmentation, and the two projects should be analyzed together. As a result, this EA was prepared.

## 2.1.2 Current Project Planning and Funding

The current Sunport Boulevard Extension and Woodward Road Improvements are included as part of the future transportation system for the Albuquerque area in the Mid-Region Metropolitan Planning Organization's (MRMPO's) 2040 Metropolitan Transportation Plan (MTP), approved by the Metropolitan Transportation Board (MTB) on April 17, 2015 (MRMPO 1015). Because the Project is part of the future "build" scenario of the MTP, it is considered a committed improvement for planning purposes, with Project funding identified. As part of the future regional planning scenario in the MTP, the Project is included as part of the future transportation network in the development of traffic forecasts and analysis for other regional projects, such as the Rio Bravo Boulevard improvements.

The MTP also includes planning and prioritization for pedestrian- and bicycle-related projects. In the Project area, Woodward Road is identified for future pedestrian improvements from Broadway Boulevard to Second Street. In addition, a network of proposed bikeways or trails is included along the Albuquerque Riverside Drain, Second Street, the San Jose Lateral, and the AMAFCA South Diversion Channel; these bicycle facilities would connect the Project corridor to the larger regional trail system (see Figure B-1 in Appendix B).

The Sunport Boulevard Extension and Woodward Road Improvements are also included in the MRMPO's Federal Fiscal Year (FFY) 2018-2023 Transportation Improvement Program (TIP) (MRMPO 2017a), which was approved on May 19, 2017 (Resolutions R-17-03 and R-17-03 MTB) by the MTB. The TIP conforms to the current State Implementation Plan (SIP) for air quality management as required by the Clean Air Act of 1970, as amended (CAA). The Project design is in conformity with the plan.

In the FFY 2018-2023 TIP, the Sunport Boulevard Extension from Woodward to I-25 Exit 221 at Sunport Boulevard is identified as CN A300160, with Bernalillo County as the lead agency. It is described as a new four-lane divided facility with bike lanes, signage, drainage, and other necessary appurtenances. The total estimated cost is approximately \$21.507 million, with \$16,892,980 of local and federal funds available during the 4-year period from 2018 to 2021, and additional funds anticipated in subsequent years.

The Woodward Road Improvements are also included in the FFY 2018-2023 TIP as CN A300161, with Bernalillo County as the lead agency. This element of the Project is described as complete reconstruction of Woodward Road to address vehicle, drainage, bicycle, and pedestrian needs. The total estimated construction cost is approximately \$4,782,641, with the full amount available from local and federal sources.

The Project is also included in the NMDOT's Statewide Transportation Improvement Program (STIP) FFY 2016 – FFY 2021 Amendment 8 (NMDOT 2016), approved by the New Mexico State Transportation Commission, FHWA, and Federal Transit Administration on April 28, 2017. The STIP identifies funding for both projects, correlating with the TIP, and totaling \$16,892,980 for the Sunport Boulevard Extension and \$4,782,641 for the Woodward Road Improvements.

## 2.2 Project Purpose and Need

### 2.2.1 Purpose of the Project

The purpose of the proposed Project is to improve roadway system connectivity and multimodal access from the I-25/Sunport Boulevard interchange to Broadway Boulevard and Second Street in a manner that would:

- implement long-range transportation planning system connectivity goals;
- provide a more fully linked transportation system, with regularly spaced interchanges connecting from I-25 to major parallel principal arterials;
- better balance traffic volumes on the roadway network by providing another connection from the existing arterial system (Broadway Boulevard and Second Street) to the interstate;
- improve access to economic centers and related commercial and industrial development through a more direct roadway link from the Sunport and I-25 to Broadway Boulevard and Second Street;
- improve pedestrian and bicycle facilities and connectivity in the Project area; and
- improve emergency vehicle access and evacuation routes in the Project area.

Figure 2-1 illustrates the proposed system linkage that the Project would provide.

### 2.2.2 Project Need

**Transportation System Connectivity.** Sunport Boulevard was originally conceived in the late 1980s as a primary connection that would provide access from the Sunport to I-25, Broadway Boulevard, and Second Street. The Sunport Boulevard interchange at I-25 was constructed in 1997 to provide much-needed improved access to the airport. Subsequent studies focused on connecting the Sunport Boulevard/I-25 interchange westward to the arterial street system, including Broadway Boulevard and Second Street. As the only principal arterials located between the Rio Grande and I-25 in the southern Albuquerque metropolitan area, these two roadways serve substantial volumes of north-south traffic. The nearest east-west streets with connections to the interstate are Rio Bravo Boulevard to the south and Gibson Boulevard to the north. The westward extension of Sunport Boulevard and improvements to Woodward Road are needed to provide a more fully connected transportation system from the interstate to major parallel principal arterials.

**Improved Access and Circulation.** Improved access to potential economic centers is needed through a more direct roadway linkage between the Sunport and commercial and industrial development near Broadway Boulevard and Second Street. The Sunport Boulevard/I-25 interchange has no westward connection, which limits access from the airport to business and industry west of I-25. The Project would provide a direct route to I-25 from the industrial areas along Second Street and Broadway Boulevard that would avoid residential development north of the Project area.

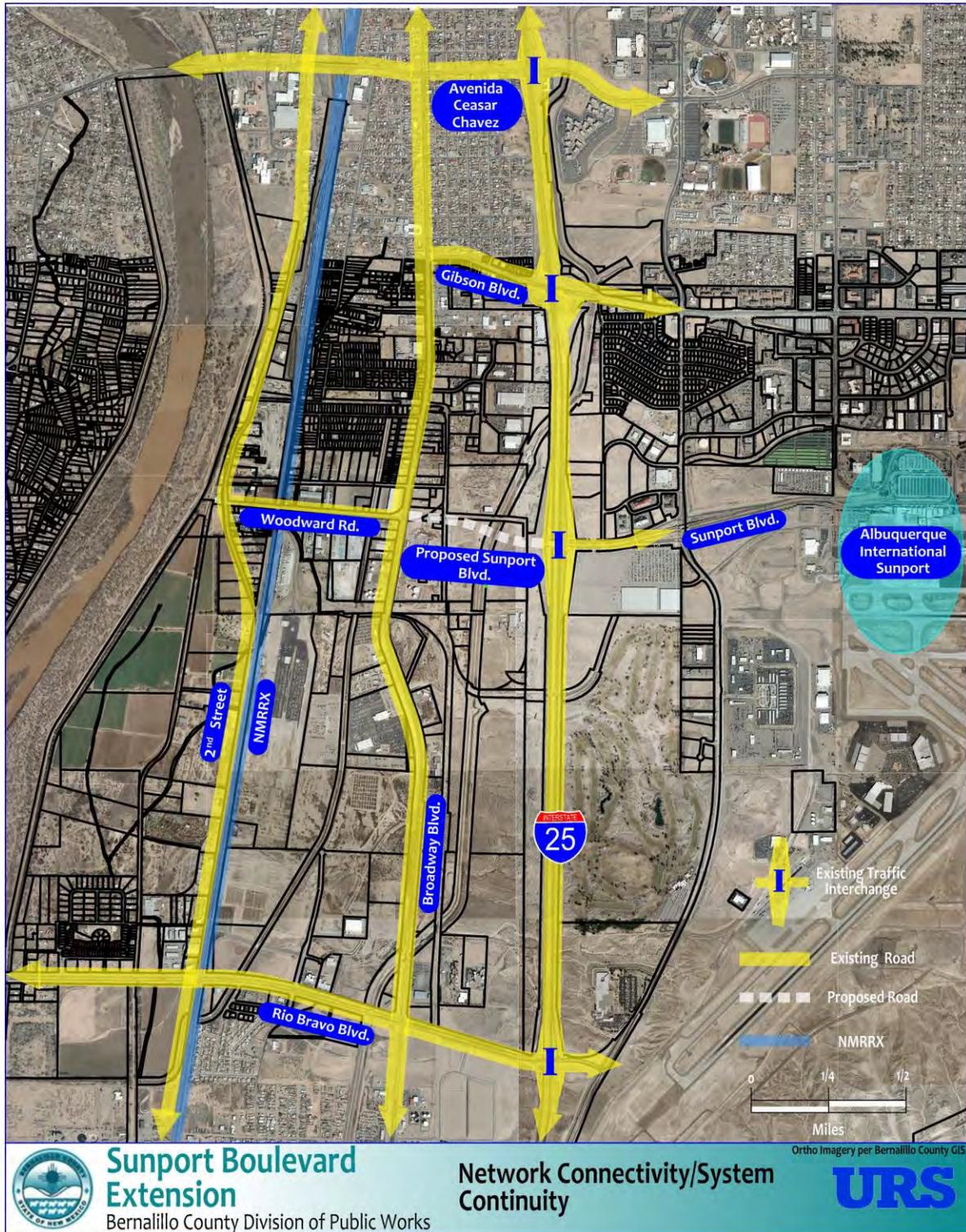


Figure 2-1. Network Connectivity/System Continuity

**Better Balance Traffic Volumes and Congestion Relief.** Traffic volumes on the major roadways in the Project area are forecast to grow by 2040. Rio Bravo Boulevard serves as the primary east-west connection from Bernalillo County’s South Valley and the growing Southwest Mesa area, across the Rio Grande, to Mesa del Sol and I-25. Gibson Boulevard is an east-west principal arterial connecting Broadway Boulevard with the southeast portion of Albuquerque, including Kirtland Air Force Base and Sandia National Laboratory.

Previous studies (URS Corporation 2010) and current Mid-Region Council of Governments (MRCOG) traffic forecasts show the Project would relieve traffic on the Rio Bravo Boulevard/I-25 and Gibson Boulevard/I-25 interchanges. Table 2-1 presents a comparison of the build versus no-build scenarios using forecasts for 2040. According to these forecasts, with the Project, traffic using the Sunport Boulevard Extension and Woodward Road Improvements to access I-25 would be diverted from the Gibson Boulevard and Rio Bravo Boulevard interchanges. Thus, these interchanges would have more available capacity and less congestion.

An additional result of the Project would be to reduce traffic on Broadway Boulevard and Second Street north of Sunport Boulevard and Woodward Road because vehicles would have access to I-25 south of Gibson Boulevard via the Sunport interchange. Consequently, less traffic would pass through the developed residential areas of the San Jose and Mountain View neighborhoods on Broadway Boulevard and Second Street, north of Sunport Boulevard and Woodward Road. Traffic volume would increase on Broadway Boulevard and Second Street south of Sunport Boulevard and Woodward Road as vehicles travel north to the new interchange, but this area is predominantly industrial and very few residential areas would experience impacts from the increased traffic.

**Table 2-1. Comparison of Forecast 2040 Traffic—No-Build vs. Build Scenarios**

| Roadway Segment                     | No-Build Scenario <sup>1</sup> | Build Scenario <sup>1</sup> | Difference in Volume (No-Build – Build) | Comments   |
|-------------------------------------|--------------------------------|-----------------------------|---|--|
| Gibson, Broadway to I-25            | 21,426                         | 17,024                      | Decrease by 4,402 (-21%)                | Traffic shifts from Gibson to Sunport Extension      |
| Sunport, Broadway to I-25           | 0                              | 10,992                      | Increase by 10,992                      | Attracts traffic to Sunport Extension                |
| Woodward, Second to Broadway        | 3,841                          | 6,611                       | Increase by 2,770 (+72%)                | Attracts traffic to Woodward                         |
| Broadway, north of Sunport/Woodward | 14,780                         | 8,783                       | Decrease by 5,997 (-41%)                | Traffic bound for Gibson shifts to Sunport Extension |
| Broadway, south of Sunport/Woodward | 11,347                         | 12,548                      | Increase by 1,201 (+11%)                | Traffic shifts to Sunport Extension                  |
| Second, north of Woodward           | 10,000                         | 7,864                       | Decrease by 2,136 (-21%)                | Traffic bound for Gibson shifts to Sunport Extension |
| Second, south of Woodward           | 12,612                         | 13,776                      | Increase by 1,164 (+9%)                 | Traffic shifts to Sunport Extension                  |
| Rio Bravo, Broadway to I-25         | 42,069                         | 39,626                      | Decrease by 2,443 (-6%)                 | Traffic shifts from Rio Bravo to Sunport Extension   |

<sup>1</sup> Average daily traffic (vehicles per day).

**Multimodal Transportation.** Pedestrian and bicycle facilities are generally inadequate in the immediate Project area. Broadway Boulevard, Second Street, and Woodward Road do not contain sidewalks or adjacent trails; however, the multi-use Bosque Riverside recreation trail is located on the east side of the Rio Grande, between the Albuquerque Riverside Drain and the Barr Main Canal. An east-west extension of this trail links to the intersection of Second Street and Woodward Road, but there is no connecting trail east along Woodward Road.

The MTP includes planned pedestrian and bicycle facilities in the Project area (MRMPO 2015). Woodward Road is identified for future pedestrian improvements from Broadway Boulevard to Second Street, and a network of proposed bikeways or trails is included along the Albuquerque Riverside Drain, Second Street, the San Jose Lateral, and the AMAFCA South Diversion Channel. These perpendicular bicycle facilities would connect the Project corridor to the larger regional trail system. East of I-25, on-street bike lanes and either a multi-use trail or sidewalks are being developed on University Boulevard between Rio Bravo Boulevard and Gibson Boulevard. There is a need to provide east-west connectivity for the pedestrian and bicycle system along Woodward Road and the Sunport Boulevard Extension in conjunction with these regional north-south trail and bicycle facilities.

**Emergency Vehicle Access.** A need also exists to improve emergency vehicle access between Broadway Boulevard, Second Street, and I-25. With added access between these primary transportation routes, emergency response times would be reduced for emergency incidents in the Project area.

## 2.3 Existing Roadway Conditions

### 2.3.1 Sunport Boulevard

Sunport Boulevard is presently a multi-lane, access-controlled urban arterial, with its westerly terminus at the I-25 interchange and easterly terminus at the Sunport. The existing road consists of six 12-foot lanes from the interchange to University Boulevard, where a conventional diamond interchange provides the connection to University Boulevard, with Sunport Boulevard crossing over University Boulevard. As Sunport Boulevard approaches the I-25 interchange from the east, an additional 12-foot lane is provided for westbound traffic to turn left onto southbound I-25. The present westbound configuration is striped for two right-turn lanes, for westbound traffic to turn right onto the northbound I-25 on-ramp. An unused buffer area separates the right-turn lanes from the left-turn lane. Direct access to and from Sunport Boulevard is provided with a full movement (except for the west leg that is subject of this action) diamond configuration interchange at I-25.

### 2.3.2 Broadway Boulevard

At the west terminus of the proposed Sunport Boulevard Extension, Broadway Boulevard is a four-lane principal arterial. North of Woodward Road and extending into downtown Albuquerque, Broadway Boulevard has been constructed as an urban street, with a raised and landscaped median, and curb and gutter. South of Woodward Road, Broadway Boulevard has a rural cross section, with two 12-foot lanes in each direction, minimal shoulders, no medians or lane separation, no curb and gutter, and no drainage-collection system.

### 2.3.3 Woodward Road

Woodward Road currently extends from a stop sign-controlled intersection at Second Street, approximately 0.58 mile east to the signalized intersection at Broadway Boulevard, and then continues east of Broadway across the South Diversion Channel to Edmund Street. West of Broadway Boulevard, Woodward Road consists of two 12-foot lanes and variable-width shoulders, which are generally paved as part of adjacent business frontages. A

125-foot-long raised median island exists on Woodward Road at the Broadway Boulevard intersection. Otherwise there is no curb, gutter, median, or storm drainage system on Woodward Road. There are no sidewalks or bicycle facilities on Woodward Road. There is an at-grade mainline railroad crossing (with three mainline tracks) on Woodward Road, approximately 900 feet east of Second Street. There is also a crossing of another spur track just east of the mainline crossing, providing access to a freight yard transfer facility in the southeast quadrant of the Woodward Road/railroad crossing. The apparent ROW width on Woodward Road is approximately 80 feet.

East of Broadway Boulevard, Woodward Road is a paved road (although with a very thin and seriously deteriorated asphalt pavement), approximately 30 feet wide, extending approximately 2,000 feet east to a 90-degree intersection with a graded gravel road, Edmund Street. The paved portion of Woodward Road ends at the crossing of the South Diversion Channel. This segment of Woodward Road is often covered with debris and sediment in storm events, since there are no effective drainage ditches or other drainage facilities.

### 2.3.4 Second Street

Second Street, at the west terminus of Woodward Road, is a two-lane minor arterial. Second Street has a rural cross section, with two 12-foot lanes in each direction, minimal shoulders, no medians or lane separation, no curb and gutter, and no formal drainage-collection system. The intersection of Second Street and Woodward Road is controlled with a stop sign.

## 2.4 Traffic Characteristics

Traffic characteristics have been evaluated through a series of studies over the course of the Sunport Boulevard Extension and Woodward Road Improvements projects. The following summary of past reports is provided to show how the Project has evolved in response to public input and changing conditions.

**The Sunport Boulevard Extension Broadway to I-25 Alignment Study: NMDOT Combined Phase A/B Report (URS Corporation 2010) and associated EA (URS Corporation 2011)** used existing traffic counts and Year 2030 forecasts provided by the MRCOG to develop and analyze needs, alternatives, design concepts, and environmental impacts within the Project corridor. The 2030 forecasts show traffic using the Sunport Boulevard Extension and Woodward Road Improvements to access I-25 would be diverted from the Gibson Boulevard and Rio Bravo Boulevard interchanges. Thus, traffic would increase on Broadway Boulevard south of Sunport Boulevard, but would decrease north of Sunport Boulevard because it would have access to I-25 south of Gibson Boulevard.

**The Sunport Boulevard Extension: Interchange Modification Report (IMR) (Draft) (URS Corporation 2012)** was prepared in response to a determination by the NMDOT and FHWA that the Project should address modifications to the interchange in conformance with NMDOT's interstate access policy, Infrastructure Design Directive (IDD) 2012 01. As part of the draft IMR process, the MRCOG prepared updated 2015 and 2035 traffic forecasts for no-build and build conditions (with and without the proposed Sunport Boulevard Extension). The IMR concluded that the Sunport Boulevard Extension represents valid improvements to the area's transportation network. Based on the findings, implementation of the Sunport Boulevard Extension was shown not to have a detrimental impact on the operation or safety of I-25. An Interstate Access Change Request (IACR) analysis and report process is currently being conducted by AECOM for Bernalillo County to update the findings in the 2012 IMR and satisfy the requirements in IDD 2012 01.

**The Sunport Boulevard Extension: Traffic Operational Analysis of Woodward Road from Broadway to Second Street (URS Corporation 2014)** was conducted to evaluate the impact of increased traffic volumes on Woodward Road resulting from implementation of the Sunport Boulevard Extension between I-25 and Broadway Boulevard. This study used the future forecast traffic volumes provided by the MRCOG for 2015 and 2035. The analysis showed that 2015 traffic on Woodward Road can be accommodated with the existing two-lane roadway section, operating at an acceptable level of service. Forecast 2035 traffic on Woodward Road, however, would require widening the roadway to a four-lane cross section. The ultimate four-lane typical section for Woodward Road would contain two lanes in each direction, bike lanes, and sidewalks, and could generally be constructed within the existing right-of-way. Based on the results of this analysis, a traffic signal would be needed at the intersection of Second Street and Woodward Road. Other turn-lane-related improvements to the intersection of Woodward Road and Second Street would also be needed.

**The Sunport Boulevard Extension: Broadway to I-25: Environmental Assessment (URS Corporation 2015)** updated the previous EA and addressed additional key areas of concern including traffic impacts, environmental justice, air quality, and land use. The EA was prepared using the 2015 and 2035 traffic forecasts prepared by the MRCOG. The 2035 MRCOG forecasts confirm that traffic patterns would change because of the Project. Volumes would increase on Woodward Road, west of Broadway Boulevard; on Second Street and Broadway Boulevard, south of Woodward Road; and on the new Sunport Boulevard Extension. Conversely, traffic would decrease on Broadway Boulevard between Woodward Road and Gibson Boulevard; on Gibson Boulevard between Broadway Boulevard and I-25; and on Second Street north of Woodward Road. More traffic would use south Second Street and Broadway Boulevard to get to I-25 by way of Woodward Road and the new Sunport Boulevard Extension. This traffic would be diverted away from the more populated areas along Broadway and Second, between Woodward Road and Gibson Boulevard, and from the Gibson/I-25 interchange.

**The Sunport Boulevard Extension and Woodward Road Improvements: 2040 MTP Traffic Forecast Technical Memorandum (AECOM 2017a)** was an update of previous traffic analyses for both the Sunport Boulevard Extension and Woodward Road Improvements using MRCOG traffic forecasts. This report included peak-hour operational analysis for the opening year (2020) and design year (2040). Three roadway and intersection options were analyzed using the 2040 volumes, with design adjustments at the intersections to provide acceptable levels of service. This report also included an updated warrant analysis to determine if traffic signals are required at the intersections of the I-25/Sunport Boulevard ramp junctions and Woodward Road/Second Street.

The analysis described above was based on traffic forecast data from the MTP, with associated travel demand modeling completed by MRCOG in 2015. During review of the intersection options developed to address 2040 traffic, significant issues were noted regarding the high traffic volume forecast and the associated lane requirements and impact areas. At the same time, updated population and employment forecasts for the MRCOG planning area were developed by the University of New Mexico's Geospatial Population Studies Group working with MRCOG. These new forecasts resulted in issuance of the Administrative Modification to Futures 2040 Metropolitan Transportation Plan (MRMPO 2017b), effectively superseding previous planning data and necessitating the revised analysis described below.

**The Sunport Boulevard Extension: Traffic Volume Forecasts Technical Memorandum (AECOM 2017b)** provides an update of the opening year and horizon year traffic forecasts for the Project based on the Administrative Modification to Futures 2040 Metropolitan Transportation Plan (MRMPO 2017b). The *Sunport Boulevard Extension: Traffic Volume Forecasts Technical Memorandum* (AECOM 2017b) utilized these forecasts to develop Project-specific traffic data used in the development of the Preferred Alternative (Section 3.4).

## 3. Alternatives

### 3.1 Initial Alternatives Considered

As part of the initial Airport Access Studies, a variety of alternatives were considered for locating an interchange on I-25, connecting the interchange east to the Sunport, and connecting it west to Broadway Boulevard and Second Street. Although other interchange locations were considered in the early studies (JHK & Associates 1989), the current Sunport Boulevard interchange with its connection to the airport was selected because it would allow adequate distance to the next nearest interchange to the north, Gibson Boulevard, and thus accommodate safe weaving and merging movements (Molzen-Corbin & Associates 1991). Other factors such as the presence of potentially contaminated properties and residential development also influenced the location of the Sunport Boulevard interchange, which was constructed in 1997.

Several alternative alignments west of the interchange were considered in the early Airport Access Studies and were refined in the *Sunport Boulevard Extension: Broadway to I-25 Alignment Study, NMDOT Combined Phase A/B Report* (URS Corporation 2010). These refined concepts consisted of Alternatives A, D, and H<sup>1</sup> (shown on Figure 3-1) for extending Sunport Boulevard to the west, and various TSM and TDM concepts. The alternatives considered but eliminated are described in Section 3.2. The No-Build Alternative was also considered and is described in Section 3.3. Alternative A was selected as the preferred alternative and is described in Section 3.4, which also includes a discussion of the Woodward Road Improvements.

### 3.2 Alternatives Considered but Eliminated

**Alternative D.** This alternative consists of an alignment with the eastern terminus at the I-25/Sunport Boulevard interchange and the western terminus connecting to Broadway Boulevard, south of the former Chevron bulk fuels terminal at Stock Drive. This alternative was found to exhibit the following characteristics:

- a very long 450-foot bridge over the AMAFCA South Diversion Channel at an undesirable 45-degree skew angle;
- a 7-percent maximum grade (a steeper grade is needed to satisfy the AMAFCA vertical clearance requirement describe in the next bullet);
- a 9.3-foot vertical clearance over AMAFCA's service road with use of 7-percent maximum grade (the 12-foot minimum vertical clearance required by AMAFCA could only be achieved with use of a much steeper grade than 7 percent, thus not meeting minimum design standards);
- a local street intersection (Arno Street corridor) located on a curve with an unsafe intersecting (skewed) angle;
- an at-grade crossing of railroad spur track leading into the former Chevron bulk fuels terminal, introducing a possible hazard related to sporadic and unexpected railroad traffic;
- a new signalized intersection immediately adjacent to the railroad spur track crossing (undesirable for traffic safety) with the new intersection creating traffic conflicts on Broadway Boulevard; and
- no connectivity provided with the roadway network west of Broadway Boulevard.

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<sup>1</sup> The naming of alternatives (A, D, and H) was retained from the 2010 Alignment Study (URS Corporation 2010). Other alternatives (B, C, E, F, and G) were eliminated as part of that study.

With the above characteristics, this alternative was determined to be fatally flawed. The less-than-adequate vertical clearance over the AMAFCA service road is considered prohibitive, the unsafe local road intersection is unacceptable, the crossing of and intersection parallel to a railroad spur track is undesirable and potentially unsafe, and the lack of network continuity does not fully address the Project purpose and need for system connectivity. This alternative was eliminated from further consideration because it is fatally flawed and does not satisfy the Project need.

**Alternative H.** This alternative consists of an alignment with its eastern terminus at the I-25/Sunport interchange and its western terminus connecting to Broadway Boulevard just north of an NMDOT maintenance equipment yard. This alternative was found to exhibit the following characteristics:

- An extremely long 795-foot bridge over AMAFCA's South Diversion Channel at a very sharp and an unacceptable 15-degree skew angle.
- A 4.9-percent maximum grade.
- A 12-foot vertical clearance over AMAFCA's service road (12-foot minimum vertical clearance required by AMAFCA is adequate).
- Crossing of two railroad spur tracks:
  - Requires raising the crossing grade of Sandia railroad spur 4.7 feet, with approximately 1,400 feet of track reconstruction.
  - Requires lowering the crossing grade of the Kirtland railroad spur 5.2 feet; however, changing this railroad track grade would result in exceeding maximum allowable railroad grade standards and would instead result in track closure. Since this track serves one of the groundwater clean-up facilities for the Superfund site, this is unacceptable.
- Relocation of an existing business located directly on the alignment.
- A new signalized intersection that creates additional traffic conflicts on Broadway.
- No connectivity provided with the roadway network to the west.

With the above characteristics, this alternative was also found to be fatally flawed. The closure of a railroad spur track that serves as part of the Superfund clean-up operation is unacceptable, the relocation of a business is avoidable with selection of another alternative, and the lack of network continuity does not fully address the Project purpose and need for system connectivity. This alternative was eliminated from further consideration because it is fatally flawed.



Figure 3-1. Alternative Alignments

**TSM and TDM Alternatives.** Transportation System Management (TSM) and Transportation Demand Management (TDM) alternatives include activities intended to improve traffic flow and provide capacity improvements without building new travel lanes or roadways. TSM focuses on strategies to maximize the efficiency of the existing system through improvements such as intersection upgrades, addition of turn lanes, traffic signal coordination and optimization, ramp metering, provision of auxiliary lanes, Intelligent Transportation System (ITS) features, and access management to reduce conflicts. TDM consists of programs that reduce travel demand by encouraging the use of public transit, carpools, pedestrian and bicycle travel, and employer programs that allow telecommuting and flexible work hours.

By themselves, TSM and TDM strategies would not fulfill the Project purpose and need for enhancing transportation system connectivity, improving access and circulation in the Project area, or significantly reducing traffic on other I-25 interchanges and surrounding arterial streets. These strategies are already incorporated into the traffic forecasting models, and the overall transportation planning and project development process conducted by the MRMPO and its member agencies.

Although TSM and TDM measures alone do not satisfy the purpose and need of the Project, the following measures are included as design features of the Preferred Alternative:

- Upgraded traffic signals interconnected and coordinated with adjacent signals, connecting the intersections of I-25 east ramps/Sunport Boulevard, I-25 west ramps/Sunport Boulevard, Sunport Boulevard/Woodward Road/Broadway Boulevard, and Woodward Road/Second Street.
- ITS elements including fiber-optic communications from the County traffic operations center to field devices, enabling improved traffic signal control, video surveillance, traveler information via dynamic message signs, and emergency response.
- Improvements to the bicycle and pedestrian system along the Project corridor, which would connect to other trails and facilities in the regional network.

### 3.3 No-Build Alternative

Under the No-Build Alternative, no improvements to Sunport Boulevard or Woodward Road would occur. The No-Build Alternative is considered as a baseline for comparison with other alternatives. The transportation system forecasts provided by MRCOG show that traffic on the arterial roads and interchanges to the north (Gibson Boulevard) and south (Rio Bravo Boulevard) would continue to increase and traffic congestion would increase under the No-Build Alternative. In addition, the No-Build Alternative would make no provision for bicycle and pedestrian facilities. The No-Build Alternative would not meet the purpose and need for the Project.

### 3.4 Preferred Alternative

Alternative A, as shown on Figure 3-1, was identified as the Preferred Alternative for the following reasons:

- Traffic operations are good. This alternative uses an alignment connecting with Woodward Road, without adding or creating the need for another signalized intersection on Broadway Boulevard. Acceptable levels of service can be provided in the design year.
- Network connectivity is good. By incorporating and connecting to Woodward Road, a direct and functional transportation network is provided, using existing facilities (Woodward Road).

- Roadway geometrics are acceptable. A steep, 7-percent profile grade would be necessary; however, that grade is acceptable and satisfies national, state, and local roadway design criteria. Heavy-truck traffic would experience a slow climb from Broadway Boulevard to I-25; however, the two eastbound uphill lanes would provide adequate capacity, with the outside lane available for slow-moving vehicles. (For comparison purposes, Sunport Boulevard east of I-25 also contains segments with 6- to 7-percent grades.)
- Complexity/feasibility is positive. No major obstacles or unnecessarily difficult features must be incorporated into the roadway design.
- Environmental impacts. No significant impacts are foreseen, as all impacts to the soil and groundwater monitoring systems associated with the Superfund site can be mitigated. These monitoring systems would not be needed indefinitely, but rather through the remainder of site cleanup. The ROW is not considered to contain contaminated soil.
- Construction cost. The estimated cost is the lowest for any of the proposed alternatives.
- ROW required. Several parcels would be necessary between Broadway Boulevard and I-25; however, no businesses would have to be relocated, and the required ROW would be smaller than the other alternatives.

The Preferred Alternative connects to the Woodward Road/Broadway Boulevard intersection and creates additional traffic on Woodward Road, between Broadway Boulevard and Second Street; therefore, improvements on Woodward Road to accommodate this traffic are part of the Preferred Alternative.

### 3.4.1 Design Concepts for the Sunport Boulevard Extension

#### 3.4.1.1 Typical Cross Sections

The proposed Sunport Boulevard Extension would consist of a four-lane, median-divided urban arterial roadway, designed for traffic operating at 45 miles per hour, from Broadway Boulevard east to the existing interchange of Sunport Boulevard and I-25. Figure 3-2 illustrates the typical Sunport Boulevard Extension cross sections for the Preferred Alternative. The elevation differential between the interchange and Broadway Boulevard is approximately 120 feet; therefore, the roadway would require a maximum grade of 7 percent, which is in accordance with the American Association of State Highway and Transportation Officials' (AASHTO's) *A Policy on Geometric Design of Highways and Streets* (AASHTO 2011). Twin bridges would be built over the existing AMAFCA South Diversion Channel and Edmund Street, which would allow Edmund Street to continue functioning for local access. The proposed roadway would include a combination of retaining walls and fill slopes to meet existing grades (see Exhibits in Appendix C).

#### 3.4.1.2 Bicycle and Pedestrian Accommodations

Two bike lanes (one in each direction) would be included as part of the typical roadway cross section for the Sunport Boulevard Extension. Sidewalks would also be included on both sides of the Preferred Alternative connecting Broadway Boulevard to the east side of the Sunport Boulevard/I-25 interchange. Curb ramps would be provided at the intersections along Sunport Boulevard, in accordance with Americans with Disabilities Act requirements. The signalized intersection of Sunport Boulevard and Broadway Boulevard would include pedestrian push buttons for full accessibility.

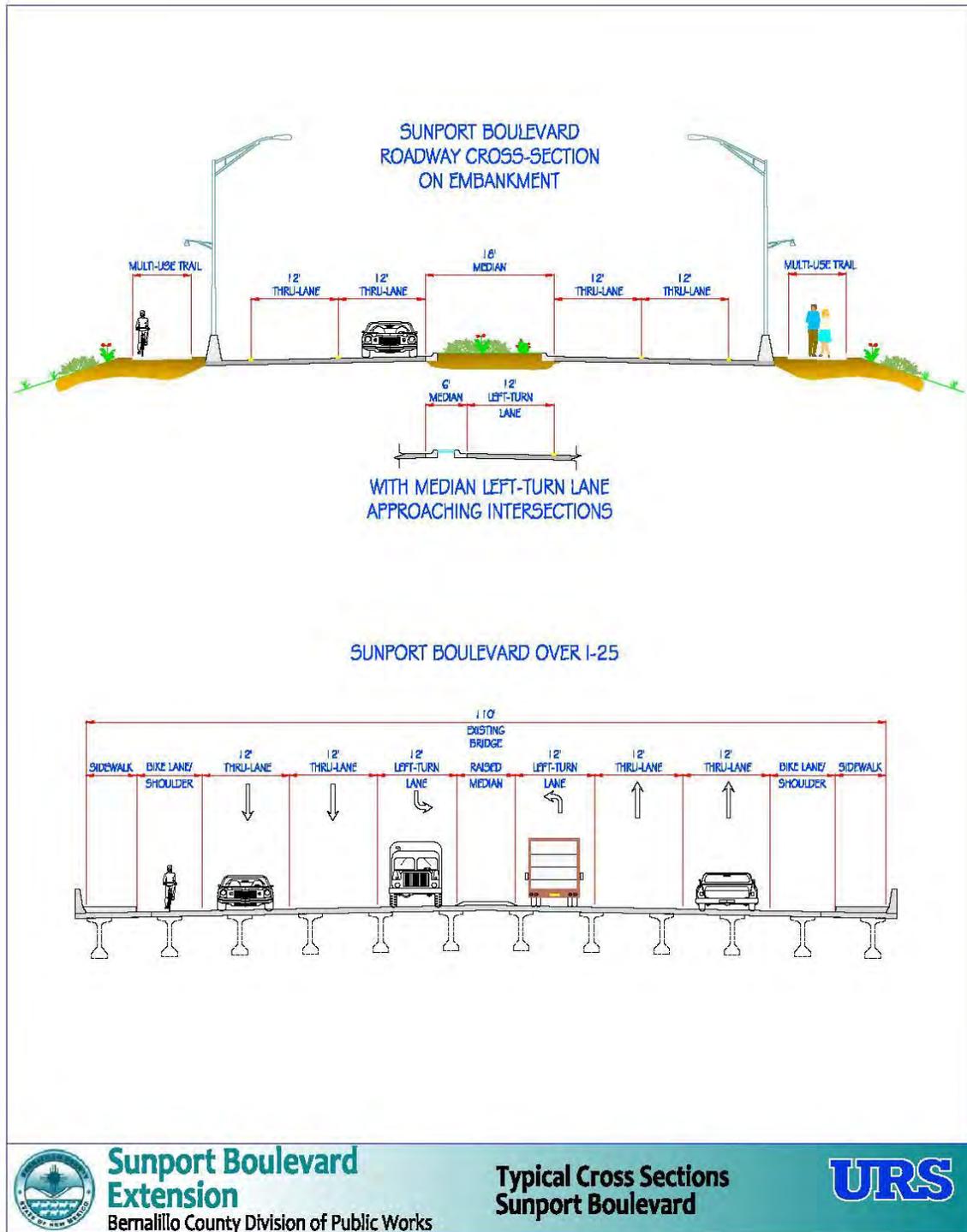


Figure 3-2. Typical Cross Sections – Sunport Boulevard Extension

### 3.4.1.3 Sunport Boulevard/Interstate 25 Interchange

The existing Sunport Boulevard bridge over I-25 was constructed with 110 feet of available roadway width, providing for future traffic growth and added lanes. In each direction within the 110-foot roadway width there would be two through-lanes, a single left-turn lane, two sidewalks, and two shoulders for bicyclists. The Project would also require modifications to the southbound on- and off-ramps. These modifications are anticipated to consist of adding two lanes to the southbound off-ramp and one lane to the southbound on-ramp and signaling the intersection to facilitate turning movements and reduce or eliminate traffic queuing. The ramp interface with I-25 would not change. The Project would also require modifications to the northbound off-ramp to add turning lanes and signalization of the Sunport Boulevard intersection with the northbound ramps. An existing traffic island on the southeast corner of the interchange would also be modified to allow through-traffic for bicycles on existing Sunport Boulevard. No further modifications of the existing Sunport Boulevard would be required east of the northbound off-ramp. The final configuration of the interchange ramps at Sunport Boulevard is subject to additional analysis in the IACR and final design.

### 3.4.1.4 Sunport Boulevard Extension/Broadway Boulevard/Woodward Road Intersection

The Sunport Boulevard/Broadway Boulevard/Woodward Road intersection would remain signalized and include two lanes in each direction with the exception of westbound Sunport Boulevard where the two approaching lanes would become one right-turn lane and one thru-lane, with the thru-lane continuing westbound on Woodward Road. The intersection would include single left-turn and right-turn lanes for all approaches except for the eastbound to southbound right-turn lane, where the outside eastbound lane would serve both eastbound thru and right turning traffic (see Exhibits in Appendix C).

### 3.4.1.5 Local Access

Access to properties near the Preferred Alternative would be provided by an at-grade intersection approximately halfway between Broadway Boulevard and the South Diversion Channel. This intersection would serve as a connection with Woodward Road to the north, Edmund Street to the east, and the Arno Street ROW (an existing dirt road) to the south. The configuration of this intersection consists of a roadway curving from Sunport Boulevard north to Woodward Road and a stub-out connection to the south that would be configured more specifically with input from local landowners during the ROW acquisition process. There is no intention of connecting this local access road to the existing Arno Street in the Wesmeco neighborhood to the north (see Exhibits in Appendix C).

### 3.4.1.6 Storm Drainage

The new roadway would include a storm drainage system to collect stormwater runoff and direct it to designated locations. The system would include detention ponds to generally contain stormwater on site, and to meter its eventual outfall to downstream drainageways at levels no greater than current outfalls. Although the specific details of the storm drainage system would be subject to change during final design, one pond of just over 0.5 acre is proposed on vacant land southeast of the intersection of Sunport Boulevard and Broadway Boulevard; another pond (approximately 0.08 acre) is proposed north of Sunport Boulevard between the South Diversion Channel and Edmund Street (see Exhibits in Appendix C).

### 3.4.1.7 Right-of-Way

Approximately 11.44 acres of private property would be required for the Sunport Boulevard Extension; this would include ROW acquisitions and construction and maintenance easements (CMEs) (see ROW Maps in Appendix D). Part of the required ROW is already publicly owned, occupied by a segment of Woodward Road. Land for the new ROW includes part of an industrial facility, a commercial property, currently vacant land, and the existing public ROW. For all acquisitions, affected individuals would be fairly compensated through the Uniform Relocation Assistance and Real Property Acquisition Policies Act and other applicable legislation and regulations (49 CFR 24). In addition to the acquisitions of private property, a license agreement with AMAFCA would be required for the 0.74-acre crossing of AMAFCA's South Diversion Channel.

### 3.4.2 Design Concepts for the Woodward Road Improvements

Woodward Road is currently a two-lane undivided roadway extending 0.58 mile west from Broadway Boulevard to Second Street, where it ends in a "T" configuration with stop control on Woodward Road. Traffic volumes are forecast to increase on Woodward Road with implementation of the Sunport Boulevard Extension. This increase is predicted for both the short term (2020) opening day of the Sunport Boulevard Extension and the long term (2040). Conceptual improvements to Woodward Road to address future traffic volumes were described in the *Sunport Boulevard Extension: Traffic Operational Analysis of Woodward Road from Broadway to Second Street* (URS Corporation 2014), the *Sunport Boulevard Extension and Woodward Road Improvements: 2040 MTP Traffic Forecast Technical Memorandum* (AECOM 2017a), and the *Sunport Boulevard Extension: Traffic Volume Forecasts Technical Memorandum* (AECOM 2017b).

The analysis shows that 2020 and 2040 traffic on Woodward Road can be accommodated with a two-lane roadway section that would operate at an acceptable level of service (LOS) D or better. Figure 3-3 illustrates the typical Woodward Road cross sections for the Preferred Alternative. With the closely spaced intersections at either end of the Woodward Road segment (at Second Street and Broadway Boulevard) operating at or above LOS C, Woodward Road is expected to operate at a LOS C also. This efficient traffic operating level would be expected to degrade at times during long train crossings or train switching operations. A three-lane configuration is recommended to accommodate turning movements from Woodward Road to adjacent properties where there are numerous driveway turnouts. The three lanes would be constructed with two 12-foot travel lanes, a 14-foot continuous left-turn lane, and two bike lanes, plus standard curb and gutter. The Project may include waterline upgrades within the existing Woodward Road ROW. The design would also include sidewalks on both sides of the roadway and a connection to the County's Rio Grande Bosque multi-use trail west of Second Street. A stormwater storage pond is also proposed south of Woodward Road and the intersection of Second Street (see Exhibits in Appendix C). An additional 0.83-acre of ROW and CMEs is required for the Woodward Road Improvements (see ROW Maps in Appendix D).

Based on results of the analysis, a traffic signal would be needed at the intersection of Second Street and Woodward Road to accommodate 2020 and 2040 traffic. Along with introduction of a traffic signal, other intersection geometric improvements are also needed to provide an acceptable level of service. These include a dedicated left-turn lane for westbound-to-southbound traffic and a lane for either left- or right-turning traffic, which would provide an effective double-left turn from westbound to southbound movements. An additional southbound lane on Second Street departing the intersection is also anticipated to be required to receive the two left-turning lanes.

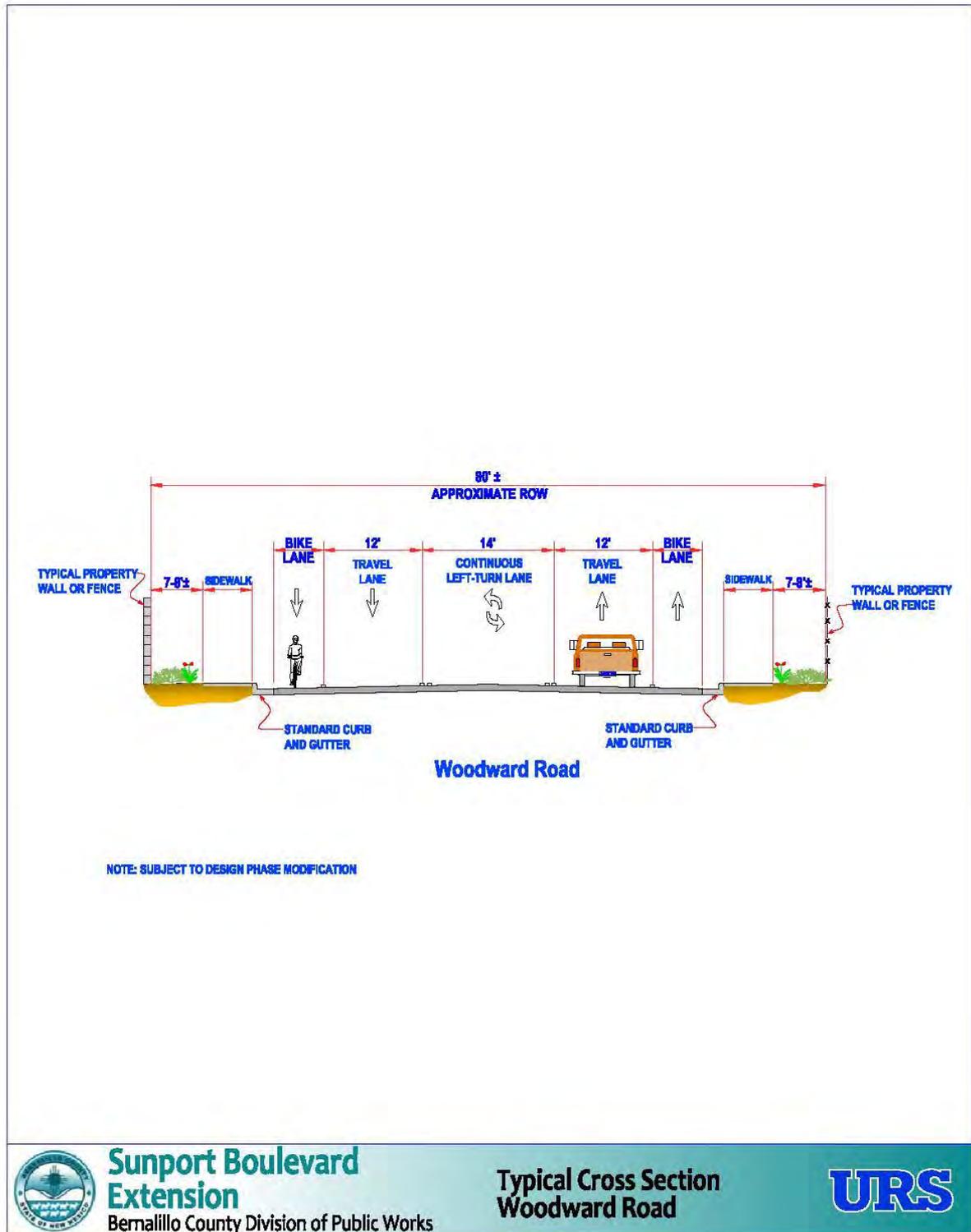


Figure 3-3. Typical Cross Sections – Woodward Road

### 3.4.3 Environmental Commitments as Part of the Preferred Alternative

The following commitments would be implemented by the County as stipulations and provisions included in the design and construction contract. These design features are incorporated as part of the Preferred Alternative.

- **Climate, Geology, and Soils (Section 4.2).** The construction contractor would file a Notice of Intent (NOI) as an operator with USEPA. The NOI would allow the contractor to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) general construction activity permit. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared to define erosion control measures, stormwater management measures, structural controls, and best management practices (BMPs) to mitigate erosion.
- **Water Resources (Section 4.3).** The County would obtain all required permits to comply with Section 404 and Section 401 of the Clean Water Act (CWA) for work in waters of the U.S., if applicable.
- **Floodplains (Section 4.5).** Measures would be taken to avoid impacts to floodplains. The South Diversion Channel would be protected from sediment, construction debris, and fuels entering the channel.
- **Vegetation (Section 4.6).** All disturbed areas would be reseeded according to standard NMDOT protocols and the revegetation plan, which would be detailed in the construction plans. Any disturbed areas that have not been improved with roadway surfacing or structures would be revegetated after construction.
- **Wildlife (Section 4.7).** If construction cannot be scheduled outside of the migratory bird nesting season, pre-construction surveys for migratory bird nests would be conducted during the nesting season, and any unoccupied nests would be removed. If active burrowing owl nests are found, the nests would be avoided until the young have fledged. If active nests cannot be avoided, the County and NMDOT would coordinate with the U.S. Fish and Wildlife Service (USFWS) prior to commencement of construction activities.
- **Cultural Resources (Section 4.9).** If buried cultural deposits are encountered during Project activities, work would cease immediately and NMDOT and the State Historic Preservation Officer (SHPO) would be notified. A limited testing plan for archaeological site LA 167700 would be implemented. Complete avoidance of LA 167701 may be possible based on the final Project design. If avoidance is not possible, a testing program and follow-up activities would be implemented. If the South Diversion Channel is damaged or altered during construction activities, it would be replaced with like materials.
- **Air Quality (Section 4.10).** A dust control plan and a fugitive dust permit would be developed and dust control measures would be incorporated into construction plans, as required by the City of Albuquerque.
- **Visual Resources (Section 4.12).** Aesthetic elements, such as the use of colored concrete and form liners that create patterns and texture in the exposed concrete surfaces, would be included in final design for visible bridges and retaining walls. Street-lighting features that are included in the final Project design would comply with the New Mexico Night Sky Protection Act of 1978.
- **Relocations, Rights-of-Way, and Easements (Section 4.17).** Monitoring wells identified within the Project's area of disturbance that cannot be avoided would be relocated. Coordination and mitigation measures would continue with the responsible party, USEPA, and NMED. Access to properties would be maintained during construction except for brief intervals. Bernalillo County would coordinate with property owners regarding ROW acquisitions, and easements. Affected individuals would be fairly compensated through the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act and other applicable legislation (49 CFR 24).

- **Multimodal Transportation (Section 4.18).** Bike lanes would be provided in both directions as part of the Project. Sidewalks would be provided along both sides of Woodward Road and along Sunport Boulevard between Broadway Boulevard and I-25.
- **Utility Adjustments (Section 4.19).** Reasonable permanent access to all utilities would be provided and incorporated into the design and ROW-acquisition activities. Coordination would be conducted between the County, NMDOT, and the utility owners to minimize impacts on utilities. The County would require the contractor to notify and coordinate with utility and remediation-system owners regarding the schedule and sequence of construction activities, including utility and monitoring well relocation work.
- **Hazardous Materials (Section 4.20).** Avoidance of wells and other infrastructure associated with the groundwater remediation systems would be implemented as part of the Project final design and construction. Coordination would continue between the County, NMED, USEPA, and responsible parties.
- **Construction Activities (Section 4.21).** The construction contractor would implement a construction sequencing and traffic control plan, as well as the following to minimize impacts.
  - Reasonable efforts would be taken to minimize construction noise through use of low-vibration equipment and other abatement measures.
  - Solid waste generated during construction would be removed as soon as practical and managed in accordance with federal and state regulations. Dust would be minimized.
  - Construction activity schedules would be communicated to and coordinated with businesses and industrial facilities in the Project area.
  - Bernalillo County would adequately notify the public of planned construction activities and any rerouting of local traffic.
  - A traffic control plan to maintain traffic during construction would be developed during Project final design.
  - Traffic may be temporarily closed off, if necessary, during construction activities. Lane closures would be coordinated with appropriate fire and community officials.
  - Construction equipment would be staged in the roadway ROW or other areas acquired by the construction contractor. Some areas may otherwise be designated to be disturbed by construction activities.
  - To the extent practical, contractors would recycle roadway materials for reuse on the Project.

## 4. Affected Environment, Effects, and Mitigation

This section provides a description of the existing conditions for each environmental resource area; an explanation of potential impacts that may occur if the Preferred Alternative is implemented and recommended mitigation measures, as appropriate; and a comparison to impacts under the No-Build Alternative.

### 4.1 General Project Setting

The Project area is within Bernalillo County in north-central New Mexico at the southern edge of the city of Albuquerque. The area is a mix of industrial, commercial, residential, and agricultural land uses. Major roadways in the area include I-25 to the east, Rio Bravo Boulevard to the south, Gibson Boulevard to the north, and Broadway Boulevard and Second Street to the west. Sunport Boulevard is the main access point to the Sunport from I-25. The area along the Sunport Boulevard Extension and Woodward Road Improvements corridor includes private property and existing County Road ROW. Much of this area is vacant land—although some has been formerly occupied—within the boundaries of the South Valley Superfund Site. Properties immediately adjacent to the Project area are mostly industrial or commercial; however, there are residential neighborhoods north of the corridor. The Sunport Boulevard Extension crosses the AMAFCA South Diversion Channel, a riprap-lined and dirt channel that carries regional stormwater flow south and eventually empties into the Rio Grande. Woodward Road also passes through an area of mostly commercial and industrial development, although there are a few residences along the roadway. Woodward Road crosses two irrigation ditches—the San Jose Drain and San Jose Lateral—and the New Mexico Rail Runner Express (Rail Runner) and BNSF railroad tracks within the Project area.

### 4.2 Climate, Geology, and Soils

#### 4.2.1 Existing Conditions

The Project area is within the Albuquerque Basin and the Rio Grande Floodplain physiographic province. The elevation of the Project area ranges from approximately 4,940 to 5,070 feet above mean sea level (amsl). The Rio Grande Valley within Albuquerque is flanked by the uplifted fault blocks of the Sandia and Manzano Mountains to the east and the Rio Grande floodplain, terraces, and quaternary features to the west. The area is part of the Rio Grande Rift, a north-south trending structural basin that extends from southern Colorado to southern New Mexico. The Albuquerque Basin is one of several valleys in the Rio Grande Rift system. The Rio Grande flows through this region approximately 1,100 feet from the western terminus of the Project at Second Street and Woodward Road. The Project extends east from the valley bottom at Second Street through terraced alluvium or escarpments to I-25.

The climate in the Project area is classified as ustic aridic to aridic, with average temperatures ranging from a typical low of 19 degrees Fahrenheit (°F) in the winter, to highs over 90°F in the summer (Griffith et al. 2006). Precipitation sources are typically divided between monsoonal thundershowers in the summer and fall, and snow during the winter and early spring. The Project area has a semiarid climate with an annual precipitation of less than 10 inches per year, with most falling in the summer (Brown 1987).

Soils within the Project study area are primarily Bluepoint loamy fine sand, found on slope gradients that range from 1 to 9 percent. Bluepoint soils consist of deep, somewhat excessively drained soils that formed in sandy alluvial and eolian sediments on alluvial fans and terraces (U.S. Department of Agriculture 1977).

## 4.2.2 Preferred Alternative: Potential Effects and Mitigation Measures

Potential impacts to soils would primarily consist of construction disturbances and resulting erosion. These potential impacts would be minimized through the CWA NPDES permit process, which requires a SWPPP as a contractual requirement to control erosion and sedimentation. More than 1 acre of ground would be disturbed for construction activities; therefore, the County and the construction contractor would file an NOI as an operator with USEPA. As part of this NPDES permit, the contractor would prepare a SWPPP that identifies BMPs to minimize soil erosion and transport of sediment and contaminants. The SWPPP would outline erosion control measures such as stabilization practices, storm water management measures, structural controls, and BMPs to mitigate soil erosion. Disturbed areas would be revegetated after construction.

## 4.2.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, existing conditions would continue with localized erosion in response to storm events. Note that this erosion can be severe. County maintenance forces have had to employ heavy equipment such as front-end loaders and snowplows to move sediment and reopen Woodward Road, east of Broadway Boulevard, following major storm events.

## 4.3 Water Resources

### 4.3.1 Existing Conditions

#### 4.3.1.1 Surface Water

The major surface water feature in the region is the Rio Grande, located approximately 1,100 feet west of the Project area. The South Diversion Channel, a major regional storm drainage collection facility, crosses the Sunport Boulevard Extension Project. The San Jose Drain and San Jose Lateral irrigation facilities are located within the extent of the Woodward Road Improvements Project. Several arroyos are adjacent to or near the Project area that infrequently carry stormwater runoff from east to west to the South Diversion Channel, but otherwise are dry. The South Diversion Channel is owned by AMAFCA; the San Jose Drain and San Jose Lateral are owned and operated by the Middle Rio Grande Conservancy District (MRGCD).

#### 4.3.1.2 Groundwater

The Project area is located within the Middle Rio Grande Basin; this groundwater basin is composed of the Santa Fe Group aquifer system, a shallow zone aquifer and a deep zone aquifer. The central portion of the Project area is within the South Valley Superfund Site. Specific groundwater information is available in the 5-year-review report (USEPA 2010) and the 2015 to 2016 annual groundwater remediation report (Axis Group 2016). According to these reports, groundwater within the shallow zone aquifer is located above a silty clay layer and/or above an elevation of 4,900 feet amsl. In the area north of Woodward Road, the silty layer is continuous and therefore groundwater is primarily perched (an independent and unconfined volume of groundwater separated from an underlying main body of groundwater by an unsaturated zone). Perched groundwater does not have a uniform flow direction, but rather flows in directions dictated by the undulating surface of the silty clay layer. In the area south of Woodward Road, the silty layer is not continuous and therefore groundwater flows west to east, due to groundwater draws from area municipal wells. The shallow zone aquifer within the South Valley Superfund Site generally extends to a depth of approximately 20 to 25 feet below ground surface (bgs). Groundwater within the deep zone aquifer is generally below an elevation of 4,900 feet amsl and is within

the unconsolidated alluvial units of the older Santa Fe Group. Depth to groundwater within the deep zone aquifer is approximately 49 to 115 feet bgs.

Groundwater below the Project area is being remediated as part of the South Valley Superfund Site (refer to Section 4.20). Both shallow and deep aquifers are being remediated. USEPA has reported that the groundwater remedial systems have been very effective in recovering and treating groundwater.

### 4.3.2 Preferred Alternative: Potential Effects and Mitigation Measures

#### 4.3.2.1 Surface Water

The proposed Project does not result in new crossings of perennial or intermittent surface waters, and there would be little potential for accelerated erosion or sedimentation into surface waters. The Project would require a new bridge that spans the South Diversion Channel but would not disturb the channel structure. No additional stormwater runoff into the South Diversion Channel is anticipated because of the Project. The crossing of Woodward Road over the San Jose Drain would require extension of the existing culvert and a new headwall on the south end of the existing culvert, and possibly on the north end. The crossing over the San Jose Lateral would require extension of the existing culvert on the north end of the crossing, and possibly on the south end.

Stormwater runoff generated by the proposed extension would be collected on site via a storm drain system consisting of stormwater inlets, manholes, and storm drain pipe, with outlets into stormwater detention ponds, as described in Section 3.4. These ponds would serve as the primary treatment for water quality and would serve to fulfill the water quality requirements of the regional Municipal Separate Storm Sewer System Permit. As described, the Project require NPDES permit coverage including an NOI and a SWPPP, with appropriate BMPs installed and maintained during and after construction.

#### 4.3.2.2 Groundwater

Project construction would be confined to either the ground surface or excavation no deeper than 20 feet below existing grade, which is above anticipated groundwater. Much of the Sunport Boulevard Extension would be constructed above existing grade, with fills for embankments. Therefore, no impacts to groundwater are anticipated from the Preferred Alternative.

The Project would affect the groundwater remediation systems in the area by potentially requiring relocation of monitoring wells, water lines, and access roads. Because of the potential for impacts on remediation systems, the County has coordinated mitigation measures with USEPA, NMED, and responsible parties. Coordination would continue as the design progresses and through construction.

Comments received from the NMED Ground Water Quality Bureau stated that all parties involved in the Project are to be aware of notification requirements contained in New Mexico Administrative Code 20.6.2.1203 for accidental discharges. Compliance with the notification and response requirements would be followed in the event of any potential leaks or spills occurring during construction.

### 4.3.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change to existing conditions for surface or groundwater would occur. Superfund site remediation would continue under current programs.

## 4.4 Wetlands

The U.S. Army Corps of Engineers (USACE) and USEPA define wetlands as those areas that are inundated or saturated by surface or groundwater 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. Wetlands generally include swamps, marshes, bogs, and similar areas (USEPA 1980, USACE 1980).

No wetlands occur within current Project limits (Ecosphere 2017).

## 4.5 Floodplains

Protection of floodplains and floodways is required by Executive Order (EO) 11988, Floodplain Management; U.S. Department of Transportation Order 5650.2, Flood Management and Protection; and 23 CFR 650, Subpart A, *Location and Hydraulic Design of Encroachment on Floodplains*. These provisions require that any potential impacts to floodplain areas be studied to reduce the risk of flood loss, minimize the impact of floods, and restore and preserve the beneficial values of floodplains. NMDOT's policy is to avoid building at-risk structures in floodplains and to ensure that any physical improvements are designed to prevent adverse floodplain effects.

### 4.5.1 Existing Conditions

The Project area has been mapped on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community-Panel No. 35001CO342G (see Figure B-2 in Appendix B). The South Diversion Channel is located within the boundaries of the 100-year floodplain (indicated as Zone A on the map). Zone A is defined as an area subject to flooding by the 1-percent annual chance flood, with no base flood elevations determined. In addition, portions of the properties on the northeast and southeast corners of the Woodward Road and Second Street intersection are within the boundaries of the 100-year floodplain (indicated as Zone AH on the map). Zone AH is defined as having flood depths of 1 to 3 feet (usually areas of ponding) with base flood areas determined. The base flood elevation for these areas was depicted as 4,938 feet amsl. Portions of the Project area along Woodward Road, Broadway Boulevard, and Second Street are within a zone that is protected from flooding, but with cautionary conditions. The conditions state that this area is protected from the 1-percent annual chance flood hazard by levee, dike, or other structure; however, overtopping or failure of the structure is possible and could result in destructive flood elevations and water velocities. The remaining portions of the Project area are located outside the boundaries of the 100-year floodplain (indicated as Zone X [shaded] and Zone X [unshaded] on the map). Zone X (shaded) is defined as areas of 0.2-percent annual chance flood; areas of 1-percent annual chance flood with average depths of less than 1 foot or with drainage areas of less than 1 square mile; and areas protected by levees from 1-percent annual chance flood. Zone X (unshaded) is defined as areas determined to be outside the 0.2-percent annual chance floodplain (FEMA 2008).

The *South Broadway Sector Management Plan* (Bohannon-Huston, Inc. 1990) is a developed-conditions report for the area along Broadway Boulevard from south of Lomas Boulevard to south of Gibson Boulevard that includes recommendations for flood alleviation measures. These recommended improvements would address the flood hazard potential identified via the FIRM. The projects in the plan included improvements to the San Jose Drain from Woodward Road to the Albuquerque city limits.

A more recent plan has also been developed, the *South Broadway Drainage and Storm Water Quality Management Plan* (URS Corporation 2013). This plan covers the South Broadway area from approximately Martin Luther King Jr. Boulevard to south of Woodward Road. Four future drainage detention ponds and storm

sewer expansions have been recommended in this plan. The closest planned drainage project, recommended in this plan as Priority 1, involves improvements to Mechem Pond located approximately two blocks north of San Jose Avenue. Otherwise, storm drainage system improvements have not been identified for the area south of San Jose Avenue.

#### 4.5.2 Preferred Alternative: Potential Effects and Mitigation

The Preferred Alternative would not alter the current floodplain status of the Project area, nor would it alter the opportunity to implement any proposed flood alleviation measures as outlined by the *South Broadway Sector Management Plan* (Bohannon-Huston, Inc. 1990) or the *South Broadway Drainage and Storm Water Quality Management Plan* (URS Corporation 2013). The improvements identified in these plans are necessary to address flooding potential in the area.

#### 4.5.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change to existing floodplain conditions would occur. It is expected that the improvements identified in the *South Broadway Sector Management Plan* and the *South Broadway Drainage and Storm Water Quality Management Plan* would be implemented to address flooding potential in the area; however, the local drainage improvements associated with the Project would not be implemented.

### 4.6 Vegetation

#### 4.6.1 Existing Conditions

The Project is within the mixed shrub series of the plains-mesa sand scrub vegetation community, which is prevalent along the old floodplains of the Rio Grande. Species in this community are adapted to deep, sandy soils. Common species include sand sagebrush, broom dalea, fourwing saltbush, broom snakeweed, sand dropseed, purple threeawn, and annual buckwheat. Much of this community has been removed in the Project area by agricultural, residential, commercial, and industrial development. Remnants in the Project area tend to be in a highly disturbed state, though key species such as broom dalea, sand sagebrush, and fourwing saltbush persist in areas without permanent infrastructure. In a disturbed state, early-seral species such as prickly Russian thistle and western tansymustard are common.

#### 4.6.2 Preferred Alternative: Potential Effects and Mitigation

A 100-percent pedestrian biological survey of the Project area was completed in 2017 by Ecosphere Environmental Services, Inc. (Ecosphere 2017). Based on field visits and literature review, it was determined that there are no unique plant species or communities within the Project area. Construction activities would occur primarily within habitat-altered areas. Revegetation would be incorporated into the roadway design. Unimproved, disturbed areas would be revegetated with a native seed mix after construction.

The New Mexico Department of Agriculture has classified and targeted numerous noxious weeds for control or eradication pursuant to the Noxious Weed Management Act of 1998. No New Mexico Class A or B noxious weeds were present in the Project area at the time of the biological survey. Five "Class C" species occur within the Project area: cheatgrass, five-stamen tamarisk, Russian olive, Siberian elm, and tree of heaven. All species are common weeds within the region and would be managed at the County's discretion.

### 4.6.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no Project-related changes to existing conditions for vegetation would occur.

## 4.7 Wildlife

### 4.7.1 Existing Conditions

Wildlife within the Project area is highly influenced by the existing interstate highway and regional urban development. No sensitive wildlife species were observed during field surveys. Wildlife tracks were observed within the South Diversion Channel. The channel may provide a travel corridor for wildlife between natural areas near the Project. Several burrows were observed within the Project study area, possibly associated with rabbits or rock squirrels. The Project area also contains a few native trees and shrubs that could provide nesting sites for birds. During the field survey, approximately 80 unoccupied cliff swallow nests were observed on the walls of the South Diversion Channel. Aside from the cliff swallow nests, no other nests were found in the Project area; however, potential nesting habitat may be available in trees along either side of Woodward Road, between the San Jose Drain and Second Street.

### 4.7.2 Preferred Alternative: Potential Effects and Mitigation

The Project would result in some loss of habitat for small mammals and reptiles, and could impact individuals that are underground. Large species are not likely to be affected. Some wildlife habitat loss would be permanent, but revegetation would mitigate temporary losses.

The period between April 15 and August 15 is the nesting season for birds protected under the Migratory Bird Treaty Act. If construction is scheduled between these dates, a pre-construction survey would be conducted to determine if nesting migratory birds are present. If nesting birds are present, the County and NMDOT would coordinate with the USFWS to determine an appropriate course of action.

### 4.7.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no Project-related change to existing conditions for wildlife would occur.

## 4.8 Threatened and Endangered Species

The Endangered Species Act of 1973 (16 United States Code [USC] Sections 1531 to 1534), as amended, requires federal agencies or their designated representative to determine the effects of their actions on listed threatened and endangered species or those proposed for listing, and their habitats, and take steps to conserve, recover, and protect these species.

### 4.8.1 Existing Conditions

A biological survey was conducted and a biological evaluation was prepared for the Project area (Ecosphere 2017). As part of this investigation the USFWS; New Mexico Department of Game and Fish; and New Mexico Energy, Minerals, and Natural Resources Department were consulted for information regarding threatened, endangered, or sensitive species. Information on federally listed species and critical habitat was obtained from the USFWS Information for Planning and Consultation (USFWS 2017) and an official species list (Consultation Tracking Number 02ENNM00-2017-SLI-0535) was obtained. From information provided by these agencies, a list

was compiled of species potentially occurring in the Project area. This list of species was based on the local biotic community and the habitat requirements of the species. A 100-percent ground survey was then conducted to identify potential habitat and the presence or absence of protected species.

#### 4.8.2 Preferred Alternative: Potential Effects and Mitigation Measures

The Project area does not contain potential or designated critical habitat for any federally listed species. The area approximately 500-feet west of Second Street along the Rio Grande is designated as proposed critical habitat for yellow-billed cuckoo and the river itself is critical habitat for the Rio Grande silvery minnow. Given the size of the Project and its distance to proposed yellow-billed cuckoo critical habitat, along with the implementation of BMPs, no impacts this species are expected to occur. The project Construction General Permit (CGP) and SWPPP would outline erosion control measures such as stabilization practices, stormwater management measures, structural controls, and BMPs, that would avoid potential impacts to designated critical habitat for the Rio Grande silvery minnow.

No species listed by the state or USFWS were observed during the biological survey (Ecosphere 2017). Potential foraging habitat in the Project and surrounding areas was identified for three state-listed species: bald eagle, common black hawk, and peregrine falcon. Suitable nesting habitat for these species does not occur in the Project area; however, individuals may fly through the area during foraging. Direct effects would be limited to temporary avoidance during construction. The Project may lead to an increase in traffic along Second Street and Woodward Road, but this is not expected to result in adverse indirect effects, as noise and human activity already occur along the trail system, which lies between Second Street and the Rio Grande.

#### 4.8.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change to existing conditions for listed species or their habitat would occur.

### 4.9 Cultural Resources

Potential effects of the proposed Project on cultural resources were evaluated through the Section 106 process of the National Historic Preservation Act (16 USC 470), as described in 36 CFR 800. Cultural resources may include—but are not limited to—districts, archaeological sites, isolated occurrences, historic buildings, historic objects, and acequias over 50 years old. In consultation with the SHPO at the New Mexico Historic Preservation Division, assessments were made for each resource as to its eligibility status for inclusion to the National Register of Historic Places (NRHP) and, for those resources determined eligible for inclusion to the NRHP, recommendations were developed to avoid, minimize, or mitigate any adverse effects from the proposed Project.

#### 4.9.1 Existing Conditions

Two cultural resource investigations were conducted for the Project: a survey and report were prepared for the Sunport Boulevard Extension in 2010 (Parametrix 2010) and a separate investigation was conducted for the Woodward Road Improvements in 2016 (Okun Consulting Solutions LLC 2016).

#### 4.9.2 Preferred Alternative: Potential Effects and Mitigation Measures

The cultural resource investigation for the Sunport Boulevard Extension identified two newly discovered archaeological sites (Laboratory of Anthropology [LA] 167700 and LA 167701), two historic/modern diversion channel segments (South Diversion Channel and San Jose Drain), and one isolated occurrence (Parametrix 2010). The report recommended a preliminary eligibility of *undetermined* for LA 167700 and LA 167701, subject to archeological testing to determine the presence of subsurface deposits and to assess whether these sites would contribute to a better understanding of the prehistory of the region. The two modern/historic channel segments have previously been recommended as eligible for inclusion in the NRHP. No historic districts, historic buildings, or cultural landscapes were identified in the Sunport Boulevard Extension corridor. The cultural resource report was submitted to the SHPO and Section 106 concurrence for the Project was received on October 4, 2010, contingent upon the recommendations outlined below (see Appendix A).

- The Project cultural resource report recommended that a limited testing plan for archaeological site LA 167700 be implemented. The testing program would be designed to identify the nature and extent of subsurface archaeological deposits within the area of potential effects, and to determine if the site contains elements that merit eligibility to the NRHP. If this site is determined eligible and would be affected by the Project, a data recovery plan would be prepared and implemented per New Mexico administrative Code (NMAC) 4.10.8 and to the standards within NMAC 4.10.16.
- Complete avoidance of LA 167701 may be possible based on the final Project design. If avoidance is possible, the proposed undertaking would have no effect on this resource. If avoidance is not possible, a testing program would be implemented, and this site is determined eligible to the NRHP and would be affected by the Project, a data recovery plan would be prepared and implemented.
- If the South Diversion Channel is damaged or altered during construction activities (although there are no plans to do so), it would be replaced with like materials. No additional investigation or treatment is recommended for the South Diversion Channel.
- If cultural materials or human burials are encountered during the proposed Project construction, work in that area would stop and additional mitigation measures would be implemented.

Subject to these conditions, the SHPO concurred that the proposed Sunport Boulevard Extension undertaking would have *no adverse effect* on properties listed or eligible to the NRHP.

For the Woodward Road Improvements, seven historic buildings, four acequia systems, one historic railroad, and one descanso were documented during the cultural resource survey (Okun Consulting Solutions LLC 2016). Based on consultation with the SHPO, two of the seven historic buildings (Historic Cultural Properties Inventory [HCPI] 40066 and 40070) were considered as eligible to the NRHP and two buildings were identified as having undetermined eligibility (HCPI 40065 and 40067). The remaining three buildings lack historic significance or do not possess the necessary integrity to reflect their historic associations. No further management considerations are warranted for these buildings. The proposed undertaking would involve roadway improvements within the existing Woodward Road ROW and would not have direct physical effects on the buildings. The buildings are located a sufficient distance from the roadway and would not sustain vibratory impacts from the Project. The proposed improvements are consistent with the current transportation corridor; they would not alter the historic setting or detract from the characteristics that qualify the buildings for listing on the NRHP. The proposed undertaking would, therefore, have *no adverse effect* on historic properties.

The former Atchison, Topeka and Santa Fe (AT&SF) Railway (HCPI 31552) and four acequia systems (HCPI 38968 [San Jose Interior Drain], HCPI 40071, HCPI 40072 [Unnamed Lateral], and HCPI 40073 [San Jose Lateral]) have been previously determined eligible or are recommended as eligible for listing on the NRHP under Criterion A. HCPI 40071 is located along Second Street within the 500-foot buffer surveyed at the western end of the Project area and would, therefore, be fully avoided by Project-related activities. HCPI 31552, HCPI 38968, and HCPI 40073 cross Woodward Road at a north-south orientation. The proposed improvements would involve minor modifications of the railroad crossing and HCPI 38968, which flows beneath the road through a metal culvert. HCPI 40073 also flows beneath Woodward Road through a culvert, but other earthen segments of this resource flow parallel along the northern side of the road. These segments would be avoided by ground-disturbing activities during the Project. If the segments cannot be fully avoided, they would be repaired using like materials, and their alignment would not be altered. HCPI 40072 flows along the northern and eastern boundaries of the proposed detention pond where stormwater would be held for the Woodward Road Improvements. The lateral would be avoided by ground-disturbing activities during construction of the detention pond. If it cannot be fully avoided, it would be repaired using like materials, and the alignment would not be altered.

On June 3, 2016, the SHPO concurred that the proposed Woodward Road Improvements would have *no adverse effect* on any historic property listed, or eligible for listing, on the NRHP (see Appendix A). However, if buried cultural deposits are discovered during Project activities, work would cease and the NMDOT and SHPO would be notified.

### 4.9.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change to existing conditions for cultural resources would occur.

## 4.10 Air Quality

USEPA is responsible for establishing the nation's standards for clean air as mandated by the CAA. These standards—the NAAQS—are established after reviewing all available scientific data on the health effects of the pollutants. Scientific review committees and the public participate in the standard-setting process. Primary standards are set at those levels required to protect the public health, with an adequate margin of safety. Secondary standards are set at the level required to protect the public welfare from any known or anticipated adverse effect of an air pollutant. In setting these standards, the adverse health effects on the most sensitive population groups—the elderly, young, and infirmed—are considered.

There are seven criteria pollutants for which NAAQS have been promulgated: carbon monoxide (CO), lead, ozone (O<sub>3</sub>), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM<sub>10</sub>), particulate matter with a diameter less than or equal to 2.5 microns (PM<sub>2.5</sub>), nitrogen dioxide (NO<sub>2</sub>), and sulfur dioxide. The fundamental method by which USEPA tracks compliance with the NAAQS is through the designation of areas as either in attainment, nonattainment, maintenance, or unclassifiable. Areas are given the status of nonattainment due to violations of one or more of the established NAAQS and must then comply with standards that are more stringent until the NAAQS are achieved. Maintenance areas are those that were previously in nonattainment, but have improved their air quality to meet the NAAQS and are not in a probationary period.

### 4.10.1 Existing Conditions

Bernalillo County is currently designated by USEPA as an attainment area for all air pollutants identified in the NAAQS. However, in 1978 it was designated as a moderate nonattainment area for CO. The county remained under this designation until 1996, when it was re-designated as an attainment area under maintenance for CO. In 2016, after 20 years without violations of the CO standards, the county was re-designated from a limited maintenance area to an attainment area.

Principal sources of CO in the project study area are vehicular traffic on the street system as well as emissions from industrial sources of the area. Under certain conditions, high traffic volumes result in localized impacts—or “CO hot spots”—which are detrimental to the health of people who are exposed. CO hot spots are typically found near major intersections in areas immediately adjacent to driving lanes.

Transportation facilities also contribute to the presence of other criteria pollutants, particularly O<sub>3</sub>, NO<sub>2</sub>, and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). The entire metropolitan area has experienced high levels of O<sub>3</sub> during summer months, although currently it is an attainment area for O<sub>3</sub>. High particulate level events have also occurred around the urban area and are often related to factors such as high winds, regional forest fires, or local wood burning. Although transportation facilities contribute to these events, other factors are more critical and transportation control measures and predictive modeling procedures have not been established in the Albuquerque Metropolitan Planning Area.

Air quality monitoring data are available from monitoring sites in Bernalillo County operated by the City of Albuquerque. The closest site to the Project area is located on Prosperity Avenue SE just south of Rio Bravo Boulevard. Data from this location indicate that CO and other criteria air pollutant levels are below the NAAQS. The monitoring values at the Prosperity Avenue site are similar to the average background air pollutant values across the county, indicating that pollution levels are relatively uniform in areas of similar land use activity.

Other sources of regulated air emissions in the Project area include stationary industrial sources, the Sunport, and Kirtland Air Force Base. Within the area encompassed by I-25, Rio Bravo Boulevard, Second Street, and Gibson Boulevard, there are approximately 25 industries with air quality permits on record with the City of Albuquerque. Most of these permits are not related to CO, but rather to O<sub>3</sub> precursors such as volatile organic compounds and NO<sub>2</sub> or particulates.

Community members and advocacy organizations in the Project area have identified air quality impacts from industrial sources as a health concern that is not adequately addressed in the permitting process. In 2014, the New Mexico Environmental Law Center, on behalf of the Southwest Organizing Project and other community members, filed a complaint with USEPA stating that minority communities are being unfairly exposed to excessive air pollution and that the Albuquerque/Bernalillo County Air Quality Board has not adequately considered the cumulative impacts of stationary source permits for air-polluting industries. The USEPA Office of Civil Rights accepted this complaint in 2016 and began an investigation, which is still ongoing. An assessment has also been prepared by a coalition of community organizations and individuals (Health Impact Partners 2015) that questions the validity of the air quality monitoring data and modeling process for the Sunport Boulevard Extension Project.

### 4.10.2 Preferred Alternative: Potential Effects and Mitigation

The proposed Project is included in the FFY 2018-2023 TIP (MRMPO 2015). The TIP conforms to the current SIP developed by the Albuquerque-Bernalillo County Air Quality Control Board, as required by the CAA.

#### 4.10.2.1 Carbon Monoxide

An evaluation of potential traffic-related air quality impacts associated with the Project was conducted to predict CO concentrations at the major intersections, including Sunport Boulevard/Broadway Boulevard, Sunport Boulevard /I-25 West Ramps, Sunport Boulevard /I-25 East Ramps, and Sunport Boulevard/Second Street (Ecosphere 2018a). These intersections have the highest signal delay and traffic volumes within the Project area. The air quality analysis, utilizing USEPA-approved MOVES2014 and CAL3QHC computer models, predicted CO levels at these intersections for the highest traffic volume peak hours in the 2040 design year. The modeled results were evaluated in relation to the NAAQS and the Albuquerque/Bernalillo County Limited Maintenance Plan for Carbon Monoxide (LMP) standards (Albuquerque Environmental Health Department 2004). The LMP standards establish values for the 1-hour and 8-hour CO concentrations at 85 percent of the NAAQS, thus they are more conservative. The modeling results indicated that CO levels would be well below the NAAQS and LMP standards, and that the contribution to ambient CO levels would be negligible. Thus, using the standard USEPA- and FHWA-accepted modeling procedures, the analysis shows that the Project would not cause or contribute to CO exceedances of the NAAQS at the intersections evaluated. These results can reasonably be extended to other transportation facilities in the area with similar traffic volumes. CO levels have been declining across the nation, primarily due to improved vehicle emissions technology, and CO impacts are not anticipated anywhere in the Albuquerque urban area.

#### 4.10.2.2 Other Criteria Pollutants

Transportation-related emissions contribute to the formation of O<sub>3</sub> and levels of PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>2</sub>; however, the region has historically been in attainment for these pollutants and project-specific transportation control measures have not been established. The SIP (Albuquerque-Bernalillo County Air Quality Control Board 2010) contains elements that address O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>2</sub>, including measures such as enforceable limitations on vehicle emissions through the inspection and maintenance program, mandatory air quality monitoring and data analysis, and stationary source permitting. The MRMPO's MTP also includes a conformity analysis designed to help mitigate congestion and air pollution.

Project-specific measures, such as those described below, would be implemented to control emissions of particulate matter during construction. Since there would be ground disturbance of more than 0.75 acre during construction, a fugitive dust permit would be obtained from the City of Albuquerque, including the development of a dust control plan. The dust control plan would detail practices such as watering or covering disturbed soil surfaces or debris piles, suspending earthmoving and other dust-producing activities during periods of high winds, sweeping or clearing mud and debris from construction areas and adjacent roads, and covering material transported on site or off site by truck. The dust control plan details the reasonably available control measures the applicant commits to for reducing the quantity of visible fugitive dust and airborne transported material, and provides contingency fugitive dust control measures.

#### 4.10.2.3 Air Toxics

Mobile source air toxics (MSATs) are compounds emitted from highway vehicles and non-road equipment that are known or suspected to cause cancer and irritation to the respiratory tract, including the exacerbation of asthma. The FHWA has developed a tiered approach with three categories for analyzing MSATs, depending on specific project circumstances (FHWA 2012). The three categories include:

- No analysis for projects with no potential for meaningful MSAT effects

- Qualitative analysis for projects with low potential MSAT effects
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects

The Project is considered to have low potential MSAT effects, requiring a qualitative assessment. The types of projects included in this category are minor widening projects, new interchanges, replacing a signalized intersection on a surface street, new roadway segments connecting to an existing limited access highway, and projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic (AADT). The maximum Year 2040 projected AADT in the Project corridor, including all approaches to the Sunport Boulevard/Broadway Boulevard/Woodward Road intersection, is approximately 39,000 vehicles per day.

The amount of MSAT emitted is proportional to the vehicle miles traveled (VMT) if other variables such as fleet mix are the same for each alternative. Under the build and no-build scenarios, there may be localized areas where VMT would increase and other areas where it would decrease; therefore, it is possible that localized increases and decreases in MSAT emissions may occur. According to the FHWA, however, future MSAT emissions would likely be lower than present levels as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050 (FHWA 2012). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of USEPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

#### 4.10.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, air emissions would continue to be generated from traffic and other stationary sources in the Project area. Without the proposed project, regional traffic patterns and localized operations of intersections and the local street system would continue in a similar manner to current conditions, with some probable growth. The current trends of declining emissions of NAAQS and toxic pollutants from transportation sources indicate that it is likely ambient air quality would continue to improve either with or without the Project.

#### 4.11 Noise

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

The FHWA and NMDOT have adopted specific policies and procedures for evaluating traffic noise impacts and the need for noise abatement, including the NMDOT's IDD-2011-02: *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (NMDOT 2011) and the FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA 2011). According to FHWA and NMDOT procedures, noise abatement must be considered when predicted traffic noise levels approach or exceed specified noise abatement criteria (NAC) defined for various land use categories shown in Table 4-1, or when future noise levels substantially exceed existing levels (by 10 dBA or more). NMDOT's noise policy defines "approach" as being within 1 dBA of the appropriate NAC. Bernalillo County does not specify noise limits for transportation sources.

**Table 4-1. Noise Abatement Criteria (dBA Leq)**

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

Source: FHWA 2011.

dBA Leq(h)=average hourly A-weighted decibels, NA=not applicable.

#### 4.11.1 Existing Conditions

Existing noise sources in the Project area consist of traffic on I 25, Broadway Boulevard, Second Street, and other local roadways; aircraft from the Sunport and Kirtland Air Force Base; trains on the rail lines and spurs that pass through the Project area; and noise associated with industrial and commercial activities. Land use along the Project corridor is primarily industrial; however, a residential neighborhood is located north of the Project area along Wesmeco Drive, which is perpendicular to Broadway Boulevard, and several residences are located along Woodward Road. Up to 20 residences have outdoor areas that are exposed to traffic noise in the Project area. All other land uses are industrial (Category F), which are not subject to the NAC or noise analysis.

Existing traffic noise levels within the Project area were evaluated by modeling noise with the FHWA Traffic Noise Model (TNM) noise prediction program (Version 2.5) near the sensitive receptors and using the TNM computer model to predict noise levels with existing traffic data (Ecosphere 2018b). Ten receptors were included in the TNM model to represent the residences affected by the Project (see Table 4.2 and Figure B-3 in Appendix B). The TNM model uses site-specific information including traffic volumes and speeds, vehicle classification data, roadway geometry, and site acoustical properties to predict peak-hour noise levels at selected receptor locations. Noise measurements were also conducted at sites representative of noise-sensitive locations in the Project area to validate the TNM model.

The results of the TNM modeling for the Existing scenario show that noise levels vary from less than 60 dBA to over 67 dBA, depending primarily on the receptors' distance to the roadway centerline. Three receptors—representing four residences (including one vacant structure)—approach or exceed the NAC under existing conditions. Two of these receptors are situated along Woodward Road relatively close to the driving lanes; the other is near the northeast corner of Broadway Boulevard and Wesmeco Drive, and is primarily exposed to traffic noise from Broadway Boulevard. These levels resulted from existing traffic volumes with a strong influence from heavy truck traffic.

**Table 4-2. Existing and Future Noise-Modeling Results (average A-weighted decibels [dBA  $L_{eq}$ ])**

| Receptor Number | Description   | Noise Levels      |             | Difference     |
|-----------------|---|-------------------|-------------|----------------|
|                 |   | Existing No-Build | 2040 Build  | Build-No-Build |
| 1               | Residence north side of Woodward Rd.: 350 feet east of Second St. and 65 feet north of Woodward centerline          | <b>67.2</b>       | <b>68.8</b> | 1.6            |
| 2               | Two residences north side of Woodward Rd.: 975 feet east of Second St. and 60 feet north of Woodward centerline     | <b>66.5</b>       | <b>68.0</b> | 1.5            |
| 3               | Vacant residence south of Woodward Rd.: 1250 feet east of Second St. and 75 feet south of Woodward centerline       | 65.4              | <b>66.9</b> | 1.5            |
| 4               | Residence north side of Woodward Rd.: 2400 feet east of Second St. and 65 feet north of Woodward centerline         | 63.3              | 64.9        | 1.6            |
| 5               | Residence north side of Wesmeco Dr.: 450 feet west of Broadway Blvd. and 600 feet north of Woodward centerline      | 61.0              | 61.9        | 0.9            |
| 6               | Residence north side of Wesmeco Dr.: 300 feet west of Broadway Blvd. and 600 feet north of Woodward centerline      | 62.4              | 63.2        | 0.8            |
| 7               | Residence north side of Wesmeco Dr.: 200 feet west of Broadway Blvd. and 585 feet north of Woodward centerline      | 64.1              | 64.9        | 0.8            |
| 8               | Residence north side of Wesmeco Dr.: 200 feet east of Broadway Blvd. and 650 feet north of Woodward centerline      | <b>65.7</b>       | <b>66.2</b> | 0.5            |
| 9               | Two residences north side of Wesmeco Dr.: 380 feet east of Broadway Blvd. and 600 feet north of Woodward centerline | 61.7              | 62.9        | 1.2            |
| 10              | Residence north side of Wesmeco Dr.: 650 feet east of Broadway Blvd. and 700 feet north of Woodward centerline      | 58.2              | 60.4        | 2.2            |

Noise levels that approach or exceed 67 dBA at noise-sensitive locations are indicated in **bold**.

#### 4.11.2 Preferred Alternative: Potential Effects and Mitigation Measures

The TNM noise model was also utilized to evaluate the potential for noise impacts to occur because of roadway improvements and increased future traffic associated with the Project (Ecosphere 2018b). Year 2040 peak hour traffic forecasts and proposed future cross section and plan views were used in the modeling. As shown in Table 4-2, noise levels increase for all the receptors, and approach or exceed the NAC at four receptors. Three of these receptors are located near the west end of Woodward Road; the noise increase (averaging 1.5 dBA) is attributable to the wider roadway cross section and higher future traffic volumes on Woodward Road and Second Street. The fourth receptor that approaches the NAC is located near the northeast corner of Broadway

Boulevard and Wesmeco Drive; the increase in noise (0.5 dBA) is attributable to higher future traffic volumes on Broadway Boulevard, as Project improvements are 600 feet to the south. The largest increase of 2.2 dBA is experienced at Receptor 10, at the east end of Wesmeco Drive. The elevated section of the Sunport Extension in this area likely contributes to the increase; however, the predicted noise level is well below the NAC.

In general, human hearing can barely perceive a difference of 3 dBA in outdoor noise levels, while an increase of 5 dBA is perceived as a 50-percent increase. Therefore, future changes in traffic noise levels would likely be perceptible in some locations, but not experienced as a substantial or even moderate increase. These levels do not account for other sources of noise in the area such as rail operations and aircraft. The expected increases in noise at all locations would be below the 10-dBA level used to define a substantial noise increase.

State and federal policy stipulates that when traffic noise impacts occur, noise abatement must be considered and implemented if found to be feasible and reasonable. The term “feasible” indicates that noise abatement measures would achieve at least 5 dBA of noise reduction at 50 percent of the impacted receptors, and that it is possible to construct the abatement measures. The criteria for “reasonable” include consideration of the viewpoints of affected property owners and residents, a determination that the abatement measures are cost effective (cost less than \$40,000 per benefitted receptor), and an analysis showing that a noise reduction of 7 dBA would be achieved at 10 percent of the benefitted receptors.

Typically, noise abatement includes measures such as construction of noise barriers, modification of horizontal or vertical geometric design features, or traffic management techniques such as limitations on truck traffic. Abatement measures such as noise barriers along the Project corridor would not be feasible because they would make it impossible to maintain access to properties. Because of the existing industrial land-use patterns in the general region, it is not realistic to change the horizontal or vertical alignments of existing roads or implement significant traffic management techniques, such as limiting trucks. For these reasons, no noise mitigation measures are recommended.

### 4.11.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, some increase in noise is predicted due to the growth in area population, urbanization, and traffic. This predicted increase is less than the level with the Project and would likely not be perceptible because it would occur gradually over time. Other sources of noise such as rail, air traffic, and industrial operations would also continue to occur in the area.

## 4.12 Visual Resources

### 4.12.1 Existing Conditions

The visual character of the Project study area was historically agricultural and rural residential. Over time, the landscape has changed to the current pattern of heavy industrial, commercial, and urban development. In the Sunport Boulevard Extension area, the visual character is a combination of vacant land, industrial sites dominated by large aboveground fuel storage tanks, and older residential properties. Although some native vegetation communities are still present, much of the land has been disturbed.

The Woodward Road Improvements area also has industrial and residential development; however, some remaining characteristics of the older agricultural land uses and riparian vegetation associated with the Rio Grande floodplain still exist. While the woodland along the river is visible immediately west of the Woodward

Road and Second Street intersection, this area has also been subject to trash dumping that is visible from area roadways.

#### 4.12.2 Preferred Alternative: Potential Effects and Mitigation Measures

The proposed Project would alter the visual landscape of the area with an elevated structure for the Sunport Boulevard Extension as it approaches I-25. The bridges and retaining walls that are proposed would be designed to include aesthetic elements such as the use of colored concrete and form liners that create patterns and texture in the exposed concrete surfaces (see Figure 4-1).

The Project is in an industrial area and does not currently have unique or highly scenic visual resources; therefore, impacts to visual resources would be minor. Conversely, the Project may generate a positive visual effect with the introduction of modern facilities with the aesthetic elements described above. Street lighting is planned as part of the Preferred Alternative. The street-lighting features would comply with the New Mexico Night Sky Protection Act of 1978, and are not expected to result in adverse impacts to the area.



**Figure 4-1. Simulated view looking south at the Sunport Boulevard Extension crossing over Edmunds Street**

### 4.12.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change to visual or scenic resources would occur. Further degradation of the views would result if additional vacant land is employed to store debris piles such as has recently occurred just west of the Second Street/Woodward Road intersection.

## 4.13 Communities and Land Use

### 4.13.1 Existing Conditions

The Project area is primarily comprised of industrial land uses, with M-1 (Industrial/Wholesale/Manufacturing) zoning in the county and M-2 (Heavy Manufacturing) and SU-2 (mixture of uses controlled by a Sector Development Plan, in this case HM for heavy manufacturing) zoning in the city of Albuquerque (see Figure B-4 in Appendix B). The Project area contains sewer, water, and power services and has access to highway, rail, and air transportation facilities.

The San Jose neighborhood is an older, low-income, and predominantly Hispanic neighborhood north of the Project area. Although land use immediately adjacent to the Project area is industrial, residential neighborhoods are located north of the corridor on Wesmeco Drive and William Street, which is perpendicular to Woodward Road. A large BNSF railroad freight transfer yard is south of Woodward Road across from the intersection of William Street. North of Woodward Road on Second Street, land use is almost exclusively industrial or commercial. Broadway Boulevard has many adjacent commercial and industrial land uses north of Woodward Road, but it also provides direct access to residences and is the main thoroughfare in the San Jose neighborhood.

In the Mountain View neighborhood, south of the Project area, land use along Broadway Boulevard and Second Street is largely industrial. Residential development is present south of Rio Bravo Boulevard, west of Second Street, and in several isolated locations between Second Street and Broadway Boulevard. South of Woodward Road to Rio Bravo Boulevard, land use adjacent to Broadway Boulevard is entirely industrial or vacant. Land use adjacent to Second Street is almost all industrial or agricultural south of Woodward, except for a few residences between the intersection of Hill Street and Woodward Road, and several tracts of agricultural land that contain residences south of Hill Street.

Several County and City of Albuquerque land use plans affect the Project area.

- The 1988 Southwest Area Plan proposed two interchanges on I-25 between Woodward Road and the Isleta Pueblo. The intent was to provide additional access to the airport, improve accessibility to existing development in the corridor, and attract future industrial development (Bernalillo County 1988). An update in 2001 and amended versions of the plan in 2005 and 2007 describe a major light-industrial corridor for the area east of Second Street, west of I-25, and south of Woodward Road. As part of this planned development, roadway access is described as one of the specific needs.
- A draft Mountain View Sector Development Plan was developed in 2005 and 2006, with public meetings conducted during this period. The plan was not officially adopted; however, relative to the Project it states that an extension of Sunport Boulevard west to Woodward Road would help encourage and support additional commercial and residential activity.

- Bernalillo County is in the process of creating design overlay standards to work in tandem with existing zoning designations for the Project area. The bounds of this San Jose/Mountain View Design Overlay include Woodward Road to the north, I-25 to the east, Rio Bravo Boulevard to the south, and Second Street to the west. The draft design overlay states that the area is well suited for manufacturing, warehousing, and distribution operations. One objective of the overlay is to capitalize on the economic development potential of the area, while decreasing the scale and types of uses that would result in adverse impacts on nearby communities.

#### 4.13.2 Preferred Alternative: Potential Effects and Mitigation

Land that would be directly impacted by the Project is primarily industrial, vacant, or occupied by groundwater remediation systems. The groundwater remediation systems in place would not be impacted by the Project because avoidance or relocation measures would be implemented as part of the design. No structures would be relocated, and very little ROW acquisition would be required; consequently, the direct land use impacts would be minor. The Project would accommodate and improve access to existing land uses along the corridor.

The Project may facilitate and encourage growth in commercial, industrial, and manufacturing development. These land uses are permitted by the existing zoning and encouraged in the planning documents for the area. Public comments have indicated a strong concern that the Project would encourage industrial development and contribute to further pollution, increased traffic, and other adverse impacts in adjacent neighborhoods.

Bernalillo County has land use regulations to review and control development. The Southwest Area Plan (1988, 2001 Update, 2005 Amendment, and 2007 Amendment) identifies a major light-industrial corridor in the Project area. In addition, the County is developing mechanisms with the San Jose/Mountain View Design Overlay standards (described above) to guide the growth of future commercial and industrial development in the Project area. The standards would provide guidelines for architectural character; building orientation, height, and setbacks; pedestrian and bicycle facilities; parking and access; landscaping, fencing and walls; lighting; and signage. If this plan is not approved, the present County planning and development approval process would continue to employ existing controls, along with public hearing procedures, to guide future development.

#### 4.13.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no immediate changes to land use are anticipated. Without the Project, the area may be less attractive for new development due to lack of improved access. However, under existing land use planning and zoning, the area could follow a similar—but likely slower—growth pattern.

### 4.14 Socioeconomics and Environmental Justice

Analysis of social effects includes factors such as loss of community cohesion, changes in accessibility, and displacement of people. Economic impacts include effects on business, employment, and economic conditions. Environmental justice is concerned with disproportionate and adverse impacts on low-income and minority populations.

#### 4.14.1 Existing Conditions

According to FHWA community impact assessment guidance, a community is defined in part by behavior patterns that individuals or groups hold in common. These behavior patterns are expressed through daily social

interactions, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs. A community is also defined by shared perceptions or attitudes, typically expressed through individuals' identification with, commitment to, and attitude towards an identifiable area. There are other concepts of community that are not based on spatial relationships. Communities may be based on a common characteristic or interest—such as religion, ethnicity, income strata, or concern for the economic viability of a region—which provides psychological unity among members. Highway projects can affect community cohesion by dividing neighborhoods, displacing substantial numbers of residents or businesses, unfairly affecting a minority or low-income neighborhood, or introducing different kinds of businesses that change the overall character of the community.

Community health and safety issues related to past land use and development activities in the San Jose and Mountain View neighborhoods have been identified as major concerns during the public involvement process. A health impact assessment (HIA) related to a previous land development project investigated various health conditions and issues present in the San Jose and Mountain View areas (Bernalillo County Place Matters Team and New Mexico Health Equity Working Group 2011). According to this HIA, the Mountain View and San Jose neighborhoods are home to 33 sites regulated by USEPA that are highly contaminated; store, dispose of, transport, and/or generate hazardous waste; discharge pollutants into surface water; and/or release toxins into the air. Mountain View and San Jose are also reported to be home to the state's largest nitrate contamination groundwater plume, 15 facilities that discharge pollutants into groundwater, and 40 auto salvage yards. The predominantly Hispanic communities in Mountain View and San Jose reportedly have significantly higher mortality rates for several leading causes of death and shorter life spans than other communities in Bernalillo County. While these conditions have not been verified as part of this EA, they indicate the context of public health concerns in the community. Many of the same concerns are identified in an assessment of the Sunport Boulevard Extension Project prepared by Health Impact Partners and a coalition of community organizations and individuals (Health Impact Partners 2015).

Executive Order 12898, regarding Environmental Justice, seeks to prevent federal policies and actions from creating disproportionately high or adverse health or environmental impacts to minority or low-income populations. The FHWA implements EO 12898 through FHWA Order 6640.23, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. To identify potential environmental justice issues, socio-economic characteristics (minority and low-income populations) were examined for the areas adjacent to—and most likely affected by—the Project, as reported by the U.S. Census (U.S. Census Bureau 2012) for Tracts 12, 13, and 40.01 and the applicable Block Groups where data are available. These characteristics were compared to the larger region, including the state of New Mexico, Bernalillo County, the city of Albuquerque, and the South Valley Census Designated Place (CDP) (see Figure 4-1, Table 4-3, and Table 4-4).

Based on these data, Tracts 12, 13 and 40.01 all have percentages of minority and lower-income populations greater than the state of New Mexico, the city of Albuquerque, and Bernalillo County. Tracts 12 and 13 also have higher percentages of minority and low-income populations than the South Valley CDP. The largest concentration of population located near the Project area is in the San Jose neighborhood, represented by Tract 13, Block Group 4, immediately north of Woodward Road. According to U.S. Census data, unemployment rates in Tracts 12 and 13 were considerably higher than the state, city, county, and South Valley CDP. Per-capita and median family incomes were substantially lower in Tracts 12 and 13 than the state, city, county, and South Valley CDP.

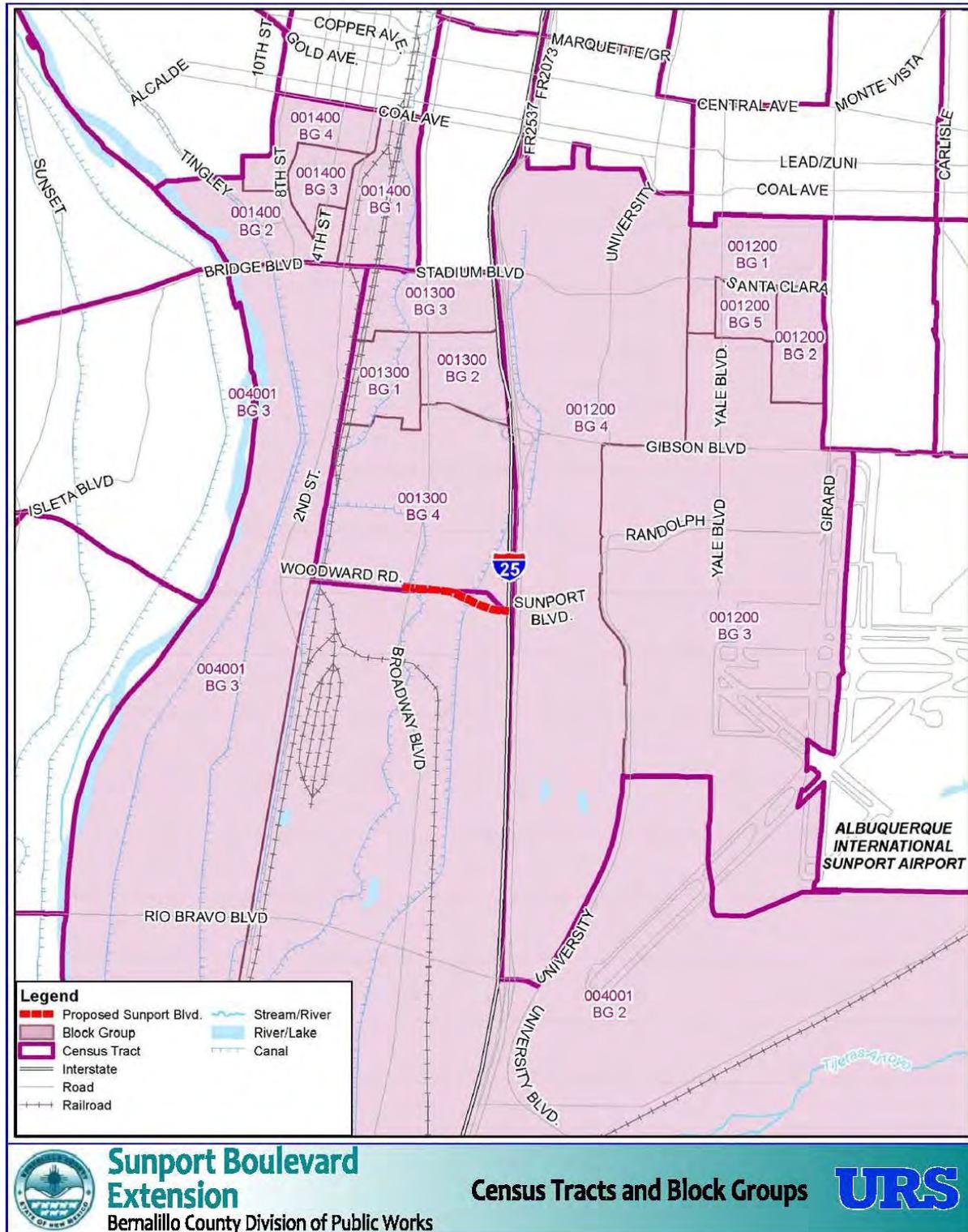


Figure 4-2. Census Tracts and Block Groups

**Table 4-3. Percent of Population by Race and Ethnicity in Project Area, City, County, and State**

| Race                      | Tract 12,<br>Block<br>Group 4 | Tract 13,<br>Block<br>Group 4 | Tract<br>40.1,<br>Block<br>Group 2 | South<br>Valley<br>CDP | Albuquerque | Bernalillo<br>County | New<br>Mexico |
|---------------------------|-------------------------------|-------------------------------|------------------------------------|------------------------|-------------|----------------------|---------------|
| Total population          | 2,106                         | 1,406                         | 1,768                              | 42,330                 | 633,613     | 661,924              | 2,055,287     |
| Minority                  | 64.43                         | 64.22                         | 31.28                              | 40.8                   | 30.4        | 30.2                 | 27.4          |
| Native American           | 9.87                          | 1.49                          | 1.98                               | 2.0                    | 4.2         | 4.6                  | 9.2           |
| African American          | 11.26                         | 1.35                          | 0.00                               | 0.6                    | 2.9         | 2.8                  | 2.0           |
| Asian                     | 11.36                         | 0.00                          | 0.62                               | 0.3                    | 2.3         | 2.3                  | 1.3           |
| Hawaiian/Pacific Islander | 0.00                          | 0.00                          | 0.00                               | 0.0                    | 0.1         | 0.1                  | 0.1           |
| Other races               | 24.21                         | 60.74                         | 26.87                              | 34.2                   | 17.1        | 16.6                 | 11.7          |
| Two or more races         | 7.74                          | 0.64                          | 1.81                               | 3.8                    | 3.8         | 3.8                  | 3.1           |
| White                     | 35.57                         | 35.78                         | 68.72                              | 59.2                   | 69.6        | 69.8                 | 72.6          |
| Hispanic (any race)       | 49.7                          | 92.39                         | 88.74                              | 81.5                   | 48.7        | 47.8                 | 46.3          |

Source: U.S. Census Bureau 2012.

**Table 4-4. Disability, Income, and Poverty Status in Project Area, City, County, and State**

| Demographic Status                       | Tract<br>12 | Tract<br>13 | Tract<br>40.1 | South<br>Valley<br>CDP | Albuquerque | Bernalillo<br>County | New<br>Mexico |
|--|-------------|-------------|---------------|------------------------|-------------|----------------------|---------------|
| Disabled, two or more races <sup>1</sup> | 9.4         | 9.0         | 11.4          | 12.8                   | 11.9        | 11.8                 | 13.7          |
| Disabled, 65 and over <sup>1</sup>       | 7.1         | 8.7         | 8.7           | 12.5                   | 12.4        | 12.4                 | 13.4          |
| Per capita income                        | \$15,202    | \$13,405    | \$19,203      | \$17,135               | \$26,562    | \$26,766             | \$27,349      |
| Median family income                     | \$26,458    | \$29,333    | \$54,452      | \$43,484               | \$59,953    | \$60,694             | \$54,221      |
| Below poverty <sup>1</sup>               | 38.7        | 32.2        | 13.6          | 23.9                   | 17.6        | 17.3                 | 19.5          |
| Unemployed adults <sup>1</sup>           | 13.3        | 13.9        | 7.0           | 9.3                    | 8.0         | 8.0                  | 9.1           |

Source: U.S. Census Bureau 2012.

<sup>1</sup>Percent

#### 4.14.2 Preferred Alternative: Potential Effects and Mitigation

The Project corridor itself, within about 500 feet on either side of the Sunport Boulevard Extension and Woodward Road, is largely industrial and contains relatively few residences and no community facilities. The area south of the Project is also largely industrial and includes only a few pockets of residential development. It is not likely that the Project would have adverse effects on community cohesion because it is located largely south of the San Jose neighborhood and north of the Mountain View neighborhood residential areas. The Project is not expected to create a barrier that would impact daily social interactions, the use of local facilities, participation in local organizations, or involvement in community activities. It would not divide the local neighborhoods or displace residents or businesses.

Concerns identified during the public involvement process include increased traffic through the areas north and south of the Project and traffic patterns are predicted to change (see Table 2.1). Volumes on Woodward Road and the Sunport Boulevard Extension are expected to increase substantially. Traffic on Second Street and Broadway Boulevard is also expected to increase south of the Project area because access to I-25 would be more efficient via the I-25/Sunport Boulevard interchange than using the I-25/Gibson Boulevard interchange. Consequently, through-traffic is predicted to decrease on Broadway Boulevard and Second Street north of the Project area. Heavy truck traffic is more likely to use the new interchange instead of local streets.

Multimodal access and circulation are other community concerns. Access to transit services would not be affected by the Project. The provision of pedestrian and bicycle facilities with the Project would improve multimodal circulation in the immediate area and provide a needed east-west linkage to the regional bicycle network. These facilities could improve public health in the local area by providing additional opportunities for recreation and physical activity, and would provide safer off-road travel for bicycles and pedestrians.

The Project would improve connectivity from industrial areas along Broadway Boulevard and Second Street to I-25 and the Sunport, which may attract additional businesses to the area. As described previously, community concerns have been expressed about the potential adverse impacts of additional industrial development. Potential mitigation measures for these concerns include existing zoning and land use mechanisms to review and regulate development and the San Jose/Mountain View Design Overlay standards, which are currently being prepared. Additional businesses in the area may also have positive economic impacts.

According to a recent study by the Strategic Highway Research Program II (SHRP2) (2016), the economic and land development effects from roadway improvements vary considerably with the type of project and specific local factors. However, potential economic benefits may occur in the form of direct project related jobs; new business sales and wages; local multiplier impacts on jobs, sales, and wages; new building construction; local property values; and real estate taxes. The SHRP2 study provides an impact estimation web-based tool (Assess My Project) that shows an expected range of economic impacts associated with a user -defined project profile. For the proposed Project, assumed to be a “connector” type facility with an estimated cost of approximately \$26 million and an AADT of about 11,000 vehicles per day, this tool shows the following results (Table 4.5):

**Table 4-5. Range of Potential Economic Impacts Associated the Project**

|                            | Jobs        | Wages (\$ millions) | Output (\$ millions) |
|----------------------------|-------------|---------------------|----------------------|
| Direct Impacts             | 446 - 743   | \$24 - \$40         | \$75 - \$125         |
| Suppliers and Wage Impacts | 322 - 537   | \$17 - \$29         | \$51 - \$85          |
| Total Impacts              | 768 - 1,280 | \$41 - \$69         | \$126 - \$211        |

Source: EconWorks: Assess My Project (<https://planningtools.transportation.org/13/econworks.html>)

Other economic benefits may accrue from the Project in terms of improved accessibility to the labor and buyer-supplier markets, transportation system reliability, and more efficient connectivity.

The Preferred Alternative would comply with EO 12898 on Environmental Justice (see Table 4-6 for a compilation of effects on environmental justice populations from throughout Section 4 of this EA). The Project would not affect community cohesion, displace residents or businesses, or cause a significant change in neighborhood character. The Preferred Alternative would not have disproportionately high adverse impacts on minority or low-income population groups.

**Table 4-6. Compilation of Effects on Environmental Justice Populations from Other Sections in Chapter 4**

| Section of Chapter 4            | Potential Impact  | Environmental Justice: Are there disproportionately high and adverse effects?   |
|---------------------------------|---|---|
| Communities and Land Use (4.13) | The Project would encourage industrial development and contribute to further pollution, increased traffic, and other adverse impacts in adjacent neighborhoods.                         | No--Land that would be directly impacted by the Project is primarily industrial, vacant, or occupied by groundwater remediation systems, and is situated between the more highly developed residential areas of the San Jose and Mountain View neighborhoods. No displacement of people or relocations would result from the Project. The Project may facilitate and encourage growth in commercial, industrial, and manufacturing development; however, these land uses are permitted by the existing zoning and encouraged in the planning documents for the area. The County is developing mechanisms with the San Jose/Mountain View Design Overlay standards to guide the growth of future commercial and industrial development in the Project area. If this plan is not approved, the present County planning and development approval process would continue to employ existing controls, including public hearing procedures, to guide future development. |
| Socioeconomics (4.14)           | The Project would adversely alter the character and/or cohesion of the San Jose and Mountain View neighborhoods, which include high percentages of low-income and minority populations. | No--It is not likely that the Project would have adverse effects on the surrounding communities because the corridor is located largely south of the San Jose neighborhood and north of the Mountain View neighborhood residential areas. The Project is not expected to create a barrier that would impact daily social interactions, the use of local facilities, participation in local organizations, or involvement in community activities. It would not divide the local neighborhoods.  |
| Socioeconomics (4.14)           | The Project would result in increased traffic through residential neighborhoods in the area.  | No—Although traffic on Second Street and Broadway Boulevard is expected to increase south of the Project area because access to I-25 would be more efficient, this area is largely industrial. Through-traffic is predicted to decrease on Broadway Boulevard and Second Street north of the Project area in the residential San Jose neighborhood. Heavy truck traffic is more likely to use the new interchange instead of local streets. The proposed Project pedestrian and bicycle facilities would improve multimodal circulation in the immediate area and provide a needed east-west linkage to the regional trail network.   |
| Socioeconomic Conditions (4.14) | The Project may attract additional businesses to the area that have potential adverse health impacts on the surrounding community.  | No—Mitigation measures for these concerns include existing zoning and land use mechanisms to review and regulate development and the proposed San Jose/Mountain View Design Overlay standards, which would enhance regulations. Additional businesses in the area may also have positive economic effects, which are generally associated with better community health.   |

| Section of Chapter 4                 | Potential Impact  | Environmental Justice: Are there disproportionately high and adverse effects?  |
|--------------------------------------|---|--|
| Air Quality (4.10)                   | Project-related emissions would contribute to air quality impacts from industrial sources, which have been identified by the community as a health concern that disproportionately impacts minority and low-income populations and is not adequately addressed in the permitting process. | No—An evaluation of potential traffic-related air quality impacts shows that the Project would not cause or contribute to CO exceedances of the NAAQS. Cumulative CO impacts with other sources of air pollution would be negligible. The region has historically been in attainment for other criteria pollutants, such as O <sub>3</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , and NO <sub>2</sub> , and besides broad scale strategies contained in the SIP, a need for project-specific transportation control measures has not been established. The USEPA's national control programs to reduce MSAT are projected to lower emissions in the future in virtually all locations. |
| Noise (4.11)                         | The Project would introduce traffic noise where it currently does not exist and at higher levels than now experienced by low-income and minority communities.   | No—Existing noise levels are already relatively high in the Project area, and exceed the NAC in some locations. Noise levels would increase slightly for all the receptors with the proposed Project, and approach or exceed the NAC at four individual residential receptors that already experience high noise levels.   |
| Water Resources (4.3, 4.4, 4.5)      | The Project would alter water resources to adversely affect protected populations.  | No--The Project would not impact surface or ground water, wetlands, or floodplains in a manner that would adversely affect minority or low-income populations.   |
| Biological Resources (4.6, 4.7, 4.8) | The Project would alter biological resources sufficiently to adversely affect protected populations.  | No--The Project would not impact vegetation, wildlife, or threatened and endangered species in a manner that would adversely affect minority or low-income populations.  |
| Cultural Resources (4.9)             | The Project would impact or alter cultural resources sufficiently to adversely affect protected populations.  | No--The SHPO has concurred that the proposed Project would have no adverse effect on any historic property listed, or eligible for listing, on the NRHP, thus would not adversely affect protected populations.  |
| Hazardous Materials (4.20)           | The Project would release and expose hazardous materials to protected populations or affect ongoing remediation activities.   | No—Although the Project crosses portions of contaminated sites and construction would affect some of the existing remediation system, avoidance, protection, adjustment, and relocation measures have been included as part of the Project. Coordination would continue between the County, NMED, USEPA, and responsible parties. Other measures would be included during construction to prevent spills or contamination.   |
| Visual Resources (4.12)              | The Project would introduce features that would have visual impacts on protected populations.   | No—Although the Project would alter the visual landscape of the area, the proposed bridges and retaining walls would be designed to include aesthetic elements, which may generate a positive visual effect.   |

### 4.14.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change to existing conditions would occur.

## 4.15 Section 4(f) Properties

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

### 4.15.1 Existing Conditions

No public parks, recreational areas, or wildlife refuges occur within the Project area. Although historical properties are present within the area, the SHPO has concurred that the proposed undertaking would have no adverse effect on these properties.

### 4.15.2 Preferred Alternative: Potential Effects and Mitigation

The Preferred Alternative would not impact any Section 4(f) properties, subject to final SHPO concurrence.

### 4.15.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no impacts on Section 4(f) properties would be expected.

## 4.16 Farmland

The Farmland Protection Policy Act was enacted to minimize the irreversible conversion of farmland to nonagricultural use and to assure that federal programs are administered in a manner that would be compatible with state and local government, and private programs to protect farmland (7 USC 4201 et seq.).

### 4.16.1 Existing Conditions

The Natural Resources Conservation Service was consulted for information regarding prime farmland that could be affected by the Project. The agency stated there are no prime farmlands or soils of statewide importance in the Project area.

### 4.16.2 Preferred Alternative: Potential Effects and Mitigation

No effects to farmlands are anticipated for the Preferred Alternative.

### 4.16.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no impacts on farmland are expected.

## 4.17 Relocations, Rights-of-Way, and Easements

### 4.17.1 Existing Conditions

Property acquisitions and CMEs of approximately 12.27 acres, including private property and two easements from public agencies (AMAFCA and MRGCD), would be required for the proposed Project (see ROW Maps in Appendix D). The property to be acquired for the ROW is vacant land containing a portion of the remediation system for the South Valley Superfund Site and vacant land adjacent to Woodward Road. The easements on public land cross AMAFCA's South Diversion Channel and MRGCD's San Jose Drain.

### 4.17.2 Preferred Alternative: Potential Effects and Mitigation

Bernalillo County would coordinate with property owners regarding acquisition of ROW and easements and relocation of access, remediation facilities, and other appurtenant features. Affected individuals would be fairly compensated through the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act and other applicable legislation (49 CFR 24).

### 4.17.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no changes in ROW would occur.

## 4.18 Multimodal Transportation

Multimodal transportation includes traditional vehicle transportation as well as pedestrians, bicycles, equestrians, and public transportation. The County is committed to the principle of a multimodal transportation system, which includes accessible, connected, and sustainable multimodal opportunities for all citizens.

### 4.18.1 Existing Conditions

The Albuquerque metropolitan area has a network of multimodal transportation facilities that includes a metropolitan bus system, commuter train, and bicycle and pedestrian facilities that are a combination of paved multi-use trails, unpaved trails, and bicycle lanes and routes. The trails and routes connect to other means of transit including bus and commuter rail that enable a smooth transition to alternative travel. This interconnecting system of travel options allows for wider use of the trails in the region.

#### 4.18.1.1 Trails

The nearest multi-use trail to the Project area is the Riverside Trail that parallels the Rio Grande from Alameda Boulevard in north Albuquerque (which is called the Paseo del Bosque Trail north of I-40) to south of Rio Bravo Boulevard. Bernalillo County has recently constructed an east-west trail connection between the Riverside Trail and the intersection of Second Street and Woodward Road. Construction of this connection includes a small bridge over the Barr Main Drain.

#### 4.18.1.2 Bike Lanes

There are currently no bike lanes on Broadway Boulevard, Woodward Road, or Sunport Boulevard east of I-25. The MTP identifies a network of proposed bikeways or trails along Second Street, the San Jose Lateral, and the South Diversion Channel. These bicycle facilities would connect the Project corridor to the regional trail system.

#### 4.18.1.3 Sidewalks

There are currently no sidewalks on Woodward Road or Sunport Boulevard. Broadway Boulevard includes sidewalks in some locations; however, these are outside of the Project area. The MTP identified future pedestrian improvements on Woodward Road from Broadway Boulevard to Second Street.

#### 4.18.1.4 Rail

The Rail Runner track crosses Woodward Road in the Project area. The nearest Rail Runner stop is located at Rio Bravo Boulevard and Second Street, approximately 1 mile south of the Project area.

#### 4.18.1.5 Bus

The city of Albuquerque transit system, ABQ Ride, has a service route on Broadway Boulevard with a southern loop on William Street and Woodward Road (Route 16/18—Broadway/University/Gibson). This route serves the San Jose community and northern Project area. There are two bus routes that connect to the airport: one via I-25 to Sunport Boulevard and one that traverses Rio Bravo and University Boulevards.

### 4.18.2 Preferred Alternative: Potential Effects and Mitigation

The proposed Project would include bicycle lanes on each side of the proposed roadway that would provide an east-west bike route through the area. These bike lanes would connect Second Street and the Riverside Trail on the west, with Sunport Boulevard on the east side of I-25. The Project would also incorporate 6-foot-wide sidewalks on both sides of Woodward Road and on the Sunport Boulevard Extension

Public comment on the Project has included concern regarding the continued operation of local bus route 16/18 that serves the San Jose community. This concern centered around the continued use of Woodward Road for bus service following the Project opening, and the increase of traffic on Woodward Road. Questions were raised regarding whether bus use of Woodward Road would be deterred by heavy traffic, and whether buses would be able to effectively make the left turn from southbound William Street onto eastbound Woodward Road. This concern is no longer an issue as ABQ Ride has rerouted Route 16/18, removed it from Woodward Road, and instead placed it on San Jose Avenue.

The addition of bicycle and pedestrian facilities in the Project area would enhance safety and recreational opportunities for the local community and region. Property values may also increase as a result of improved pedestrian facilities and walkability.

### 4.18.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, there would be no change to nor construction of the bike facilities or sidewalks in the corridor. Changes to transit service would occur as determined by ABQ Ride.

## 4.19 Utility Adjustments

### 4.19.1 Existing Conditions

Utilities in the Project area include water, sanitary sewer, electric power (transmission and distribution), gas, communications, and private facilities such as the groundwater remediation system that is part of the South Valley Superfund Site.

### 4.19.2 Preferred Alternative: Potential Effects and Mitigation

Some utility relocation would be required for the Project. Electric transmission and distribution lines, utility poles, street lights, and manholes would require vertical and/or horizontal relocations. The Project may include waterline upgrades within the existing Woodward Road ROW. Some monitoring wells in place for the groundwater remediation system would need to be relocated; however, the extraction and injection wells for the remediation system would be avoided. Conflicts with utilities would be further identified during detailed design activities and the County would continue to coordinate utility relocations as needed.

### 4.19.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no changes to utilities would occur.

## 4.20 Hazardous Materials

To investigate the status and design implications of hazardous materials in the Project area, a series of Initial Site Assessments (ISAs) was prepared and updated for the Project area (URS 2010, URS 2014, AECOM 2017c). These investigations indicate that among many sites with recognized environmental conditions (RECs) in the general area, only three would potentially be affected by the Project. The existing conditions of each of the sites are described below, followed by recommendations from the current ISA (AECOM 2017c) (attached in Appendix E).

### 4.20.1 Existing Conditions

#### 4.20.1.1 South Valley Superfund Site

The South Valley Superfund Site (USEPA #NMD980745558) covers an area of approximately 2 square miles. In 1979, water wells became contaminated by organic compounds, forcing closure of several private wells and two Albuquerque municipal wells. The site was listed as a National Priorities Site by USEPA on September 8, 1983. Numerous sources were found to have contributed to the problem, and the original investigation of the contamination focused on six facilities and approximately 1 square mile of the surrounding area.

The contaminants of concern beneath the Project area listed under the South Valley Superfund Site consist of halocarbons (1,1,1-trichloroethane, tetrachloroethane, trichloroethylene, etc.) and aromatics (benzene, toluene, ethylbenzene, and xylenes). The site affected the groundwater of the area, resulting in extensive cleanup activities including installation of a groundwater remediation system that is networked throughout the eastern portion of the Project area. The site is undergoing groundwater remediation activities to address chlorinated solvents and volatile organics in the deep aquifer (600 to 700 feet deep). Shallow soil has not been affected by the contaminants of concern.

As part of cleanup activities for the South Valley Superfund Site, monitoring, extraction, and injection wells are dispersed throughout the vacant property on either side of the South Diversion Channel, west of I-25, to north of Woodward Road, and south to the area of Stock Drive. The largest density of wells is located from north to south adjacent to the interstate ROW. A deep-zone groundwater treatment, as part of the groundwater remediation system, is located on the adjacent property north of Woodward Road. The plume under the Project is being remediated at approximately 600 to 700 feet bgs. USEPA has determined that ongoing remedial actions are protective of human health and the environment.

#### 4.20.1.2 Schwartzman Landfill

Portions of this group of properties were used as gravel pits in the 1950s and 1960s. The eastern portion was also used as a shooting range and then the Schwartzman and Demolition Debris Landfill. The gravel pits were filled in with undocumented fill in the 1970s to 1980s. Ordinarily, the city of Albuquerque – Environmental Health Department – Environmental Services Division would define a 1,000-foot buffer zone surrounding a landfill. The former Schwartzman Landfill and the buffer zone surrounding it are undefined. No surface evidence of landfill debris was observed during the ISA site reconnaissance.

#### 4.20.1.3 Duke City Fueling

The facility was listed as a voluntary cleanup site in 2007 due to petroleum hydrocarbons and heavy metals in soil and groundwater. During the site reconnaissance, one of five fuel dispensers on this facility was observed to be within the potential Project ROW requirement area. Although no active release was identified, based on the location of a dispenser island and ancillary piping within the ROW requirement area, this facility is considered to be a REC potentially affecting the Project.

### 4.20.2 Preferred Alternative: Potential Effects and Mitigation

Because of the potential for impacts on remediation systems, the County has coordinated with USEPA, NMED, and responsible parties. The status of coordination and Project-related avoidance or mitigation strategies as identified in the most recent ISA is described below (AECOM 2017c). Coordination would continue as the design progresses and through construction.

#### 4.20.2.1 South Valley Superfund Site Remediation System

Based on records research, site investigation, and interviews with General Electric (GE) (one of the responsible parties), NMED, and USEPA, remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status, as given by USEPA, states that ongoing remedial actions continue to be protective of human health and the environment. Discussions with USEPA and GE would continue as the design progresses to avoid and/or determine mitigation measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation. Mitigation measures, including protection and/or abandonment of groundwater monitoring and injection/extraction wells on or adjacent to the proposed ROW, would be determined before construction begins. Coordination with the operators of the ongoing remediation systems should be conducted during the final design phase of the project. Bernalillo County has allocated a portion of the project construction budget for the relocation of wells and associated facilities that would be performed by these operators.

#### 4.20.2.2 Schwartzman Landfill

Construction design for the alignment would include excavation activities within the Schwartzman Landfill buffer zone. Because the landfill boundaries are not well defined, a Preliminary Site Investigation (PSI) is recommended for the Project during final design, prior to construction, to determine if there is any residual landfill waste within the roadway design footprint. If there is any utility or other excavation work, the applicable Landfill Interim Guidelines would need to be followed to prevent landfill gas migration.

#### 4.20.2.3 Duke City Fueling

Fuel dispensers and ancillary piping for the Duke City Fueling Facility are located within the ROW area. A PSI is recommended prior to construction and/or after removal of the fuel dispensers and ancillary piping to determine if soil impacts have occurred related to fueling activities.

#### 4.20.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no change in the ongoing remediation activities would occur.

### 4.21 Construction Activities

#### 4.21.1 Existing Conditions

Much of the Project area is within vacant land or along existing roadways (Woodward Road) that are used primarily for activities associated with access to businesses and industrial facilities.

#### 4.21.2 Preferred Alternative: Potential Effects and Mitigation

Traffic on Broadway Boulevard and at the southbound off- and on-ramps for the I-25/Sunport Boulevard interchange would be most affected by construction activities, since these roadways carry the most traffic. Typical short-term construction-related inconveniences would be controlled by applicable NMDOT specifications for contractors in coordination with area businesses. In general, existing lanes of traffic can be maintained on Broadway and the I-25 ramps during construction, although short-term single-lane closures, leaving at least one lane open in each direction, may be necessary at times during construction.

Traffic control plans would be developed as part of the construction plan set. Construction activities would be communicated to businesses and residents in the Project area, and every effort would be made to coordinate construction to cause the least amount of disruption possible. Bernalillo County would adequately notify the public of planned construction activities and any necessary rerouting of local traffic. Lane closures would be coordinated with appropriate fire and community officials. Construction equipment would be staged in existing road ROW or areas properly acquired by the contractor. Any other areas disturbed by construction that are outside the designated Project area would be properly cleared for environmental compliance by the contractor.

The duration of Project construction is expected to be no more than 2 years; therefore, construction activities would have no long-term effect, other than the provision of the new roadway facilities with associated traffic changes, and the opening of lands with new direct access to I-25 and Sunport Boulevard that were previously accessible via less-direct, longer, and more circuitous routes.

#### 4.21.3 No-Build Alternative: Potential Effects

Under the No-Build Alternative, no construction activities would occur.

### 4.22 Indirect Effects

The CEQ defines indirect effects as reasonably foreseeable impacts that are caused by an action but occur later in time and farther removed in distance. Indirect effects may include induced-growth that results from the Project, including changes in the location, magnitude, or pace of future development. Indirect effects may also

include encroachment-alteration effects, which are physical, chemical, or biological changes in the environment that occur because of the Project, but are removed in time or distance from the direct effects (AASHTO 2016).

Project-related indirect effects were considered within the area bounded by Gibson Boulevard to the north, I-25 to the east, Rio Bravo Boulevard to the south, and the Rio Grande to the west. This area was identified because it may experience induced growth and associated impacts from the Project. Indirect effects were considered over a period of 20 years, the typical time horizon used for forecasts in the transportation planning process.

Indirect effects are addresses only for those resource areas with potential impacts from the Project. Because of the disturbed nature of the area, impacts to natural resources are not anticipated. The Project is not expected to have encroachment-alteration effects. Impacts to cultural resources are also expected to be relatively minor, based on a full survey of the Project area. Although air quality impacts have been identified as a concern during the public involvement process, the analysis shows that the Project would not cause transportation-related air quality impacts. The Project would create some direct noise impacts, but no indirect effects are anticipated. Indirect effects are not anticipated to result in the areas of visual resources, Section 4(f) properties, farmland, relocations and ROW, utilities, or construction activities. Multimodal transportation and hazardous materials have potential direct impacts, but indirect effects are not expected. The areas where potential Project-related indirect effects may occur include land use and socioeconomic concerns.

The primary indirect effects anticipated from the Project relate to induced-growth. The area contains a substantial amount of vacant land zoned for industrial uses. Some of this land has been constrained for development in the past by soil and groundwater contamination; however, remediation efforts have been underway for many years and much of the land is potentially available for development. Access to the area is currently limited to Broadway Boulevard and Second Street, which both provide out-of-direction connections to I-25 and the regional transportation system. Although the Sunport is directly east of the Project area, access to this major international airport follows circuitous routes through the I-25/Rio Bravo and I-25/Gibson interchanges. By providing direct access to this area, the proposed Project may enable additional economic and commercial growth in the area. The pace and type of growth would be dictated by market forces and heavily influenced by Bernalillo County plans and policies, including proposed design standards. The public has expressed concerns that additional development would cause air emissions, contamination, and traffic impacts.

The evaluation of induced growth is based on the Project purpose and need, which identifies improved access to commercial and industrial development through a more direct roadway linkage from the Sunport and I-25 to Broadway Boulevard and Second Street. It is also based on review of local plans, including the Southwest Area Plan, as amended, which supports providing additional access to the airport for a major light-industrial corridor for the area east of Second Street, west of I-25, and south of Woodward Road. Additionally, the recent SHRP2 study (2016) indicates that potential land use and economic development may occur from roadway improvements in the form of direct jobs, business sales, and wages; multiplier impacts; new building construction; local property values; and real estate taxes. The public has also expressed a belief that the Project would result in additional growth in the area.

The conclusion of this analysis is that the Project could induce growth in the surrounding area. The extent of positive economic effects or negative community impacts depends on the degree to which the County engages in proactive planning and land development controls.

## 4.23 Cumulative Impacts

The CEQ's regulations define cumulative impacts as the effects on the environment which result from the incremental impacts of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (AASHTO 2016).

Project-related cumulative impacts were considered within the general area bounded by Gibson Boulevard, I-25, Rio Bravo Boulevard, and the Rio Grande. This area was identified because it includes the San Jose and Mountainview neighborhoods, which have expressed interest in the Project and it contains major transportation facilities (e.g. I-25/Gibson Interchange and I-25/Rio Bravo Interchange) that influence and are affected by Project-related travel. Several development plans outside of this area were also considered because they may influence land use and growth in and around the Project area. Cumulative impacts were considered over a period of 20 years, the typical time horizon used for forecasts in the transportation planning process.

Listed below are reasonably foreseeable actions in the area that may contribute to cumulative impacts.

- Planned transportation projects in the cumulative impacts area include the recently completed design of long-term improvements to the I-25/Rio Bravo interchange (CN A300280). Construction began in June 2017, and is anticipated to be completed in early 2019. Other projects that are planned in or around the area include University Boulevard Multimodal Improvements from Gibson Boulevard to George Road (CN A300111), just east of the Project area; I-25 Northbound Widening from Rio Bravo Boulevard to Sunport Boulevard (CN A300377), Rio Bravo Boulevard and Second Street Intersection Improvements (CN A300942), and Rio Bravo Boulevard Adaptive Signal Control Technology Project (CN A300943) (MRMPO 2015). These planned improvements would enhance the operation of the regional multimodal transportation system, in conjunction with the proposed Project.
- The Sunport serves as the region's main international airport and is directly adjacent to the Project area. The Albuquerque International Sunport Sustainable Airport Master Plan (Draft) (City Albuquerque 2016) has been initiated to evaluate the Sunport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or improved facilities that may be required to meet that demand. The plan addresses development of several properties owned by the Sunport that have been developed or identified for future non-aviation revenue support functions. These include the following (see Figure B-5 in Appendix B):
  - Aviation Center of Excellence
  - Sunport Business and Technology Center
  - Puerto Del Sol Golf Course
  - Property north of Airport Loop Road and west of Girard
  - Property located in the northeast corner of Sunport Boulevard and University Boulevard
  - Property located in the southeast corner of Sunport Boulevard and University Boulevard
  - Property located at the intersection of George Road and University Boulevard
  - Yale Landfill – Development Potential

Continued use and expansion of the Sunport and development of the non-aviation properties listed above could affect the market for development of new commercial or industrial land uses in the Project area.

- The Mesa del Sol Community Master Plan (Forest City Covington New Mexico, LLC 2012) is proposed to contain a mix of residential, commercial, and light-industrial development on approximately 12,000 acres southeast of the Project area. The pace of growth at Mesa del Sol has been far below expectations, and current ownership and financial challenges make future growth uncertain. As a result, the Administrative Modification to Futures 2040 Metropolitan Transportation Plan (MRMPO 2017b) omitted the privately-funded Mesa del Sol interchange from the travel demand network and the MTP project listing. The Mesa del Sol development could affect travel demand and the business climate in the Project area; however, the elimination of the planned interchange and slower pace of growth would likely diminish this impact.
- The Santolina Master Plan (Western Albuquerque Land Holdings, LLC 2016) is another proposed mixed-use development plan of approximately 13,700 acres, generally bound by I-40 to the north, 118th Street and the escarpment open space to the east, the Pajarito Mesa to the south, and the escarpment adjacent to the Rio Puerco Valley on the west. Although the proposed planned community is approximately six miles from the Project on the west side of the Rio Grande, it could affect the travel demand on Rio Bravo Boulevard.

Cumulative impacts are addressed only for those resource areas affected by the Project. Impacts to natural and cultural resources are not anticipated. Impacts would also not result in the areas of visual resources, Section 4(f) properties, Environmental Justice, farmland, relocations and ROW, utilities, or construction activities. Although the Project would affect remediation systems for contaminated sites, adverse impacts would be avoided through additional testing and continued coordination with the parties responsible for the remediation systems. Because anticipated impacts are minimal in these areas, there would be little or no cumulative impact with other actions.

In 2014, community organizations filed a complaint with USEPA against the Albuquerque Air Quality Division and the Albuquerque-Bernalillo County Air Quality Control Board stating that minority communities are being unfairly exposed to excessive air pollution and that the cumulative impacts of stationary source air-polluting industries have not been adequately considered. In 2016, the USEPA Office of Civil Rights accepted this complaint and began an investigation, which is still ongoing. The analysis in this EA shows that the Project would not cause transportation-related air quality impacts; therefore, cumulative impacts are not anticipated.

The Project would create direct noise impacts, which would have cumulative impacts with other environmental noise sources from rail and airport operations and other urban activities. Project-related noise impacts affect a relatively small number of sensitive receptors.

The potential indirect effects of induced industrial and commercial growth have already been discussed. Growth in the Project area may also have cumulative impacts with other regional developments in terms of possible changes in travel and land use patterns and neighborhood character. Growth trends in the Albuquerque metropolitan area over the past 10 years have experienced a significant economic decline and stagnant population levels, including high unemployment, low job growth, low birth rates, and negative net migration (MRMPO 2017). These factors are anticipated to have a lasting impact on future growth, and strongly affect the areas surrounding the Project. The population projections anticipate 253,876 fewer people in the MRCOG counties by 2040 than was initially projected in 2012. The effects of this negative urban growth trend would likely extend to transportation improvements and land development proposals, with consequent fewer impacts (positive and negative) on all resources.

The provision of pedestrian and bicycle facilities within the Project corridor would improve multimodal circulation in the immediate area and provide a needed east-west linkage that would have positive cumulative impacts with the regional trails network.

#### **4.24 Irreversible and Irretrievable Commitment of Resources**

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

#### **4.25 Short-Term Use of the Human Environment and Long-Term Productivity**

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

## 5. Public Involvement and Agency Coordination

Public involvement was implemented as part of the disclosure, information, and evaluation processes for the Project. Citizen involvement, as mandated by FHWA and NMDOT procedures, was accomplished through individual contact, correspondence, and meetings.

### 5.1 Public Involvement Process

Public involvement has been attained as part of the evaluation process for this Project to solicit input at key milestones. The EA was initiated in 2010, and a public meeting was conducted in June 2010 to review alternatives under consideration and inform the public of initiation of the NEPA process. Smaller meetings were conducted with stakeholders, affected business owners, and potentially affected individuals.

An EA was distributed for public review in September 2011 and public meetings were held in October 2011 and February 2012. Public comments were submitted to Bernalillo County, NMDOT, and FHWA during this period. In response to comments, the County opted to conduct additional analyses in key areas of concern including traffic impacts, environmental justice, air quality, and land use.

Members of the study team attended a San Jose neighborhood meeting in August 2013 and individual correspondence with members of this community occurred throughout the study process.

An additional public meeting was conducted in September 2013 to review the supplemental technical information and analysis, and to provide an opportunity for further public input prior to completion of the EA.

In 2015, a revised EA was prepared for the Sunport Boulevard Extension and made available for public review. A public hearing was subsequently held to obtain input on the revised EA in August 2015.

Meeting information was typically provided through newspaper advertisements, public meeting notices, newsletters, and local radio and television announcements. The public had a direct role in the evaluation of alignments, and public comment was obtained via use of written comment forms and electronic means. Agency coordination and involvement took place through meetings, telephone conversations, and e-mail correspondence.

### 5.2 Primary Public Comments and Concerns

The first public meeting in 2010 was attended by 29 members of the public including business and industry owners and representatives, and other government agency representatives. The major concerns regarding the Project, as expressed by those attending related to the following:

- Traffic impacts to Gibson and Rio Bravo Boulevards
- Increase in traffic using Sunport Boulevard through the airport area as a cut-through to other parts of the metropolitan area
- Access and egress issues for businesses at Woodward Road and Broadway Boulevard
- The speed limit of the roadway extension

The public also provided comments or questions regarding the following issues:

- Impacts to the South Valley Superfund Site remediation system

- Impacts to the Chevron bulk fuels terminal remediation system
- Safety issues for industrial vehicles using the Sunport Boulevard extension
- Public Service Company of New Mexico utilities

These scoping comments informed the range of the analysis for the document that was prepared and issued in September 2011. After release of an EA in 2011, at the public hearing and immediately afterward, a series of public comment letters were received that raised the following issues:

- Lack of understanding of the community and local vision for the neighborhoods
- Changes in traffic volumes and patterns and subsequent impacts on air quality
- Traffic impacts and truck traffic on connecting streets
- Environmental justice impacts to a community that has experienced past impacts from industrial pollution and has a relatively high concentration of heavy industry
- Need for mitigation of increased traffic levels on Woodward Road, including addressing pedestrian and vehicular safety
- Exacerbation of health impacts on nearby neighborhoods that have experienced chronic health problems in the past
- Impacts to Superfund site cleanup (Alternative A is too close to the Superfund site)
- Provision of new access to I-25 and Broadway would attract more undesirable (“dirty”) industry to the area

In response to these comments, earlier studies were revisited and additional analyses were conducted on traffic, air quality, and land use. Ongoing planning efforts in the area were reviewed and integrated into the discussion. Additional analysis of potential traffic impacts was conducted and incorporated throughout the EA. Future funding for additional improvements on Woodward Road to address future traffic volumes was secured by the County.

Some commenters requested additional analysis of air-quality impacts for pollutants unrelated to vehicular traffic, addressing future industrial air emissions. Modeling of industrial air pollutants was considered to be outside the scope of this EA, since the location and nature of future emission sources is speculative. Modeling was conducted to predict future CO levels, which have a strong link to vehicular traffic.

## 6. Conclusions

This EA concludes that the Preferred Alternative would meet the purpose and need for the Project in a manner that would:

- implement long-range transportation planning system connectivity goals;
- provide a more fully linked transportation system, with regularly spaced interchanges connecting from I-25 to major parallel arterials;
- better balance traffic volumes on the roadway network by providing another connection from the existing arterial system to the interstate;
- improve access to economic centers and related commercial and industrial development through a more direct roadway link from the Sunport and I-25 to Broadway Boulevard and Second Street;
- improve pedestrian and bicycle facilities and connectivity in the Project area; and
- improve emergency vehicle access and evacuation routes in the Project area.

Key findings of the environmental analysis include the following:

- The proposed Project crosses a portion of the South Valley Superfund Site and several other contaminated sites. Construction of the Project would affect some existing wells and associated waterlines that are part of the groundwater remediation system. Avoidance where possible, protection, adjustment, or relocation of these wells and water lines have been included as an integral part of the Project. Costs related to the relocation of wells and pipelines have been included in the overall construction cost estimate for the Project. Coordination would continue between the County, NMED, USEPA, and responsible parties.
- Air quality modeling indicates that implementation of the Preferred Alternative would not result in NAAQS exceedances or contribute to CO “hot spots.”
- The adjacent San Jose and Mountain View neighborhoods have a relatively high proportion of low-income and minority residents, and have been subject to the impacts of older industrial uses in the area that have caused pollution. Residents of these neighborhoods are concerned that the Project would attract additional undesirable, polluting, or nuisance businesses to the area. To address these concerns, the County is preparing the San Jose/Mountain View Design Overlay standards, which are intended to positively influence development patterns and enhance the character of the area.

This EA concludes that the proposed action is necessary for efficient and safe travel within the Project study area. The analyses conducted indicate that implementation of the Preferred Alternative would not result in significant adverse impacts. Unless significant impacts are identified as a result of further public review or at the public hearing, a FONSI will be prepared, in accordance with the NMDOT Location Study Procedures (2015). The FONSI will address any concerns raised during the circulation of the EA, during the public hearing comment period, or regarding coordination of other aspects of the Preferred Alternative with appropriate agencies. The FONSI may include additional stipulations to address any public or agency concerns. The FONSI will authorize the next phases of the Project, which include final design, ROW acquisition, and construction.

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## APPENDIX A: Agency Correspondence



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:**  
CN A300160

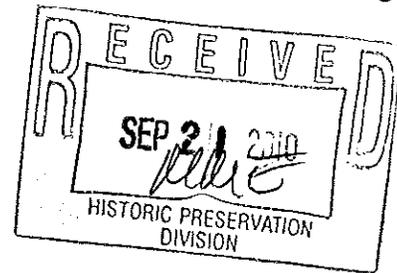
September 2, 2010

**SUBJECT: Sunport Boulevard Extension Project, Bernalillo County, New Mexico**

090413

District 3, Cultural Resource Investigations

Ms. Jan Biella  
State Historic Preservation Officer  
Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, New Mexico 87501



Dear Ms. Biella:

Enclosed is a copy of Parametrix Report No. 2010-23, *A Cultural Resource Survey for Sunport Boulevard Extension Project, Bernalillo County, New Mexico* (New Mexico Cultural Resource Information System Activity Number 118071). Bernalillo County—in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA)—is proposing an extension of Sunport Boulevard from the existing Sunport Boulevard Interchange with Interstate 25 (I-25) west to Broadway Boulevard (NM 47) in southeastern Albuquerque, New Mexico. The proposed project will (a) reduce traffic congestion on the adjacent roadways, including Gibson Boulevard, Rio Bravo Boulevard, and Broadway Boulevard and (b) will close a gap in the area's transportation system and provide roadway continuity.

This undertaking is included in the Mid Region Council of Governments' (MRCOG) 2010 to 2015 Statewide Transportation Improvement Plan (STIP). In the STIP, the project is identified as CN A300160, Federal ID 09NM006. Federal funds are shown as STP-U and TCSP. The project is also included in the *New Mexico Department of Transportation ARRA Statewide Transportation Improvement Program FY 2010*, approved by the New Mexico State Transportation Commission, FHWA, and Federal Transit Administration on March 23, 2010. The FHWA is the lead federal agency for the proposed undertaking and Bernalillo County is the project sponsor.

In order to comply with federal guidelines such as Section 106 of the National Historic Preservation Act (NHPA), Bernalillo County contracted with Parametrix to conduct a cultural resource survey of the area of potential effects (APE) for the proposed project. URS Corporation (URS) was contracted to design engineering plans for the proposed road extension and assist Bernalillo County in compliance with environmental regulations. The APE was defined in consultation with Bernalillo County, URS, NMDOT, and Historic Preservation Division (HPD) guidelines as a linear alignment containing 3.5 hectares (8.6 acres [ac]). The APE includes the construction footprint as well as a 15-meter (m) (50-ft) buffer that was visually inspected for standing historic buildings, structures, or objects that may be affected by the



proposed undertaking. Due to the nature of construction plans, the APE varies in width, although it averages 130 ft (39.6 m). While the proposed alignment is 0.46 mi long, the APE was expanded to 0.61 mi in length, in order to include the San Jose Drain at the west end of the project area and assess the impact of the project on this cultural resource. The proposed project consists of NMDOT right-of-way, Bernalillo County lands, and private property.

The project area is located in southeast Albuquerque, New Mexico, east of the Rio Grande and west of I-25. It is shown on the *Albuquerque West (1990)* 7.5-minute United States Geological Survey (USGS) quadrangle. The project area occupies portions of Sections 32 and 33 of Township 10 North, Range 3 East.

On May 21 and 22, Parametrix conducted an intensive (100 percent) pedestrian cultural resource survey of the APE. As a result of this investigation, two newly discovered archaeological sites (LA 167700 and LA 167701), two historic/modern diversion channel segments (South Diversion Channel and San Jose Drain), and one isolated occurrence (IO) were documented during the current investigation. The latter resource—the single IO—has not, and is not likely to provide important information to better our understanding of prehistory or history and is therefore recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria. No further investigations are recommended for this resource.

Parametrix recommends a preliminary eligibility of *undetermined* for LA 167700 and LA 167701, as archaeological testing is required to confirm the presence of subsurface deposits and assess whether these sites will contribute to a better understanding of the prehistory of the region. Both LA 167700 and LA 167701 should be avoided by all project-related activities until an eligibility determination can be made. If complete avoidance is feasible, subject to consultation and comment, the proposed undertaking will have *no effect* on these resources. If avoidance is not possible, Parametrix recommends that a limited testing plan be implemented under existing survey permit NM-10-121-S and per the New Mexico Administrative Code (NMAC) 4.10.16. The testing program will be designed to identify the nature and extent of subsurface archaeological deposits within the APE and determine if each site contains elements that merit eligibility to the National Register of Historic Places (NRHP). If either site is determined eligible and if elements contributing to its eligibility will be affected by the proposed undertaking, the project proponent should prepare a data recovery plan per NMAC 4.10.8 and to the standards within NMAC 4.10.16.

The two historic/modern diversion channels have previously been recommended as eligible for inclusion to the NRHP under Criteria A and C based on the fact that they have played an important role in the economic development of the area and represent a link between past and present for local communities. These ditches continue to play an important role in the community as flood control devices and irrigation systems and are integral to the development of Albuquerque's infrastructure and expansion by diverting storm-water runoff away from developed areas and into the Rio Grande.

A bridge will be constructed over the South Diversion Channel, and project plans indicate the resource will not be altered during construction. Although construction of this bridge constitutes a visual modification, the area is already highly developed and industrialized, and numerous roads cross the channel in the immediate vicinity of the recorded segment. Furthermore, the undertaking is consistent with both the character of the area and the original purpose of the South Diversion Channel as a functioning element of Albuquerque's infrastructure. The channel will continue to operate as designed and no historically important features will be affected. Subject to consultation and comment, Parametrix recommends that the proposed improvements will have *no adverse effect* on the qualities that make the flood control/irrigation system eligible to the NRHP. No additional investigation or treatment is recommended for the South Diversion Channel.

Although the survey area was extended across the San Jose Drain in order to update and fully assess any impact the project may have on this resource, project plans indicate that the San Jose Drain will not be affected by the Alignment A alternative. Therefore, the San Jose Drain will continue to operate as designed and no historically important features will be affected. Subject to consultation and comment, Parametrix recommends that the proposed improvements will have *no effect* on the qualities that make the flood control/irrigation system eligible to the NRHP. No additional investigation or treatment is recommended for the San Jose Drain.

Consultation has been initiated by Parametrix on behalf of the lead agency with the following Native American governments: 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.

Based on the results of this investigation, subject to consultation and comment, the proposed undertaking will have *no adverse effect* on any historic properties listed on, or eligible to, the NRHP. However, if buried cultural deposits are discovered during project activities, work should cease immediately and the County of Bernalillo, FHWA, the NMDOT Cultural Resources Section, and your office should be notified.

Your concurrence is requested for the Sunport Boulevard Extension Project, Bernalillo County.

Sincerely,



Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency



R. Blake Roxlau  
NMDOT Cultural Resources Bureau Manager

For: J. Don Martinez  
Division Administrator

For: Gary L.J. Giron  
NMDOT Cabinet Secretary

Enclosure

Concurrence:  *Michelle Ensey* 10/4/10  
for Ms. Jan Biella  
State Historic Preservation Officer

Comments:



Susana Martinez  
Governor

STATE OF NEW MEXICO  
**DEPARTMENT OF CULTURAL AFFAIRS**  
**HISTORIC PRESERVATION DIVISION**

BATAAN MEMORIAL BUILDING  
407 GALISTEO STREET, SUITE 236  
SANTA FE, NEW MEXICO 87501  
PHONE (505) 827-6320 FAX (505) 827-6338

June 3, 2016

Rick Wessel  
Cultural Resources Coordinator  
NMDOT Environmental Section  
P.O. Box 1149  
Santa Fe, New Mexico 87504

RE: *A Cultural Resources Survey for Proposed NMDOT Road Improvements Along Woodward Road in Southern Albuquerque, Bernalillo County, New Mexico* (HPD log 103721)

Dear Mr. Wessel,

On behalf of the New Mexico State Historic Preservation Officer (SHPO), Historic Preservation Division Architect Barbara Zook and I have completed a review of the aforementioned report. This letter provides SHPO comments on the determinations of eligibility for the properties identified, and the finding of effect.

The SHPO concurs that Historic Cultural Properties Inventory (HCPIs) 31552, 38968, 40066, 40070, 40071, 40072, and 40073 are eligible for listing in the National Register of Historic Places (NRHP).

The SHPO also concurs that HCPIs 40064, 40068, and 40069 are not eligible for listing in the NRHP under any criteria.

The SHPO does not concur that HCPIs 40065 and 40067 are not eligible for the NRHP. It is the SHPO's opinion that HCPI 40065 is a mid-century modern gas station that could be eligible individually for the NRHP or eligible under a Multiple Property Nomination of NM gas stations under Significance Criterion C (architecture). HCPI 40067 is a classic Pueblo Revival style house, which although vacant and burned still maintains integrity of locations, setting, design and materials. It is eligible for the NRHP under Criterion C for its architectural style. Because the FHWA and SHPO disagree on the eligibility of these two properties, their eligibility is undetermined.

The SHPO concurs that the project will have no adverse effect on historic properties.

If you have any questions or comments, please feel free to call me directly at 505-827-4225 or email me.

Sincerely,

Bob Estes Ph.D.  
HPD staff Archaeologist



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

New Mexico Division  
4001 Office Court Drive  
Suite 801  
Santa Fe, NM 87507  
505-820-2021

June 1, 2016

In Reply Refer To:

ENVI 2  
CN 300161

Dr. Jeff Pappas  
State Historic Preservation Officer  
Office of Cultural Affairs  
Historic Preservation Division  
407 Galisteo, Suite 236  
Santa Fe, New Mexico 87501

Dear Dr. Pappas:

Please find enclosed for your review a report titled *A Cultural Resource Survey for Proposed Road Improvements along Woodward Road in Southern Albuquerque, Bernalillo County, New Mexico* (Okun Consulting; NMCRI 134807). Bernalillo County, in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA), is proposing improvements to Woodward Road to accommodate anticipated increased traffic from the future construction of Sunport Boulevard Extension. This project is referred to as NMDOT CN 300161 and will be funded with federal monies from FHWA.

FHWA is the lead federal agency for Section 106 consultation and is taking the administrative lead in completing coordination with land managing agencies and your office in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992, and in accordance with 36 CFR 800.7 (August 5, 2004). The proposed Woodward Road improvements will occur on City of Albuquerque land and Bernalillo County land.

Bernalillo County retained the services of URS/AECOM, who in turn retained Okun Consulting Solutions to perform a cultural resources survey of the area of potential effect (APE). A total of 12.5 acres was surveyed: City of Albuquerque 11.1 acres and Bernalillo County 1.4 acres. Seven historic buildings, four acequias, one historic railroad, and one descanso were recorded.

HCPI 31552 is the BNSF Railway, formerly the Atchison, Topeka and Santa Fe Railway. This rail line was previously considered eligible under Criteria A. Woodward will be widened at this location and quad gates and new signals will be added. The project will have no adverse effect on this historic property.

HCPI 38968 is the San Jose Interior Drain which shows up on a 1947 aerial image. The Drain is considered eligible under Criteria A. The portion of the Drain within the project area has been concrete lined. The culvert will need to be extended at this location, but the project will have no adverse effect on this property.

HCPI 40064 is a house that was constructed sometime after 1947 and before 1954 according to aerial imagery. It is not considered eligible to the National Register of Historic Places (NRHP).

HCPI 40065 was a gas station that was moved to its present location sometime after 1973 according to aerial imagery. The building is considered not eligible to the NRHP.

HCPI 40066 is a house that was constructed sometime between 1947 and 1954. It is considered eligible to the NRHP under Criteria A. The project will be designed to have no effect to this property.

HCPI 40067 is a house constructed sometime in the 1920s. It is one of the earliest buildings in this area of the South Valley of Albuquerque, but the building has burned and is not eligible to the NRHP.

HCPI 40068 is a commercial building that was constructed sometime after 1947 and before 1954. With a later addition altering the building configuration, this is considered not eligible to the NRHP.

HCPI 40069 is a commercial building that was constructed between 1954 and 1959. The building has been added on to over the years and is considered not eligible to the NRHP.

HCPI 40070 is a commercial building that was constructed by 1954. Although the consultant recommends the building as not eligible, NMDOT is of the opinion the building exemplifies the rise of industry in the South Valley and is eligible to the NRHP under Criteria A and C. The project will be designed to have no effect on this property.

HCPI 40071 is a lateral of the Barr Main Canal and is referred to as Lateral No. 1. It shows up on a 1947 aerial paralleling 2<sup>nd</sup> Street on the east side, and crossing under 2<sup>nd</sup> Street. The lateral is considered eligible to the NRHP under Criteria A. The culvert carrying Lateral No. 1 under 2<sup>nd</sup> Street will be extended and might require headwalls at both the inlet and outlet. The portion of Lateral No. 1 along the east side of 2<sup>nd</sup> Street will be avoided by the widening of the street. The project will have no adverse effect on this property.

HCPI 40072 is an unnamed lateral of the Barr Main Canal and is visible on a 1947 aerial image. This lateral is considered eligible under Criteria A. A pipeline will cross 2<sup>nd</sup> Street and this location and will be installed under the ditch where it will convey runoff into a drainage pond. The ditch will be restored in kind after the installation of the pipe, and the ditch will continue to function as intended. The project will have no adverse effect on this lateral.

HCPI 40073 is comprised of four previously undocumented segments of the San Jose Lateral, also known as the Barelax Ditch. Segment 1 will require an extension to accommodate the widening of Woodward and will require inlet and outlet improvements. Segment 2 will be avoided except at the crossing at William Street. Curb returns at this location will require an extension of the culvert carrying the lateral under William Street and possibly new headwalls at the inlet and outlet. Segments 3 and 4 are outside the right of way and will be avoided by project activities. The project will have a no adverse effect on these resources.

In June 2015, the NMDOT Tribal Consultation Coordinator conducted traditional cultural property inquiries for tribal entities that have expressed interest in projects in Bernalillo County. So far, no responses have been received.

FHWA and NMDOT have determined that the proposed project along Woodward Road will have no adverse effect to the cultural properties identified in the project area along Woodward Road and Second Street. Your concurrence with a *no adverse effect* to historic properties is requested.

Sincerely,



Gregory L. Heitmann  
FHWA Environmental Specialist  
Lead Agency



Rick Wessel  
NMDOT Cultural Resources Coordinator

For: J. Don Martinez  
FHWA Division Administrator

For: Tom Church  
NMDOT Cabinet Secretary

\\gad\CN 300161

Concurrence: \_\_\_\_\_ Date \_\_\_\_\_  
Dr. Jeff Pappas  
New Mexico State Historic Preservation Officer

COMMENTS:

Woodward Road Improvements Project CN 300161 Cultural Resources Table

| HCPI # | Type                               | Eligibility Recommendation | Criteria | Effect            | Treatment  | SHPO Concurrence/ Comments |
|--------|------------------------------------|----------------------------|----------|-------------------|--|----------------------------|
| 31552  | BNSF RR                            | Eligible                   | A        | No adverse effect | Quad gates and new signals added   |                            |
| 38968  | San Jose Interior Drain            | Eligible                   | A        | No adverse effect | Culvert extension  |                            |
| 40064  | House                              | Not eligible               |          | No effect         |  |                            |
| 40065  | Former gas station                 | Not eligible               |          | No effect         |  |                            |
| 40066  | House                              | Eligible                   | A        | No effect         | Avoided  |                            |
| 40067  | House                              | Not eligible               |          | No effect         |  |                            |
| 40068  | Commercial building                | Not eligible               |          | No effect         |  |                            |
| 40069  | Commercial building                | Not eligible               |          | No effect         |  |                            |
| 40070  | Commercial building                | Eligible                   | A & C    | No effect         | Avoided  |                            |
| 40071  | Lateral No.1 of Barr Main Canal    | Eligible                   | A        | No adverse effect | Culvert extended and head walls  |                            |
| 40072  | Unnamed lateral of Barr Main Canal | Eligible                   | A        | No adverse effect | Drainage pipe buried underneath lateral; repair in kind                      |                            |
| 40073  | Segments of San Jose Lateral       | Eligible                   | A        | No adverse effect | Segments 1 and 2 culvert extensions and head walls, Segments 3 and 4 avoided |                            |



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
New Mexico Ecological Services Field Office  
2105 Osuna Road Ne  
Albuquerque, NM 87113-1001  
Phone: (505) 346-2525 Fax: (505) 346-2542  
<http://www.fws.gov/southwest/es/NewMexico/>  
[http://www.fws.gov/southwest/es/ES\\_Lists\\_Main2.html](http://www.fws.gov/southwest/es/ES_Lists_Main2.html)

In Reply Refer To:

May 03, 2017

Consultation Code: 02ENNM00-2017-SLI-0535

Event Code: 02ENNM00-2017-E-01036

Project Name: Sunport Biological Evaluation

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

Thank you for your recent request for information on federally listed species and important wildlife habitats that may occur in your project area. The U.S. Fish and Wildlife Service (Service) has responsibility for certain species of New Mexico wildlife under the Endangered Species Act (ESA) of 1973 as amended (16 USC 1531 et seq.), the Migratory Bird Treaty Act (MBTA) as amended (16 USC 701-715), and the Bald and Golden Eagle Protection Act (BGEPA) as amended (16 USC 668-668c). We are providing the following guidance to assist you in determining which federally imperiled species may or may not occur within your project area and to recommend some conservation measures that can be included in your project design.

### **FEDERALLY-LISTED SPECIES AND DESIGNATED CRITICAL HABITAT**

Attached is a list of endangered, threatened, and proposed species that may occur in your project area. Your project area may not necessarily include all or any of these species. Under the ESA, 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 the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make "no effect" determinations. If you determine that your proposed action will have "no effect" on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally-listed threatened or endangered fish or wildlife species without the appropriate permit.

If you determine that your proposed action may affect federally-listed species, consultation with the Service will be necessary. Through the consultation process, we will analyze information contained in a biological assessment that you provide. If your proposed action is associated with

Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a)(1)(B) of the ESA (also known as a habitat conservation plan) is necessary to harm or harass federally listed threatened or endangered fish or wildlife species. In either case, there is no mechanism for authorizing incidental take "after-the-fact." For more information regarding formal consultation and HCPs, please see the Service's Consultation Handbook and Habitat Conservation Plans at [www.fws.gov/endangered/esa-library/index.html#consultations](http://www.fws.gov/endangered/esa-library/index.html#consultations).

The scope of federally listed species compliance not only includes direct effects, but also any interrelated or interdependent project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations) and any indirect or cumulative effects that may occur in the action area. The action area includes all areas to be affected, not merely the immediate area involved in the action. Large projects may have effects outside the immediate area to species not listed here that should be addressed. If your action area has suitable habitat for any of the attached 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.

### **Candidate Species and Other Sensitive Species**

A list of candidate and other sensitive species in your area is also attached. Candidate species and other sensitive species are species that have no legal protection under the ESA, although we recommend that candidate and other sensitive species be included in your surveys and considered for planning purposes. The Service monitors the status of these species. If significant declines occur, these species could potentially be listed. Therefore, actions that may contribute to their decline should be avoided.

Lists of sensitive species including State-listed endangered and threatened species are compiled by New Mexico state agencies. These lists, along with species information, can be found at the following websites:

Biota Information System of New Mexico (BISON-M): [www.bison-m.org](http://www.bison-m.org)

New Mexico State Forestry. The New Mexico Endangered Plant Program:  
[www.emnrd.state.nm.us/SFD/ForestMgt/Endangered.html](http://www.emnrd.state.nm.us/SFD/ForestMgt/Endangered.html)

New Mexico Rare Plant Technical Council, New Mexico Rare Plants: [nmrareplants.unm.edu](http://nmrareplants.unm.edu)

Natural Heritage New Mexico, online species database: [nhnm.unm.edu](http://nhnm.unm.edu)

### **WETLANDS AND FLOODPLAINS**

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. These habitats should be conserved through avoidance, or mitigated to ensure that there would be no net loss of wetlands function and value.

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We encourage you to use the National Wetland Inventory (NWI) maps in conjunction with ground-truthing to identify wetlands occurring in your project area. The Service's NWI program website, [www.fws.gov/wetlands/Data/Mapper.html](http://www.fws.gov/wetlands/Data/Mapper.html) integrates digital map data with other resource information. We also 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.

## **MIGRATORY BIRDS**

The MBTA prohibits the taking of migratory birds, nests, and eggs, except as permitted by the Service's Migratory Bird Office. To minimize the likelihood of adverse impacts to migratory birds, we recommend construction activities occur outside the general bird nesting season from March through August, or that areas proposed for construction during the nesting season be surveyed, and when occupied, avoided until the young have fledged.

We recommend review of Birds of Conservation Concern at website [www.fws.gov/migratorybirds/CurrentBirdIssues/Management/BCC.html](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Management/BCC.html) to fully evaluate the effects to the birds at your site. This list identifies birds that are potentially threatened by disturbance and construction.

## **BALD AND GOLDEN EAGLES**

The bald eagle (*Haliaeetus leucocephalus*) was delisted under the ESA on August 9, 2007. Both the bald eagle and golden eagle (*Aquila chrysaetos*) are still protected under the MBTA and BGEPA. The BGEPA affords both eagles protection in addition to that provided by the MBTA, in particular, by making it unlawful to "disturb" eagles. Under the BGEPA, the Service may issue limited permits to incidentally "take" eagles (e.g., injury, interfering with normal breeding, feeding, or sheltering behavior nest abandonment). For information on bald and golden eagle management guidelines, we recommend you review information provided at [www.fws.gov/midwest/eagle/guidelines/bgepa.html](http://www.fws.gov/midwest/eagle/guidelines/bgepa.html).

On our web site [www.fws.gov/southwest/es/NewMexico/SBC\\_intro.cfm](http://www.fws.gov/southwest/es/NewMexico/SBC_intro.cfm), we have included conservation measures that can minimize impacts to federally listed and other sensitive species. These include measures for communication towers, power line safety for raptors, road and highway improvements, spring developments and livestock watering facilities, wastewater facilities, and trenching operations.

We also 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 State fish, wildlife, and plants.

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. For further consultation on your proposed activity, please call 505-346-2525 or email [nmesfo@fws.gov](mailto:nmesfo@fws.gov) and reference your Service Consultation Tracking Number.

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Attachment(s):

- Official Species List

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**New Mexico Ecological Services Field Office**

2105 Osuna Road Ne

Albuquerque, NM 87113-1001

(505) 346-2525

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## Project Summary

Consultation Code: 02ENNM00-2017-SLI-0535

Event Code: 02ENNM00-2017-E-01036

Project Name: Sunport Biological Evaluation

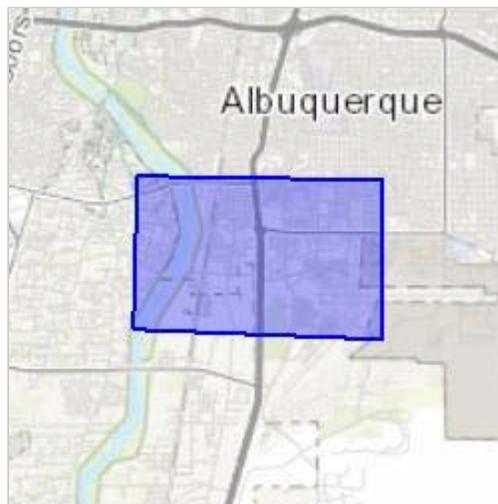
Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: Extension of Sunport Boulevard to Woodward Road and road improvements along Woodward Road and Second Street.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/35.05293828589582N106.6382079367956W>



Counties: Bernalillo, NM

## Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

---

## Mammals

| NAME   | STATUS     |
|--|------------|
| New Mexico Meadow Jumping Mouse ( <i>Zapus hudsonius luteus</i> )<br>There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/7965">https://ecos.fws.gov/ecp/species/7965</a> | Endangered |

## Birds

| NAME   | STATUS     |
|--|------------|
| Mexican Spotted Owl ( <i>Strix occidentalis lucida</i> )<br>There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/8196">https://ecos.fws.gov/ecp/species/8196</a>                | Threatened |
| Southwestern Willow Flycatcher ( <i>Empidonax traillii extimus</i> )<br>There is a <b>final critical habitat</b> designated for this species. Your location is outside the designated critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/6749">https://ecos.fws.gov/ecp/species/6749</a>    | Endangered |
| Yellow-billed Cuckoo ( <i>Coccyzus americanus</i> )<br>Population: Western U.S. DPS<br>There is a <b>proposed critical habitat</b> for this species. Your location overlaps the proposed critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/3911">https://ecos.fws.gov/ecp/species/3911</a> | Threatened |

## Fishes

| NAME  | STATUS     |
|---|------------|
| Rio Grande Silvery Minnow ( <i>Hybognathus amarus</i> )<br>Population: Wherever found, except where listed as an experimental population<br>There is a <b>final critical habitat</b> designated for this species. Your location overlaps the designated critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/1391">https://ecos.fws.gov/ecp/species/1391</a> | Endangered |

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## Critical habitats

There are 2 critical habitats wholly or partially within your project area.

| NAME  | STATUS           |
|---|------------------|
| Rio Grande Silvery Minnow ( <i>Hybognathus amarus</i> ) | Final designated |
| Yellow-billed Cuckoo ( <i>Coccyzus americanus</i> )     | Proposed         |

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April 20, 2018

RE: Environmental Assessment: Sunport Boulevard Extension: Broadway Boulevard to Interstate 25 and Woodward Road Improvements: Second Street to Broadway Boulevard (NMDOT Control Numbers [CNs]: A300160 and A300161)

Dear Agency Representative or Interested Party:

The Bernalillo County Public Works Division (County), in cooperation with the New Mexico Department of Transportation (NMDOT) and Federal Highway Administration (FHWA), propose to extend Sunport Boulevard from its current terminus at Interstate 25 (I-25) to the Broadway Boulevard/Woodward Road intersection, and improve Woodward Road along its existing alignment from Broadway Boulevard to Second Street (the Project). The Project is located within Bernalillo County and portions of the city of Albuquerque, New Mexico (see attached figure). The FHWA and NMDOT are providing oversight; federal funding is designated for the Project through the FHWA.

An environmental assessment (EA) is being prepared for the Project in compliance with the National Environmental Policy Act of 1969 (NEPA), including environmental analysis of alternatives and public involvement. This EA combines two proposed undertakings, the *Sunport Boulevard Extension: Broadway Boulevard to Interstate 25* (CN 300160) and the *Woodward Road Improvements: Second Street to Broadway Boulevard* (CN 300161). The process is intended to inform stakeholders of the potential consequences of the Project and to solicit input, thus affecting the decision-making process.

The purpose of the proposed Project is to improve roadway system and multimodal connectivity from the I-25/Sunport Interchange to Broadway Boulevard and Second Street. A variety of alternatives to address the need for improvements in this corridor were considered as part of prior studies conducted between 2010 and 2016. In 2016, the County concluded that the Sunport Boulevard Extension and Woodward Road Improvements should be evaluated as a combined project. The Preferred Alternative in the EA was identified as the recommended approach based on engineering feasibility, simplicity, cost, environmental factors, and other considerations.

The Preferred Alternative for the Sunport Boulevard Extension consists of constructing a four-lane median-divided urban arterial roadway from the intersection of Broadway Boulevard and Woodward Road east to the existing interchange of Sunport Boulevard and I-25, for approximately 0.5 mile. Bike lanes and sidewalks would be included as part of the typical roadway cross section, connecting Broadway Boulevard to the east side of the Sunport Boulevard/I-25 interchange. The roadway would contain twin bridges over the existing Albuquerque Metropolitan Arroyo Flood Control Authority's South Diversion Channel. Traffic signals would also be needed at the intersections of Sunport Boulevard and I-25 northbound and southbound interstate ramps.

The Preferred Alternative for the Woodward Road Improvements would consist of a three-lane configuration with two travel lanes, a continuous left-turn lane, two bike lanes, standard curb and gutter, and sidewalks on both sides of the roadway. The proposed improvements would extend approximately 0.58 mile. A signal would also be needed at the intersection of Second Street and Woodward Road to accommodate traffic.

Public involvement has been attained as part of the Project to solicit input at key milestones. During the past eight years, five public meetings and numerous agency and stakeholder consultations have taken place, and additional public involvement and agency coordination are ongoing. The NEPA process requires coordination with pertinent agencies and interested parties. Your review and comments on the Project are important elements of this process. The comment period will extend until June 15, 2018.

For further information, copies of the EA, and/or to submit comments, please contact the following project consultant representative:

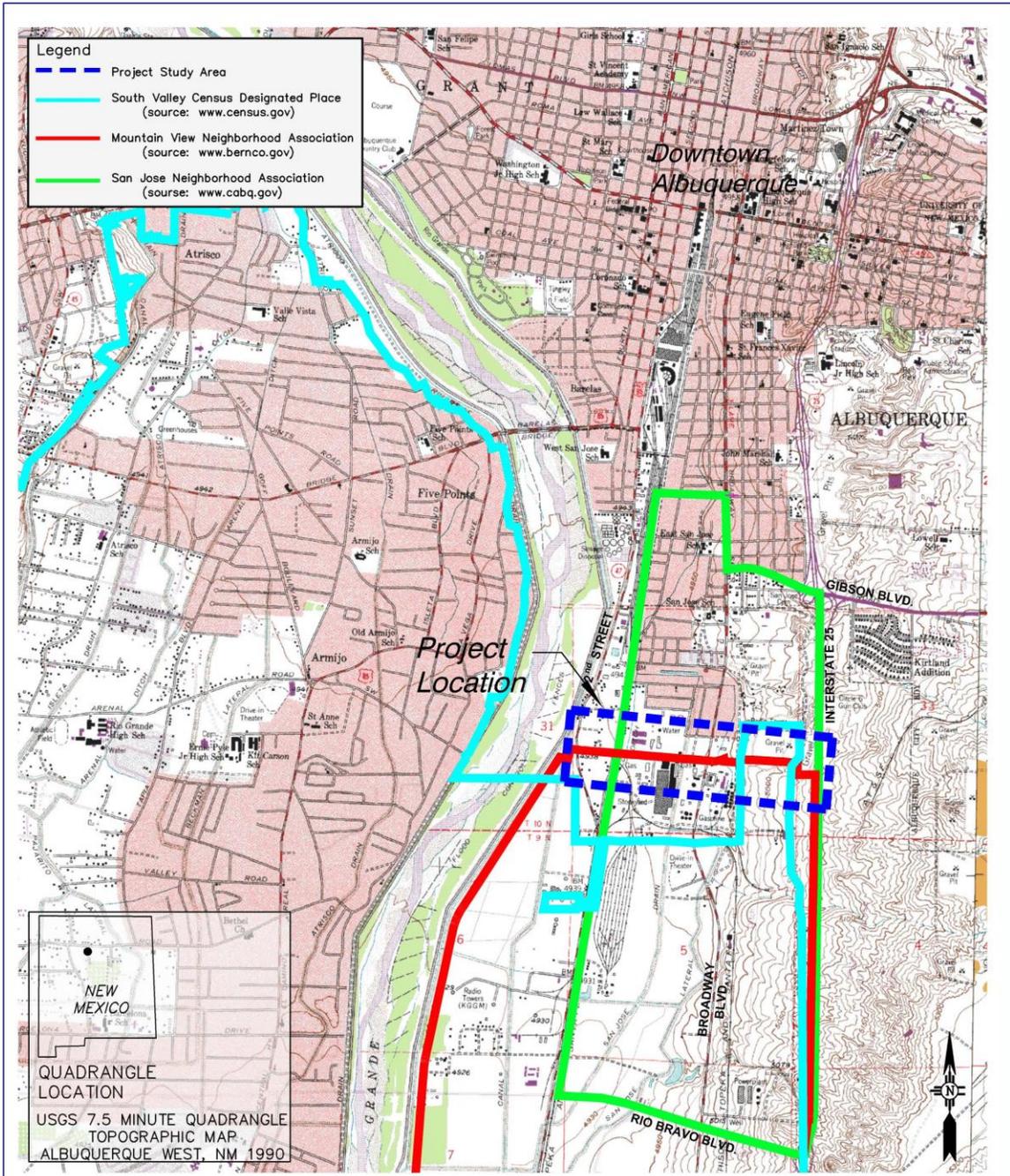
John Taschek, Senior Project Manager  
Ecosphere Environmental Services, Inc.  
1660 Old Santa Fe Trail, Suite H  
Santa Fe, New Mexico 87505  
(505) 980-0993  
jtaschek@ecosphere-services.com

We appreciate your interest and participation in this project, and look forward to your comments.

Sincerely,

A handwritten signature in black ink that reads "John Taschek". The signature is written in a cursive, flowing style.

John Taschek, Senior Project Manager  
Ecosphere Environmental Services, Inc.



 **Sunport Boulevard Extension**  
Bernalillo County Division of Public Works

**Project Location Map**



AGENCY CORRESPONDENCE LIST

U.S. Fish and Wildlife Service \*  
New Mexico Ecological Services Office  
Wally Murphy, Field Office Supervisor  
2105 Osuna Road, NE  
Albuquerque, New Mexico 87113-1001

U.S. Army Corps of Engineers  
Albuquerque District  
NM/TX Branch  
Lesley McWhirter, Branch Chief  
4101 Jefferson Plaza, N.E., Rm. 313  
Albuquerque, NM 87109-3435

U.S. Department of Agriculture  
Natural Resources Conservation  
Service  
Albuquerque Service Center  
Dennis Alexander, State Conservationist  
6200 Jefferson, N.E.  
Albuquerque, New Mexico 87109

U.S. Bureau of Reclamation  
Albuquerque Area  
Nancy Umbreit  
555 Broadway Blvd. NE  
Albuquerque, NM 87102-2752

U.S. Environmental Protection Agency  
Superfund Program  
Region 6 Compliance Assurance and  
Enforcement Division  
6SF-RL, Superfund Program  
1445 Ross Avenue, Suite 1200  
Dallas, Texas 75202

Air Planning Section  
EPA Region 6, 6 PD-L  
1445 Ross Avenue, Suite 1200  
Dallas, TX 75202-2733

Director of Transportation  
Mid-Region Council of Governments  
Transportation and Planning Services  
809 Copper Avenue, N.W.  
Albuquerque, New Mexico 87102

Nathan Masek, Transportation Planner  
Mid-Region Council of Governments  
Transportation and Planning Services  
809 Copper Avenue, N.W.  
Albuquerque, New Mexico 87102

N.M. Environmental Department  
Environmental Impact Review Coordinator  
PO Box 5469  
1190 St. Francis Drive, Suite N4050  
Santa Fe, New Mexico 87505

Chief  
New Mexico Environment Department  
Air Quality Bureau  
525 Camino de Los Marquez, Suite #1  
Santa Fe, NM 87505-1816

Chief  
N.M. Environment Department  
Surface Water Quality Bureau  
P.O. Box 5469  
Santa Fe, New Mexico 87505

N.M. Environment Department  
Ground Water Quality Bureau  
P.O. Box 5469  
1190 St. Francis Drive, Suite N2250  
Santa Fe, New Mexico 87505

Chief  
New Mexico Environment Department  
Drinking Water Bureau  
PO 5469  
Santa Fe, NM 87502

Chief  
New Mexico Environment Department  
Solid Waste Bureau  
P.O. Box 5469  
Santa Fe, NM 87502-5469

N.M. Environment Department  
Superfund Oversight Section  
P.O. Box 5469  
1190 St. Francis Drive, Suite N2250  
Santa Fe, New Mexico 87505

N.M. Department of Game and Fish  
Conservation Services Division  
P.O. Box 25112  
Santa Fe, New Mexico 87504

N.M. Energy, Minerals, and Natural  
Resources Department \*\*  
Forestry Division  
1220 S. Saint Francis Drive  
Santa Fe, New Mexico 87505

State Engineer  
N.M. Office of State Engineer  
P.O. Box 25102  
Santa Fe, New Mexico 87504-5102

N.M. Department of Homeland  
Security Emergency Management  
Department Secretary  
13 Bataan Blvd.  
Santa Fe, New Mexico 87504

Director  
New Mexico State Parks Division  
1220 South St. Francis Drive  
Santa Fe, NM 87505

Aubrey Dunn, Commissioner  
New Mexico State Land Office  
310 Old Santa Fe Trail  
Santa Fe, NM 87501

Principal Planner  
City of Albuquerque  
Municipal Development Department  
Transportation Division  
P.O. Box 1293  
One Civic Plaza, Room 7057  
Albuquerque, New Mexico 87103

Section Manager  
Municipal Development Department,  
Transportation Division  
P.O. Box 1293  
One Civic Plaza, Room 7057  
Albuquerque, New Mexico 87103

Environmental Compliance Officer  
City of Albuquerque Aviation Department  
P.O. Box 9948  
2200 Sunport Blvd., SE  
Albuquerque, New Mexico 87106

Albuquerque Bernalillo County  
Water Utilities Authority  
PO Box 1293  
One Civic Plaza, NW  
Room 5012  
Albuquerque, NM 87103

Albuquerque Metropolitan Arroyo  
Flood Control Authority  
2600 Prospect Avenue  
Albuquerque, NM 87107

City of Albuquerque  
Environmental Health/Air Quality Division  
P.O. Box 1293  
1 Civic Plaza, Room 3047  
Albuquerque, NM 87102

Commissioner Steven Michael Quezada  
Bernalillo County Commission, District 2  
One Civic Plaza, N.W., 10th Floor  
Albuquerque, New Mexico 87102

Julie Morgas Baca, County Manager  
Bernalillo County  
One Civic Plaza, N.W., 10th Floor  
Albuquerque, New Mexico 87102

Bernalillo County Floodplain Administrator  
2400 Broadway, S.E.  
Building N  
Albuquerque, NM 87102

Councilor Isaac Benton  
City-County Building - 9th Floor  
One Civic Plaza, N.W., 10th Floor  
Albuquerque, New Mexico 87102

Representative G. Andrés Romero  
New Mexico House of Representatives  
4503 Valley Park Dr. SW  
Albuquerque, NM 87105

Senator Gerald Ortiz y Pino  
New Mexico State Senate-District 12  
400 12th Street NW  
Albuquerque, NM 87102

Senator Michael Padilla  
New Mexico State Senate-District 14  
PO Box 67545  
Albuquerque, NM 87193

GOVERNOR  
Susana Martinez



DIRECTOR AND SECRETARY  
TO THE COMMISSION  
Alexandra Sandoval

DEPUTY DIRECTOR  
Donald L. Jaramillo

## STATE OF NEW MEXICO DEPARTMENT OF GAME & FISH

One Wildlife Way, Santa Fe, NM 87507  
Post Office Box 25112, Santa Fe, NM 87504  
Tel: (505) 476-8000 | Fax: (505) 476-8123  
For information call: (888) 248-6866

[www.wildlife.state.nm.us](http://www.wildlife.state.nm.us)

### STATE GAME COMMISSION

PAUL M. KIENZLE III  
Chairman  
Albuquerque

BILL MONTOYA  
Vice-Chairman  
Alto

CRAIG PETERSON  
Farmington

RALPH RAMOS  
Las Cruces

BOB RICKLEFS  
Cimarron

ELIZABETH A. RYAN  
Roswell

THOMAS "DICK" SALOPEK  
Las Cruces

4 May 2018

Mr. John Taschek  
Ecosphere Environmental Services  
1660 Old Pecos Trail  
Santa Fe, NM 87505

**RE: Sunport Boulevard Extension; NMDGF No. 18415**

Dear Mr. Taschek:

In response to your letter dated 20 April 2018 regarding the above referenced project, the Department of Game and Fish (Department) does not anticipate significant impacts to wildlife or sensitive habitats, with implementation of the applicable mitigation or avoidance measures included within the project description.

1. For Biota Information System of New Mexico (BISON-M) species accounts, searches, and county lists go to [bison-m.org](http://bison-m.org).
2. For the Department's Habitat Handbook Project guidelines go to <http://www.wildlife.state.nm.us/conservation/habitat-information/habitat-handbook/>.
3. For custom, site-specific database searches on plants and wildlife go to [nhm.unm.edu](http://nhm.unm.edu).
4. For state-listed plants go to [nmrareplants.unm.edu/index.html](http://nmrareplants.unm.edu/index.html).
5. For the most current listing of federally listed species **always** check the U.S. Fish and Wildlife Service's Information, Planning, and Conservation website at <http://ecos.fws.gov/ipac/>.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, please contact Mark Watson, Terrestrial Habitat Specialist at (505) 476-8115, or [mark.watson@state.nm.us](mailto:mark.watson@state.nm.us).

Sincerely,

Chuck L. Hayes, Assistant Chief  
Ecological and Environmental Planning Division

cc: USFWS NMES Field Office

## John Taschek

---

**From:** Garcia, Hector <hgarcia@usbr.gov>  
**Sent:** Monday, April 30, 2018 11:14 AM  
**To:** John Taschek  
**Subject:** EA = NMDOT CN A300160 and A300161

Received an EA announcement for the improvements from I-25 to 2nd street through Woodward.

The Bureau of Reclamation has no jurisdiction over any part of the proposed work area.

We have no comments at this time.

Hector Garcia  
Senior Environmental Protection Specialist

## APPENDIX B: Supplemental Maps

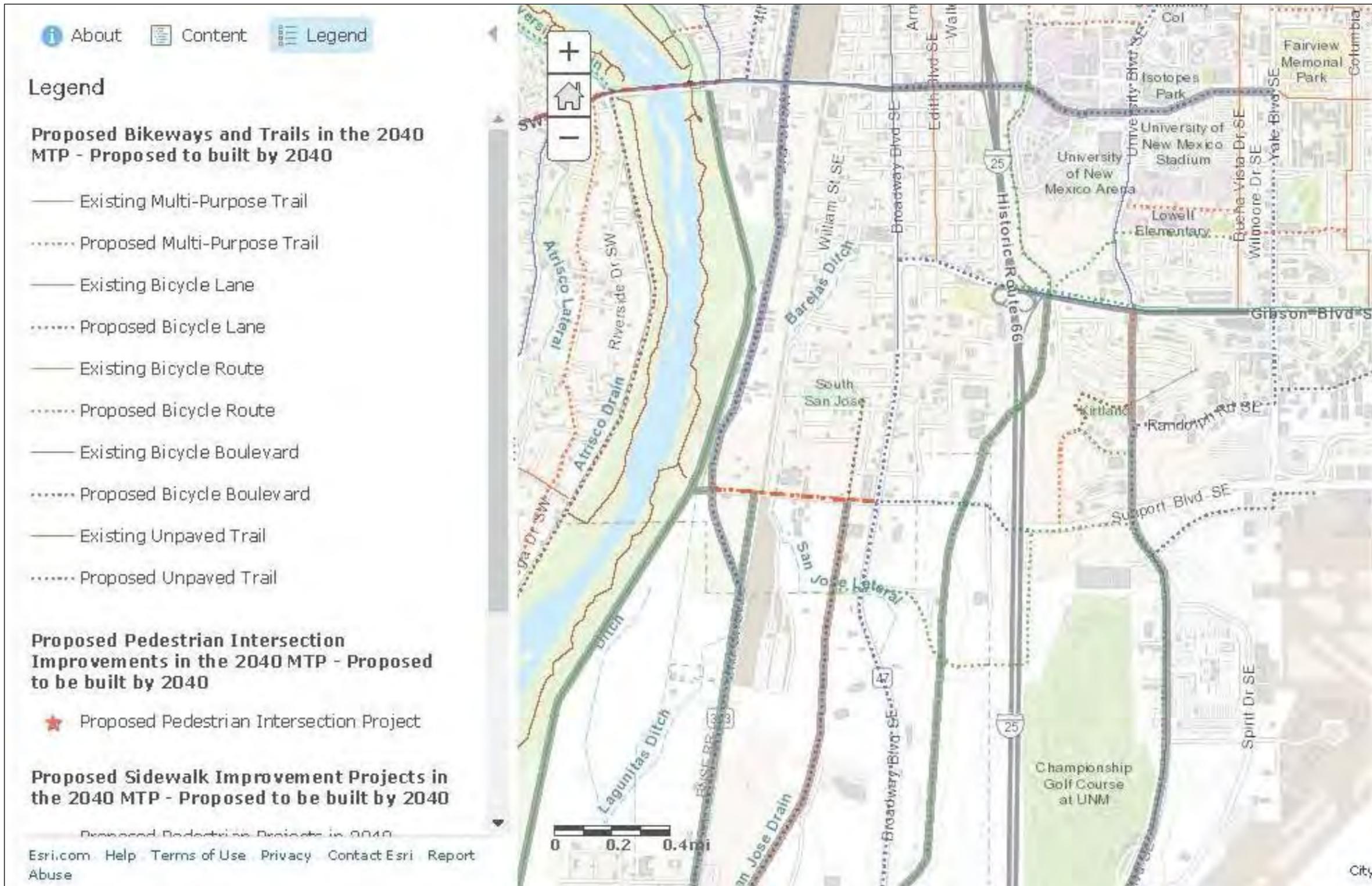


Figure B-1. MTP 2040 - Pedestrian and Bicycle Projects. Available at <https://www.mrcog-nm.gov/transportation/metro-planning/future-bikeways>



Figure B-2. Special flood hazard area designations in the project area. From the FEMA Flood Map Service Center. Available at <https://msc.fema.gov/portal/search>

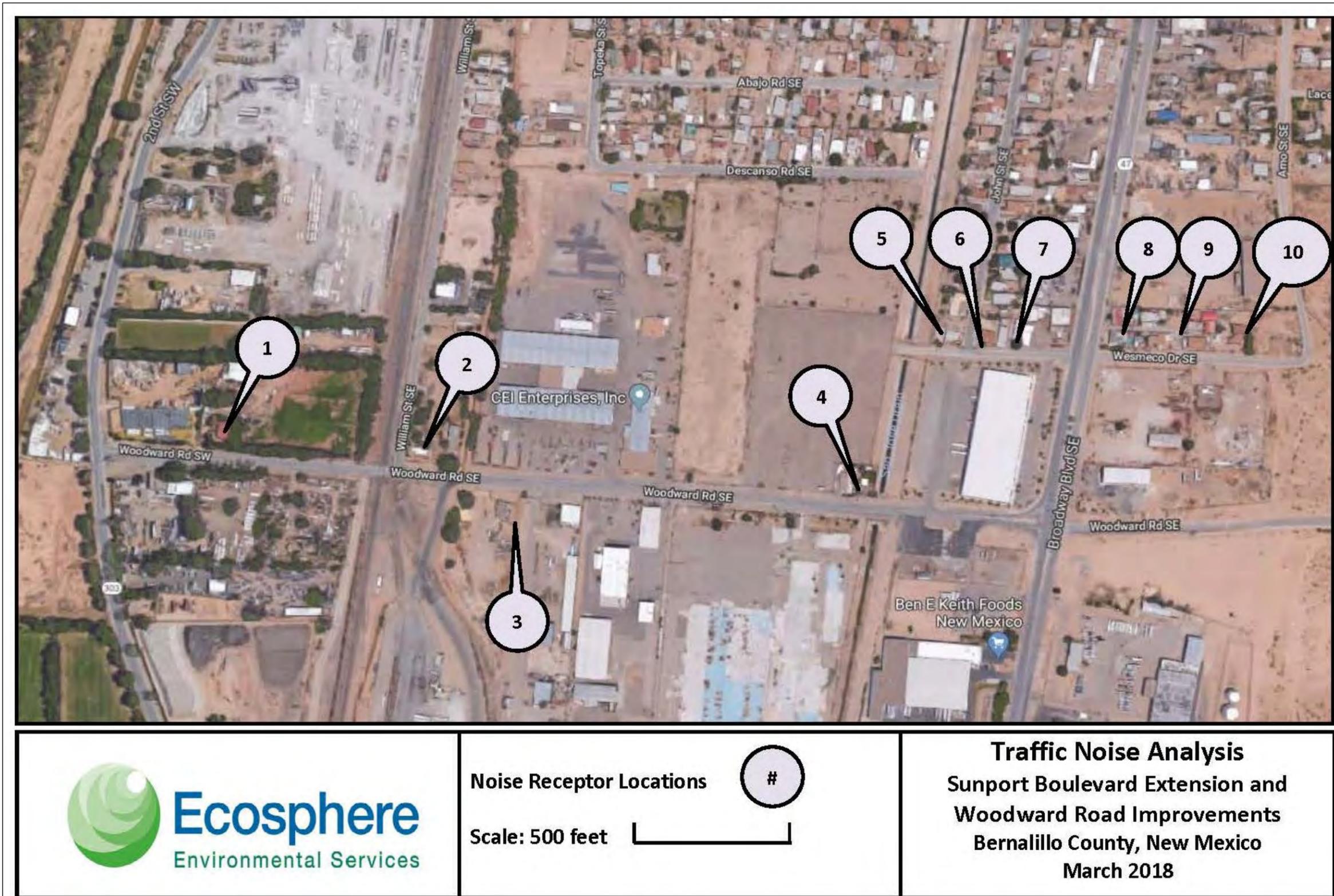


Figure B-3. Traffic Noise Analysis map from the Sunport Boulevard Extension and Woodward Road Improvements Noise Analysis Study (Ecosphere 2018b).



Figure B-4. Zoning Map for the City of Albuquerque. Available at <http://www.cabq.gov/gis/map-views/zoning>

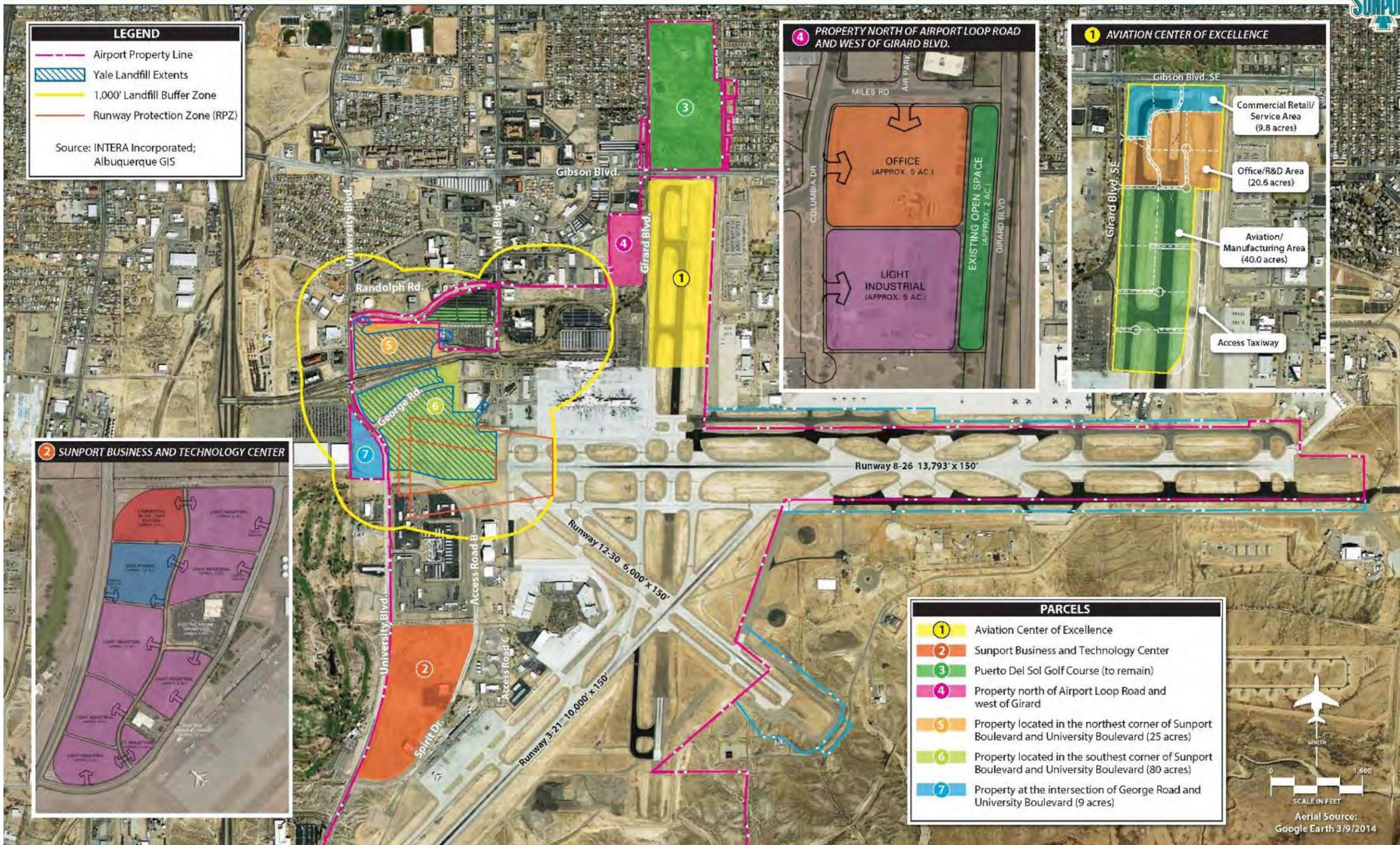
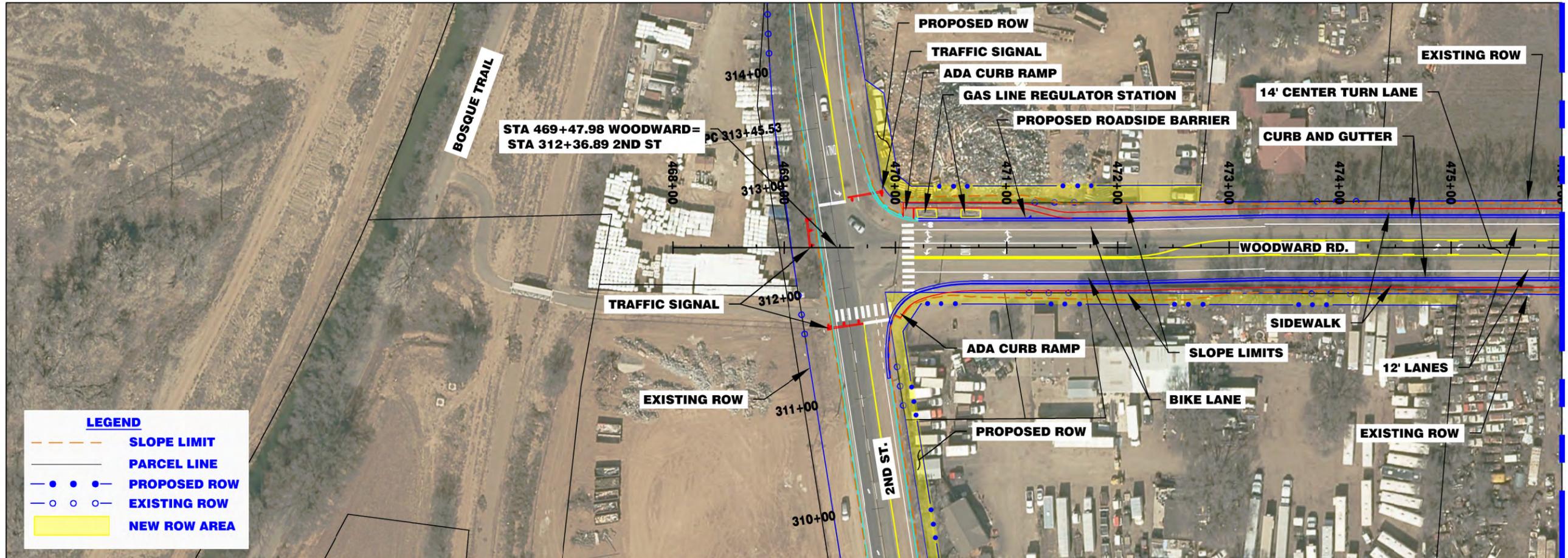


Figure B-5. Non-Aviation Land Use Plan from the Albuquerque International Sunport Sustainable Airport Master Plan (Draft). Available at <http://www.thesunport.airportstudy.com/>

## APPENDIX C: Plan and Profile Sheets

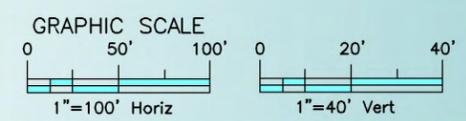
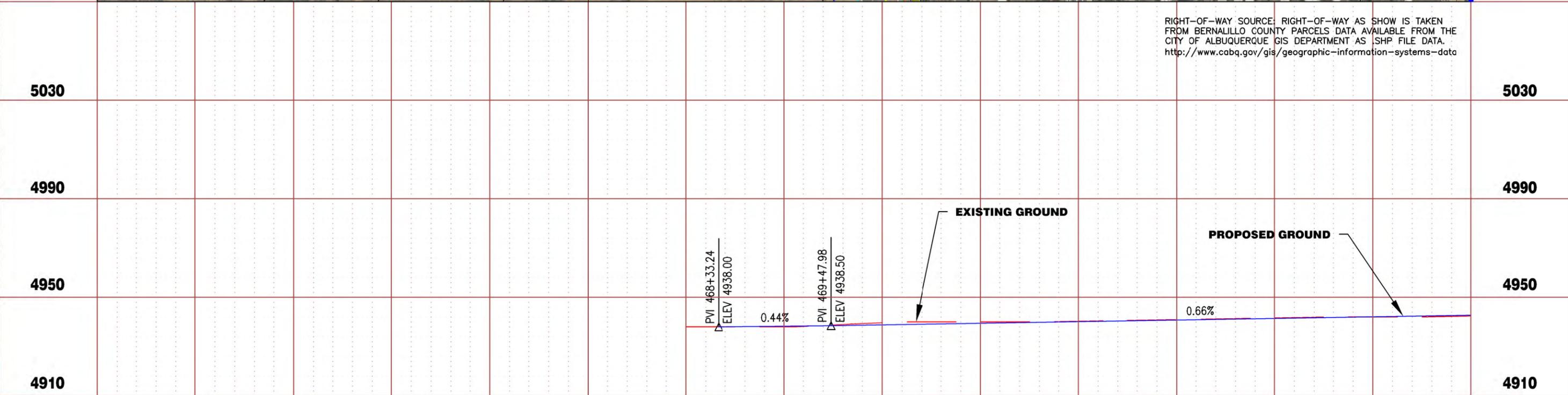
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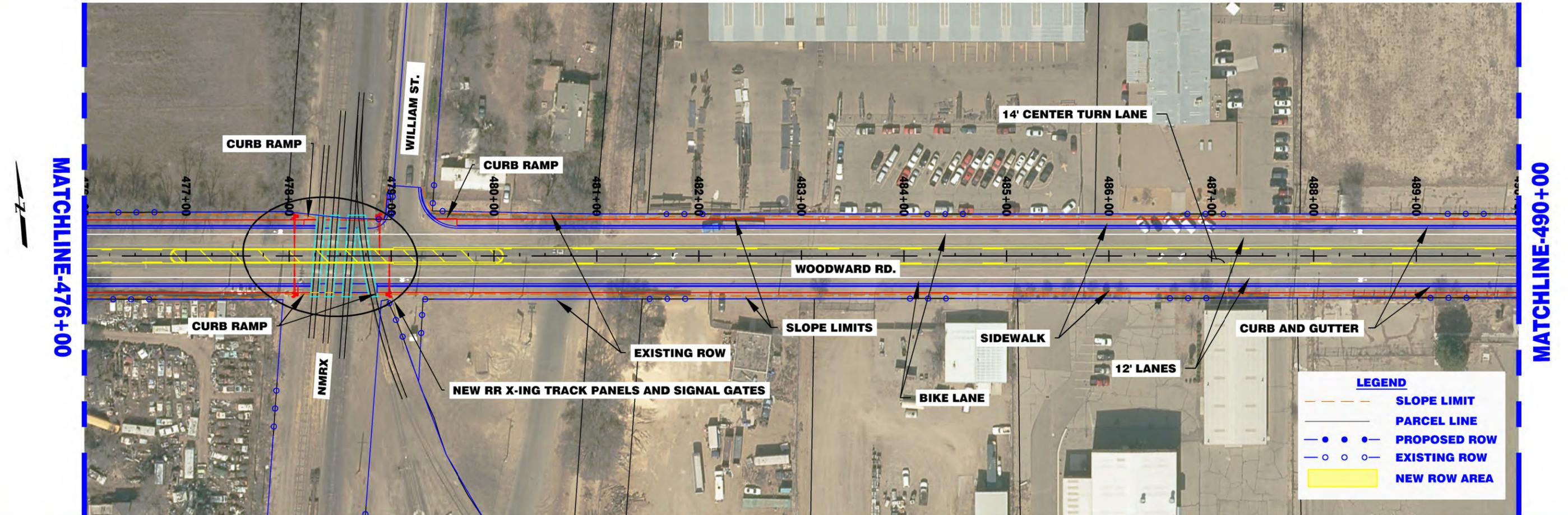
**LEGEND**

- SLOPE LIMIT
- PARCEL LINE
- ● ● PROPOSED ROW
- ○ ○ EXISTING ROW
- NEW ROW AREA

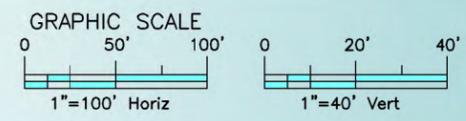
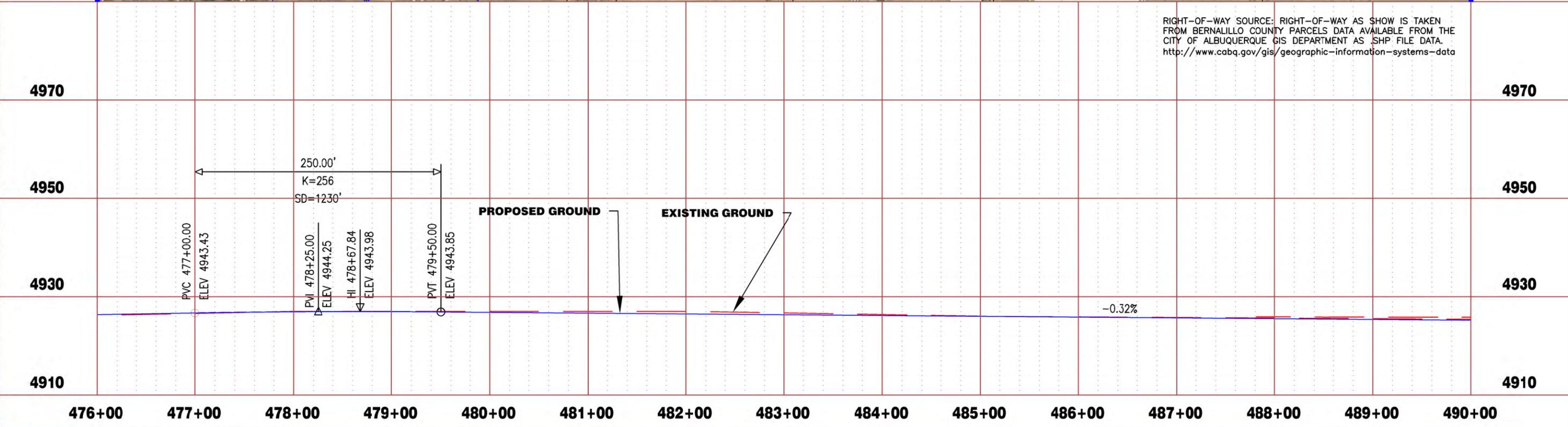
RIGHT-OF-WAY SOURCE: RIGHT-OF-WAY AS SHOWN IS TAKEN FROM BERNALILLO COUNTY PARCELS DATA AVAILABLE FROM THE CITY OF ALBUQUERQUE GIS DEPARTMENT AS SHP FILE DATA. <http://www.cabq.gov/gis/geographic-information-systems-data>



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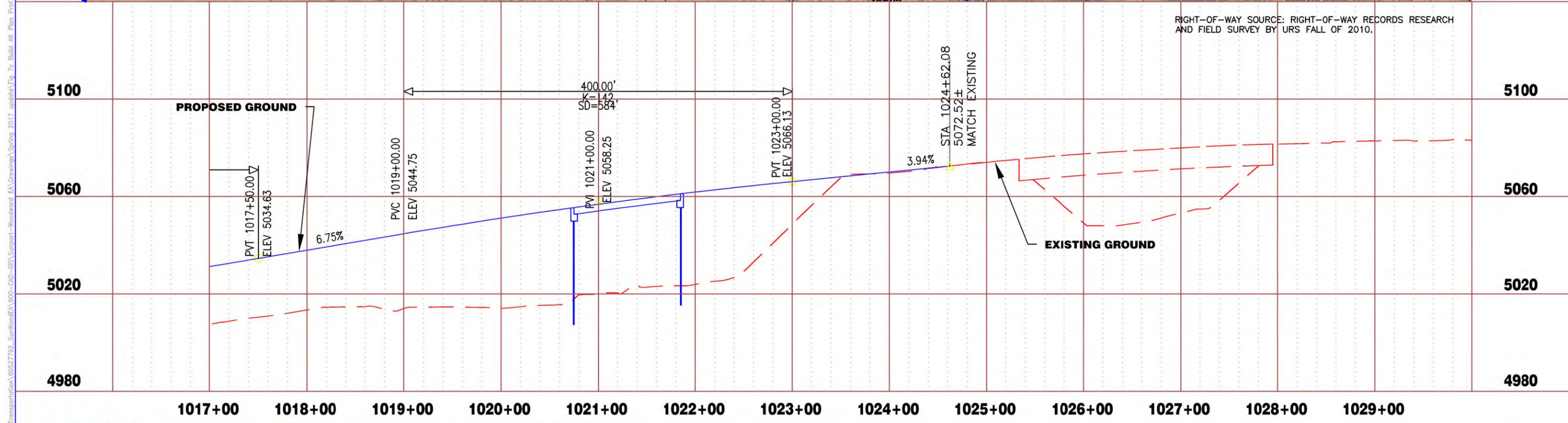
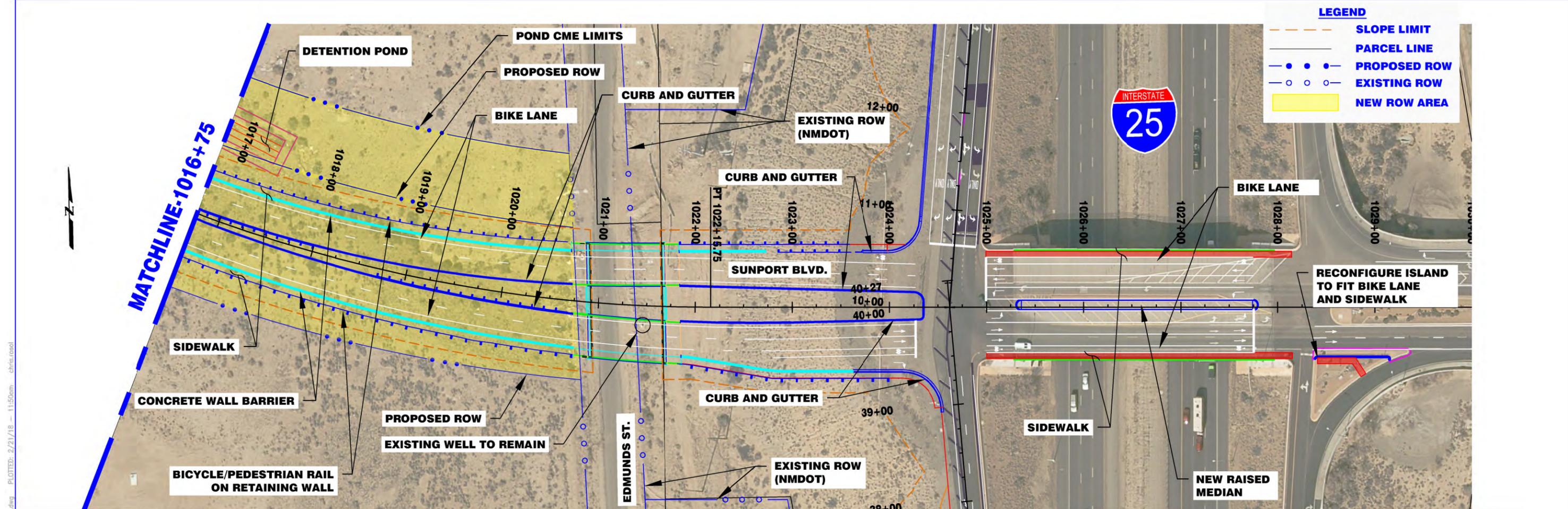


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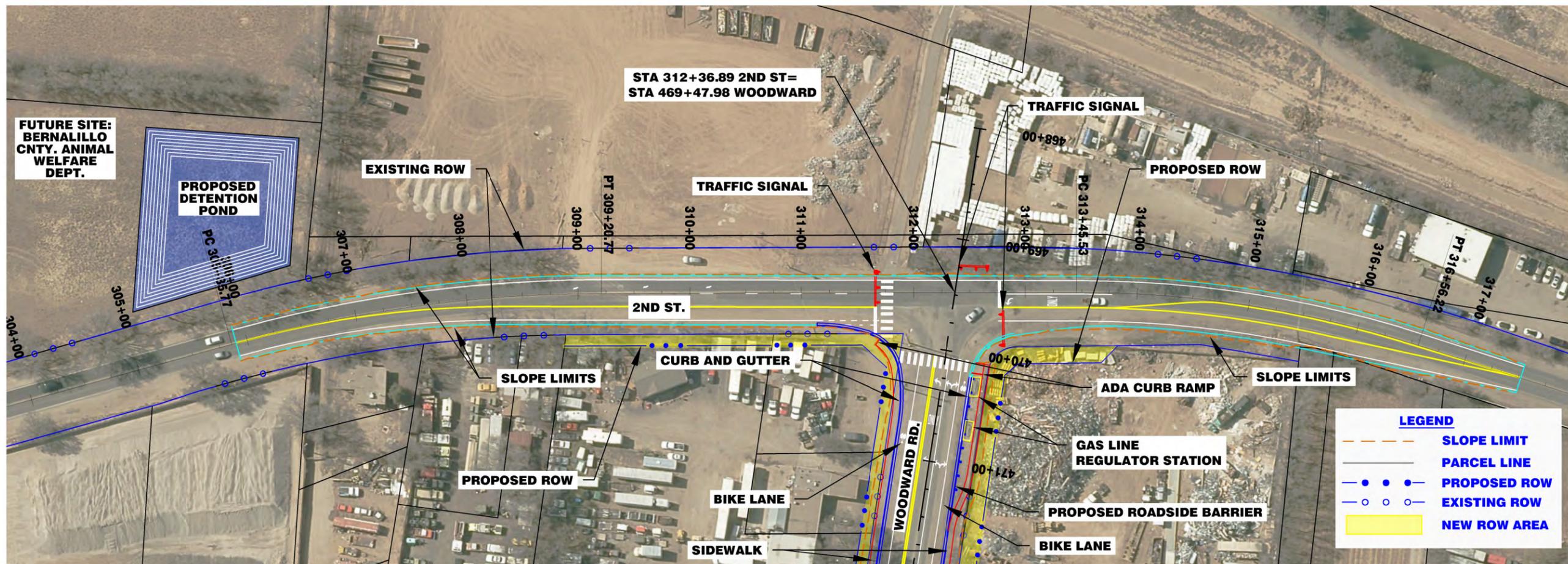




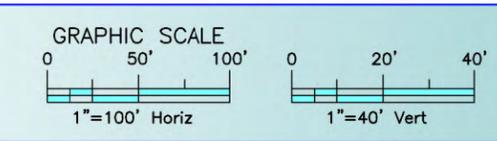
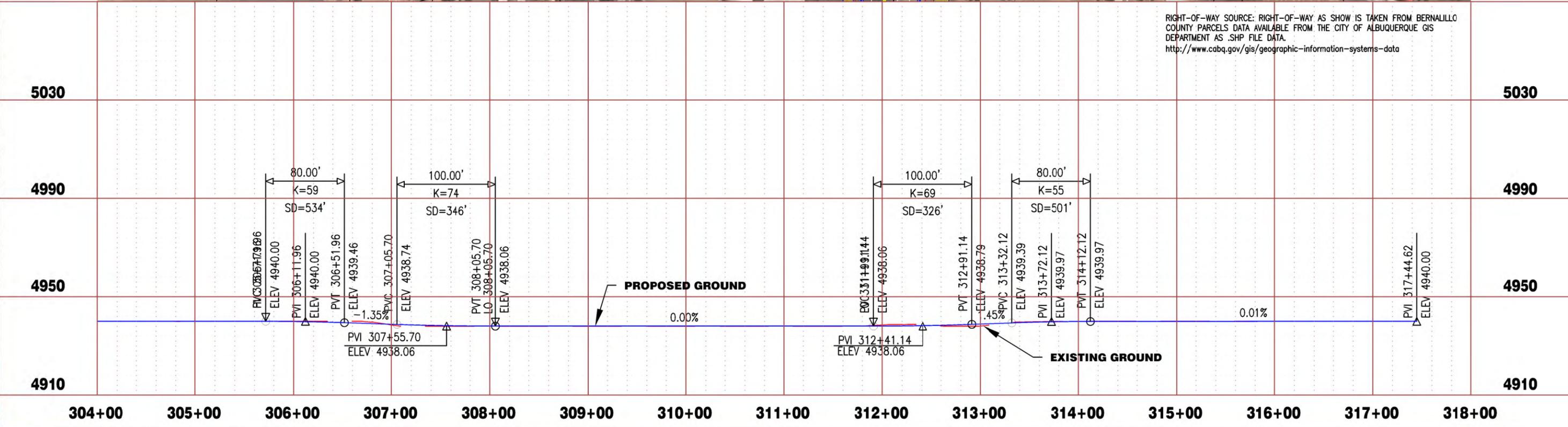




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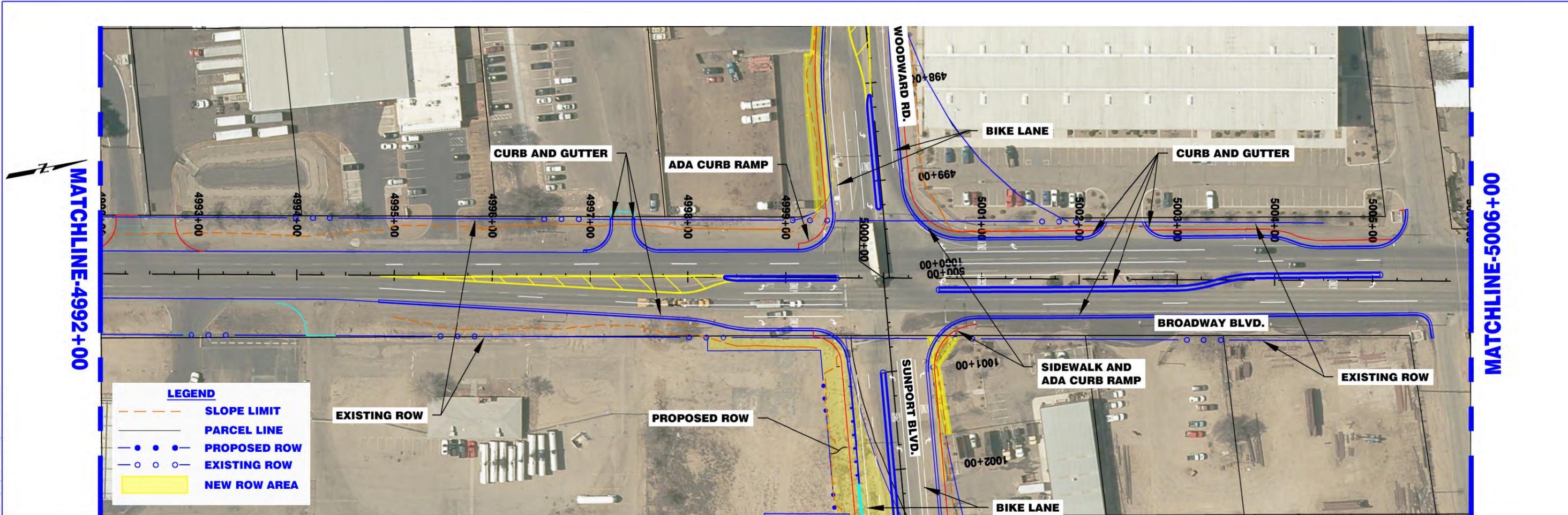


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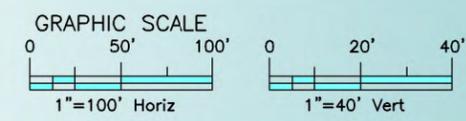
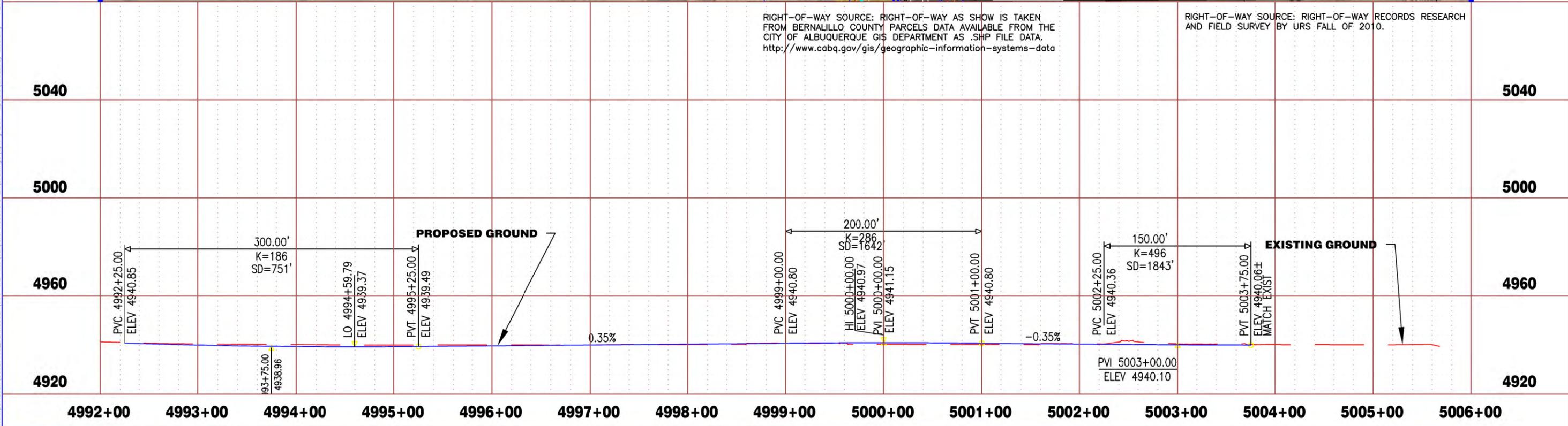
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RIGHT-OF-WAY SOURCE: RIGHT-OF-WAY RECORDS RESEARCH AND FIELD SURVEY BY URS FALL OF 2010.

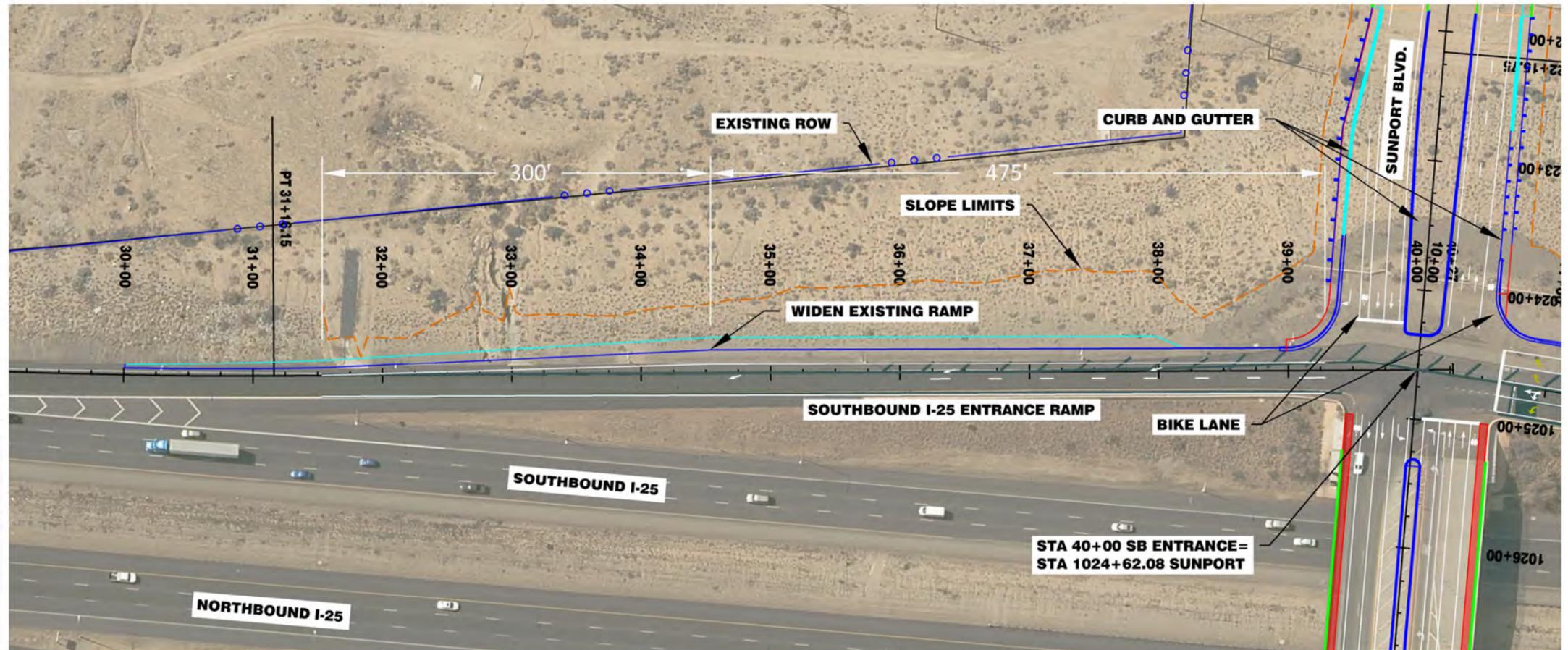




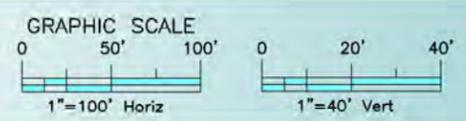
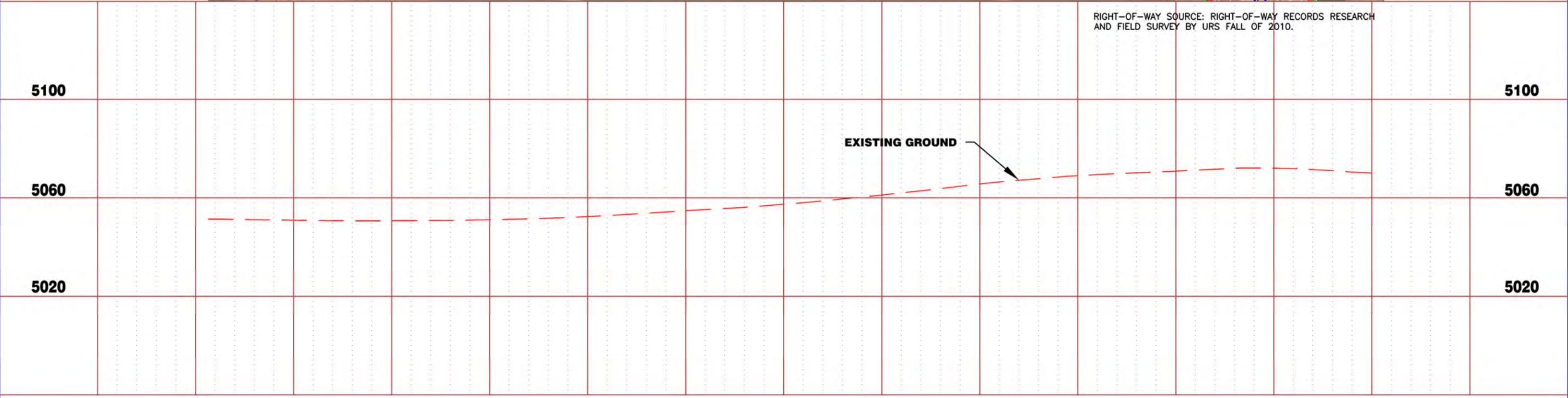
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- LEGEND**
- — — SLOPE LIMIT
  - PARCEL LINE
  - ● ● PROPOSED ROW
  - ○ ○ EXISTING ROW
  - NEW ROW AREA

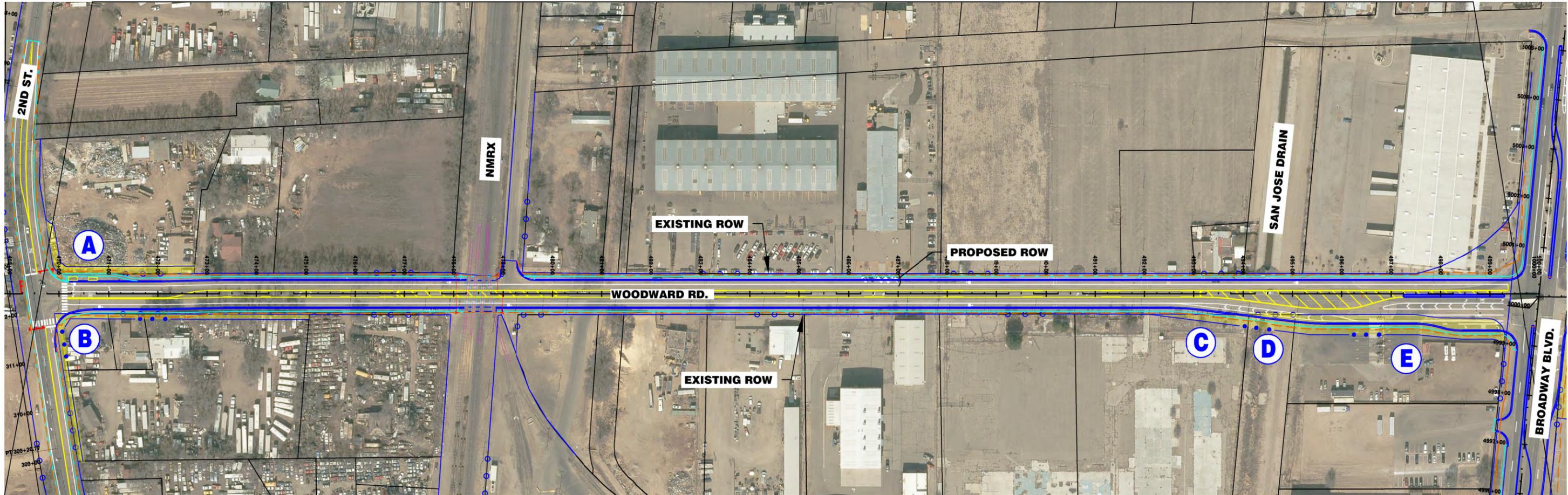


RIGHT-OF-WAY SOURCE: RIGHT-OF-WAY RECORDS RESEARCH AND FIELD SURVEY BY URS FALL OF 2010.



## APPENDIX D: Right-of-Way Maps

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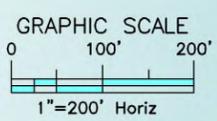


**RIGHT-OF-WAY NEEDED: WOODWARD ROAD**

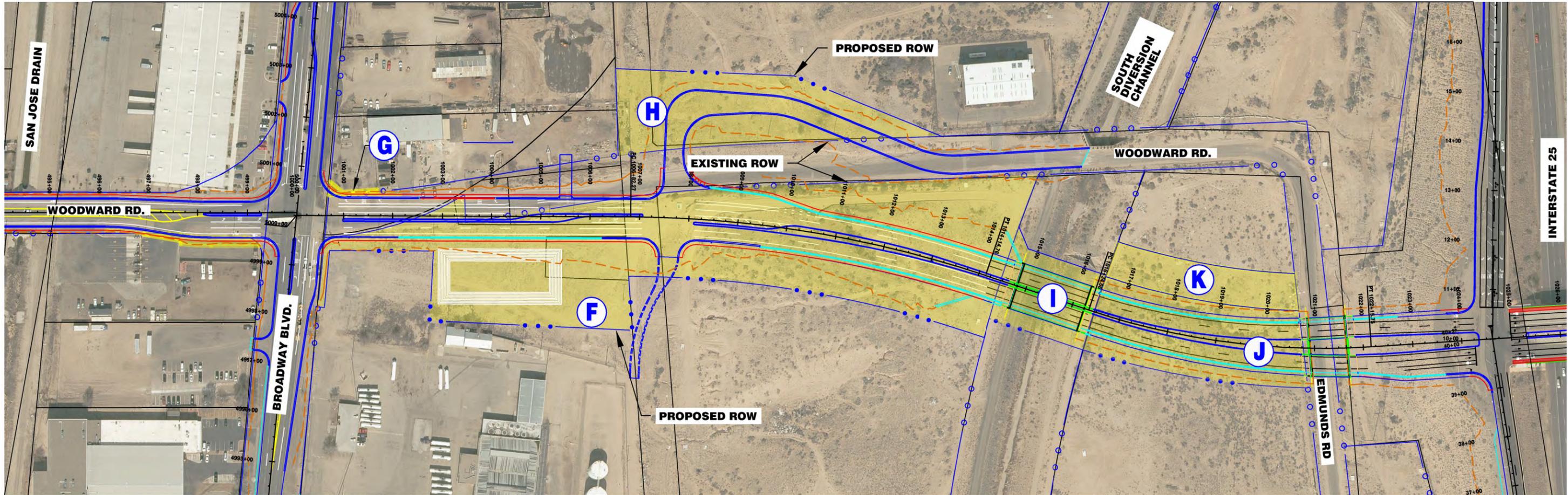
| ID                     | AREA (SF)     | AREA (AC)    | REMARKS   |
|------------------------|---------------|--------------|---|
| A                      | 8,100         | 0.186        |   |
| B                      | 5,560         | 0.128        |   |
| C                      | 2,450         | 0.056        |   |
| D                      | 2,840         | 0.065        | REQUIRES COORDINATION WITH MIDDLE RIO GRANDE CONSERVANCY DISTRICT |
| E                      | 17,210        | 0.395        |   |
| <b>TOTAL: WOODWARD</b> | <b>36,160</b> | <b>0.830</b> |   |



RIGHT-OF-WAY SOURCE: RIGHT-OF-WAY AS SHOWN IS TAKEN FROM BERNALILLO COUNTY PARCELS DATA AVAILABLE FROM THE CITY OF ALBUQUERQUE GIS DEPARTMENT AS .SHP FILE DATA.  
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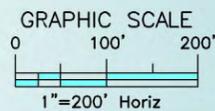


**RIGHT-OF-WAY NEEDED: SUNPORT BOULEVARD**

| ID                     | AREA (SF)      | AREA (AC)     | REMARKS  |
|------------------------|----------------|---------------|--|
| F                      | 285,878        | 6.563         |  |
| G                      | 1,100          | 0.025         |  |
| H                      | 74,580         | 1.712         |  |
| I                      | 32,090         | 0.737         | REQUIRES AGREEMENT WITH AMAFCA                                     |
| J                      | 67,050         | 1.539         |  |
| K                      | 28,650         | 0.658         | DRAINAGE CONSTRUCTION AND MAINTENANCE EASEMENT                     |
| <b>TOTAL: SUNPORT</b>  | <b>498,430</b> | <b>11.436</b> |  |
| <b>TOTAL: WOODWARD</b> | <b>36,160</b>  | <b>0.830</b>  | <b>TOTAL DOES NOT INCLUDE 2<sup>ND</sup> STREET DETENTION POND</b> |
| <b>PROJECT TOTAL</b>   | <b>534,590</b> | <b>12.266</b> |  |



RIGHT-OF-WAY SOURCE: RIGHT-OF-WAY RECORDS RESEARCH AND FIELD SURVEY BY URS FALL OF 2010.



## APPENDIX E: Initial Site Assessment



March 22, 2017

Mr. Peter Hinckley, P.E. (via e-mail)  
URS (AECOM)  
6501 Americas Parkway NE, Suite 900  
Albuquerque, NM 87110

Re: EGS Acceptance of an ISA for the Sunport Boulevard Extension and Woodward Road Improvements in Bernalillo County, New Mexico, CN: A300160/A300161

Dear Mr. Hinckley,

Your March 20, 2017 deliverable for the project referenced above was received in this office on that day. In accordance with the direction in the October 2014 Tribal/Local Public Agency Handbook, the Environmental Geology Section (EGS) has reviewed your report to verify that it meets the NMDOT's reporting requirements and industry-accepted standards for all appropriate inquiry (AAI).

Our review should not be viewed as comprehensive; we do not fact-check. Rather the EGS verifies that you have included ASTM- and NMDOT-required data to identify and document your Findings and, based on our professional judgment, confirm that the evidence you present supports your conclusions and recommendations. We assume that your project scope is described in full and that your supporting documentation is complete and accurate.

You describe the scope of work as extending Sunport Boulevard to the west of I-25 to Broadway Boulevard, and reconstructing the I-25 southbound ramps, Woodward Road from the South Diversion Channel to 2<sup>nd</sup> Street, Broadway Boulevard for 500 feet north of Woodward Road and 900 feet south of Woodward Road, and 2<sup>nd</sup> Street for 510 feet north of Woodward Road and 640 feet south of Woodward Road. The Sunport Boulevard extension requires the acquisition of 31 parcels that total 9.7 acres.

You identified 14 Findings proximal to the project, of which three represent recognized environmental conditions (RECs). Because the project area is within the boundaries of the South Valley Superfund Site, the Schwartzman landfill buffer zone, and the Duke City Fueling property, your recommendations include performing a PSI (soil borings) to address potential soil contamination and residual landfill waste, and continuing discussions with the stakeholders involved with the

**Susana Martinez**  
Governor

**Tom Church**  
Cabinet Secretary

#### Commissioners

**Ronald Schmeits**  
Chairman  
District 4

**Dr. Kenneth White**  
Secretary  
District 1

**David Sepich**  
Commissioner  
District 2

**Keith Mortensen**  
Commissioner  
District 3

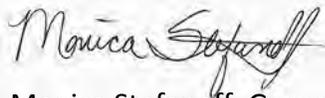
**Butch Mathews**  
Commissioner  
District 5

**Jackson Gibson**  
Commissioner  
District 6

ongoing remediation systems to determine any mitigation measures that may be required during construction.

As all of the components for a full ISA appear to be present, we believe your effort represents AAI and so it is **accepted** by the EGS. If you have questions regarding the content of this letter or have comments or concerns, do not hesitate to call my office at 505-827-1078.

Sincerely,

A handwritten signature in black ink that reads "Monica Stefanoff". The signature is written in a cursive style and is positioned above the typed name.

Monica Stefanoff, Geoscientist  
NMDOT Environmental Geology Section

CC (via e-mail): Jill Mosher, P.E., D-3 T/LPA Coordinator  
Luke Smith, P.E., D-3 T/LPA Coordinator  
Annette Duran, ROW T/LPA Coordinator  
Christine Griego, T/LPA Utilities  
Sandra Kruzich, ROW T/LPA Coordinator  
Brian Cribbin, NMDOT EDS

# **SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS**

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**INITIAL SITE ASSESSMENT**

**NMDOT CONTROL NOS. A300160/A300161  
FED ID 09NM006  
BERNALILLO COUNTY PROJECT NO. TS.2009.SUNPOT**

**March 20, 2017**

**Prepared for:**

Bernalillo County  
Public Works Division  
2400 Broadway Boulevard SE  
Albuquerque, NM 87102

**Prepared by:**

URS Corporation  
One Park Square  
6501 Americas Parkway NE, Suite 900  
Albuquerque, NM 87110

**URS Project Number: 60527792**



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## **EXECUTIVE SUMMARY**

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URS was retained by Bernalillo County Public Works Division to conduct an Initial Site Assessment (ISA) of the preferred alternative for the Sunport Boulevard Extension and Woodward Road Improvements projects in Albuquerque, New Mexico (site or subject property). In addition, URS was retained by Bernalillo County Public Works Division to conduct an ISA and an ISA Update on portions of the subject property in 2010 and 2015, respectively, and a Limited Hazardous Materials Assessment on a portion of the subject property in 2016. Information obtained during the previous assessments is incorporated in this report.

The subject property consists primarily of an east-west extension of Sunport Boulevard originating at the Interstate 25 (I-25) and Sunport Boulevard terminus, extending to Broadway Boulevard and continuing along Woodward Road to 2<sup>nd</sup> Street. The Sunport Boulevard Extension project is identified as New Mexico Department of Transportation (NMDOT) Control Number (CN) A300160 and its limits are I-25 to Broadway Boulevard; the Woodward Road Improvements project is identified as NMDOT CN A300161 and its limits are Broadway Boulevard to 2<sup>nd</sup> Street. The subject property also includes north-south extensions along the I-25 southbound ramps, Broadway Boulevard and 2<sup>nd</sup> Street. The potential right-of-way requirement areas for CN A300160 are located in the eastern portion of the subject property, east of Broadway Boulevard, and consist primarily of vacant land and frontage areas for a commercial property. Right-of-way requirement areas for CN A300161 are located west of Broadway Boulevard and consist primarily of frontage areas for light industrial, commercial, residential, agricultural and vacant properties along Woodward Road and 2<sup>nd</sup> Street. The subject property topography slopes to the west towards the Rio Grande valley and the alignment crosses the South Diversion Channel (rip rap lined canal), the San Jose Drain (unlined canal) and the San Jose Lateral (unlined canal). The alignment also crosses the mainline tracks (3) of the New Mexico Rail Runner Express (NMRX) and Burlington Northern Santa Fe (BNSF) Railroads, and a spur track accessing a freight yard. The alignment is within the boundaries of the South Valley Superfund Site and numerous properties within the site area are listed on one or more regulatory database.

The area surrounding the subject property is primarily commercial, light industrial, residential, agricultural and vacant land, with agricultural, commercial and residential properties beyond. Industrial facilities located along and adjacent to the subject property include petroleum product pipeline and bulk distribution facilities, including PTI, Inc., Western Refining, Inc. and Duke City Fueling. An airport parking facility, hotels and Sunport Boulevard are located adjacent to and east of I-25, beyond the subject property. The Albuquerque International Sunport Airport is beyond I-25 approximately one mile to the east.

URS has identified the following recognized environmental conditions (RECs) in association with the subject property.

- The subject property is located within the boundaries of the South Valley Superfund Site. Based on records research, site investigation and interviews with General Electric (GE), one of the responsible parties, the New Mexico Environment Department (NMED), and the U.S. Environmental Protection Agency (USEPA), remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status as given by the USEPA states that on-going remedial actions continue to be protective of human health and the environment. URS recommends discussions

with the USEPA and GE continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation. Mitigation measures, including protection and/or abandonment of groundwater monitoring and injection/extraction wells on or adjacent to the proposed right-of-way, should be determined prior to construction activities. Coordination with the operators of the ongoing remediation systems should be conducted during the final design phase of the project. Bernalillo County has allocated a portion of the project construction budget for the relocation of wells and associated facilities that will be performed by these operators.

- The subject property is within the Schwartzman landfill buffer zone. The construction design for the alignment will include excavation activities. Because the landfill boundaries are not well-defined, a Preliminary Site Investigation (PSI) is recommended for the chosen alignment during final design prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any utility or other excavation work, the applicable Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration.
- Fuel dispensers and ancillary piping for the Duke City Fueling facility are located within the ROW requirement area. A PSI is recommended prior to construction and/or after removal of the fuel dispensers and ancillary piping to determine if soil impacts have occurred related to fueling activities.

The Sunport Boulevard Project will require the acquisition of approximately 9.7 acres of new right-of-way. Many of these parcels are within the South Valley Superfund Site, including a 2.3-acre parcel from the former Chevron Bulk Fuels Terminal (the current parcel owner is South Florida Materials Corporation); Chevron is one of the responsible parties for the South Valley Superfund Site remediation. Most of the other right-of-way parcels are within the remediation area and many have groundwater monitoring wells, pipelines and remediation facilities on them. In addition, several parcels identified for acquisition are within the Schwartzman Landfill buffer zone. Although this is well known to Bernalillo County through project coordination activities, it is noted here and is called to the attention of the County that the purchase of these parcels for project right-of-way will entail the acquisition of lands with identified or potential contamination. Bernalillo County is advised to seek landowner liability protection in whatever form is mutually agreeable from the current landowners in sale documents related to the purchase of new right-of-way.

This assessment revealed no evidence of any additional RECs in connection with the subject property.

---

## **1. INTRODUCTION**

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### **1.1. PURPOSE**

URS was retained by Bernalillo County Public Works Division to conduct an Initial Site Assessment (ISA) of the preferred alternative for the Sunport Boulevard Extension and Woodward Road Improvement projects in Albuquerque, New Mexico (site or subject property). In addition, URS was retained by Bernalillo County Public Works Division to conduct an ISA and an ISA Update on portions of the subject property in 2010 and 2015, respectively, and a Limited Hazardous Materials Assessment on a portion of the subject property in 2016. Information obtained during the previous assessments is incorporated in this report and further described in Section 4.4.4.

The purpose of this ISA is to evaluate environmental concerns associated with the subject property and the immediate neighboring properties and to provide a professional opinion on the potential current presence of recognized environmental conditions (RECs) at the subject property, including potential impacts from known problems in the surrounding area.

The ISA was conducted to identify RECs related to past and current land use practices at the site and is consistent with the methods and procedures described in the ASTM International (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (Standard Designation E1527-13) (ASTM, 2013), and the Code of Federal Regulations (CFR) *Innocent Landowners, Standards for Conducting All Appropriate Inquiries (AAI)* (40 CFR Part 312) (CFR, 2013). ASTM defines RECs as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.” The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs.

See Appendix A for the scope of work (work plan) for this ISA.

### **1.2. DETAILED SCOPE OF SERVICES**

This ISA was conducted in accordance with the scope and limitations of the ASTM E1527-13 and the New Mexico Department of Transportation (NMDOT) *Hazardous Material Assessment Handbook* (March, 2010). For the purpose of this report, hazardous substances and petroleum products are jointly referred to as “hazardous materials.”

URS performed the following tasks during the previous and/or current assessments:

1. Contracted with Environmental Data Resources, Inc. (EDR) to conduct a regulatory database search of the following state and federal agency lists of known or potential hazardous waste sites, and sites currently under investigation for potential environmental violations within the following prescribed ASTM minimum search distances:

| <b>Regulatory Database</b>                            | <b>Search Distance</b>          |
|---|---------------------------------|
| Federal NPL site list                                 | 1.0 mile                        |
| Federal Delisted NPL site list                        | ½ mile                          |
| Federal CERCLIS and CERCLIS NFRAP site list           | ½ mile                          |
| Federal RCRA CORRACTS facilities list                 | 1.0 mile                        |
| Federal RCRA non-CORRACTS TSD facilities list         | ½ mile                          |
| Federal RCRA generators list                          | Target and adjoining properties |
| Federal institutional/engineering control registries  | Target property only            |
| Federal ERNS list                                     | Target property only            |
| State list of hazardous waste sites:                  |                                 |
| State- equivalent NPL                                 | 1.0 mile                        |
| State- equivalent CERCLIS                             | ½ mile                          |
| State landfill and/or solid waste disposal site lists | ½ mile                          |
| State and tribal leaking UST lists                    | ½ mile                          |
| State and tribal registered UST lists                 | Target and adjoining properties |
| State institutional/engineering control registries    | Target property only            |
| State voluntary cleanup sites                         | ½ mile                          |
| State Brownfield sites                                | ½ mile                          |

The regulatory database search report is presented in Appendix B.

2. Conducted inquiries by telephone or in writing of applicable Federal, municipal, and state regulatory agencies for information regarding environmental permits, environmental violations or incidents and/or status of enforcement actions at the subject property. Correspondences with regulatory agencies are presented in Appendix C.
3. Conducted interviews with the subject property owners and property managers, as available or appropriate, regarding site history and operations. Interviews are included in Appendix D.
4. Conducted or attempted to conduct a User interview as part of the All Appropriate Inquiry.
5. Researched subject site history by reviewing a chronology of aerial photographs provided by the Earth Data Analysis Center (EDAC) and topographic maps and aerial photographs covering the subject site and adjoining properties available from EDR. Copies of these historical documents are presented in Appendix E.
6. Reviewed pertinent, available documents and maps regarding local physiographic and hydrogeologic conditions in the vicinity of the subject property.
7. Conducted a site reconnaissance for obvious evidence of potential contamination such as current hazardous materials storage or use; unusually stained soils, slabs, and pavements; drains, sumps, drums, tanks, and electrical transformers; stressed vegetation; and discarded hazardous materials containers. The site reconnaissance included a drive-by survey of the area within an approximate ¼-mile radius of the subject property to observe types of general land use within the search area. Photographs taken at the subject site during our current site reconnaissance are presented in Appendix F.

8. Evaluated the information collected and prepared this ISA report describing the investigation performed and presenting URS' findings, recommendations and professional opinions regarding the potential for environmental contamination at the site.

### **1.3. PROJECT SCOPE**

Sunport Boulevard presently exists with a westerly terminus at Interstate 25 (I-25) and an easterly terminus at the Albuquerque International Airport (the *Sunport*). The extension of Sunport Boulevard from the I-25 interchange west to Broadway Boulevard was previously studied in 1989, and it was determined at the time that the most critical factor in the feasibility of a roadway was the environmental impairment of properties in the area, including the South Valley Superfund Site (jkh & associates, 1989). The need for additional access for the area from Broadway Boulevard to I-25 continues to be an issue; therefore the Sunport Boulevard Extension is again under investigation by Bernalillo County. This project is currently included in the Mid Region Council of Governments' (MRCOG) 2016 to 2020 Transportation Improvement Program (TIP).

The proposed project for the Sunport Boulevard Extension and Woodward Road Improvements consists of extending the existing travel way from I-25 to Broadway Boulevard and conducting road improvements to roadways in the area. The eastern portion of the subject property (the proposed road alignment east of the intersection with Broadway Boulevard) is included under NMDOT project control number (CN) A300160. The western portion of the subject property (the proposed road alignment between the intersections with Broadway Boulevard and 2<sup>nd</sup> Street and the proposed stormwater detention pond located southwest of the Woodward Road and 2<sup>nd</sup> Street intersection) is included under NMDOT project CN A300161. These projects are interrelated and will be addressed in one National Environmental Policy Act (NEPA) environmental assessment document. The subject property is divided into two sections: 1) potential right-of-way (ROW) requirement areas identified for CN A300160 and A300161, and 2) other road improvement areas. The potential ROW requirement and easement areas are summarized in the following table.

**Table 1.1 Summary of ROW Requirement Areas – Along Alignment East to West**

| <b>Parcel Number*</b> | <b>Parcel Owner/<br/>Parcel Address*</b>   | <b>Description</b>   |
|-----------------------|--|--|
| 101405548507740629    | We The People LLC/<br>800 Woodward Road SE   | 1) This potential ROW acquisition area includes a roughly rectangular-shaped area east of the South Diversion Channel and along the extension of Sunport Boulevard.<br>2) This construction and maintenance easement area includes a roughly rectangular-shaped proposed detention pond just north of the extension of Sunport Boulevard, east of the South Diversion Channel. |
| 101405545009440701    | Albuquerque<br>Metropolitan Arroyo<br>Flood Control Authority<br>(AMAFCA)/<br>No address | This license agreement easement area includes a roughly rectangular-shaped area within the South Diversion Channel.  |
| 101405541409840505    | Albuquerque Airpark<br>Partners/<br>Arno Street SE                                       | This potential ROW acquisition area includes an irregular-shaped area along the south side of Woodward Road between the Arno Street alignment and the South Diversion Channel.   |

**SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS**

INITIAL SITE ASSESSMENT

| <b>Parcel Number*</b> | <b>Parcel Owner/<br/>Parcel Address*</b>   | <b>Description</b>  |
|-----------------------|--|---|
| 101405544720740217    | ABQ Storage Partners<br>LLC and Park & Shuttle<br>Inc./<br>751 Woodward Road SE  | This potential ROW acquisition area includes an irregular-shaped area of vacant land at the northeast corner of Woodward Road and the Arno Street alignment.                                      |
| 101405536816040123    | South Florida Materials<br>Corp./<br>Arno Street SE                              | These potential ROW acquisition areas include areas on the southeast corner of Broadway Boulevard and Woodward Road and an area continuing east along Woodward Road.                              |
| 101405535715840132    | Albuquerque Bernalillo<br>County Water Utility<br>Authority/<br>Woodward Road SE |   |
| 101405533908840121    | South Florida Materials<br>Corp./<br>3200 Broadway<br>Boulevard SE               |   |
| 101405533517040125    | VMD LLC, c/o Victor<br>Larranaga/<br>3024 Broadway<br>Boulevard SE               | This potential ROW acquisition area includes a narrow triangular-shaped area on the northeast corner of Broadway Boulevard and Woodward Road.   |
| 101405528615840317    | DCF LLC/<br>No address   | This area includes a roughly triangular-shaped potential ROW acquisition area and two roughly rectangular-shaped temporary construction permit (TCP) areas along the south side of Woodward Road. |
| 101405529119440434    | Wild Turkey LLC/<br>3005 Broadway<br>Boulevard                                   | This parcel includes one rectangular-shaped TCP area along the north side of Woodward Road.   |
| 101405524917630528    | Sean and Mary Sullivan/<br>335 Woodward Road SE                                  | This parcel includes two rectangular-shaped TCP areas along the north side of Woodward Road.  |
| 101405521510330409    | General Electric Co./<br>336 Woodward Road SE                                    | This parcel includes two rectangular-shaped TCP areas along the south side of Woodward Road.  |
| 101405523422330527    | General Electric Co./<br>335 Woodward Road SE                                    | This parcel includes two rectangular-shaped TCP areas along the north side of Woodward Road.  |
| 101405518622330522    | CEI Enterprises Inc./<br>245 Woodward Road SE                                    | This parcel includes two rectangular-shaped TCP areas along the north side of Woodward Road.  |
| 101405517313130415    | F&M Enterprises LLC/<br>248 Woodward Road SE                                     | This parcel includes two rectangular-shaped TCP areas along the south side of Woodward Road.  |
| 101405514922230519    | CEI Enterprises Inc./<br>245 Woodward Road SE                                    | This parcel includes two rectangular-shaped TCP areas along the north side of Woodward Road.  |
| 101405514913330421    | Lawrence S. and Carol<br>Kapuscinski/<br>150 Woodward Road SE                    | This parcel includes one rectangular-shaped TCP area along the south side of Woodward Road.   |
| 101405515515130423    | CM2W LLC/<br>140 Woodward Road SE  | This parcel includes two rectangular-shaped TCP areas along the south side of Woodward Road.  |
| 101405511920630503    | Edward G. and Nelda J.<br>Puzak/<br>101 Woodward Road SE                         | This parcel includes one rectangular-shaped TCP area along the north side of Woodward Road.   |

**SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS****INITIAL SITE ASSESSMENT**

| <b>Parcel Number*</b>  | <b>Parcel Owner/<br/>Parcel Address*</b>                           | <b>Description</b>  |
|--|--|---|
| 101405511516230602CA   | Atchison Topeka & Santa Fe Railway Co./<br>No address              | This parcel includes one rectangular-shaped TCP area along the south side of Woodward Road.   |
| 101405507820320202   | Jack G. and Cindy Dautel/<br>No address                            | This parcel includes one rectangular-shaped TCP area along the north side of Woodward Road.   |
| 101405507916630241   | Abajo Investment Fund/<br>104 Woodward Road SW                     | This parcel includes one rectangular-shaped TCP area along the south side of Woodward Road.   |
| 101405504316630238   | Patrick A and Mary Ann Reynolds/<br>120 Woodward Road SW           | This parcel includes a rectangular-shaped ROW area along the south side of Woodward Road and a non-contiguous rectangular-shaped ROW area along the east side of 2 <sup>nd</sup> Street.            |
| 101405505220420207   | Rudolph J. and Linda S. Dautel/<br>2862 2 <sup>nd</sup> Street NW  | This parcel includes one rectangular-shaped TCP area along the north side of Woodward Road.   |
| 101405502620520201   | Luis C Tarin/<br>No address  | This parcel includes an L-shaped ROW area along the north side of Woodward Road and the east side of 2 <sup>nd</sup> Street.  |
| 101405503117930240   | Patrick A and Mary Ann Reynolds/<br>120 Woodward Road SW           | This parcel includes a rectangular-shaped ROW area along the south side of Woodward Road.   |
| 101405502217930239   | Patrick A and Mary Ann Reynolds/<br>2900 2 <sup>nd</sup> Street SW | This parcel includes an L-shaped ROW area along the south side of Woodward Road and the east side of 2 <sup>nd</sup> Street.  |
| 101405505122320209   | Henry Kiki Saavedra/<br>2838 2 <sup>nd</sup> Street SW             | This parcel includes a rectangular-shaped ROW area along the east side of 2 <sup>nd</sup> Street.   |
| 101405506122620210   | Wayne & Kathryn Elliott/<br>2834 2 <sup>nd</sup> Street SW         | This parcel includes a rectangular-shaped ROW area along the east side of 2 <sup>nd</sup> Street.   |
| 101405501411530105   | Bernalillo County/<br>3001 2 <sup>nd</sup> Street SW               | This parcel on the west side of 2 <sup>nd</sup> Street includes a proposed 0.69-acre detention pond and a portion of the proposed Bernalillo County Animal Care and Resource Center expansion area. |
| 101405501907430104   | Bernalillo County/<br>2 <sup>nd</sup> Street SW                    | This parcel on the west side of 2 <sup>nd</sup> Street includes a proposed Bernalillo County Animal Care and Resource Center.   |
| *Parcel number, property owner and property address obtained through the Bernalillo County Assessor's website. |  |   |

Other road improvement areas include:

- I-25 entrance and exit ramps on the west (southbound) side of the freeway (approximately 1,125 feet to the north and 775 feet to the south) and a narrow strip of landscaping within the I-25 right-of-way on the east side of I-25 and south side of Sunport Boulevard,
- Vacant land within the I-25 right-of-way and unassessed land for the new Sunport Boulevard right-of-way between I-25 and Edmund Street,
- Woodward Road (from the South Diversion Channel to 2<sup>nd</sup> Street),
- Broadway Boulevard, north and south from Woodward Road (approximately 500 feet and 900 feet, respectively),

- TCPs on the north and south sides of Woodward Road at the intersection with the San Jose Drain, and
- 2<sup>nd</sup> Street, north and south from Woodward Road (approximately 510 feet and 640 feet, respectively).

#### **1.4. LIMITATIONS AND EXCEPTIONS**

This report and the associated work have been provided in accordance with the principles and practices generally employed by the local environmental consulting profession. This is in lieu of all warranties, expressed or implied. This report is intended to be used in its entirety. No excerpts may be taken to be representative of the findings of this assessment.

This ISA is not a regulatory compliance audit or an evaluation of the efficiency of the use of any hazardous materials at the subject property. This study was not intended to be a definitive investigation of any potential contamination, which may exist at the subject property. Given that the scope of services for this investigation was limited, and given that no exploratory soil borings, soil or groundwater sampling, or laboratory analyses of soils, water, air or other media were performed, currently unrecognized contamination may exist on the site, and the level of such potential contamination may vary across the site.

Opinions and recommendations presented in this report apply to site conditions and features as they existed at the time of URS' site visit and those reasonably foreseeable. They cannot necessarily apply to conditions and features of which URS is unaware and has not had an opportunity to evaluate.

The limited visual inspection of asbestos-containing material was conducted. This inspection was not intended to substitute for an Asbestos Hazard Emergency Response Act-type survey, nor was it intended to determine the extent or limits of asbestos-containing materials that may be present.

URS' findings and opinions are based on information available from public sources on specific dates (i.e., historical photographs, maps, and regulatory agency information, lists, and databases); this information changes and is frequently incomplete. Unless URS has actual knowledge to the contrary, information obtained from interviews or provided to URS by the client has been assumed to be correct and complete. URS does not assume any liability for information that has been misrepresented to us or for items not visible, accessible, or present on the subject property during the time of the site reconnaissance. Unless otherwise specified the tasks included no collection and analysis of samples.

URS cannot warrant or guarantee that not finding indicators of hazardous materials means that hazardous materials do not exist on the subject site. There is no investigation thorough enough to preclude the presence of materials on the subject site, which presently, or in the future, may be considered hazardous. Because regulatory evaluation criteria are constantly changing, concentrations of contaminants present and considered to be acceptable may, in the future, become subject to different regulatory standards and require remediation.

Where records indicate that prior remedial work or tank removals have occurred, there is the possibility that the work may not have been performed correctly or completely. Opinions and judgments expressed herein are based on URS' understanding and interpretation of current regulatory standards, and should not be construed as legal opinions.

## **1.5. USER RELIANCE**

This report is intended for the sole use of Bernalillo County. Services performed during this investigation may not be appropriate for other users, and any use or re-use of this document or of the findings, conclusions, or recommendations presented herein is at the sole risk of said user.

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## **2. SITE DESCRIPTION**

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### **2.1. LOCATION AND LEGAL DESCRIPTION**

The subject property is located within Bernalillo County and a portion is located within the City of Albuquerque, as shown on Figure 1. The site is within the south half of Section 32 and the southwest quarter of Section 33, Township 10 North, Range 3 East of the New Mexico Meridian as shown on the United States Geological Survey (USGS) 7.5-minute quadrangle map, *Albuquerque West, NM* (2013). A complete legal description of the subject property is not available.

### **2.2. PHYSICAL SETTING**

A review of the USGS 7.5 minute quadrangle map for Albuquerque West (USGS, 2013) shows that the approximate elevation of the subject property ranges from 4,940 feet to 5,060 feet above mean sea level (amsl). Surface topography slopes down gradient to the west (Figure 1).

The subject property is within the South Valley area of Albuquerque, in the Middle Rio Grande Valley within north-central New Mexico. The Rio Grande Valley within Albuquerque is flanked by the uplifted fault blocks of the Sandia Mountains and the Manzano Mountains to the east and the Rio Grande floodplain and terraces and quaternary features to the west. The area is part of the Rio Grande Rift, a north-south trending structural basin that extends from Southern Colorado to Southern New Mexico, through which flows the Rio Grande. The Albuquerque Basin is one of several grabens in the Rio Grande rift system. The bank of the Rio Grande is located approximately 1,000 feet west of the subject property.

Groundwater within the area of the subject property is located in the Santa Fe Aquifer, which is comprised of a shallow zone aquifer and a deep zone aquifer. The central portion of the subject property is located within the South Valley Superfund Site and the following site-specific groundwater information was summarized in the five-year review report (USEPA, 2010) and the 2015 to 2016 annual groundwater remediation report (Axis Group, 2016).

- Groundwater within the shallow zone aquifer is located above the silty clay layer and/or above an elevation of 4,900 feet amsl. In the area north of Woodward Road, the silty layer is continuous and therefore groundwater is primarily perched. Perched groundwater does not have a uniform flow direction, but rather flows in directions dictated by the undulating surface of the silty clay layer. In the area south of Woodward Road, the silty layer is not continuous and therefore groundwater flows west to east. The report indicates that the shallow zone aquifer within the South Valley Superfund Site generally extends to a depth of approximately 20 to 25 feet below the ground surface (bgs).
- Groundwater within the deep zone aquifer is expected to be below an elevation of 4,900 feet amsl and is within the unconsolidated alluvial units of the older Santa Fe Group. These sediments are primarily ancestral Rio Grande-related, braided fluvial deposits and contain lenticular deposits of finer-grained, relatively lower conductivity sands, silts, and clays. Depth to groundwater within the deep zone aquifer is encountered at depths of approximately 49 to 115 feet bgs.

URS observed groundwater monitoring wells during the site and surrounding property reconnaissance. The monitoring wells are located within the vacant land in the eastern portion of the project area. They are part of various groundwater monitoring activities in the area of the

subject property including the General Electric (GE) groundwater remediation system, which is a part of the South Valley Superfund Site discussed further in Section 4.1.1. These wells are deep zone aquifer groundwater wells (USEPA, 2010) and the most recent groundwater sampling report, including maps of well locations, is included in Appendix G. It should be noted that additional monitoring wells observed on and adjacent to the ROW requirement area on the former Chevron facility located at 3200 Broadway Boulevard SE during a previous assessment were no longer visible and have reportedly been abandoned (see Section 4.1.1).

The US Fish and Wildlife Services (USFW) National Wetlands Inventory map depicts riverine wetland areas traversing the subject property along the South Diversion Channel, San Jose Drain and San Jose Lateral canals (USFW, 2017). No suspect wetland vegetation was observed on the subject site during URS' site reconnaissance.

URS reviewed the Federal Emergency Management Agency (FEMA) maps for flood zone data. The South Diversion Channel is located within the boundaries of the 100-year floodplain (indicated as Zone A on the map). Zone A is defined as "the area subject to flooding by the 1% annual chance flood," with no base flood elevations determined. In addition, portions of the properties on the northeast and southeast corners of the Woodward Road and 2<sup>nd</sup> Street intersection are within the boundaries of the 100-year floodplain (indicated as Zone AH on the map). Zone AH is defined as "flood depths of 1 to 3 feet (usually areas of ponding); base flood areas determined." The base flood elevation for these areas was depicted as 4,938 feet. The portion of the subject property along Woodward Road, Broadway Boulevard and 2<sup>nd</sup> Street are within a zone that is protected from flooding, but with cautionary conditions. The conditions state that this area is shown as being protected from the 1% annual chance flood hazard by levee, dike or other structure; however, overtopping or failure of the structure is possible and could result in destructive flood elevations and water velocities. The remaining areas within the subject property are located outside the boundaries of the 100-year floodplain (indicated as Zone X [shaded] and Zone X [unshaded] on the map). Zone X (shaded) is defined as "areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas of less than 1 square mile; and areas protected by levees from 1% annual chance flood." Zone X (unshaded) is defined as "areas determined to be outside the 0.2% annual chance floodplain." (FEMA, 2008)

URS reviewed readily available reference material providing soil types for the subject property. According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA, 2017), naturally occurring on-site surface soils consist primarily of the following soils.

- Bluepoint-Kokan association, hilly: The Bluepoint profile are somewhat excessively drained soils and consist of sandy alluvium and/or eolian sands located on alluvial flats and flood plains. These soils typically consist of loamy fine sand and stratified fine sand to gravelly loamy fine sand to a depth of approximately 60 inches. The Kokan profile are excessively drained soils and consist of alluvium derived igneous and sedimentary rock located on hillslopes and fan piedmonts. These soils typically consist of gravelly sand and stratified very gravelly sand to extremely gravelly loamy course sand to a depth of approximately 60 inches.
- Bluepoint loamy fine sand, 1 to 9 percent slopes MLRA 42: These somewhat excessively drained soils consist of alluvium and/or eolian deposits and are located on stream

terraces. These soils typically consist of loamy fine sand and loamy sand to a depth of approximately 60 inches.

- Gila loam, moderately alkali: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on alluvial fans and flood plains. These soils typically consist of loam and stratified gravelly sandy loam to silt loam to a depth of approximately 60 inches.
- Glendale clay loam, 0 to 1 percent slopes MLRA 42.1: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on flood plains and stream terraces. These soils typically consist of clay loam to a depth of approximately 60 inches.
- Gila clay loam MLRA 42: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on flood plains and alluvial fans. These soils typically consist of clay loam and stratified gravelly sandy loam to silt loam to a depth of approximately 60 inches.
- Glendale loam MLRA 42: These well drained soils consist of alluvium derived from igneous and sedimentary rock and are located on stream terraces and flood plains. These soils typically consist of loam and clay loam to a depth of approximately 60 inches.
- Agua loam MLRA 42: These well drained soils consist of recent alluvium derived from igneous and sedimentary rock and are located on floodplains and alluvial fans. These soils typically consist of loam and stratified very gravelly sand to very gravelly loamy sand to a depth of approximately 60 inches.
- Agua silty clay loam MLRA 42: These well drained soils consist of recent alluvium derived from igneous and sedimentary rock and are located on floodplains and alluvial fans. These soils typically consist of silty clay loam, loam and stratified sand to gravelly sand to fine sandy loam to a depth of approximately 60 inches.
- Brazito fine sandy loam MLRA 42: These poorly drained soils consist of residuum weathered from igneous and sedimentary rock and are located on floodplains and alluvial fans. These soils typically consist of fine sandy loam and coarse sand to a depth of approximately 60 inches.

It should be noted that soil types indicated in any preprinted reference may vary from those actually encountered on a site if mixing, grading, excavation, or fill deposition has occurred.

### **2.3. SITE AND VICINITY GENERAL CHARACTERISTICS**

The subject property consists primarily of an east-west extension originating at the I-25 and Sunport Boulevard terminus, extending to Broadway Boulevard and continuing along Woodward Road to 2<sup>nd</sup> Street. The subject property also includes north-south extensions along the I-25 southbound ramps, Broadway Boulevard and 2<sup>nd</sup> Street and proposed stormwater detention pond areas. The potential ROW requirement areas are further described in Section 1.3.

The subject property topography slopes to the west towards the Rio Grande and the alignment crosses the South Diversion Channel (rip rap lined canal), the San Jose Drain (unlined canal) and the San Jose Lateral (unlined canal). The alignment also crosses the mainline tracks (3) of the New Mexico Rail Runner Express (NMRX) and Burlington Northern Santa Fe (BNSF) Railroads, and a spur track accessing a freight yard. The alignment is within the boundaries of

the South Valley Superfund Site and numerous properties within the site area are listed on one or more regulatory environmental database (Section 4.1).

The area surrounding the subject property is primarily industrial, commercial, residential and vacant land, with agricultural, commercial and residential properties beyond to the north and west. Industrial facilities located along and adjacent to the subject property include petroleum product pipeline and bulk distribution facilities, including PTI, Inc., Western Refining, Inc. and Duke City Fueling. An airport parking facility, hotels and Sunport Boulevard are located adjacent to the east of I-25, beyond the subject property. The Albuquerque International Sunport Airport is beyond I-25 approximately one mile to the east. Figures 2 and 3 show the general site layout, along with adjacent property uses.

**2.4. CURRENT SITE USE**

The subject property is divided into two sections: 1) potential ROW requirement areas for CN A300160 and A300161, and 2) other road improvement areas. The ROW requirement areas include primarily vacant private property, an area of land with an active remediation system (see Sections 2.5 and 4.1) and frontage areas for residential, commercial and light industrial properties. Except for the unassessed area listed on the table below, the road improvements areas are located within the existing transportation ROWs. Current uses for the proposed ROW and easement areas are summarized in the following table.

*Table 2.1 Summary of Current Site Usage – Along Alignment East to West*

| Parcel Number/<br>Parcel Address                       | Description   |
|--|---|
| Unassessed land west of I-25 and east of Edmund Street | This area consists of undeveloped land and the bank of the existing Sunport Boulevard overpass and southbound I-25 entrance and exit ramps. Three groundwater monitoring wells are located on and/or adjacent to the proposed ROW in this area. Concrete debris, several tires and windblown trash were also observed on and adjacent to the subject property in this area.   |
| 101405548507740629/<br>800 Woodward Road SE            | The subject property in this parcel consists of undeveloped land crossed by ephemeral washes. Trash, including construction debris, cardboard, empty 5-gallon buckets, plastic, glass, wood and several tires, were observed on and adjacent to the subject property on this parcel.  |
| 101405545009440701/<br>No address                      | The subject property in this parcel consists of a portion of the South Diversion Channel, which includes the rip rap-lined and gravel covered channel and adjacent dirt- and gravel-covered access roads and banks on the east and west sides of the channel.   |
| 101405541409840505/<br>No address                      | The subject property in this parcel includes a portion of the asphalt-paved Woodward Road and undeveloped land on the west side of the South Diversion Channel. Soil piles and trash, including construction debris, plastic, glass, wood and several tires, were observed on and adjacent to the proposed Sunport Boulevard ROW. In addition, two groundwater monitoring wells and an asphalt pile were observed north of the proposed ROW and a utility vault was observed south of the proposed ROW. |
| 101405544720740217/<br>751 Woodward Road SE            | The subject property in this parcel includes undeveloped land.  |
| 101405536816040123/<br>No address                      | The subject property in this parcel includes a portion of Woodward Road (paved) and vacant land. Scattered trash was observed within the proposed ROW on this parcel and soil piles were observed adjacent to the north of the proposed ROW.  |

**SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS**

INITIAL SITE ASSESSMENT

| Parcel Number/<br>Parcel Address                     | Description   |
|--|---|
| 101405535715840132/<br>No address                    | The subject property in this parcel includes a portion of Woodward Road (paved) and vacant land.  |
| 101405533908840121/<br>3200 Broadway Boulevard<br>SE | The subject property in this parcel consists of a portion of Woodward Road and vacant land. A groundwater monitoring well was observed within the proposed ROW and two additional monitoring wells were observed adjacent to the south and east. A concrete pad, likely foundation remnants for a former building, were observed on the west side of this parcel, in the area of the proposed detention pond. The remnants included ceramic tile and a floor drain (likely a former bathroom) on the northeast corner of the pad and additional possible former utility connections/drains in the pad. White staining, likely paint, was observed on the southeast portion of the pad. Scattered trash and soil piles were observed on and adjacent to the subject property on this parcel. |
| 101405533517040125/<br>3024 Broadway Boulevard<br>SE | The subject property in this parcel consists of a portion of Woodward Road, vacant land, paved and unpaved parking areas and landscaped land. A metal rail fence, a stormwater detention basin and a decorative fountain are located on the western portion of this partial-take area. These features are frontage areas of Fuentes Auto Sales, Aguamatic Landscape and Patio Creations by 3R. Outside materials and equipment storage and parking areas for these businesses are also located adjacent to the subject property on this parcel.   |
| 101405528615840317/<br>No address                    | The subject property in this parcel consists of portions of paved parking and landscaped areas along the south side of Woodward Road and the north side of Duke City Fuels. A fuel pump island and ancillary piping are located within the partial-take area on this parcel. Four additional fuel pump islands are located south of the subject property on this parcel, and the associated underground storage tanks (USTs) are located approximately 70 feet south of the partial-take area on this parcel. A pole-mounted electrical transformer was observed within the ROW in this area.   |
| 101405529119440434/<br>3005 Broadway Boulevard       | The subject property in this parcel consists of a portion of an access driveway on the north side of Woodward Road and the south side of the Rio Grande Service Center and Winfield facilities loading areas. No indications of chemical use or storage were observed within the loading areas.   |
| 101405524917630528/<br>335 Woodward Road SE          | The subject property in this parcel consists of paved driveway and gravel-covered landscaped areas on the north side of Woodward Road and east and west of a commercial building. A trash dumpster is located on and adjacent to the subject property in this area. There was no signage identifying the business, and the business appeared to be closed at the time of the site reconnaissance.   |
| 101405521510330409/<br>336 Woodward Road SE          | The subject property on this parcel includes portions of concrete-paved and asphalt-paved walkway, parking lot and driveway on the south side of Woodward Road. The parking lot is surrounded by metal rail and masonry brick fencing and was vacant at the time of the site reconnaissance.  |
| 101405523422330527/<br>335 Woodward Road SE          | The subject property on this parcel includes portions of asphalt-paved parking lot and driveway on the north side of Woodward Road. Two metal sheds are located on and adjacent to the subject property; these metal sheds were reportedly used to house pumping equipment for a former GE groundwater remediation system (see Section 4.1). The parking lot is surrounded by chain-link fencing and was vacant and in poor condition at the time of the site reconnaissance. A pole-mounted electrical transformer is located within the ROW in this area.   |

**SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS**

INITIAL SITE ASSESSMENT

| Parcel Number/<br>Parcel Address                                      | Description   |
|---|---|
| 101405518622330522 and<br>101405514922230519/<br>245 Woodward Road SE | The subject property on these parcels consists of asphalt-paved parking, drive and outside materials storage areas, concrete walkway and gravel-covered landscaped areas along the north side of Woodward Road and the south side of CEI Enterprises Inc. (CEI). A trench stormwater drain is located within the ROW in this area. According to a representative of CEI, the trench drain is a private stormwater drain, which directs stormwater runoff to a holding tank on the north side of the CEI property. Outside materials storage was observed within the proposed TCP on the western portion of this area; materials included metal parts, plastic bins and wood pallets, and appeared to be waste materials. A disused railroad spur was also observed within the ROW in this area. |
| 101405517313130415/<br>248 Woodward Road SE                           | The subject property on this parcel includes two areas of asphalt-paved access driveway for JTC, a commercial and industrial coatings facility, on the south side of Woodward Road. A solid waste dumpster was observed adjacent to the subject property on this parcel. One of JTC's buildings was also located adjacent to the subject property.  |
| 101405514913330421/<br>150 Woodward Road SE                           | The subject property on this parcel includes unpaved, asphalt-paved and concrete-paved land on the south side of Woodward Road and the north side of a commercial property. According to building signage, the property was occupied by Studio Rentals, Core Biofuels, Lunch Box and Laark; however, the building was closed at the time of the site reconnaissance.  |
| 101405515515130423/<br>140 Woodward Road SE                           | The subject property in this parcel includes two areas of unpaved access driveway on the south side of Woodward Road. The adjacent building on this parcel appeared to be vacant; however, the property appeared to be used for outside materials and heavy equipment storage. Several 55-gallon drums were observed adjacent to the building; however, these drums were not located adjacent to the partial-take areas.  |
| 101405511920630503/<br>101 Woodward Road SE                           | The subject property in this parcel includes a portion of a gravel-covered and dirt driveway and dirt and tree-covered yard areas on the north side of Woodward Road adjacent to a residence. A chain-link fence borders the subject property to the north and an unlined drainage ditch borders the subject property to the south in this area. Landscape debris and windblown trash were observed within the drainage ditch. Household goods and residential trash bins were observed within the adjacent yard area. A propane aboveground storage tank (AST) was observed on the north side of one of the residences, not adjacent to the subject property boundary.   |
| 101405511516230602CA/<br>No address                                   | The subject property on this parcel consists of a portion of paved access roadway for the BNSF Railway Automotive Facility on the south side of Woodward Road. Structures associated with the facility, other than the adjacent railroad tracks, were located further to the south and not adjacent to the partial-take area. Pole-mounted electrical transformers were observed on and adjacent to this parcel (not within the subject property boundary).   |
| 101405507820320202/<br>No address                                     | The subject property in this parcel consists of an area of vacant and tree-covered land on the north side of Woodward Road adjacent to a fallow agricultural farm field. The farm field is surrounded by barbed-wire and wood post fencing and an unlined irrigation/drainage ditch. Scattered trash and landscape debris were observed along the fence line and within the ditch in this area.   |
| 101405507916630241/<br>104 Woodward Road SW                           | The subject property on this parcel consists of dirt-covered driveway on the south side of Woodward Road within a commercial property (with no signage). The property appeared to be used primarily for automotive storage and/or salvage. Numerous tires, automobiles and vehicle parts were observed adjacent to the subject property.  |

**SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS**

INITIAL SITE ASSESSMENT

| Parcel Number/<br>Parcel Address  | Description  |
|---|--|
| 101405504316630238/<br>120 Woodward Road SW   | The subject property on this parcel included two strips of unpaved land located on the south side of Woodward Road and east side of 2 <sup>nd</sup> Street, on a residential and commercial property (with no signage). The majority of the subject property on this parcel was located within a metal privacy fence, which limited observation on this property. However, areas viewed from above the fence and through gaps in the fence included outside materials and equipment storage, including several automobiles, a bus, trailers and vehicle parts.   |
| 101405505220420207/<br>2862 2 <sup>nd</sup> Street NW   | The subject property on this parcel consists of a portion of an unpaved driveway on the north side of Woodward Road, adjacent to a residence and a commercial business (with no signage, but possibly a storage yard or auto salvage yard) farther to the north. A trash dumpster was observed on and adjacent to the partial-take area on this parcel. A pole-mounted electrical transformer was observed within the ROW in the area of this parcel.  |
| 101405502620520201/<br>No address   | The subject property on this parcel consists of a narrow strip of unpaved parking, drive and outside materials storage areas on the north side of Woodward Road and the east side of 2 <sup>nd</sup> Street on the C&C Services, a construction company, property. The majority of the subject property on this parcel was located within a metal privacy fence, which limited observation on this property. However, areas viewed from above the fence and through gaps in the fence included outside construction materials and equipment storage.   |
| 101405503117930240 and<br>101405502217930239/<br>120 Woodward Road SW<br>and 2900 2 <sup>nd</sup> Street SW | The subject property on these parcels includes strips of gravel and dirt-covered land and outside materials storage areas along the south side of Woodward Road and east side of 2 <sup>nd</sup> Street on the Reynolds Auto Service property. The portion of the subject property along 2 <sup>nd</sup> Street was partially located within a metal privacy fence; however, the area was visible from above the fence and consisted of gravel-covered vehicle storage areas. Fueling and auto service activities likely occurred within and north of the building, adjacent to the partial-take area. According to a property representative, the USTs and dispensers were removed and a fuel release was closed. The USTs and fuel release are further discussed in Section 4.1. Two pole-mounted electrical transformers (on one pole) were observed within the ROW in this area. |
| 101405505122320209 and<br>101405506122620210/<br>2834 and 2838 2 <sup>nd</sup> Street<br>SW                 | The subject property on these parcels consists of tree-covered land, an irrigation and/or drainage ditch and a gravel-covered driveway on the east side of 2 <sup>nd</sup> Street adjacent to an agricultural farm field and residence.  |
| 101405501411530105 and<br>101405501907430104/<br>3001 2 <sup>nd</sup> Street SW                             | The subject property on these parcels consists of fallow agricultural farm fields surrounded by unlined irrigation and/or drainage ditches on the west side of 2 <sup>nd</sup> Street. A gravel access road is located on the southeast portion of this area, a metal privacy fence is located along the northern property boundary and remnants of a barbed wire fence are located along the eastern property boundary. Concrete, metal and wood debris, likely the remnants of removed culverts or irrigation/drainage piping, are located in the northeast and northwest portions of the subject property and scattered trash, including paper, plastic, glass, metal, Styrofoam, a tire and soil piles, is located throughout the subject property.  |

## **2.5. DESCRIPTIONS OF STRUCTURES, ROADS AND OTHER IMPROVEMENTS**

The I-25/Sunport Boulevard interchange is located at the east terminus of the subject property. Woodward Road is a paved road from 2<sup>nd</sup> Street to the South Diversion Channel. East of the South Diversion Channel, Woodward Road extends east and south as Edmund Street (a gravel road). Broadway Boulevard and 2<sup>nd</sup> Street are also paved roads. The ROW areas along these roadways (beyond the pavement) are currently dirt-covered. Several extraction, injection and/or monitoring wells and well vaults are located within and adjacent to the eastern portion of the subject property. Figure 2 shows the approximate locations of the wells within the ROW requirement areas. The subject property crosses the South Diversion Channel (used to aid in the control of stormwater runoff), the San Jose Drain, the San Jose Lateral, several roadways and railroad tracks.

Albuquerque Bernalillo County Water Utility Authority (ABCWUA) utilities, including underground sanitary sewer and water service lines, are located in the area of the subject property. In addition, overhead electrical power lines, owned and operated by Public Service Company of New Mexico (PNM), are located in the area of the subject property; pole-mounted electrical transformers were observed along the ROW. Underground natural gas lines and aboveground piping connections, owned and operated by New Mexico Gas Company, are also located on and adjacent to the subject property. Underground communications cable markers and stormwater drains are also located along the rights-of-way. The monitoring well network on the east portion of the subject property includes underground pipelines as a part of the groundwater remediation system.

## **2.6. CURRENT ADJOINING PROPERTY USES**

During the 2017 site reconnaissance, URS personnel conducted a walking and drive-by survey of adjoining land uses along accessible roads. The general land use of the subject property area is industrial, commercial, residential or vacant land. Table 2.1 lists the adjacent businesses and/or property uses. In addition, the following features cross the subject property: Edmund Street, South Diversion Channel, San Jose Drain, San Jose Lateral, railroad tracks, William Street and Hill Street. Figure 3 also shows the adjacent properties.

*Table 2.2 Summary of Adjacent Property Usage – Along Alignment East to West*

| <b>Direction</b> | <b>Property</b>   |
|------------------|---|
| <b>North</b>     | Vacant land, GE groundwater treatment plant (for groundwater remediation system located at 751 Woodward Rd. SE), Fuentes Auto Sales, Patio Creations and Aguamatic Landscape and Patio Creations by 3R (3024 Broadway Blvd. SE), a storage lot (3016 Broadway Blvd. SE), a residence (2946 Broadway Blvd. SE), Delgado Wrought Iron (2949 Broadway Blvd. SE), Rio Grande Service Center/Winfield (3005 Broadway Blvd. SE), an unnamed commercial property (335 Woodward Rd. SE), parking lot formerly used by GE Aviation employees (335 Woodward Rd. SE), CEI Enterprises, Inc. (245 Woodward Rd. SE), two residences (101A and 101B Woodward Rd. SE), agricultural farm field, a residence and unnamed commercial business (2862 2 <sup>nd</sup> St. NW), C&C Services (no address posted), agricultural farm fields and residences (2834 and 2838 2 <sup>nd</sup> St. NW) and Elliot Location Equipment (2828 2 <sup>nd</sup> St. SW). |
| <b>East</b>      | I-25, an airport parking lot and commercial properties along Sunport Boulevard  |

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| <b>Direction</b> | <b>Property</b>   |
|------------------|---|
| <b>South</b>     | Vacant land, PTI, Inc. former Chevron Bulk Fuels Terminal (3200 Broadway Blvd. SE), Duke City Fueling (3203 Broadway Blvd. SE), Ben E. Keith Foods (3205 Broadway Blvd. SE), vacant lot (formerly GE Aviation located at 336 Woodward Rd. SE), JTC, Inc. (248 Woodward Rd. SE), Studio Rentals, Core Biofuels, Lunch Box and Laark (150 Woodward Rd. SE), vacant facility/storage lot (140 Woodward Rd. SE), BNSF Railroad Automotive Facility entrance (102 Woodward Rd. SE), automotive salvage/storage facilities (104 Woodward Rd. SW), Reynolds Auto Service (120 Woodward Rd. SW), residence and automotive storage lot (2912 2 <sup>nd</sup> St. SW), residence (2914 2 <sup>nd</sup> St. SW), C&C Services materials storage lots and agricultural farm fields. |
| <b>West</b>      | AAA Pumping Services (2855 2 <sup>nd</sup> Street) , agricultural farm fields, Riverside Drain and Rio Grande   |

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### **3. USER-PROVIDED INFORMATION**

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In order to qualify for landowner liability protections, AAI require certain information be provided by the user of an ISA. URS provided Bernalillo County with a User Questionnaire for this project. The User Questionnaire was previously completed by Mr. Rodrigo Eichwald with the Bernalillo County Public Works Division. As of this report, an updated User Questionnaire has not been received. Previously provided responses are summarized in the following subsections and a copy of the completed questionnaire is included in Appendix H.

#### **3.1. TITLE RECORDS**

URS was not provided with and did not review a chain-of-title for the subject property.

#### **3.2. ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS**

Within the State of New Mexico, environmental liens are filed with the Clerk of the County in which a property is located and are not recorded on any regulatory database. No record of environmental liens was provided for the subject property. Mr. Eichwald indicated a search for environmental liens or activity and use limitations has not been conducted by the County at this time.

#### **3.3. SPECIALIZED KNOWLEDGE**

During our previous assessment, Bernalillo County provided studies prepared for the NMDOT and Bernalillo County on the extension of Sunport Boulevard. See Section 6.3 for discussion of previous investigations. Mr. Eichwald indicated he has no specialized knowledge that would be material to this assessment.

#### **3.4. VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES**

Mr. Eichwald indicated the purchase price for the subject property will reasonably reflect fair market value of the subject property. However, he indicated there may be a reduction in purchase price due to the location of the subject property within the South Valley Superfund Site, which is an area that has been undergoing remediation for the past 20 years. This valuation would be subject to market value appraisals of the properties in question in accordance with Federal guidelines.

#### **3.5. OWNER, SITE MANAGER, AND OCCUPANT INFORMATION**

The potential ROW requirement areas are owned by various entities, including South Florida Materials Corporation, VMD, LLC (c/o Victor Larranaga), Schwartzman, Inc., Albuquerque Storage Partners LLC & Shuttle Inc., We the People, LLC, and the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA).

The subject property is within NMDOT or Bernalillo County ROW within the roadways of I-25, Broadway Boulevard (NM 47), Woodward Road and 2<sup>nd</sup> Street; and, within privately-owned property.

**3.6. REASON FOR CONDUCTING ISA**

The proposed project will require property acquisitions, construction maintenance easements, and/or temporary work permits; therefore, an ISA is required for due diligence purposes. It is also conducted for worker safety and management of hazardous materials encountered during construction, for management of legacy conditions and to address concerns of past or new spills along the subject property corridor and adjacent properties.

## 4. RECORD REVIEW

The purpose of the records review is to obtain and review records that will help identify RECs in connection with the property.

### 4.1. ENVIRONMENTAL DATABASES REVIEW

URS reviewed information gathered from several environmental databases through EDR to evaluate whether activities on or near the subject property have the potential to create a REC on the subject property. EDR reviews databases compiled by Federal, state, and local governmental agencies. The databases were reviewed in accordance with the minimum search distances specified in ASTM E 1527-13 (as shown). The complete list of databases reviewed and their revision dates is provided in the EDR report, which is included in Appendix B. It should be noted that this information is reported as URS received it, as it is provided in various government databases. It is not possible for URS to verify the accuracy or completeness of information contained in these databases. However, the use of and reliance on this information is a generally accepted practice in the conduct of environmental due diligence. The ASTM databases searched and the information obtained is summarized below in Table 4-1. Additional supplemental databases searched are summarized in the EDR report.

*Table 4.1 Summary of Environmental Databases*

| AGENCY DATABASE   | SURVEY DISTANCE | NO. OF SITES IDENTIFIED |
|---|-----------------|-------------------------|
| <b>STANDARD ENVIRONMENTAL RECORDS - FEDERAL</b>   |                 |                         |
| National Priority List (NPL) for Superfund Sites.   | 1.0 mile        | 2                       |
| National Priority List Deletions (Delisted NPL) List.   | ½ mile          | 0                       |
| Superfund Enterprise Management System (SEMS), which replaces the Comprehensive Environmental Response, Compensation and Liability Index System (CERCLIS) List. | ½ mile          | 2                       |
| SEMS-Archive, which replaces the CERCLIS – No Further Remedial Action Planned (NFRAP) List.   | ½ mile          | 4                       |
| Corrective Action Report (CORRACTS) List.   | 1.0 mile        | 2                       |
| RCRA Permitted Treatment, Storage, and Disposal Facilities (TSDF).  | ½ mile          | 1                       |
| RCRA Registered Large Generators of Hazardous Waste (RCRA LQG).   | TP/AP           | 1 (AP)                  |
| RCRA Registered Small Generators of Hazardous Waste (RCRA SQG).   | TP/AP           | 2 (TP)                  |
| RCRA Registered Conditionally-Exempt Small Generators of Hazardous Waste (RCRA CESQG).  | TP/AP           | 6 (TP), 2 (AP)          |
| Engineering Controls Sites (US ENG CONTROL) List.   | TP              | 1                       |
| Institutional Controls (US INST CONTROL) List.  | TP              | 1                       |
| Emergency Response Notification System (ERNS) List.   | TP              | 0                       |
| <b>STANDARD ENVIRONMENTAL RECORDS – STATE AND TRIBAL</b>  |                 |                         |
| State-equivalent NPL  | 1.0 mile        | N/A                     |

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| AGENCY DATABASE  | SURVEY DISTANCE | NO. OF SITES IDENTIFIED |
|--|-----------------|-------------------------|
| State-equivalent CERCLIS, State Clean-up Sites (SCS)   | ½ mile          | 1 (AP), 4 (Area)        |
| Solid Waste Facilities/Landfill Sites (SWF/LF) List.   | ½ mile          | 0                       |
| Leaking Underground Storage Tank (LUST) List.  | ½ mile          | 3 (TP), 4 (Area)        |
| Underground Storage Tank (UST) List.   | TP/AP           | 3 (TP), 3 (AP)          |
| Sites with Institutional Controls List.  | TP              | 0                       |
| Voluntary Cleanup Sites (VCP) List.  | ½ mile          | 2                       |
| Brownfields Redevelopment Grant Program (BROWNFIELDS) List.  | ½ mile          | 0                       |
| UNMAPPED SITES   |                 |                         |
| Orphans List   | -               | 13                      |
| N/A = Database not applicable for the site area<br>TP = Target Property<br>AP = Adjoining Property |                 |                         |

**4.1.1. Subject Property**

The subject property is located within the boundaries of the South Valley Superfund Site. The South Valley Superfund Site is an area of groundwater contamination extending from approximately ½ mile west of the Albuquerque International Airport and approximately ½ mile east of the Rio Grande, close to the intersection of South Broadway and Woodward Road and encompassing approximately 1 square mile of area. The area of the subject property east of the William Street alignment is located within the South Valley Superfund Site. In addition, the following potential acquisition areas (ROW requirement areas) were identified in the databases listed:

*Table 4.2 Summary of Environmental Database Search Results for the Subject Property*

| Database   | Facility Name  | Address                                  | REC |
|--|--|--|-----|
| None*  | Schwartzman Landfill   | No address                               | Yes |
| NPL, SEMS, US Eng. and US Inst. Controls, ROD, ICIS, PRP | South Valley Superfund   | Broadway & Woodward                      | Yes |
| Historical Auto Station                                  | Standard Oil Co. of Texas Gas Station  | 3100 Broadway Street SE                  | No  |
| SCS, LUST, LTANKS, TANKS, UST,                           | Albuquerque NM Terminal/<br>Chevron Terminal                                 | 3200 South Broadway/<br>3200 Broadway SE | No  |
| RCRA-CESQG, FINDS, US AIRS, TX Ind. Haz. Waste           | Magellan Pipeline, L.P.<br>Albuquerque Terminal/Chevron Terminal No. 1324760 | 3200 Broadway Blvd. SE                   | No  |

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| Database   | Facility Name   | Address                         | REC |
|--|---|---------------------------------|-----|
| RCRA-NonGen  | Chevron Pipeline Albuquerque Terminal   | 3200 South Broadway             | No  |
| RCRA-CESQG   | Ever Ready Oil Inc.   | 3200 Broadway Blvd. SE, Suite A | No  |
| Historical Auto Station  | No name given   | 3200 Broadway Blvd. SE          | No  |
| LUST, UST, LTANKS, TANKS, VCP, RCRA-CESQG, Historical Auto Station   | Duke City Fueling/ Duke City Distributing   | 3203 Broadway SE                | Yes |
| RCRA-TSDF, SEMS-Archive, CORRACTS, RCRA-LQG, RAATS   | GE Aircraft Engines   | 336 Woodward Road SE            | Yes |
| RCRA-SQG   | JTC, Inc.   | 248 Woodward Road SE            | No  |
| RCRA-SQG, US-AIRS  | CEI Enterprises   | 245 Woodward Road SE            | No  |
| SEMS-Archive   | Woodward Road Industrial Park   | 245 Woodward Road SE            | No  |
| RCRA-NonGen  | MCT Industries Inc.   | 245 Woodward Road SE            | No  |
| RCRA-CESQG   | Contech Construction Products   | 150 Woodward Road               | No  |
| RCRA-CESQG   | Sunset Trucking Company   | 146 Woodward Avenue SE          | No  |
| RCRA-CESQG, UST, LUST, LTANKS, TANKS, Historical Auto Station, US AIRS   | Reynolds Auto Service (a.k.a. Reynolds Auto Salvage Service/Corp. and Super Oil Wood) | 120 Woodward Road SW            | No  |
| <p>*This site was not identified by EDR but was identified on the City of Albuquerque online map<br/>                     FINDS = Facility Index System/Facility Registry System<br/>                     ICIS = Integrated Compliance Information System (enforcement and compliance associated with National Pollutant Discharge Elimination System (NPDES)<br/>                     ROD = Record of Decision<br/>                     PRP = Potentially Responsible Parties<br/>                     RCRA-NonGen = No longer a generator of hazardous wastes<br/>                     TANKS = Storage tank list<br/>                     LTANKS = Leaking storage tank list<br/>                     US AIRS = Aerometric Information Retrieval System (national repository for information concerning air pollution)<br/>                     RAATS = RCRA Administrative Action Tracking System</p> |   |                                 |     |

The locations of facilities identified in relation to the subject property are depicted on Figures 2 and 3. During the previous assessment, URS contacted the NMED for information regarding the above-listed facilities. In addition, during the current assessment, URS reviewed information available on the NMED’s website and contacted NMED and City of Albuquerque personnel regarding selected facilities. Information provided is summarized in the following paragraphs.

Schwartzman Landfill: According to the City of Albuquerque online map, the east portion of the subject property is located within the buffer zone of the Schwartzman landfill. During the previous assessments, URS contacted Ms. Suzanne Busch of the City of Albuquerque Department of Health Landfill Monitoring and Mr. Billy Gallegos of the City of Albuquerque Environmental Health Department, to discuss the Schwartzman landfill. Ms. Busch stated that the landfill buffer is not well defined; therefore any alignment will need to have testing performed prior to construction to determine if there is any residual landfill waste within the

footprint of the roadway design. She also stated that if there is any utility work performed, such as extensions of utilities or new utilities, then the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration. At that time, Mr. Gallegos indicated there had not been any remediation or changes to the landfill since URS' 2010 assessment. URS reviewed NMED records for several properties assessed as part of the Schwartzman Landfill in the area of the subject property. No assessment of the subject property related to the landfill was identified. According to NMED records, assessed properties adjacent to the subject property included the Mast Voyager Site/Albuquerque Airpark Partners Site, located on the northeast corner of I-25 and Sunport Boulevard, Mr. Schwartzman owned a large tract of land, which he subdivided and sold portions of. The properties were assessed as part of the VCP due to the real estate transactions. Portions of the larger property were used as gravel pits in the 1950s and 1960s. The eastern portion of the property was also used as a shooting range and then the Schwartzman and Demolition Debris Landfill. The gravel pits were filled in with undocumented fill in the 1970s to 1980s. Debris identified during assessment of the Albuquerque Airpark Partners Site included asphalt, concrete, wood, plastic and metal up to 34 feet bgs. Soil and groundwater samples were analyzed for VOCs, metals, total petroleum hydrocarbons (TPH) and/or lead. Concentrations were below remedial action standards in effect at that time. NMED issued closure for these sites in letters dated 2013.

Schwartzman Tracts 16 and 17, located west and east of 2<sup>nd</sup> Street, respectively, did not appear to be part of the landfill. These tracts were located adjacent to the portions of the subject property along 2<sup>nd</sup> Street and south of Woodward Road. Tract 16 soil and groundwater was assessed for potential nitrate impacts due to historical agricultural usage. Although elevated levels of nitrate were identified in the Tract 16 farm fields, the fields were actively being irrigated, which was exempted from discharge plan requirements. In addition, nitrate in groundwater was expected to attenuate should irrigation cease. Two soil borings drilled on Tract 17 were inspected for visual signs of contamination due to automotive salvage and maintenance activities on adjacent properties to the north and south. No visible signs of contamination were noted. NMED issued closure for Schwartzman Tracts 16 and 17 in 2007.

No assessment of the subject property related to the landfill has been identified. Therefore, the potential exists for landfill debris within the eastern portion of the subject property. This landfill is considered to be a REC to the subject property.

South Valley Superfund Site (Broadway & Woodward): The South Valley Superfund Site (USEPA #NMD980745558) covers an area of approximately one square mile and includes the subject property. In 1979, wells in the San Jose well field became contaminated by organic compounds, forcing closure of several private wells and two Albuquerque municipal wells. The site was listed as a National Priorities Site by the U.S. Environmental Protection Agency (USEPA) on September 8, 1983. Numerous sources were found to have contributed to the problem and the original investigation of the well contamination focused on six facilities and approximately one square mile of the surrounding area. The six facilities were Whitfield Tank Lines, Duke City Distributing, Texaco, Chevron, General Electric/Air Force (aka General Electric Aviation [GEA]), and Van Waters, Inc. (currently Univar USA Inc. [Univar]). Van Waters was originally identified as the "Edmund Street Properties." The Texaco facility has changed ownership over time and is now listed as Western Refining. Univar and GEA are currently the only two facilities identified as responsible parties to the South Valley Superfund Site (personal communication with Al Pasteris, NMED, April 26, 2010 and United States Court

of Appeals, Tenth Circuit, 2006). The remaining four facilities were identified as the likely sources of petroleum contamination and are regulated by the NMED Ground Water Quality Bureau (GWQB).

The South Valley Superfund Site is composed of six operable units (OUs). OU 01 is the San Jose 6 (JS-6) well; OU 02 is the SJ-6 OU vicinity area; OU 03 is the Edmunds Street Groundwater OU; OU 04 is the Edmunds Street Source Control, consisting of the vadose zone at Univar; OU 05 is the Former Plant 83/General Electric OU Shallow Zone, consisting of the unsaturated and saturated portion of the shallow zone aquifer at GE Aviation; at OU 06 is the Former Plant 83/General Electric OU Deep Zone, consisting of the deep aquifer at GE Aviation.

The contaminants of concern beneath the subject project area listed under the South Valley Superfund Site consist of halocarbons (1,1,1-trichloroethane, tetrachloroethane, trichloroethylene [TCE], etc.) and aromatics (benzene, toluene, ethylbenzene, and xylenes). The South Valley Superfund Site affected the groundwater of the area, resulting in extensive cleanup activities, including the installation of a groundwater remediation system that is networked throughout the eastern portion of the project area. The USEPA publication (dated March 14, 2015) regarding the South Valley Superfund Site indicates that soil contamination was found at 9 feet below ground surface (bgs) in the residential area north of the GE Plant. However, because the soil contamination was determined to present no threat to human health and therefore it was dismissed as a potential remedial target (USEPA, 2015).

As part of cleanup activities for the South Valley Superfund Site monitoring, extraction and injection wells are dispersed throughout the vacant property on either side of the South Diversion Channel west of Interstate 25 to north of Woodward Road and south to the area of Stock Drive. The largest density of wells is located from north to south adjacent to the interstate right-of-way. A deep-zone groundwater treatment plant owned and operated by GE as part of the groundwater remediation system is located on an adjacent property north of Woodward Road.

According to the USEPA's fourth five-year review report (USEPA, 2010), the remedies at OU 01, OU 02, OU 04 and OU 05 are "protective of human health and the environment." The report states that the remedies at OU 03 and OU 06 currently protect human health and the environment because the remedies consisting of groundwater recovery and treatment functioned as designed. However, in order for the remedies to be protective in the long-term, the report states the presence of 1,4-dioxane in groundwater at OU 03 should be evaluated. In addition, the report recommends the following actions for OU 06: 1) coordination with NMED regarding increases of methyl tert-butyl ether (MTBE) concentrations; and 2) evaluate and address the TCE and 1,1-dichloroethylene (1,1-DCE) concentration increases in the 4,500 to 4,600 groundwater depth elevation. This Superfund site is considered to be a REC to the subject property.

According to the most recent annual report for OU 06 (Axis Group Inc. [Axis], 2016), groundwater flow direction in the eastern portion of the subject property was to the east in the deep zone aquifer and generally to the south and southeast, with pockets of groundwater depression, in the deep-intermediate zone aquifer during the second quarter of 2016. Contaminants of concern identified in wells on and/or adjacent to the partial-take area were limited to 1,1-dichloroethene (1,1-DCE), tetrachloroethene (PCE) and trichloroethane (TCE) at concentrations of 8.2 micrograms per liter ( $\mu\text{g/l}$ ), 5.7  $\mu\text{g/l}$  and 14  $\mu\text{g/l}$ , respectively, in well WB-04(5) during the second quarter of 2016. These concentrations exceeded the applicable or

relevant and appropriate requirement (ARAR). Well WB-04(5) is located within the proposed ROW east of Edmunds Street and west of I-25.

According to the most recent USEPA site status information (USEPA, 2017), the most recent review concluded that response actions at the site are in accordance with the remedy selected by USEPA and that the remedy continues to be protective of human health and the environment. Continued protectiveness of the remedy requires evaluation of 1,4-dioxane in groundwater for the Univar Site and evaluation and coordinated action to address increased levels of methyl tertiary butyl ether (MTBE), TCE and 1,1-DCE for the GEA Site. A copy of the 2016 Axis annual report is included in Appendix G.

Standard Oil Co. of Texas Gas Station (3100 Broadway Street SE): According to EDR, this site was listed as a historical gas station in 1960 and 1965. According to the NMED Petroleum Storage Tank Bureau (PSTB) online databases, there are no current USTs or open LUST cases associated with this facility.

Albuquerque NM Terminal/Chevron Terminal (3200 South Broadway): According to EDR, this site is listed on the SCS, LUST, LTANKS, TANKS, and UST databases (Facility ID 26453). One used oil UST was removed from the property. Two LUST cases were recorded against this facility in 1991. One of the cases was closed in 1992 with no further action (NFA) required. The second case was referred to the NMED GWQB in 1996. According to PSTB online database, this LUST incident remains open. The subject property includes a ROW requirement area of the north portion of this facility. As discussed above for the South Valley Superfund Site, the Chevron facility was one of the six facilities named as a potentially responsible party for contamination of the site. While the Chevron and Texaco (later part of Chevron) facilities were one of the six facilities investigated by the USEPA, it was determined that the petroleum contaminants would be administratively separated from the South Valley Superfund Site. Therefore, the compliance effort of monitoring and cleanup by Chevron is separate from the South Valley Superfund Site and is monitored by the NMED GWQB. The terminal has undergone cleanup and is currently undergoing monitoring of shallow groundwater aquifer contamination by petroleum hydrocarbons. The facility has extraction and injection wells that are currently not active per the NMED guidance; however, groundwater monitoring is ongoing and will continue in the future. Discussions with the NMED indicate that, unless monitoring indicates a change in the facility status, it is nearing closure status (personal communication with Bart Faris, March 15, 2010 and April 21, 2010).

According to the 2016 Annual Progress Report (GHD Services, Inc. [GHD], 2016), phase-separated hydrocarbons have not been observed in shallow groundwater monitoring wells since 2004. Concentrations of benzene, MTBE and naphthalene exceeded the applicable remediation standards of 5 µg/l, 100 µg/l and 30 µg/l, respectively, in one or more groundwater monitoring well during the 2016 sampling events. Concentrations of benzene ranged between 8.6 and 430 µg/l; concentrations of MTBE was 140 and 150 µg/l; concentrations of naphthalene ranged between 119 and 1,910 µg/l. Depth to groundwater in the shallow zone ranged between 19.91 and 28.96 feet bgs and groundwater flow direction was identified to the east and southeast. The report concluded: "The groundwater monitoring program at the Site has demonstrated that there is no off-Site impact and that there has been no movement of the identified constituents in the shallow groundwater zone. Continuous monitoring has shown a limited volume of impacted shallow groundwater that is isolated near the central portion of the active fuel terminal. Due to the limited volume of shallow groundwater, the potential human health and environmental risks

posed by the identified constituents are considered minimal due to very limited potential exposure to receptors. The geochemical conditions at the Site indicate that biodegradation may be occurring and that conditions may be favorable for biodegradation. Therefore, [monitored natural attenuation] MNA is considered to be an appropriate remedial alternative at this time. Chevron recommends continued semiannual groundwater monitoring and annual reporting and plans to continue to monitor the effectiveness of MNA at the Site.”

According to information within the GHD report, current groundwater monitoring wells are located on the former Chevron facility, further south of the subject property. No groundwater monitoring wells related to the Chevron facility are located on or immediately adjacent to the subject property (ROW requirement areas). Therefore, this open LUST incident is not considered to be a REC to the subject property.

Magellan Pipeline Company L.P. Albuquerque Terminal/Chevron Terminal No. 1324760 (3200 Broadway Blvd. SE): According to EDR, this facility is listed on the RCRA-CESQG, FINDS and US AIRS databases. This facility is currently a CESQG and has been a LQG and SQG in the past. Hazardous wastes were identified as benzene and ignitable wastes. Although recorded violations under the RCRA program were noted in 1984 and 2009, the facility was listed as achieving compliance within a few months of the reported violations. The violations were written informal violations and appeared to result from a non-financial record review in 1984 and a compliance evaluation inspection in 2009. The facility listing on the US AIRS database is related to the use of the facility as a petroleum bulk station and terminal. Although several air permit compliance and enforcement issues were noted, the facility was listed as in compliance with procedural requirement. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA-CESQG, FINDS and US AIRS databases is not considered to be a REC to the subject property.

Chevron Terminal/Chevron Pipeline Albuquerque Terminal (3200 Broadway Boulevard SE): This facility was identified as a RCRA-NonGen in 1980 and 2010 and a RCRA-CESQG in 1998 within two areas and under two USEPA ID numbers. Hazardous wastes were identified as benzene. No violations were identified for this facility. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA-NonGen and RCRA-CESQG databases is not considered to be a REC to the subject property.

Ever Ready Oil Inc. (3200 Broadway Boulevard SE, Suite A). This facility was identified as a RCRA-CESQG in 2009. Hazardous wastes were identified as ignitable hazardous wastes, corrosive hazardous wastes, lead and mercury. Two violations were identified in 2009 for this facility. The facility was listed as in compliance for both violations in 2009. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.

Historical Auto Station (3200 Broadway Boulevard SE). This facility was listed as a Standard Oil gasoline station in 1970 and Chevron station in 1999 and 2000. The Chevron facility is further discussed in preceding paragraphs.

Duke City Fueling/Duke City Distributing (3203 Broadway SE). The facility was listed as a VCP in 2007 due to petroleum hydrocarbons and heavy metals in soil and groundwater. The LUST

and LTANKS cases were closed in 2002 and 2006, respectively. The VCP case was closed in 2008 and a covenant not to sue was issued that same year. Four active USTs, one unleaded gasoline and three diesel fuel, are registered to this facility; based on the site reconnaissance, these USTs are located approximately 70 feet south of the ROW requirement areas. No active LUST was identified on the PSTB website. This facility is listed as a RCRA-CESQG. One violation was identified during a compliance evaluation inspection of the site in 2004. The facility was listed as in compliance in 2005. This facility was also listed as a Conoco historical auto station in 1999, 2000 and 2007. This facility was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site. During the site reconnaissance, one of five fuel dispensers on this facility was observed to be within the potential ROW requirement area. Although no active release was identified, based on the location of a dispenser island and ancillary piping within the ROW requirement areas, this facility is considered to be a REC to the subject property.

GE Aircraft Engines (336 Woodward Road SE). This facility was identified as a LQG between 1980 and 2012. Numerous violations and enforcement actions were identified for this facility. This facility was listed as NFRAP and the file for this facility was archived by the USEPA after a preliminary assessment in 1991. However, this facility was listed on the CORRACTS list with a high corrective action priority. This facility was identified as a PRP for the South Valley Superfund Site, discussed in preceding paragraphs.

CEI Enterprises, Woodward Road Industrial Park, MCT Industries Inc. (245 Woodward Road SE). CEI Enterprises was listed as a RCRA-SQG in 2000 and 2004. No violations were identified for this facility. The US AIRS listing is related to the use of the facility for fabricated plate work (boiler shop). The facility was listed as in compliance with procedural requirement. MCT Industries Inc. was listed as a NonGen in 1998 and 2010. No violations were identified for this facility. Woodward Road Industrial Park is listed on the SEMS-Archive as NFRAP and the file for this facility was archived by the USEPA after preliminary assessments in 1991 and 1997 and a site inspection in 1997. According to a representative of CEI Enterprises, sampling and testing was performed on the property when CEI purchased it, approximately 18 to 19 years ago. No contamination was identified. Based on the lack of open violations and NFRAP status, this facility is not considered to be a REC.

JTC, Inc. (248 Woodward Road SE). This facility was listed as a RCRA-SQG in 2015. Although several violations and enforcement actions were identified in 2015, the facility was listed as in compliance for each violation/enforcement action by 2016. Wastes were identified as ignitable wastes, methyl ethyl ketone (MEK) and spend non-halogenated solvents. No chemical or hazardous waste use or storage were observed on the partial-take areas during the site reconnaissance. The listing of this facility as a RCRA-SQG is not considered to be a REC to the subject property.

Contech Construction Products (150 Woodward Road). This facility was listed as a CESQG in 2004 and 2009. Wastes identified included lead, mercury and ignitable and corrosive wastes. One used oil generator violation was identified during a compliance evaluation inspection of the site in 2009. The facility was listed as in compliance in 2009. This facility was not listed on a database indicative of a release. Therefore, this facility is not considered to be a REC to the subject property.

Sunset Trucking Company (146 Woodward Avenue SE). This facility was listed as a RCRA-CESQG in 2009. Wastes were listed as ignitable and corrosive wastes and lead. No hazardous waste violations were identified. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.

Reynolds Auto Service/Reynolds Auto Salvage/Super Oil Wood (120 Woodward Road SW). Two used oil USTs, two gasoline USTs and one UST with unknown contents were removed from the facility. One LUST incident was identified in 1989 and listed as NFA in 2010. No active USTs or LUST were identified on the PSTB website. This facility was also listed as a CESQG in 1992 and wastes were identified as non-halogenated solvents and ignitable wastes. No violations were noted for this facility. The address 120 Woodward Avenue SW was also listed as a historical auto station in 1999 through 2012.

#### 4.1.2. Adjacent Properties

The following properties located directly along the road improvement areas were identified in one or more database, as summarized in the following table.

*Table 4.3 Summary of Environmental Database Search Results for Adjacent Properties*

| Database     | Facility Name/ Address   | Summary   | REC |
|--------------|--|---|-----|
| VCP          | Albuquerque Airpark Partners Property (aka Mast Voyager Tract*)/ 2901 Transport St. SE and adjacent tract to south | According to EDR, this property was listed on the VCP in 2012 due to lead in soils and volatile organic compounds (VOCs) in groundwater. The status was listed as closed and a covenant not to sue was issued in 2014. According to NMED records, this property was assessed as part of the Schwartzman Landfill (see Section 4.1.1) and a certificate of completion was issued by NMED in 2013   | No  |
| LUST, LTANKS | Whitfield Tank<br>3000 Broadway SE   | One LUST incident was identified in 1986 at this facility. The incident was listed as NFA in 2003. No active USTs or LUST were identified on the PSTB website. Prior discussions with the NMED noted that the facility had a groundwater remediation system and the remediation activities have subsequently been closed out (personal communication with Baird Swanson, March 16, 2010). This facility was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site. | No  |
| RCRA-CESQG   | Albuquerque Steel Products LLC<br>3016 Broadway Blvd SE  | This facility is listed as a CESQG in 2012. No violations were identified for this facility.  | No  |
| UST, TANKS   | John Sexton and Co.<br>3205 Broadway SE  | One UST was removed from this facility. No current USTs or active LUSTs were identified at this facility on the PSTB's website.   | No  |

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| Database                        | Facility Name/ Address  | Summary  | REC |
|---------------------------------|---|--|-----|
| SCS                             | Texaco Bulk Plant (Former)<br>3209 Broadway SW  | <p>A release from a comingle pipeline was identified in 2007 at this bulk fuel terminal. Soil excavations were performed to remove impacted soil and the status of this site was listed as closed in 2012. According to NMED records provided, groundwater monitoring and remediation continued through 2013 (Conestoga-Rovers &amp; Associates [CRA], 2013). Site closure approval was issued by NMED in 2013 and the groundwater monitoring well network and remediation system were removed in 2014 (CRA, 2015). Final closure was issued in 2016. Based on information provided, this SCS site is not considered to be a REC to the subject property.</p> <p>Note: This facility (as Texaco, Inc.) was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site.</p> | No  |
| LUST, UST, LTANKS, TANKS, NPDES | Giant Sales Terminal/ Texaco Sales Terminal/ TEX TERM KO TAN<br>3209 Broadway SE                    | Three USTs have been removed from this facility, with two LTANKS/LUST cases. One of the cases (#532) was closed in 1989 with NFA required and the second case (#1242) was referred to the GWQB. In addition, this site is listed on the NMED GWQB SCS (see above).   | No  |
| RCRA-CESQG, US AIRS             | Western Refining Company – Albuquerque Products Terminal<br>3209 Broadway Blvd. SE                  | This facility was a RCRA-LQG or a RCRA-CESQG between 1992 and 2014. Onsite compliance evaluation inspections occurred in 2005, 2009, and 2014. A 2009 violation achieved compliance the same year. The US AIRS listing is related to air permitting for the petroleum bulk station and terminal. The facility was listed as in compliance with procedural requirement.   | No  |
| RCRA-NonGen, ICIS               | Rene’s Auto Sales & Salvage<br>2912 2 <sup>nd</sup> Street SW                                       | This facility was listed as a CESQG in 2001 and a NonGen in 2010. Although no hazardous waste violations were identified for this facility, penalties under NPDES were assessed against this facility.   | No  |
| UST                             | Bates Lumber<br>2 <sup>nd</sup> Street SW   | Although the precise location of this facility was not identified, this facility was listed with six USTs removed from service. No LUST incident was identified by EDR or on the PSTB website.   | No  |
| VCP*                            | Schwartzman Tract 17<br>West of 2 <sup>nd</sup> St./ approximately<br>750 ft. south of Woodward Rd. | The 6.92-acre facility was listed as a VCP in 2004 due to onsite petroleum hydrocarbon, chlorinated solvent, and creosote contamination. The VCP case was closed in 2007 and a covenant not to sue was issued that same year. According to NMED records, this facility was assessed as part of the Schwartzman Landfill (see Section 4.1.1).   | No  |
| RCRA-NonGen                     | Los Angeles Auto Sales/<br>3050 2 <sup>nd</sup> Street SW   | According to EDR, this facility was a RCRA-CESQG in 2003 and 2004 and a NonGen in 2010. No hazardous waste violations were noted.  | No  |

| Database   | Facility Name/ Address  | Summary   | REC |
|--|---|---|-----|
| SCS  | Environmental Management/<br>Woodward and 2 <sup>nd</sup> , Groendyke<br>Accident | According to EDR, approximately 120 gallons of diesel fuel were released due to a traffic accident. According to NMED records, the accident occurred on 2 <sup>nd</sup> Street south of the intersection with Hill Street, over 600 feet south of the subject property. In addition, impacted soils were removed and properly disposed off-site. Therefore, this spill is not considered to be a REC to the subject property. | No  |
| *This facility was listed by EDR on the Orphan Summary<br>ICIS = Integrated Compliance Information System (enforcement and compliance associated with National Pollutant Discharge Elimination System (NPDES)<br>NPDES = List of discharge permits |   |   |     |

As discussed in the preceding table, the GE Aircraft Engines facility formerly located at 336 Woodward Road SE is considered to be a REC to the subject property due to its status as a PRP to the South Valley Superfund Site. It is URS' opinion that no reviewed information indicates that the remaining adjacent facilities have environmentally affected the subject property and therefore they are not considered to be RECs to the site.

#### 4.1.3. Surrounding Area

URS reviewed the EDR database report to identify offsite facilities that have suspected or documented environmental concerns or RECs that may negatively impact the subject property. The evaluation of the potential of these properties to environmentally affect the subject property was partially based on the groundwater flow direction. Based on the topographic gradient of the area of the site, URS inferred the general groundwater flow direction to be to the west-northwest towards the Rio Grande. However, according to information provided on the NMED GWQB State Active Cleanup Sites list, the local groundwater flow direction at the Western Refining site (3209 Broadway Boulevard, SE) is east and depth to groundwater at that site is between 20 to 60 feet below ground surface. In addition, local groundwater flow direction at a remediation site located approximately ½ mile south of the subject property is south-southeast. URS' criteria for further evaluating the potential impact of a listed offsite facility are summarized below:

- The listed offsite facility is documented or assumed to be hydrogeologically upgradient and a likely pathway exists for environmentally mobile contaminants to reach the subject property; or, contaminants from the listed offsite facility can reach the subject property through other pathways (i.e., surface runoff); and,
- The offsite facility is listed on one or more of the reviewed databases, and is not listed in the database as “closed” or “no further action” (including NFRAP); or,
- The facility is a known or suspected concern based on URS' experience or observations made during the site reconnaissance (i.e., dry-cleaning operations that may or may not be listed as RCRA-SQG or a non-adjacent UST site that appears to have a remediation system in place).

According to EDR, the AT&SF (Albuquerque) facility, addressed at 3300 2<sup>nd</sup> Street SW and located approximately 0.3 mile southeast of the subject property, is listed on the NPL and SEMS databases. H and H Mayflower Moving and Storage is also identified on the SCS database at this

address. This facility was listed as a railroad tie creosote treating facility between 1908 and 1972. According to the most recent groundwater sampling report provided by NMED (TRC Environmental Corporation, 2016), groundwater contamination is localized in the area of the facility and groundwater flow direction is east to southeast, crossgradient to the subject property. Therefore, this facility is not considered to be a REC to the subject property. Using the criteria discussed above, no additional offsite facilities identified in the databases searched by EDR appeared to represent a potential environmental concern to the subject property.

#### **4.1.4. Unmapped Sites**

URS reviewed the Orphan List Sites (Unmapped Sites), which are sites that have not been geocoded based on lack of sufficient data regarding their exact location within the general area. Two of 13 Orphan sites was identified to be potentially within the applicable search distance to the subject property and are discussed in Section 4.1.2. Site observations and review of the address information provided by EDR revealed that none of the remaining 11 Orphan sites are located within the ASTM radii of the subject property. Therefore, they are not likely to have any environmental impact on the subject property and are not considered RECs to the site.

## **4.2. REGULATORY AGENCY CONTACT**

During the performance of the ISA, state and local regulatory agencies having jurisdiction over the subject site may be contacted to evaluate the following information: the status of relevant environmental permits; whether there have been any violations, or other similar correspondence from such agencies; whether any corrective action or remediation is planned, currently taking place, or has been completed at the subject property; whether there have been any reported violations or complaints that the subject property is not in compliance with environmental laws, regulations, or standards, and whether the subject property is under investigation for such non-compliance; whether the subject property is listed on any of the regulatory databases; and whether there is any other pertinent documentation on file with such regulatory agencies regarding the subject site or surrounding sites of concern.

URS contacted the Albuquerque Fire Department (AFD) regarding spills in the area of the subject property. According to Ms. Diane Conzuelo of AFD, the AFD has performed three responses to the area of the Chevron bulk fuels terminal near Broadway Boulevard and Woodward Road. One incident was for a tumbleweed fire March 8, 2004 and the other two responses were for a sick person. URS inquired further about the sick person to determine whether or not there was an exposure involved, and Ms. Conzuelo stated that no exposures were involved in those responses.

URS contacted the NMED and during the current ISA URS requested and reviewed updated NMED records for sites identified as RECs. In addition, URS requested City of Albuquerque records related to the Schwartzman Landfill. At the time of this report, City of Albuquerque records, if any, have not been received. During the previous ISA, URS spoke with additional NMED, City of Albuquerque and USEPA Region 6 personnel. Information provided during this and previous assessments is summarized in the applicable portions of Section 4.1. Personnel names and dates interviewed are listed in Section 9.

In addition, in 2010 the URS team of design engineers and environmental staff met with the NMED, USEPA and GE regarding the roadway design alignment alternatives in relation to the

existing remediation and monitoring wells of the area. The meeting notes and agency-provided information are included in Appendix D.

### **4.3. HISTORICAL USE INFORMATION ON THE SUBJECT SITE AND ADJOINING PROPERTY**

The ASTM standard requires that historical land use be identified to the property’s first developed use (including agriculture) or back to 1940, whichever is earlier, using reasonably ascertainable sources. The earliest historical source reviewed by URS was an aerial photograph from 1935.

Aerial photographs indicate the first developed use of the western portion of the subject property began prior to 1935. At that time, this portion of the subject property was used for agricultural purposes, including farm properties with associated structures. Industrial development of the subject property began between 1947 and 1951.

EDR provided historical topographic maps from 1893, 1938, 1954, 1960, 1967, 1972, 1986 and 1990 and aerial photographs from 1967, 1975, 1982, 1986, 1991, 1996, and 2006. The Earth Data Analysis Center (EDAC) provided aerial photographs from 1935, 1947, 1951, 1954, and 1959. In addition, the 2010, 2012, and 2014 aerial photographs were reviewed on the Bernalillo County website (<http://www.bernco.gov/>) and the 2012, 2014 and 2016 aerial photographs were reviewed on the City of Albuquerque website (<http://www.cabq.gov/gis/advanced-map-viewer>).

Table 4.5 below summarizes the historical site usage from the aerial photographs and topographic maps provided. Copies of the historic topographic maps and aerial photographs are included in Appendix E.

*Table 4.4 Summary of Historic Land Use*

| <b>Historical Land Use Source</b> | <b>Date</b> | <b>Observations</b>   |
|-----------------------------------|-------------|---|
| EDR Historical Topographic Map    | 1893        | Due to the scale of the topographic map (1 inch equals 125,000 feet) details of the subject property could not be evaluated.  |
| EDAC Historical Aerial Photograph | 1935        | Although the aerial photograph is of poor quality, the subject property and surrounding area appears to be undeveloped land and agricultural development (including irrigation ditches and farms). Visible major features crossing the alignment include the San Jose Lateral, the San Jose Drain, and a railroad line. The AT&SF rail yard is visible south of the subject property.   |
| EDR Historical Topographic Map    | 1938        | Due to the scale of the topographic map (1 inch equals 62,500 feet) details of the subject property could not be evaluated. However, features depicted within the area of the subject property include several small structures west of the Santa Fe Railroad, the San Jose Drain (canal), the San Jose Lateral (canal), and several unnamed paved roads and unimproved roadways. Notable features in the area surrounding the subject property include the AT&SF rail yard (to the south), the Albuquerque Airport (to the east and southeast) and the Rio Grande (to the west). |

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| <b>Historical Land Use Source</b> | <b>Date</b> | <b>Observations</b>  |
|-----------------------------------|-------------|--|
| EDAC Historical Aerial Photograph | 1947        | The eastern portion of the subject property appears to be undeveloped land and is located along the southern boundary of a disturbed area (presumably the Schwartzman landfill and/or a gravel mine). Woodward Road (paved) and Broadway Boulevard (unpaved) are visible. Properties along the north and south sides of Woodward Road include agricultural land and small farm properties. Beyond the landfill and rail yard, no commercial or industrial properties appear to be located adjacent to the alignment. The area surrounding the subject property appears to be primarily agricultural farm properties, except for the AT&SF rail yard, which is visible south of the subject property. |
| EDAC Historical Aerial Photograph | 1951        | The subject property and surrounding areas are shown as in the previous aerial photograph, with the following exceptions: industrial properties, including the GE plant, are now visible south of Woodward Road.   |
| EDR Historical Topographic Map    | 1954        | Roadways present along the alignment include Highway 47 (Broadway Boulevard), Woodward Road, Highway 303 (2 <sup>nd</sup> Street) and unnamed unimproved roads. Several small and mid-sized structures are depicted north of Woodward Road and large facilities (including likely the GE plant) are depicted to the south. Additional notable features in the area surrounding the subject property include gravel pits to the north and northeast.  |
| EDAC Historical Aerial Photograph | 1954        | The subject property and surrounding areas are shown as in the previous aerial photograph, with the following exceptions: Broadway Road (paved) has been extended north and south and part of the Chevron Bulk Fuels Terminal has been constructed.  |
| EDAC Historical Aerial Photograph | 1959        | Commercial and industrial development along Woodward Road and Broadway Boulevard continues, including the auto salvage yard located adjacent to the western portion of the subject property. The eastern portion of the subject property appears to be located within the southern boundary of the landfill. The Chevron Bulk Fuels Terminal is further developed with large product storage tanks and industrial buildings. The Western Refining terminal and other development at the Duke City Fueling facility are visible. The GE plant is more developed with larger buildings than the 1954 photo.  |
| EDR Historical Topographic Map    | 1960        | Gasoline tanks are depicted on several properties south of the alignment, including within the likely Chevron Bulk Fuels Terminal, Western Refinery and Duke City Fueling. The GE plant appears to be more developed with larger buildings than in the 1954 map. The gravel pit north of the subject property appears to have extended into the eastern portion of the site. The surrounding area shows more development, with primarily residential properties to the north and commercial properties to the south.   |
| EDR Historical Topographic Map    | 1967        | The map is unchanged from the 1960 map, with the exception of the construction of the I-25 freeway shown adjacent to the eastern portion of the subject property. No other significant changes are shown in the surrounding area.  |

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| <b>Historical Land Use Source</b>                                       | <b>Date</b> | <b>Observations</b>   |
|---|-------------|---|
| EDR Historical Aerial Photograph  | 1967        | The subject property and surrounding areas are shown as in the previous aerial photograph with the following exception: I-25 appears to be under construction.  |
| EDR Historical Topographic Map  | 1972        | The subject property and surrounding areas are shown as in the previous topographic map, except for a channel shown as “ditch” that is presumably the precursor to the South Diversion Channel.   |
| EDR Historical Aerial Photograph  | 1975        | Increasing development along Woodward Road, Broadway Boulevard and 2 <sup>nd</sup> Street is apparent in the 1975 photograph. The South Diversion Channel is visible crossing the subject property and Woodward Road (unpaved) extends east from Broadway Boulevard. A dirt road (Edmunds Street) leading to the likely Van Waters facility is visible from north to south along the eastern portion of the subject property. |
| EDR Historical Aerial Photograph  | 1982        | The quality of the aerial photograph is poor; however, the subject property appears to be shown as in the previous aerial photograph.   |
| EDR Historical Topographic Map  | 1986        | Additional storage tanks are depicted, including north of the alignment, along Broadway Boulevard. No other major changes were noted adjacent to the subject property. Increasing development is shown in the surrounding area.   |
| EDR Historical Aerial Photograph  | 1986        | The quality of the aerial photograph is poor; however, the subject property appears to be shown as in the previous aerial photograph.   |
| EDR Historical Topographic Map  | 1990        | A well and additional storage tanks have been added to the area south of Woodward Road. The area around the subject property appears more developed. The channel is now labeled as the South Channel and Woodward Road has extended to the east beyond Broadway Boulevard and Edmunds Street is visible south of the eastern end of Woodward Road.  |
| EDR Historical Aerial Photograph  | 1991        | No major changes from the previous aerial photograph are noted.   |
| EDR Historical Aerial Photograph  | 1996        | No major changes from the previous aerial photograph are noted with the exception of the following: Sunport Boulevard and the I-25/Sunport interchange have been constructed; and the groundwater treatment building has been constructed adjacent to the north side of the dirt road extension of Woodward Road.   |
| EDR Historical Aerial Photograph  | 2006        | Several facilities appear to have been added along the north side of Woodward Road and in the western portion of the subject property along the south side of Woodward Road.  |
| Bernalillo County Historical Aerial Photograph                          | 2010        | No major changes from the previous aerial photograph were noted, except Woodward Road appears to be paved east of Broadway Boulevard.   |
| Bernalillo County and City of Albuquerque Historical Aerial Photographs | 2012        | Subject property appears similar to the conditions observed during the site reconnaissance, including the demolition of the GE plant.   |
| Bernalillo County and City of Albuquerque Historical Aerial Photographs | 2014        | No major changes from the previous aerial photograph were noted.  |

| Historical Land Use Source                       | Date | Observations   |
|--|------|--|
| City of Albuquerque Historical Aerial Photograph | 2016 | No major changes from the previous aerial photograph were noted. |

#### **4.4. PREVIOUS INVESTIGATIONS**

In 1989, a feasibility study was conducted for the construction of Sunport Boulevard from the Albuquerque International Airport and included the interchange and road construction to Broadway Boulevard. At the time of the study it was noted that “the most critical factor that evolved from the socioeconomic / environmental analysis of the corridor locations was the presence of environmentally impaired properties, including the USEPA designated South Valley Superfund site.” “...The study area is littered with identified and potential environmentally impaired properties. Six sites, General Electric, Duke City, Texaco, Whitfield, Chevron, and Edmund Street Properties, make up the South Valley Superfund Site.” An Environmental Assessment was then developed and in the Finding of No Significant Impact the Federal Highway Administration determined that the alternatives for the Sunport Boulevard from the interchange to Broadway Boulevard “may be considered for implementation in the future when sufficient information regarding potentially impaired properties becomes available to adequately assess these alternatives.” (Molzen-Corbin & Associates, 1991).

Other reports were provided to URS for facilities in the area. These reports included four previous reports from the NMDOT, a Phase I ESA for the Ben E. Keith property, and the Voluntary Remediation Program Completion Report for the Duke City Fueling facility.

The reports provided by the NMDOT included three Phase I ISAs and one Preliminary Site Investigation (PSI). The reports were performed in 1998, 1999, 2004, and 2007 for construction projects related to I-25 from Gibson Boulevard to Rio Bravo Boulevard. The 1998 ISA noted an illegal dump site of construction debris and residential and commercial trash east of University Boulevard in the area of the current Albuquerque International Airport runway (Runway 321). The 1998 ISA also found evidence of subsurface water cleanup at both the PNM Person Generating Station property west of I-25 and north of Rio Bravo and at the Van Waters and Rogers (Univar) property. The report recommended boreholes to test for contamination along the interstate corridor (New Mexico State Highway and Transportation Department, 1998).

The 1999 PSI summarized the results of soil sampling that was conducted in the area proposed for widening of I-25 from Gibson Boulevard to Rio Bravo Boulevard. The nearest boreholes to the project area were taken south of the Sunport interchange in the I-25 corridor and at the northbound on-ramp of the interchange. The laboratory analysis did not indicate evidence of contamination that would impact construction activities (New Mexico State Highway and Transportation Department, 1999).

The 2004 ISA was for the I-25 northbound lane and new frontage road between the Sunport interchange and the Gibson Boulevard interchange. The ISA reported 12 RECs for sites with soil and groundwater impacts. The ISA concluded that the RECs would not affect construction, although one of the RECs was within the area of a historic landfill and there was a high potential for encountering landfill refuse and/or landfill gas during construction. The ISA recommended the completion of a Preliminary Site Investigation (PSI) due to the presence of historic landfills in the area (Shaw, 2004).

The 2007 ISA was for the I-25 corridor from Rio Bravo to Gibson Boulevard. The ISA identified 11 RECs for sites adjacent to or near the project area. The ISA recommendations included further discussion with the NMDOT Project Development Engineer to evaluate implications of planned construction activities, further evaluation of available data for the Schwartzman landfill, a PSI or Detailed Site Investigation (DSI) to investigate the Kirtland Spur railroad crossing at I-25, and possible further evaluation of contaminated ground water conditions in relation to planned construction activities (INTERA, Inc., 2007).

In 2010, URS was retained by Bernalillo County Public Works Department to conduct a Phase I ISA of the extension of Sunport Boulevard from I-25 west to Broadway Boulevard in Albuquerque, New Mexico (URS, 2010). During the previous ISA, three proposed alignments were considered, including alternative alignment A (the eastern portion of current subject property, ending at Broadway Boulevard) and alternative alignments D and H (located approximately ¼ mile and ½ mile to the south, respectively). At that time, properties observed along the subject property were similar to those observed during the previous assessment with the following exceptions: Patio Creations (3024 Broadway Boulevard SE) was formerly occupied by Aguamatic Landscape, LLC; PTI, Inc. (3200 Broadway Boulevard SE) was formerly occupied by Chevron Bulk Fuels Terminal; and the vacant lot at 336 Woodward Road SE was formerly GE Aviation. Based on historical and database records, interviews, and the site reconnaissance, the following RECs were identified in the 2010 report:

#### South Valley Superfund Site

*Finding:* The subject property is located within the boundaries of the South Valley Superfund Site. The site is undergoing groundwater remediation activities involving a groundwater remediation system that is operated by GE Aviation. There are numerous monitor wells, extraction and injection wells in the area of the three alignment alternatives within the eastern portion of the subject property. The alignment alternatives under study for the Sunport Boulevard Extension project have the potential to impact the wells of the treatment system. Due to the location of the groundwater contamination of the South Valley Superfund Site to the subject property, the Superfund site is considered a REC to the subject property.

*Opinion and Recommendation:* The subject property is located within the boundaries of the South Valley Superfund Site. This REC applies to all of the alignment alternatives. Based on records research, site investigation and interviews with GE, one of the responsible parties, the NMED, and the USEPA, remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status as given by the USEPA states that on-going remedial actions continue to be protective of human health and the environment. URS recommends that prior to any purchase or use of property as required by the Sunport Boulevard Extension Alternative A, D, or H, a letter of assurance from the USEPA and from the NMED be obtained in order to receive landowner liability protection. In addition, URS recommends discussions with the USEPA and GE continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the GE groundwater remediation system currently in operation.

### Former Chevron Bulk Fuels Terminal

*Finding:* The subject property is adjacent to the former Chevron Bulk Fuels Terminal. The Chevron terminal had petroleum contamination of groundwater and has undergone remediation activities involving a groundwater remediation system. There are numerous monitoring, extraction, and injection wells with associated underground pipes located on the property and to the north, east and south adjacent properties. The groundwater remediation system is currently not in operation; however monitoring activities are ongoing. The two southern-most alignment alternatives are located within the area of the highest concentration of Chevron wells. The Chevron facility has known groundwater contamination and is adjacent to the subject property; therefore, the Chevron facility is considered a REC to the subject property.

*Opinion and Recommendation:* The subject property is adjacent to the Chevron bulk fuels terminal. URS recommends that prior to any purchase or use of property as required by the Sunport Boulevard extension, a letter of assurance from the USEPA and from the NMED be obtained in order to receive landowner liability protection. In addition, URS recommends discussions with Chevron, NMED, and the USEPA continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the extraction, injection, or monitor wells in the area.

### Historic Schwartzman Landfill Buffer

*Finding:* The subject property is located within the historic Schwartzman landfill buffer. Because of the proximity of the landfill to the subject property, the Schwartzman landfill is considered a REC to the subject property.

*Opinion and Recommendation:* The subject property is within the Schwartzman landfill buffer zone. The construction design for the alignment alternatives will include minor excavation activities. Because the landfill boundaries are not well-defined, a PSI is recommended for the chosen alignment prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any utility work performed such as extensions of utilities, or new utilities, then the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration.

### Railroad Spur Soil Stained Area (This area is not located within the current subject property)

*Finding:* Soil staining was observed near the railroad spur in the area of the two southern alignment alternatives. The two southern alignment alternatives cross the tracks. Because of the potential for contamination within the corridor of the railroad spur, it was considered to be a REC to the southern alignment alternatives of the subject property.

*Opinion and Recommendation:* URS observed an area of stained soil in the area of the railroad spur. This REC applies to alignment alternatives “D” and “H” only. If design of the Sunport extension includes crossing the railroad spur in the southern portion of the subject property, URS recommends a PSI for further investigation of the railroad corridor in order to determine any potential soil contamination from hazardous substances. Soil sampling may be included as part of the construction phase as long as the investigation is performed prior to any ground disturbance at the location of the stained soil site.

In 2015, URS was retained by Bernalillo County Public Works Department to conduct a Phase I ISA of the extension of Sunport Boulevard from I-25 west to 2<sup>nd</sup> Street in Albuquerque, New

Mexico (URS, 2015). During the previous ISA, the subject property and surrounding areas appeared similar to current conditions; however, the partial-take areas were not completely defined. Based on historical and database records, interviews, and the site reconnaissance, the following potential acquisition areas (ROW requirement areas) were identified as areas of environmental concern:

- Schwartzman Landfill: According to the City of Albuquerque online map, the east portion of the subject property is located within the buffer zone of the Schwartzman landfill. Based on our discussions with the City of Albuquerque Environmental Health Department, the landfill buffer is not well defined; therefore, any alignment will need to have testing performed prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. In addition, if any utility work is performed, such as extensions of utilities or installations of new utilities, the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration. This landfill is considered to be a REC to the subject property.
- South Valley Superfund Site (Broadway & Woodward): The subject property is located within the boundaries of the South Valley Superfund Site and several PRPs are located adjacent to the subject property, including Duke City Fueling, Texaco (currently Western Refining), Chevron (separated out administratively from the PRP list), GE Aviation (currently a vacant lot), and Van Waters, Inc. (currently Univar). The South Valley Superfund Site affected the groundwater of the area, resulting in extensive cleanup activities, including the installation of a groundwater remediation system (with numerous monitor wells, extraction and injection wells) that is networked throughout the eastern portion of the project area. Based on this information, the South Valley Superfund Site is considered a REC to the subject property.
- Standard Oil Co. of Texas Gas Station (3100 Broadway Street SE): According to EDR, this site was listed as a historical gas station in 1960 and 1965. According to the NMED PSTB online databases, there are no current USTs or open LUST cases associated with this facility. Based on this limited information, this facility is not considered to be a REC to the subject property.
- Albuquerque NM Terminal/Chevron Terminal (3200 South Broadway): The subject property is adjacent to the former Chevron Bulk Fuels Terminal. The Chevron terminal had petroleum contamination of groundwater and has undergone remediation activities involving a groundwater remediation system. One used oil UST was removed from the property. Two LUST cases were recorded against this facility in 1991. One of the cases was closed in 1992 with NFA required. The second case was referred to the NMED GWQB in 1996. According to the PSTB online database, this LUST incident remains open. The subject property includes a ROW requirement area of the north portion of this facility. Based on our site reconnaissance, numerous groundwater monitoring wells are located on and adjacent to the subject property on this facility. Discussions with Chevron regarding these monitoring wells have reportedly been ongoing as the design of the road alignment progresses. Based on this information, this facility represents a REC to the subject property.
- Magellan Pipeline Company L.P. Albuquerque Terminal (3200 Broadway Blvd. SE): According to EDR, this facility is listed on the RCRA-CESQG, FINDS and US AIRS

databases. This facility is currently a CESQG and has been a LQG and SQG in the past. Although recorded violations under the RCRA program were noted in 1984 and 2009, the facility was listed as achieving compliance within a few months of the reported violations. The violations were written informal violations and appeared to result from a non-financial record review in 1984 and a compliance evaluation inspection in 2009. The facility listing on the US AIRS database is related to the use of the facility as a petroleum bulk station and terminal. Although several air permit compliance and enforcement issues were noted, the facility was listed as in compliance with procedural requirement. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA CESQG, FINDS and US AIRS databases is not considered to be a REC to the subject property.

- Chevron Terminal/Chevron Pipeline Albuquerque Terminal (3200 Broadway Boulevard SE): This facility was identified as a RCRA-NonGen in 1980 and 2010 and a RCRA-CESQG in 1998 within two areas and under two USEPA ID numbers. Hazardous wastes were identified as benzene. No violations were identified for this facility. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA-NonGen and RCRA-CESQG databases is not considered to be a REC to the subject property.
- Ever Ready Oil Inc. (3200 Broadway Boulevard SE, Suite A): This facility was identified as a RCRA-CESQG in 2009. Hazardous wastes were identified as ignitable hazardous wastes, corrosive hazardous wastes, lead and mercury. Two violations were identified in 2009 for this facility. The facility was listed as in compliance for both violations in 2009. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.

The following properties located directly along the road improvement areas were identified as areas of environmental concern:

- Texaco, San Jose, a.k.a. Giant Sales Terminal/ Texaco Sales Terminal/ TEX TERM KO TAN (3209 Broadway Boulevard SW): This facility was located adjacent to the road improvements area and was identified on the UST, LUST, and SCS databases. Three USTs have been removed from this facility, with two LUST cases. One of the cases (#532) was closed in 1989 with NFA required and the second case (#1242) was referred to the GWQB. According to the GWQB online database, this site address is listed on the NMED GWQB SCS list due to petroleum groundwater contamination and therefore is considered to be a REC to the subject property.
- GE Aviation Albuquerque (336 Woodward Road SE): This facility was identified as a LQG between 1980 and 2012. Numerous violations and enforcement actions were identified for this facility. This facility was listed as NFRAP and the file for this facility was archived by the USEPA after a preliminary assessment in 1991. However, this facility was listed on the CORRACTS list with a high corrective action priority. This facility was identified as a PRP for the South Valley Superfund Site, as discussed above.

- Additional sites located directly along the road improvement areas were noted on various environmental databases. Based on their regulatory status; the absence of reported leaks, spills, or releases; or their location, the potential for the remaining sites to have impacted the subject site appears to be low. Therefore, these sites are not considered to be RECs to the subject property.

In 2016, URS was retained by Bernalillo County Public Works Department to conduct a Limited Hazardous Materials Assessment on the proposed stormwater detention pond property southwest of the Woodward Road and 2<sup>nd</sup> Street intersection (URS, 2016). At the time of the 2016 assessment, this portion of the subject property appeared similar to current conditions. The subject property was likely utilized for agricultural purposes in the past. Therefore, residual pesticides and/or herbicides may be present in onsite soils. Based on URS' site inspection and review of the regulatory database, no other potential hazardous materials concerns were identified for this portion of the site.

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## **5. SITE RECONNAISSANCE**

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The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying RECs in connection with the property.

### **5.1. METHODOLOGY AND LIMITING CONDITIONS**

URS conducted a reconnaissance of the subject property to evaluate current site use and identify potential sources of hazardous substances on or adjacent to the subject property. URS' site investigator, Ms. Elizabeth Parker performed the site visit on January 11, 2017. URS conducted the site reconnaissance by visually observing the subject site. The periphery of the subject site was observed by walking and driving, and was viewed from adjacent roads.

Figure 2 shows the general site plan and Figure 3 shows the properties adjacent to the subject property. Select photographs taken during the site reconnaissance are presented in Appendix F.

### **5.2. GENERAL SITE SETTING**

As previously referenced, the subject property is primarily within privately-owned property or roadway ROW currently under the City of Albuquerque/Bernalillo County jurisdiction and Broadway Boulevard ROW under the jurisdiction of the NMDOT. General descriptions of the partial-take areas are included in Table 1.1 and Table 2.1.

### **5.3. OBSERVATIONS**

#### **5.3.1. Hazardous Substances and Petroleum Products**

No hazardous substances or petroleum products were observed on or immediately adjacent to the subject property at the time of the site reconnaissance. However, several petroleum distribution facilities were observed along the alignment, including PTI, Inc. (formerly Chevron Bulk Fuels Terminal), Western Refining, Inc. and Duke City Fueling.

#### **5.3.2. Storage Tanks**

No storage tanks were observed within the potential ROW requirement areas or directly along the road improvement areas at the time of the site reconnaissance. However, although the USTs for the Duke City Fueling facility were not located within the potential ROW requirement area on this property, one of five fuel dispenser islands and associated ancillary piping is located within the potential ROW requirement area. The remaining four fuel dispensers are located adjacent to the south.

In addition, several ASTs were observed on the AAA Pumping property located adjacent to the west of the roadway improvement areas along 2<sup>nd</sup> Street. The ASTs were located within secondary containment, were not adjacent to the roadway and appeared to be associated with cleaning and pumping sanitary sewage. In addition, propane ASTs were observed adjacent to several residences along the roadway. None of the ASTs were located on or immediately adjacent to the ROW requirement or roadway improvement areas.

#### **5.3.3. Odors**

No unusual or strong odors were noted at the subject property at the time of the site reconnaissance.

**5.3.4. Pools of Liquid**

No pools of unknown liquid were observed at the subject property at the time of the site reconnaissance.

**5.3.5. Drums and Containers**

No drums or containers were observed within the potential ROW requirement areas at the time of the site reconnaissance. Several drums were observed within the unnamed commercial property located at 140 Woodward Road SE and the AAA Pumping property west of 2<sup>nd</sup> Street. The drums did not appear to be leaking and no stained soil was observed in the area.

**5.3.6. Unidentified Substance Containers**

No unidentified substance containers were observed within the potential ROW requirement areas or directly along the road improvement areas at the time of the site reconnaissance.

**5.3.7. PCB-Containing Equipment**

Multiple pole-mounted transformers (owned and serviced by PNM) were observed along Woodward Road and in the ROW requirement areas. Although several transformers appeared rusty, the transformers appeared to be in good condition, with no leaking or staining observed.

**5.3.8. Emergency Generators**

No emergency generators are located within the subject property.

**5.3.9. Pits, Ponds, and Lagoons**

No pits, ponds or lagoons were observed on the subject property at the time of the site reconnaissance.

**5.3.10. Stained or Corroded Surfaces or Soil**

Areas of discolored soils were observed along the ROW; however, no petroleum or chemical odor or oily feel was noted in the discolored soils. In addition, no indications were observed that the partial-take areas were impacted by chemical use or storage on the adjacent properties.

**5.3.11. Stressed Vegetation**

No stressed vegetation (other than climate stress) was observed on the subject property at the time of the site reconnaissance.

**5.3.12. Solid Waste**

During the site visit, URS observed piles of debris (including household trash, wood, metal, plastic, glass, fabric, and paper) primarily within the eastern portion of the subject property. In addition, URS observed car parts, tires, less than 1-gallon containers of engine oil, and various household items within this area. Wind-blown trash was observed throughout the potential ROW requirement area. No other chemical or chemical containers were observed within the subject property. No stained soil was observed within the debris piles and the debris appeared limited to the surfaces of the subject property. Additional solid waste, including residential and commercial trash receptacles, were observed on properties adjacent to the subject property. In addition, large piles of soil and construction debris were observed on the C&C Services properties located

adjacent to the subject property along 2<sup>nd</sup> Street. These debris piles do not appear to have impacted the subject property.

### **5.3.13. Drinking Water Supply**

The ABCWUA supplies water to properties along Broadway Boulevard and Woodward Road. See Section 4.1.1 for a discussion of groundwater impacts from the South Valley Superfund Site.

### **5.3.14. Wastewater and Storm Water**

Stormwater runoff flows regionally from east to west. Within the subject property stormwater discharges into the South Diversion Channel or the San Jose Drain, both of which eventually drain into the Rio Grande.

### **5.3.15. Wells**

No groundwater supply wells were observed on the subject property during the site reconnaissance or identified on the subject property on the NMED online Environmental Justice Mapping Tool (EJMT) map. Several injection, extraction and/or monitoring wells were observed within and adjacent to the potential ROW requirement area during the site reconnaissance. Figure 2 shows the approximate locations of the wells within or adjacent to the ROW requirement areas.

### **5.3.16. Septic Systems**

During the site visit, URS did not observe any evidence of septic tanks in the vicinity of the subject property. Most of the properties in the vicinity of the site are reportedly connected to the ABCWUA wastewater system.

### **5.3.17. Wetlands**

No evidence of standing water, wetland vegetation, or saturated areas indicative of wetlands was observed within the subject property during the site reconnaissance.

### **5.3.18. Asbestos-Containing Materials**

During the site visit URS did not observe any presumed asbestos-containing materials within the boundaries of the subject property. No buildings are located within the subject property. However, concrete foundation remnants and remnants of floor tile were observed within the proposed detention pond area at the southeast corner of Woodward Road and Broadway Boulevard. No sampling or testing for asbestos has been identified for these materials.

### **5.3.19. Lead-based Paint**

During the site visit URS did not observe any painted structures within the boundaries of the subject property.

### **5.3.20. Mold**

During the site inspection, URS did not observe any water damage nor suspected mold on the subject property. No buildings are located within the subject property.

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## **6. INTERVIEWS**

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The objective of interviews is to obtain information indicating RECs in connection with the property.

### **6.1. AGENCY INTERVIEWS**

During the performance of an ISA, federal, state, and local regulatory agencies having jurisdiction over the subject property are contacted to determine the following information: the status of relevant environmental permits; whether there have been any violations, or other similar correspondence from such agencies; whether any corrective action or remediation is planned, currently taking place, or has been completed at the subject property; whether there have been any reported violations or complaints that the subject property is not in compliance with environmental laws, regulations, or standards, and whether the subject property is under investigation for such non-compliance; whether the subject property is listed on any of the regulatory databases; and whether there is any other pertinent documentation on file with such regulatory agencies regarding the subject property or surrounding sites of concern. During the previous and current ISA, URS contacted representatives of the USEPA, NMED, Bernalillo County and the City of Albuquerque. Information provided is summarized in applicable portions of Section 4.1.

Continuous contact has been maintained between the Sunport Boulevard project's study team and the USEPA regarding the groundwater clean-up operations and the development of this project and its impact on the South Valley Superfund Site. Fortunately for purposes of consistency, the County's project manager, Rodrigo Eichwald, the URS project manager, Peter Hinckley, and the USEPA's Remedial Project Manager, Michael Hebert, have all been involved in this project from its inception in 2009 and have been in generally continuous communication since that time. Mr. Hebert is the Remedial Project Manager with the USEPA's Region 6, Dallas, Texas office, LA / NM / OK Section, Superfund Division. Although not on a formal schedule, Mr. Hinckley and Mr. Hebert have provided each other with updates of the project development status and the groundwater clean-up status respectively, approximately every 6 to 9 months. The most recent e-mail discussion / project update took place on January 24, 2017. The USEPA is well aware of the project and its impacts to the Superfund Site, the need for land acquisition related to the project, and mitigation measures incorporated as commitments in the environmental assessment. Mr. Hebert documented the USEPA's understanding of the 'due diligence' provided by Bernalillo County regarding earlier coordination with the USEPA via a letter dated April 5, 2011. Mr. Hebert attended the public meetings conducted as part of the Sunport Boulevard Project between 2010 and 2013; Mr. Hinckley attended the Open House hosted by the USEPA regarding the Superfund Site clean-up on June 30, 2013.

### **6.2. OTHER INTERVIEWS**

URS contacted or attempted to contact private property owners of the properties within the potential ROW requirement areas or directly along the road improvement areas. During each assessment, questionnaires were mailed to the property owners in order to determine any potential environmental concerns. URS attempted to speak with property owner and occupant representatives available at the time of the current site reconnaissance. In addition, URS mailed questionnaires to property owners not previously contacted. A copy of the completed questionnaires is attached as Appendix D.

The results of the inquiries of property owners are summarized in the following table:

**Table 6.1 Summary of Property Owner Inquiries**

| <b>Property Address</b>            | <b>Type of Property/Use</b>  | <b>Response Received</b> | <b>Results</b>   |
|------------------------------------|--|--------------------------|--|
| I-25/Sunport Interchange           | Freeway interchange  | Yes                      | No environmental concerns associated with interchange. However, the interstate corridor has had illegal dumping in past.   |
| ROW Requirement Area - Vacant land | Vacant lots owned by   |                          |  |
|                                    | Schwartzman, Inc. (2014)   | No                       | No response received   |
|                                    | South Florida Materials Corporation (2014 and 2016)                                  | No                       | No response received   |
|                                    | We the People, LLC   | Yes                      | This entity has been associated with the subject property since 2011. No environmental concerns noted on completed questionnaire.  |
|                                    | AMAFCA (2016)  | Yes                      | This entity has been associated with the subject property since 1968. The AMAFCA Real Estate Manager indicated the presence of current or previous vent pipes or fill pipes protruding from the ground. No additional information regarding this feature was provided.                     |
|                                    | Albuquerque Airpark Partners/ ABQ Storage Partners LLC & Park & Shuttle Inc. (2016)  | Yes                      | No environmental concerns noted on completed questionnaire.  |
| 3024 Broadway Boulevard SE         | Aguamatic Landscape, LLC (2010)<br>Patio Creations (2014)                            | Yes                      | No environmental concerns noted on completed questionnaire.  |
| 3005 Broadway Boulevard SE         | Warehouse occupied by HDF, TCI and RGS (2010)<br>Rio Grande Services/Winfield (2014) | Yes                      | Warehouse developed in 2006, owner aware of groundwater contamination on adjacent properties, monitoring wells were on the property and they have since been abandoned. No other issues were noted.  |
| 3200 Broadway Boulevard SE         | Chevron Bulk Terminal (2010)<br>PTI, Inc. (2014)                                     | Yes                      | Chevron provided details of the bulk terminal operations. Two diesel spills were noted that were reported and have been cleaned up. It was also noted that Chevron prefers the Woodward Road alignment alternative for the Sunport Boulevard extension.<br>PTI, Inc.: No response received |
| 3203 Broadway Boulevard SE         | Duke City Fueling (2010/2014)  | Yes                      | Owner referenced to the voluntary closure report, and gave permission to obtain the report from the NMED. See Section 4.1.1 for further discussion of the facility.  |

**SUNPORT BOULEVARD EXTENSION AND WOODWARD ROAD IMPROVEMENTS****INITIAL SITE ASSESSMENT**

| <b>Property Address</b>                       | <b>Type of Property/Use</b>                             | <b>Response Received</b> | <b>Results</b>  |
|---|---|--------------------------|---|
| 3205 Broadway Boulevard SE                    | Ben E. Keith Foods (2010/2014)                          | Yes                      | Project Manager provided the property title policy and a Phase I ESA that had been conducted for the property in 2008. See Section 6.3 for further discussion.  |
| 3209 Broadway Boulevard SE                    | Western Refining Bulk Terminal (2010/2014)              | No                       | No response received  |
| 335 Woodward Road SE                          | Unknown (2010 and 2016)<br>Royal Empire Catering (2014) | No                       | This entity has been associated with the subject property for approximately 12 years. The property owner indicated that this property is currently a catering business. No environmental concerns were noted on the completed questionnaire.  |
| 335 and 336 Woodward Road SE                  | GE Aviation (2010)<br>Vacant lot (2014)                 | Yes                      | 2010 meeting held with GE concerning remediation wells in the area. No other environmental concerns were noted at that time.  |
| 248 Woodward Road SE                          | JTC, Inc. (2014 and 2016)                               | Yes                      | This entity has been associated with the subject property for approximately 6 years. The property owner indicated that this property was previously leased by G.E. as a jet engine testing site. In addition, he indicated that this site is currently occupied by an industrial painting company and painting products are stored onsite. No additional environmental concerns were noted on the completed questionnaire.                              |
| 245 Woodward Road SE                          | CEI Enterprises, Inc. (2014 and 2016)                   | Yes                      | During the 2016 site reconnaissance, URS spoke with representatives of the CEI facility. The facility has operated in this location approximately 18 or 19 years. Monitoring wells were drilled on the property at the time it was purchased and no contamination was identified. The trench drain within the ROW on the southeast side of the property was installed by CEI and drains to a stormwater holding tank on the north side of the property. |
| 150 Woodward Road SE                          | Multi-tenant commercial property (2016)                 | No                       | No response received  |
| 140 Woodward Road SE                          | Unnamed commercial property (2014 and 2016)             | No                       | No response received  |
| 101 Woodward Road SE                          | Residence (2016)  | No                       | No response received  |
| No address and 2862 2 <sup>nd</sup> Street SW | Fallow agricultural land and residence (2016)           | No                       | No response received  |
| 104 Woodward Road SW                          | Residence (2016)  | No                       | No response received  |

| Property Address               | Type of Property/Use                   | Response Received | Results  |
|--------------------------------|--|-------------------|--|
| No address                     | C&C Services (2017)                    | No                | Mr. Luis Tarin provided a completed owner interview questionnaire. He indicated he has owned the property for approximately 3 years and it is used for an industrial purpose. He also indicated the property is not connected to city water or sewer services. Mr. Tarin did not indicate any environmental concerns associated with the property.   |
| 120 Woodward Road SW           | Reynolds Auto Service (2016)           | Yes               | During the site reconnaissance, URS spoke with representatives of the Reynolds Auto Service facility. Representatives stated USTs/ASTs on the property in the past were all removed approximately 30 years ago. Although a release was identified at that time, the release received clean closure through the State. The facility now operates primarily as an equipment rental company with minimal maintenance activities (no oil changes, etc.). |
| 2834 2 <sup>nd</sup> Street NW | Residence and agricultural land (2016) | No                | No response received   |
| 2838 2 <sup>nd</sup> Street NW | Residence and agricultural land (2016) | No                | No response received   |

### **6.3. PREVIOUS INTERVIEWS**

During a previous ISA, three proposed alignments were considered, including alternative alignment A (the eastern portion of current subject property) and alternative alignments D and H (located approximately ¼ mile and ½ mile to the south, respectively). Each of the alternatives was found to have the potential to impact the groundwater remediation systems in the area. The Chevron remediation system is located in the area of the two southern-most alignment alternatives. The extraction and reinjection wells for the system are currently not active but will remain in place for the possibility of future remediation. The remediation system for the South Valley Superfund Site that is operated by GE is currently active.

A meeting was held on April 1, 2010 with Bernalillo County, URS, the NMED, the USEPA Region VI, and GE to determine the impacts of the roadway alignments on the groundwater remediation system in the subject property area. Mitigation measures were discussed for design of the roadway. Early analysis indicated that the alignment alternative connection to Woodward Road (the current subject property) would have the least potential for impact on the remediation activities of the area. Impacts are not anticipated to be significant with the implementation of mitigation measures. Measures may include the avoidance of extraction wells, replacement or relocation of monitor wells, the sleeving and encasing of existing pipelines, and incorporating pipe sleeves under the roadway for possible future well installations. Coordination with the USEPA, the NMED and GE will continue as the design progresses. The meeting notes are included in Appendix D.

In the completed questionnaire returned by Chevron in 2010, they stated that the alternative they would prefer is Alternative A (the current subject property).

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## **7. FINDINGS, OPINIONS AND CONCLUSIONS AND RECOMMENDATIONS**

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URS' findings, opinions and conclusions and recommendations are presented in the following subsections.

### **7.1. FINDINGS**

The area surrounding the subject property is primarily commercial, light industrial, residential and vacant land, with agricultural, commercial and residential properties beyond to the north and west. Industrial facilities located along and adjacent to the subject property include petroleum product pipeline and bulk distribution facilities. There are also two freight yards owned and operated by the BNSF Railway located north and south, respectively, from the mainline rail crossing of Woodward Road. Findings include areas of environmental concern, i.e., potential RECs. Multiple sites were identified as areas of environmental concern based on historical and regulatory database records, interviews, and the site reconnaissance for the subject property.

The following potential acquisition areas (ROW requirement areas) were identified as areas of environmental concern:

- Schwartzman Landfill: According to the City of Albuquerque online map, the east portion of the subject property is located within the landfill area and buffer zone of the Schwartzman Landfill. Based on our discussions with the City of Albuquerque Environmental Health Department, the landfill buffer is not well defined; therefore, any alignment will need to have testing performed prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. In addition, if any utility work is performed, such as extensions of utilities or installations of new utilities, the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration. This landfill is considered to be a REC to the subject property.
- South Valley Superfund Site (Broadway & Woodward): The subject property is located within the boundaries of the South Valley Superfund Site and several PRPs are located adjacent to the subject property, including Duke City Fueling, Texaco (currently Western Refining), Chevron (separated out administratively from the PRP list), GE Aviation (currently a vacant lot), and Van Waters, Inc. (currently Univar). The South Valley Superfund Site affected the groundwater of the area, resulting in extensive cleanup activities, including the installation of a groundwater remediation system (with numerous monitor wells, extraction and injection wells) that is networked throughout the eastern portion of the project area. Based on this information, the South Valley Superfund Site is considered a REC to the subject property.
- Standard Oil Co. of Texas Gas Station (3100 Broadway Street SE): According to EDR, this site was listed as a historical gas station in 1960 and 1965. According to the NMED PSTB online databases, there are no current USTs or open LUST cases associated with this facility. Based on this limited information, this facility is not considered to be a REC to the subject property.
- Albuquerque NM Terminal/Chevron Terminal (3200 South Broadway): The subject property is adjacent to the former Chevron Bulk Fuels Terminal. The Chevron terminal had petroleum contamination of groundwater and has undergone remediation activities involving a groundwater remediation system. One used oil UST was removed from the

property. Two LUST cases were recorded against this facility in 1991. One of the cases was closed in 1992 with NFA required. The second case was referred to the NMED GWQB in 1996. According to information available from NMED, this LUST incident remains open. The subject property includes a ROW requirement area of the north portion of this facility. According to information within the most recent groundwater monitoring report, current groundwater monitoring wells are located on the former Chevron facility, further south of the subject property. No groundwater monitoring wells related to the Chevron facility are located on or immediately adjacent to the subject property (ROW requirement areas). Therefore, this open LUST incident is not considered to be a REC to the subject property.

- Magellan Pipeline Company L.P. Albuquerque Terminal (3200 Broadway Blvd. SE): According to EDR, this facility is listed on the RCRA-CESQG, FINDS and US AIRS databases. This facility is currently a CESQG and has been a LQG and SQG in the past. Although recorded violations under the RCRA program were noted in 1984 and 2009, the facility was listed as achieving compliance within a few months of the reported violations. The violations were written informal violations and appeared to result from a non-financial record review in 1984 and a compliance evaluation inspection in 2009. The facility listing on the US AIRS database is related to the use of the facility as a petroleum bulk station and terminal. Although several air permit compliance and enforcement issues were noted, the facility was listed as in compliance with procedural requirement. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA CESQG, FINDS and US AIRS databases is not considered to be a REC to the subject property.
- Chevron Terminal/Chevron Pipeline Albuquerque Terminal (3200 Broadway Boulevard SE): This facility was identified as a RCRA-NonGen in 1980 and 2010 and a RCRA-CESQG in 1998 within two areas and under two USEPA ID numbers. Hazardous wastes were identified as benzene. No violations were identified for this facility. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility on the RCRA-NonGen and RCRA-CESQG databases is not considered to be a REC to the subject property.
- Ever Ready Oil Inc. (3200 Broadway Boulevard SE, Suite A): This facility was identified as a RCRA-CESQG in 2009. Hazardous wastes were identified as ignitable hazardous wastes, corrosive hazardous wastes, lead and mercury. Two violations were identified in 2009 for this facility. The facility was listed as in compliance for both violations in 2009. No indications of hazardous materials use or storage were observed within the ROW requirement area of this property during the site reconnaissance. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.
- Duke City Fueling/Duke City Distributing (3203 Broadway SE): The facility was listed as a VCP in 2007 due to petroleum hydrocarbons and heavy metals in soil and groundwater. The LUST and LTANKS cases were closed in 2002 and 2006, respectively. The VCP case was closed in 2008 and a covenant not to sue was issued that same year. Four active USTs, one unleaded gasoline and three diesel fuel, are registered to this

facility; based on the site reconnaissance, these USTs are located approximately 70 feet south of the ROW requirement areas. No active LUST was identified on the PSTB website. This facility is listed as a RCRA-CESQG. One violation was identified during a compliance evaluation inspection of the site in 2004. The facility was listed as in compliance in 2005. This facility was also listed as a Conoco historical auto station in 1999, 2000 and 2007. This facility was reportedly investigated as part of the South Valley NPL site, and it was determined that because the contaminants of concern were petroleum it would not be included in the NPL site. During the site reconnaissance, one of five fuel dispensers on this facility was observed to be within the potential ROW requirement area. Although no active release was identified, based on the location of a dispenser island and ancillary piping within the ROW requirement areas, this facility is considered to be a REC to the subject property.

- GE Aircraft Engines (336 Woodward Road SE): This facility was identified as a LQG between 1980 and 2012. Numerous violations and enforcement actions were identified for this facility. This facility was listed as NFRAP and the file for this facility was archived by the USEPA after a preliminary assessment in 1991. However, this facility was listed on the CORRACTS list with a high corrective action priority. This facility was identified as a PRP for the South Valley Superfund Site, discussed in preceding paragraphs. This facility is considered to be a REC to the subject property.
- CEI Enterprises, Woodward Road Industrial Park, MCT Industries Inc. (245 Woodward Road SE): CEI Enterprises was listed as a RCRA-SQG in 2000 and 2004. No violations were identified for this facility. MCT Industries Inc. was listed as a NonGen in 1998 and 2010. No violations were identified for this facility. Woodward Road Industrial Park is listed on the SEMS-Archive as NFRAP and the file for this facility was archived by the USEPA after preliminary assessments in 1991 and 1997 and a site inspection in 1997. According to a representative of CEI Enterprises, sampling and testing was performed on the property when CEI purchased it, approximately 18 to 19 years ago. No contamination was identified. Based on the lack of open violations and NFRAP status, this facility is not considered to be a REC.
- JTC, Inc. (248 Woodward Road SE): This facility was listed as a RCRA-SQG in 2015. Although several violations and enforcement actions were identified in 2015, the facility was listed as in compliance for each violation/enforcement action by 2016. Wastes were identified as ignitable wastes, MEK and spend non-halogenated solvents. No chemical or hazardous waste use or storage were observed on the partial-take areas during the site reconnaissance. The listing of this facility as a RCRA-SQG is not considered to be a REC to the subject property.
- Contech Construction Products (150 Woodward Road): This facility was listed as a CESQG in 2004 and 2009. One used oil generator violation was identified during a compliance evaluation inspection of the site in 2009. The facility was listed as in compliance in 2009. This facility was not listed on a database indicative of a release. Therefore, this facility is not considered to be a REC to the subject property.
- Sunset Trucking Company (146 Woodward Avenue SE): This facility was listed as a RCRA-CESQG in 2009. Wastes were listed as ignitable and corrosive wastes and lead.

No hazardous waste violations were identified. The listing of this facility as a RCRA-CESQG is not considered to be a REC to the subject property.

- Reynolds Auto Service/Reynolds Auto Salvage/Super Oil Wood (120 Woodward Road SW): Two used oil USTs, two gasoline USTs and one UST with unknown contents were removed from the facility. One LUST incident was identified in 1989 and listed as NFA in 2010. No active USTs or LUST were identified on the PSTB website. This facility was also listed as a CESQG in 1992. No violations were noted for this facility. The address 120 Woodward Avenue SW was also listed as a historical auto station in 1999 through 2012. This facility is not considered to be a REC to the subject property.

Additional sites located in the area of the subject property were noted on various environmental databases as summarized in Section 4.1.2. Based on their regulatory status; the absence of reported open leaks, spills, or releases; or their location, the potential for the remaining sites to have impacted the subject site appears to be low. Therefore, these sites are not considered to be RECs to the subject property.

## **7.2. OPINIONS AND CONCLUSIONS**

URS has performed an ISA in conformance with the scope and limitations of ASTM Practice E1527-13 in accordance with the guidelines presented in the *NMDOT Hazardous Material Assessment Handbook* (NMDOT, 2010) of the Sunport Boulevard Extension and Woodward Road Improvements project in Albuquerque, Bernalillo County, New Mexico (the subject property). Any exceptions to, or deletions from, this practice are described in the Limitations and Exceptions section of this report.

This assessment has revealed no evidence of RECs in connection with the subject property, except for the following:

- The site is undergoing groundwater remediation activities as part of the South Valley Superfund Site. Activities include a groundwater remediation system that is operated by GE Aviation.
- Fuel dispensers and ancillary piping are located within and adjacent to the ROW requirement area on the Duke City Fueling property.
- The subject property is located within the historic Schwartzman landfill buffer.

This assessment revealed no evidence of any additional RECs in connection with the property.

## **7.3. RECOMMENDATIONS**

Based on the scope of services performed for this ISA, URS recommends the following.

- The subject property is located within the boundaries of the South Valley Superfund Site. Based on records research, site investigation and interviews with GE, one of the responsible parties, the NMED, and the USEPA, remediation efforts have been effective at treating groundwater. Remediation and groundwater monitoring is ongoing. The current status as given by the USEPA states that on-going remedial actions continue to be protective of human health and the environment. URS recommends discussions with the USEPA and GE continue as the design progresses in order to avoid and/or determine mitigation measures required for any impact of the roadway extension on the GE

groundwater remediation system currently in operation. Mitigation measures, including protection and/or abandonment of groundwater monitoring and injection/ extraction wells on or adjacent to the proposed right-of-way, should be determined prior to construction activities. Coordination with the operators of the ongoing remediation systems should be conducted during the final design phase of the project. Bernalillo County has allocated a portion of the project construction budget for the relocation of wells and associated facilities that will be performed by these operators.

- The subject property is within the Schwartzman landfill buffer zone. The construction design for the alignment will include excavation activities. Because the landfill boundaries are not well-defined, a PSI is recommended for the chosen alignment prior to construction to determine if there is any residual landfill waste within the footprint of the roadway design. If there is any utility work, the Landfill Interim Guidelines will need to be followed in order to prevent landfill gas migration.
- Fuel dispensers and ancillary piping within and adjacent to the Duke City Fueling property are located within the ROW requirement area. A PSI is recommended prior to construction and/or after removal of the fuel dispensers and ancillary piping to determine if soil impacts have occurred related to fueling activities.

The Sunport Boulevard Project, CN A300160, will require the acquisition of approximately 9.7 acres of new right-of-way. Many of these parcels are within the South Valley Superfund Site, including a 2.3-acre parcel from the former Chevron Bulk Fuels Terminal (the current parcel owner is South Florida Materials Corporation); Chevron is one of the responsible parties for the South Valley Superfund Site remediation. Most of the other right-of-way parcels are within the remediation area and many have groundwater monitoring wells, pipelines and remediation facilities on them. In addition, several parcels identified for acquisition are within the Schwartzman Landfill buffer zone. Although this is well known to Bernalillo County through project coordination activities, it is noted here and is called to the attention of the County that the purchase of these parcels for project right-of-way will entail the acquisition of lands with identified or potential contamination. Bernalillo County is advised to seek landowner liability protection in whatever form is mutually agreeable from the current landowners in sale documents related to the purchase of new right-of-way.

Construction activities are expected to extend up to 20 feet below existing grade. Should hazardous materials be discovered, generated or used during construction activities, they should be disposed of and/or handled in accordance with applicable regulatory requirements.

Data gaps in this investigation were from the URS inability to interview or receive responses to inquiries from some of the property owners of the area. However, URS was able to interview NMED officials about environmental concerns of the area. Therefore, it is URS' opinion that the data gap is not significant and did not inhibit our ability to reach an opinion regarding the environmental condition of the subject property.

## **8. ADDITIONAL SERVICES**

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No additional services were contracted for between Bernalillo County and URS.

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Mr. Paul Oson, City of Albuquerque, Environmental Health Department, 505-768-2633 (3/17/2014 and 1/11/2017)

Mr. Bruce Furst, New Mexico Environment Department (NMED), Petroleum Storage Tank Bureau (PSTB), 505-222-9563 (left message by phone and e-mail 3/14/2014)

Mr. Jack Dickey, NMED PSTB, 505-222-9563 (e-mail 1/4/2016)

Ms. Rebecca Cook, NMED Remediation Oversight Section, 505-827-0171 (personal communication 1/10/2017)

Mr. Justin Ball, NMED Remediation Oversight Section, 505-222-9522 (personal communication 1/10/2017)

Mr. Bart Faris, NMED Groundwater Quality Bureau, 505-222-9521 (personal communication 3/15/2010 and 4/21/2010)

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Mr. Sabino Rivera, NMED Superfund Oversight Section, 505-827-0387 (personal communication 3/16/10)

Mr. James Valdez, NMED Hazardous Waste Bureau, 505-476-6018 (e-mail 12/19/2016)

Mr. Michael Hebert, USEPA Region VI, 214-665-8315 (personal communication 3/23/2010 and e-mail 1/26/2017)

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Ms. Diana Conzuelo, Albuquerque Fire Department, (505) 764-6334

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## **10. SIGNATURES OF ENVIRONMENTAL PROFESSIONALS**

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This section includes qualification statements of the environmental professionals responsible for conducting the ESA and preparing this report.

The site reconnaissance, research and report writing were performed by Ms. Elizabeth Parker. The report review was performed by Ms. Marianne Burrus. Ms. Parker and Ms. Burrus are from the URS Corporation office in Phoenix, Arizona. Copies of the résumés for all project personnel are included in Appendix I.

Ms. Parker and Ms. Burrus declare that, to the best of their professional knowledge and belief, they meet the definition of an Environmental Professional as defined in §312.10 of 40 CFR 312.

They have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. They have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



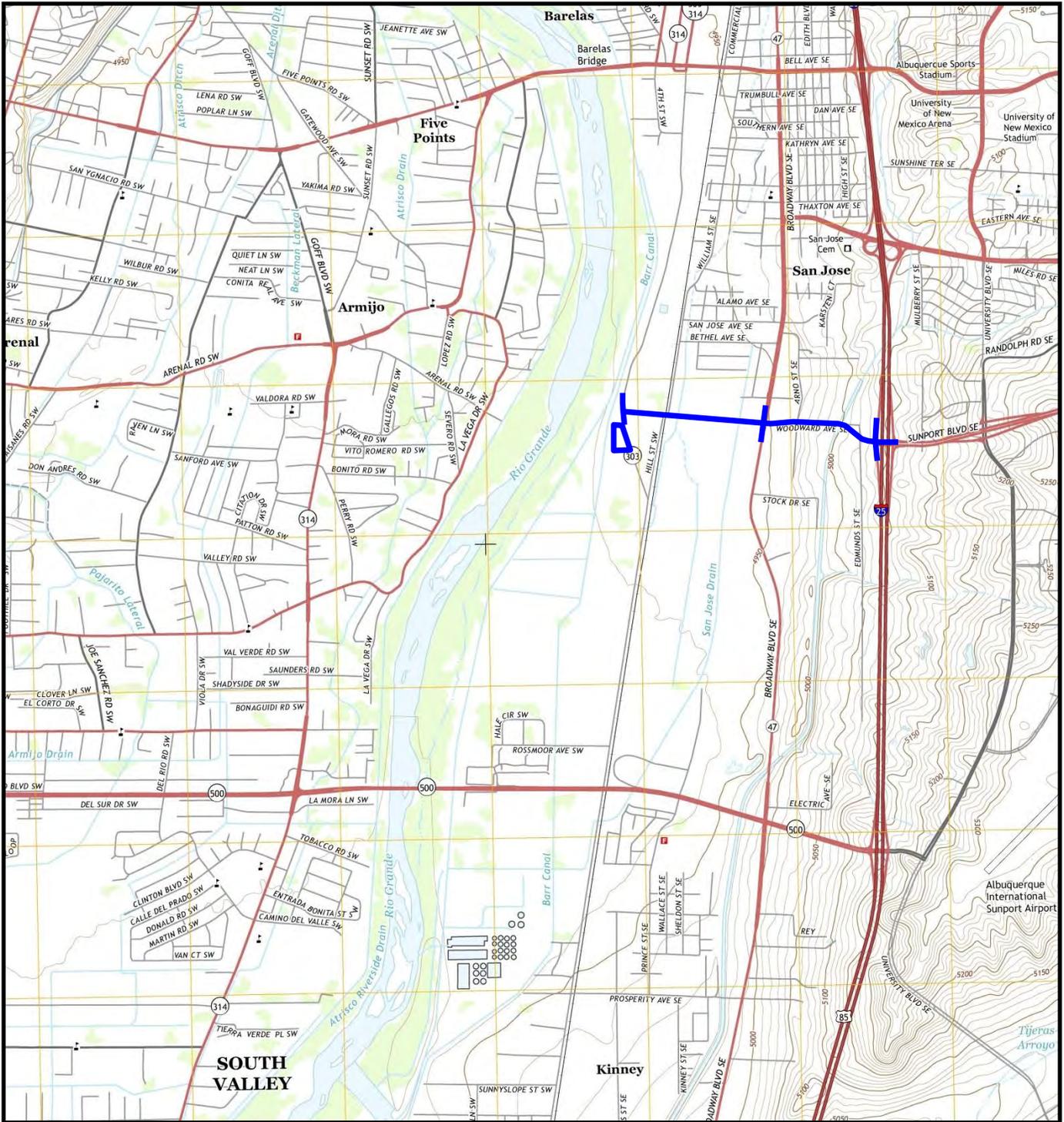
Marianne Burrus  
Project Environmental Scientist



Elizabeth Parker  
Environmental Scientist

# **FIGURES**

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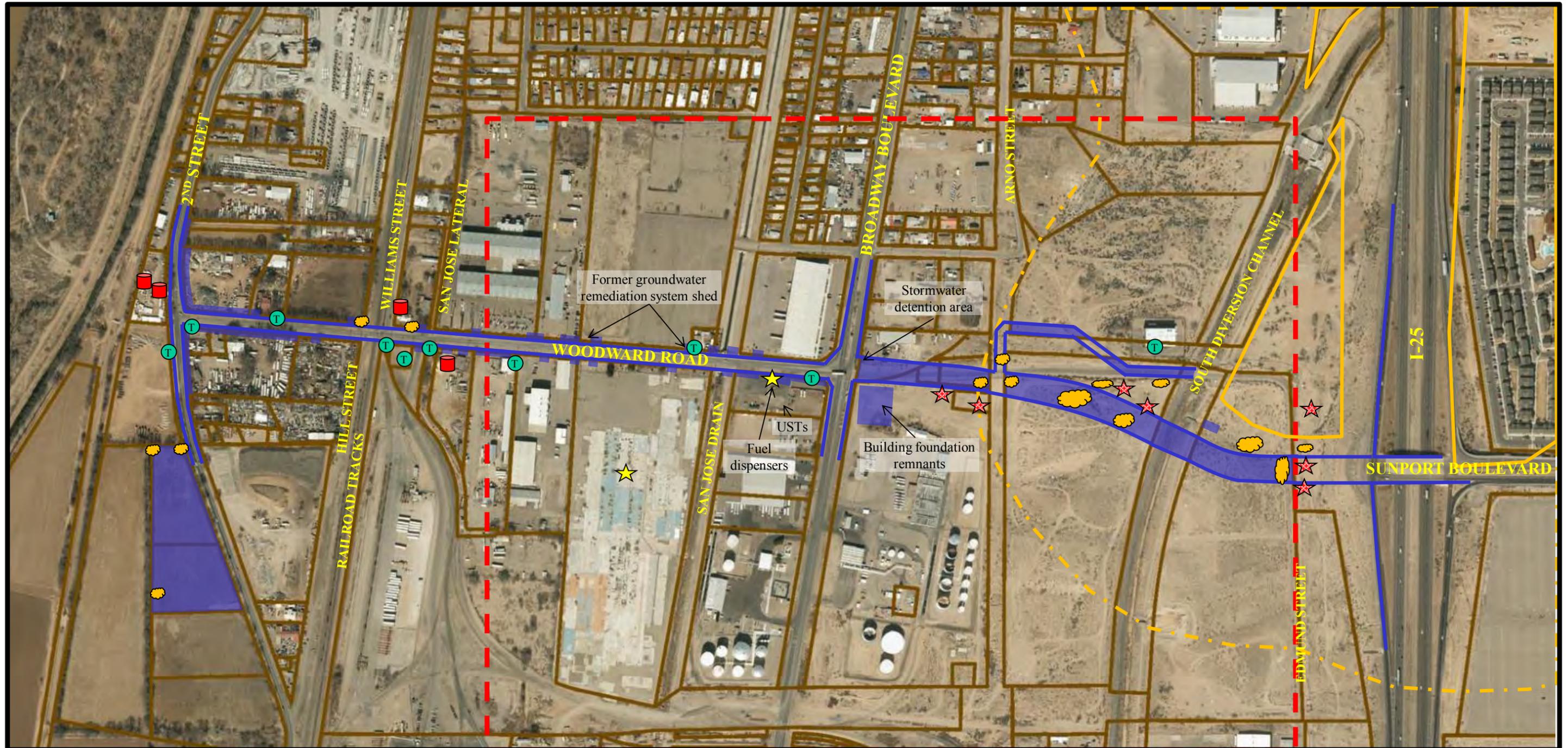
USGS 7.5-minute series Albuquerque West, New Mexico-Bernalillo County, 2013.

 Approximate subject property area



**PROJECT AREA LOCATION MAP**  
 Sunport Boulevard Extension and Woodward Road Improvements  
 Initial Site Assessment  
 Sunport Boulevard from I-25 to 2<sup>nd</sup> Street  
 March 2017  
 Albuquerque, Bernalillo County, New Mexico

**FIGURE 1**



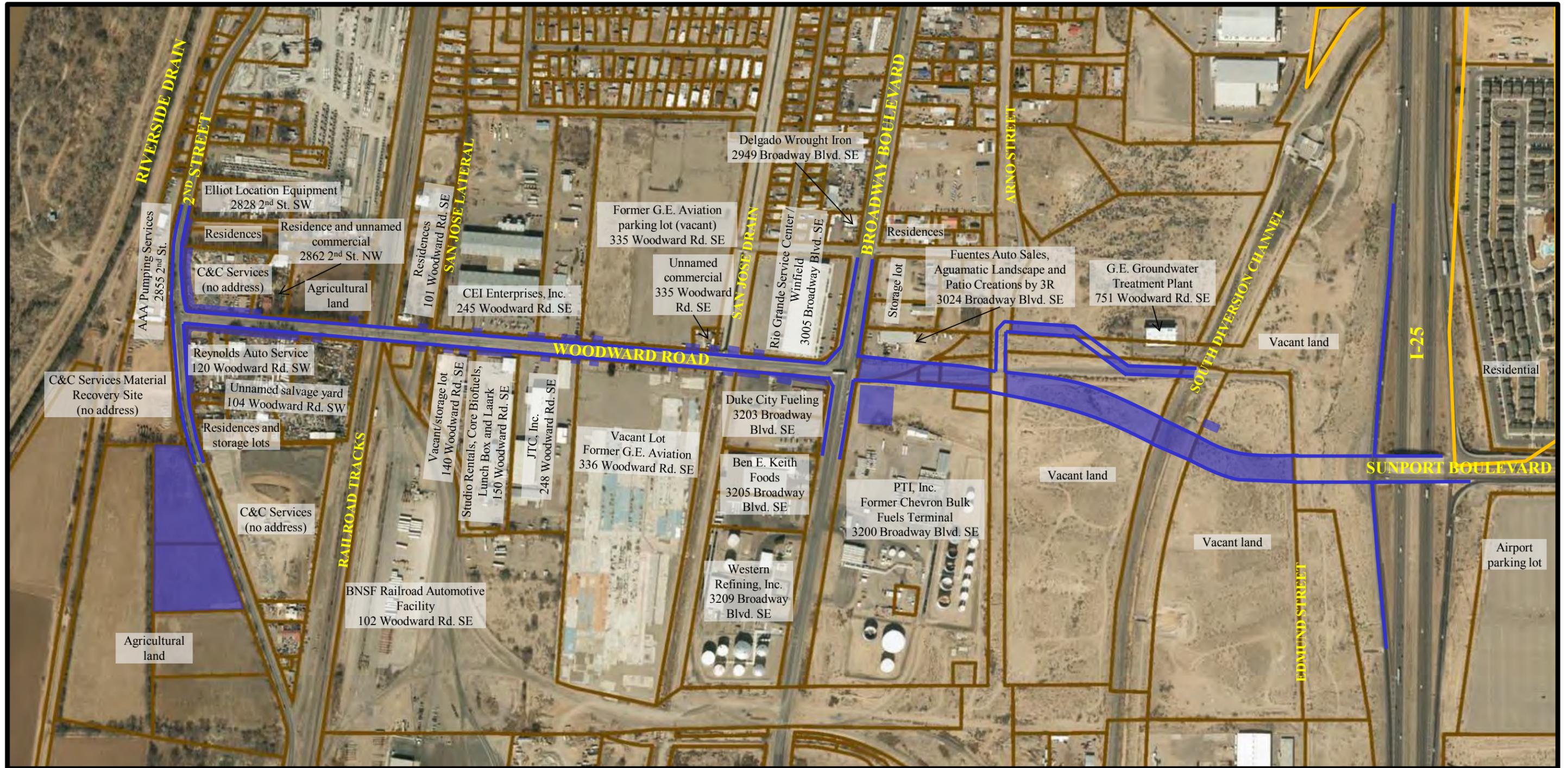
2016 aerial photograph courtesy of the City of Albuquerque website

- Road Improvement Areas
- ROW Requirements/Easement Areas
- Approximate South Valley Superfund Site Area
- Approximate Schwartzman Landfill Buffer Zone
- Approximate Schwartzman Landfill Area
- ★ Site identified as REC
- ★ Groundwater monitoring well(s)
- Area of trash and debris
- AST(s) and/or 55-gallon drum(s)
- Pole-mounted electrical transformer(s)



**SITE PLAN**  
 Sunport Boulevard Extension and Woodward Road Improvements  
 Initial Site Assessment  
 Sunport Boulevard from I-25 to 2<sup>nd</sup> Street  
 Albuquerque, Bernalillo County, New Mexico  
 March 2017

**FIGURE 2**



2016 aerial photograph courtesy of the City of Albuquerque website

- Road Improvement Areas
- ROW Requirements/Easement Areas



**ADJACENT PROPERTIES**  
 Sunport Boulevard Extension and Woodward Road Improvements  
 Initial Site Assessment  
 Sunport Boulevard from I-25 to 2<sup>nd</sup> Street  
 Albuquerque, Bernalillo County, New Mexico  
 March 2017

**FIGURE 3**