VIII. Establish Existing Conditions and Constraints

A. Existing Conditions and Constraints

The National Environmental Policy Act of 1969 (NEPA) requires a systematic, interdisciplinary approach to planning and project implementation. It emphasizes that the environmental impacts of federally funded projects must be given serious consideration in the decision-making process. Environmental documentation consistent with NEPA and other applicable laws and regulations is required on all proposed Federal Highway Administration (FHWA) projects. This information gathering and analysis process allows informed decisions regarding project approval, and helps to define the stipulations necessary to mitigate impacts.

The New Mexico Department of Transportation (NMDOT) has adopted policies and procedures that are consistent with NEPA and other federal and state environmental legislation. The NMDOT follows a process of comprehensive, interdisciplinary planning to ensure that community and environmental concerns are integrated with project development and design. This policy is reflected in the NMDOT's *Location Study Procedures*, which is a three-phase process for analyzing transportation alternatives, selecting reasonable options, and evaluating the environmental effects of the preferred concepts. Public input, agency coordination, and environmental factors are important considerations in this analysis process, along with engineering and cost data. Evaluation of these factors serves to inform the study team, the public, and elected officials of the consequences of the proposed action and, as such, is part of the decision-making process.

The environmental investigations completed to date are in compliance with Phase A of the *Location Study Procedures*. The following section provides data on existing social, economic, and natural resource conditions within the study area. The information was primarily obtained through records research and reconnaissance surveys. Pedestrian field surveys were not completed during this phase of the project development. The purpose of this information is to help define sensitive environmental issues that may affect the design, and determine the level of effort necessary for future environmental studies and the environmental document. Further analysis on the environmental, social, and economic conditions was completed as part of the alternatives analysis investigation with results documented in this section as well as Section X.

B. Physical Constraints

1. Geology and Topography

The project area is characterized by near-surface geology that is primarily Quaternary-age sand, silt, and gravel alluvium that makes up the Ancha Formation, which is part of the Santa Fe Group. Within the Santa Fe Group are outcrops of Precambrian metamorphic and plutonic rocks that form the uplift of the Sangre de Cristo Mountains. Sediments of the Santa Fe Group were

formed during the Cenozoic Era, Tertiary Period. These sediments were deposited before the Rio Grande became a through-flowing river, and consist of sedimentary deposits as well as large amounts of volcanic ash deposits from nearby volcanic centers. Quaternary Period, Pleistocene Epoch alluvial fans now cut deeply through this terrain. This geology is commonly found across the Santa Fe urban corridor.

The project area is located in the Sangre de Cristo foothills in the northern portion of the city of Santa Fe, New Mexico. The proposed location is situated on slopes overlooking the Cañada Rincon, a north-south-trending ephemeral drainage. Topography in the project area is characterized by eroded foothills, mesas, and scattered arroyos. The natural topography in the project area has been altered in a generally well-developed urban setting.

C. Existing Environmental, Social, and Economic Conditions

1. Soils

The project corridor crosses several major soil types that are identified in Table 29. This table also describes the characteristics of these major soil types.

Table 29 – Major Soil Types That Intersect the Project Corridor

Map Unit Name	Soil Characteristics
Riovista gravelly loamy sand, 0 to 1 percent slopes	Excessively drained soils, negligible surface runoff, resulting in rapid permeability. These characteristics result in this soil having rare flooding capacity.
Devargus-Urban land complex, 1 to 3 percent slopes	Well drained soils, characterized by low surface runoff and moderately slow permeability in the subsoil. Devargus soils are favorable for urban development within the project corridor.
Cuyamungue-Riverwash complex, 0 to 2 percent slopes	Excessively drained soils characterized by rapid to very rapid permeability in the upper sandy horizons. Due to the location of these soils in floodplains next to intermittent streams, the soils experience brief periods of flooding between July and September. During these wet months, the soils exhibit a seasonal high water table of between 5 and 8 feet.
Urban land-Buckhorse –Altazano complex, 2 to 8 percent slopes	Well drained soils with medium surface runoff. Moderately rapid permeability in the subsoil and upper part of the substratum. These soils are used for urban development.
Levante-Riverwash complex, 1 to 3 percent slopes	Excessively drained soils that are characterized by negligible surface runoff and moderately rapid permeability. Due to the location of these soils in floodplains, they experience brief periods of flooding from July to September.
Altega very fine sandy loam, 3 to 8 percent slopes	Well drained soils that exhibit medium surface runoff and moderately slow permeability in the subsoil. The soils exhibit moderately rapid permeability in the substratum.

a) Prime and Unique Farmlands

US Congressional Public Law 95-87 (Federal Register January 31, 1978: Part 657) requires the Natural Resource Conservation Service (NRCS) to identify and locate prime and unique farmlands. These farmlands are protected in accordance with the Farmland

Protection Act of 1981. Prime farmlands are defined as land that has the best combination of physical and chemical characteristics for producing food and agricultural crops. Unique farmlands are land under cultivation other than prime farmland that is used for production of high value food and fiber crops.

Based on soils information reviewed from NRCS, no soil units occurring within the project corridor are classified as prime farmland.

2. Water

a) Floodplain Management

Protection of floodplains is required by Executive Order 11988, Floodplain Management, which requires that potential impacts to floodplains be assessed to reduce the risk of flood loss, minimize impacts from flooding on human safety, and protect the natural resource value of healthy floodplains.

The project corridor has been mapped by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate Maps, Community-Panel Numbers 35049C0404D, 35049C0412D, and 35049C0408D. The project corridor crosses drainages, such as the Santa Fe River, that are classified as a high risk for flooding.

Consideration of floodplain management will be maintained throughout project design for any of the proposed build alternatives. Construction activity will require best management practices to minimize and prevent storm water pollution from reaching waterways.

b) Surface Water

Section 404 of the Clean Water Act authorizes the U.S. Army Corps of Engineers (USACE) to prohibit or regulate, through a permitting process, discharge of dredged or fill material in waters of the U.S.

The Santa Fe River is the most prominent waterway within the project corridor (Figure 33). It is located along the southern edge of Alameda Street. This segment of the river located within Santa Fe is considered an intermittent stream that flows only during precipitation events, discharge from city wastewater plants or release from upstream City water reservoirs. Several arroyos also cross St. Francis Drive, with the largest (Arroyo de los Chamisos) located between Siringo Road and Zia Road.

The USACE makes the final determination of jurisdictional determination for all potential waters of the U.S. As this project proceeds through the environmental and design process, further coordination with the USACE will be required for any of the proposed build alternatives; however, no significant impacts are expected.

c) Groundwater

Groundwater within the project corridor is generally located approximately 150-200 feet below the land surface. However, groundwater would be located closer to the land surface in the vicinity of the Santa Fe River and other large project area floodplains.

No impacts are expected to groundwater resources as a result of any of the proposed build alternatives.

3. Wetlands

Section 404 of the Clean Water Act regulates discharge of dredge and fill material into wetlands considered jurisdictional by the USACE. In addition, Executive Order 11990, Protection of Wetlands, requires federal agencies to avoid, whenever possible, adversely impacting wetlands. Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and, under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions.

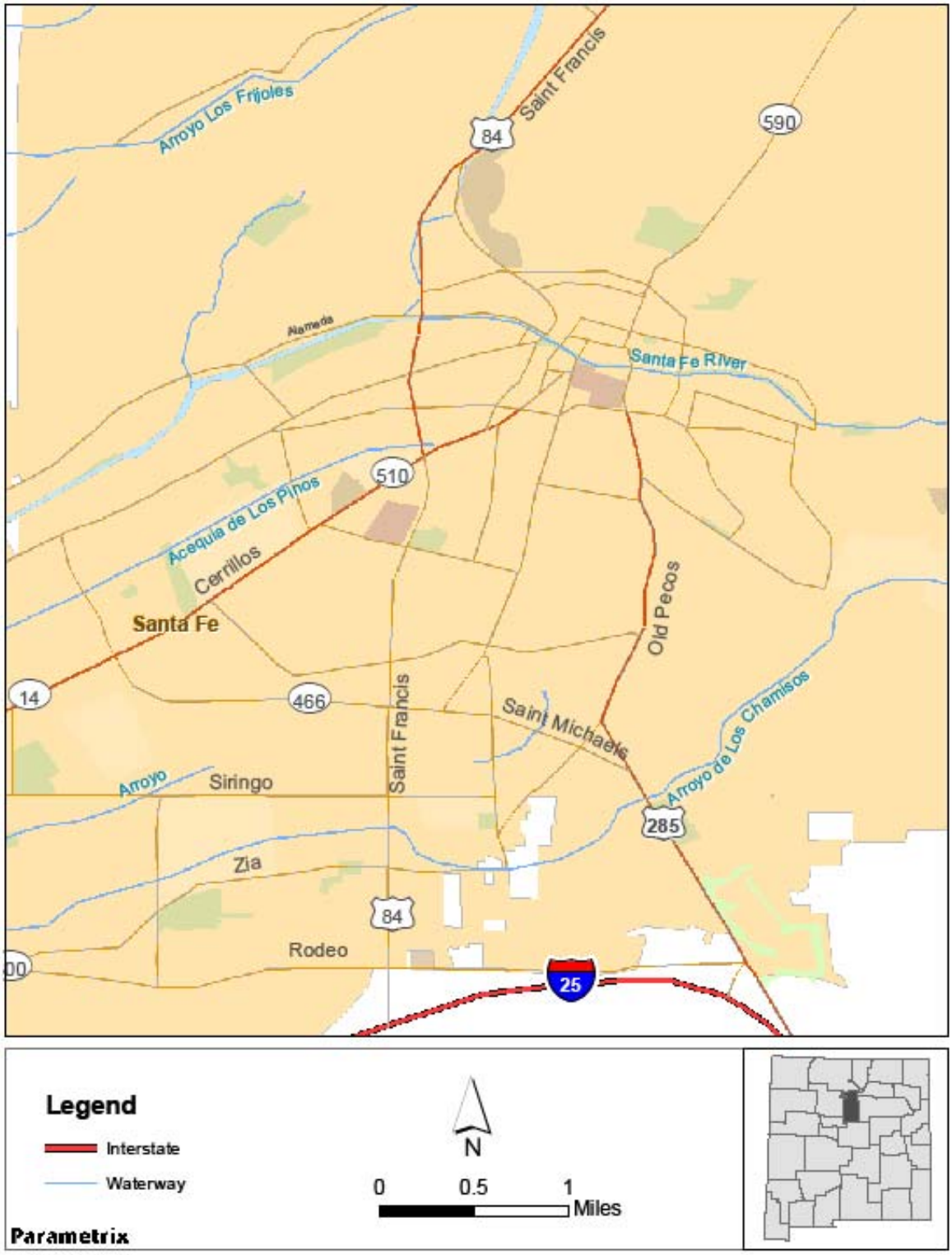


Figure 33 – Major Waterways in Region

The project corridor does cross drainages that may support wetlands. A complete survey to map potential locations and boundaries of the wetlands, as well as wetland delineation, will be required to determine the extent of impact; however, significant impacts are not expected.

4. Vegetation

Historic natural vegetation communities in the project corridor included pinon-juniper woodland and juniper savanna with an understory of Indian ricegrass, black grama, blue grama, and sand dropseed. However, current land use is primarily urban, which has converted much of the native vegetation in the corridor to residential and commercial development, although in the southern section of the corridor, the median contains native vegetation and Siberian Elm (*Ulmus pumila*). This urban development has resulted in the planting of native xeric species of plants, including grasses, shrubs, trees, and wildflowers.

Due to the urban land use in the corridor, negligible-to-minor impacts to native vegetation are expected to result from any of the proposed build alternatives.

a) Noxious Weeds

Noxious weeds specialize in colonizing disturbed ground, and construction activities can create ideal conditions for weed colonization through ground disturbance and the removal of existing vegetation. The State of New Mexico has identified two classes of noxious weeds that occur throughout the state. Class C noxious weeds are common species that are well established throughout the state. Class B weeds are common, but are generally regional in their distribution statewide.

Noxious weeds that would be likely to occur in the project corridor include the following Class C species: Russian olive (*Elaeagnus angustifolia*), salt cedar (*Tamarix ramosissima*), and Siberian Elm (*Ulmus pumila*). A survey would be conducted to map the location and extent of noxious weed populations in the project corridor. This data would be used to manage the potential spread of these populations during construction activities.

Negligible-to-minor impacts, with regard to noxious weed population spread or introduction, are expected as a result of any of the proposed build alternatives.

5. Wildlife

Due to the urban composition of the project corridor, wildlife habitat and distribution is limited. Wildlife habitat does exist, to some limited extent, along the Santa Fe River and some of the other drainages. Wildlife expected to occur in these locations include avian, small mammal species, and reptiles.

Negligible-to-minor impacts to wildlife are expected as a result of any of the proposed build alternatives.

a) Migratory Birds

The Migratory Bird Treaty Act of 1918 protects against the taking of migratory birds, nests, and eggs, except when permitted by the United States Fish and Wildlife Service.

For all proposed build alternatives, a survey of the project corridor will be completed to map the location of nests and, if located, appropriate stipulations will be implemented to protect nesting migratory birds during construction activity.

6. Threatened and Endangered Species (Including State of New Mexico Sensitive Species)

The Endangered Species Act of 1973 regulates the protection of endangered, threatened, and proposed species and their critical habitats. In addition, the State of New Mexico also lists species as endangered, threatened, and sensitive.

Based on existing data and occurrences within the City of Santa Fe, one State of New Mexico sensitive species, the Gunnison's prairie dog (*Cynomys gunnisoni*) may occur in the project corridor. For all proposed build alternatives, a biological survey of the project corridor would be completed to determine the presence or absence of the Gunnison prairie dog.

City of Santa Fe law requires that prairie digs be removed and relocated prior to a ground disturbance. Prairie dogs, if present, would be removed during the summer when they are active, prior to any construction activities.

7. Contaminated Sites and Hazardous Materials

Contamination of soils or waterways is a concern related to right-of-way acquisition and construction activity due to liability with regard to cleanup and human health issues. Table 30 identifies leaking underground storage tanks (LUST) located in the St. Francis Drive corridor. In addition, a review of Environmental Protection Agency Region 6 data determined that no Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Resource Conservation and Recovery Act (RCRA) sites exist along the project corridor.

According to the *Phase A Report Initial Evaluation of Alternatives for the St. Francis Crossing* (PB, 2004), an environmental soil sampling study was conducted for the Railyard Master Plan in the spring of 2000. There were four samples taken in proximity to the project area between St. Francis Drive and Alarid Street, and one sample taken west of St. Francis Drive along the abandoned rail bed. Results from these samples determined that the tested contaminants were below the screening levels established by the New Mexico Environment Department (NMED).

The Acequia Madre, which crosses St. Francis Drive, has also been identified as a potential contaminant transport mechanism due to its path through former major bulk oil facilities that could have potential for hazardous materials (Phase A, PB, 2004).

Table 30 – Leaking Underground Storage Tanks In The Project Corridor		
Site Name	Location (Address)	Status
Giant Stop N Go #55A, #55B	1009 Saint Francis Drive	No further action, confirmed release
Giant Stop N Go #55C	1009 Saint Francis Drive	Aggr Cleanup completed, Resp party
Cerrillos Self Serve	1101 Cerrillos Rd	No further action, suspected release
Garcia Auto	607 Cerrillos Rd	No further action, confirmed release
NMDOT General Office	1120 Cerrillos Rd	No further action, confirmed release
Quick & Easy Gas	631 Cerrillos Rd	No further action, confirmed release
Santa Fe Bulk Plant	1404 Cerrillos Rd	No further action, confirmed release
Techline Studio	1418 Cerrillos Rd	No further action, confirmed release
Vega Gallery	926 Baca St	No further action, confirmed release
Phillips Petroleum Bulk Plant	760 Cerrillos Rd	No further action, confirmed release
The Bubble Machine	907 S. St. Francis Drive	Aggr Cleanup completed, Resp party
American Pumice	Saint Francis and Galisteo	No further action, confirmed release
New Mexigas	100 N. Saint Francis Drive	Aggr Cleanup completed, Resp party
Chevron #75734	559 W Cordova Road	Aggr Cleanup completed, Resp party
Chevron #7534-1	559 W Cordova Road	No further action, confirmed release
Big O Shamrock	990 Cordova Road	No further action, confirmed release

Duke Engineering & Services was consulted by the City of Santa Fe (City) to perform a *Phase 1 Environmental Assessment of the Baca Street Railyard Property* (Duke, 2000), located in the vicinity of Baca Street and Cerrillos Road in the City of Santa Fe. This property consists of approximately 16 acres of the former Santa Fe Railyard land currently owned by the City. The study indicated that due to the long history of industrial and railroad use at the Baca Street Railyard property, there is a high probability of several forms of surficial contamination including metals, pesticides, herbicides, petroleum hydrocarbons, volatile organic compounds, and semi-volatile organic compounds. Further, two large groundwater contaminant plumes consisting of hydrocarbons and another contamination of chlorinated solvents have been found within the Baca Street property. The full extent of the hydrocarbon and solvent plumes beneath the site has not yet been delineated. It is not known whether the indication of contamination at the Baca site is an indication of similar contamination for the St. Francis Drive Corridor.

None of the LUST's identified within the project corridor would require further action; however, hazardous material investigations completed for the Baca Street Railyard property, adjacent to the Corridor, indicate a possibility that contamination is present in the soil or groundwater. In order to gain more information on potentially contaminated properties, an initial site assessment (ISA) is recommended for any of the proposed build alternatives. If hazardous materials contamination is suspected based on the ISA, a preliminary site investigation (PSI) and,

if needed, a detailed site investigation (DSI) will be conducted to further characterize the levels of impact from the suspected sources. Appropriate clean up, avoidance or mitigation measures will then be taken in accordance with the NMDOT's The Hazardous Material Assessment Handbook (2007).

8. Climate

The climate in the vicinity of the project area is highly variable and is considered semi-arid, with annual rainfall usually ranging from 9 inches to 10 inches and a mean snowfall of 14 inches. Most of the precipitation occurs during the summer months in the form of brief but heavy thunderstorms that produce severe runoff and reduce usable moisture. Average temperatures (Fahrenheit) in the project area range from a high of 43° and low of 15° in January to a high of 86° and a low of 54° in July.

9. Air Quality and Climate Change

The Clean Air Act (CAA) of 1970 established National Ambient Air Quality Standards to protect public health from impacts associated with six criteria pollutants. Santa Fe is in attainment for the six criteria pollutants managed under the CAA; therefore, no significant impacts to air quality are expected as a result of any of the proposed build alternatives.

However, the issue of global climate change is an important national and global concern that is being addressed in several ways by the Federal government. The transportation sector is the second largest source of total greenhouse gases (GHGs) in the United States (U.S.), and the greatest source of carbon dioxide (CO_2) emissions – the predominant GHG. In 2004, the transportation sector was responsible for 31 percent of all CO_2 emissions in the U.S. The principal anthropogenic (human-made) source of carbon emissions is the combustion of fossil fuels, which account for approximately 80 percent of anthropogenic emissions of carbon worldwide.

The FHWA is working to develop strategies to reduce the contribution by transportation systems to greenhouse gases - particularly CO_2 emissions - and to assess the risks to transportation systems and services from climate changes. However, since climate change is a global issue, and the emissions changes due to the variation in project alternatives are very small compared to global totals, the GHG emissions associated with the proposed alternatives are not expected to be calculated at this phase of project design. Further air quality analysis may be completed for the purpose of analyzing alternatives when roadway design is further refined.

No significant impacts to air quality are expected to result from any of the proposed build alternatives. Construction-related air quality issues will be controlled as recommended by the New Mexico Environment Department.

10. Noise

Noise impacts occur when future traffic noise levels resulting from a project approach or exceed the noise abatement criteria in Table 31 (67 decibels for residential land uses), or substantially exceed existing noise levels. Under federal (23 CFR 772) and state (CP 86, 2002 and AD 236, 2002) policy, a noise study must analyze potential project-related noise impacts at existing and proposed land-use activities, and evaluate mitigation if impacts are expected to occur.

Sensitive lands, as defined by Category B in Table 31, include residences, churches, and schools located along the Corridor. Typically, commercial and institutional land uses are less sensitive to noise. There are currently residences and churches located adjacent to the Corridor.

The City of Santa Fe has established regulations regarding traffic noise (Code 1973, 31.2-10 by Ord. #1981-10, 10; SFCC 1981, 6-23-10; Ord. #1988-30, 8). These regulations stipulate that plans for construction of new streets or expansion of existing streets will not be approved where a proposed project will create noise levels for residential or noise sensitive areas above 64 dBA, unless the project includes noise mitigation measures determined to be technically and economically reasonable and feasible. Reasonable and feasible mitigation measures for a project shall be determined and approved by the City Council, based upon information on costs, barrier effectiveness, and public acceptance of the proposed measures.

Table 31 – Traffic Noise Abatement Criteria

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

** Traffic noise is quantified in decibels, which measure relative acoustic energy intensities. A-weighted decibels, or dBA, simulate human response to noise, and average hourly levels, Leg (h), addresses the time-varying characteristics of traffic noise.

Additional analysis of noise levels and potential for mitigation measures may be required. Noise impacts are assessed according to the particulars of roadway design; therefore, potential impacts will be investigated in more detail as the project proceeds. However, many residences and businesses currently have driveways with direct access to St. Francis Drive, and these access points may reduce the potential effectiveness of noise mitigation with barriers.

11. Visual Resources

St. Francis Drive is an existing corridor within a well-developed urban setting, with primarily residential and commercial development along the corridor. Key viewsheds located along St. Francis Drive include views at St. Michael's of the Sangre de Cristo Mountains to the northeast, the Jemez Mountains to the northwest, and at St. Francis Drive and Cerrillos Road, where the future Railyard Park opens to the northeast.

All street lighting features included in any of the proposed build alternatives will comply with the NM Night Sky Protection Act of 1978 as well as the City of Santa Fe Outdoor Lighting Ordinance (1998-17).

12. Cultural Resources

Pursuant to the National Historic Preservation Act of 1966, as amended through 1992, and applicable regulations, all federally funded or permitted undertakings must consider the direct and indirect effects of a proposed project on archeological, cultural, and historic resources. Cultural resources are evaluated in consultation with the State Historic Preservation Officer (SHPO).

A review of historic aerial photos, as well as the records of the New Mexico Cultural Resource Information System of the Archaeological Records Management Section (ARMS), was performed to identify existing archeological, cultural, and historic resources within the general project vicinity. Results of the research, to date, indicate that there are hundreds of cultural resources identified that have the potential to occur within the project's area of potential effect (APE), including properties listed in and eligible for listing in both the National Register of Historic Places (NRHP) and the State Register of Cultural Properties. Information on specific cultural resource sites identified within the project area, to date, is included below. Further details will be provided when the APE is further defined.

The Westside Guadalupe Historic District is located adjacent to both sides of the St. Francis Drive Corridor, just north of W. Manhattan Ave. Furthermore, the historic landmarks located along the Corridor are identified in Figure 29. Potential impacts to this historic district and the identified historic landmarks, as well as compliance with the City of Santa Fe Historic Preservation Division, will be considered throughout project design.

The Acequia Madre crosses St. Francis Drive just north of Cerrillos Road. The Acequia Madre (de los pinos) is part of a larger historic canal system that dates to at least A.D. 1680. Portions of the Acequia have been determined eligible for inclusion in the National Register of Historic Places (NRHP) in 1998. In addition to coordination with the SHPO, all potential impacts to the Acequia will be coordinated with the Acequia Madre de Santa Fe Ditch Association.

The Santa Fe Southern Railway railroad tracks cross St. Francis Drive near the intersection

of Cerrillos Road. The actual tracks were re-aligned in 2007 for the construction of the Railrunner. However, the original site of the railroad tracks has been determined eligible for the NRHP. Consideration of this site will be considered throughout project design. There are numerous additional potential properties adjacent to St. Francis Drive, including existing structures. A more detailed investigation, including field surveys, and further coordination with the SHPO will be required subsequent to a well-defined APE, for any of the proposed build alternatives.

13. Section 4(f) and Other Protected Properties

Section 4(f) of the 1966 Department of Transportation Act included provisions that stipulated restricted use of publicly-owned parks, recreation areas, wildlife refuges, and historical sites for transportation projects.

Potential Section 4(f) resources in the project corridor include Salvador Perez Park located off Alta Vista Street, park land along the Santa Fe River located off Alameda Street and St. Francis Drive, Railyard Park, and Melendez Park. In addition to these public parks, several public trails cross, access or are adjacent to St. Francis Drive, and could be considered Section 4(f) resources. These trails include the Arroyo de los Chamisos Trail, the Rail Trail, and the Acequia Trail. Other 4(f) properties in the project corridor may include historic sites such as the Acequia Madre and the Santa Fe Southern railroad tracks as well as additional historic sites that may be identified during field surveys. Potential historic sites will be included in the cultural resources report and will be determined through concurrence from the SHPO. Further investigation of the potential impacts to Section 4(f) resources present within the project corridor will be completed during the environmental process. Further coordination will be conducted with FHWA and SHPO if potential impacts are identified for any of the proposed build alternatives.

14. Social and Economic Conditions

Social and economic conditions present in the project corridor are identified to determine project effects on minority and low-income populations (environmental justice), loss of community cohesion, accessibility to community facilities and services, multimodal transportation services, right-of-way acquisition, and economic development.

a) Environmental Justice

Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations", was signed by President Clinton on February 11, 1994 and published in the Federal Register on February 16, 1994. EO 12898 focuses federal attention on the environmental and human health conditions of minority and/or low-income populations, promotes non-discrimination in federal programs affecting human

health and the environment, and provides minority and/or low-income populations with access to public information and an opportunity to participate in matters relating to the environment.

According to the US Census (2000), the existing St. Francis Drive Corridor is an extensively-developed urban roadway that provides primary access to the City of Santa Fe. With the current level of development along this corridor, it is not expected that proposed roadway improvements would affect a disproportionate population of minority or low-income groups. Additional analysis of potential environmental justice issues will occur during the project and will be presented in the environmental assessment. However, based on the initial review, roadway improvements to the St. Francis Drive are expected to comply with EO 12898.

b) Land Use

Commercial, residential, and institutional development exists along both sides of the St. Francis Drive Corridor, which is one of the primary urban arterials in Santa Fe. The northern part of the corridor is more residential, while the central and southern area has more commercial and institutional uses.

All proposed build alternatives take into consideration the existing and planned development along the St. Francis Drive Corridor; however, further investigation of the level of potential impacts to existing and planned land uses will be completed during the environmental process.

c) Community Cohesion

St. Francis Drive is an existing roadway; therefore, proposed improvements to the roadway would not result in substantial additional fragmentation of existing neighborhoods.

Further analysis on the potential impacts to community cohesion will be completed during the environmental process.

d) Multimodal Transportation Service

Multimodal transportation in the corridor is currently available, but it is fragmented. The Santa Fe Trails bus system does include several routes along portions of St. Francis Drive, but no route currently runs the entire length of the roadway (see Section III.D.2 on page 26).

The North Central Regional Transit District (NCRTD) operates within northern New Mexico and provides service to and from Santa Fe, including communities such as Tesuque Pueblo, Española, Los Alamos, Eldorado, and Taos. Buses leaving from the Santa Fe Indian Health Center located on Cerrillos Road south of St. Francis Drive continue through

the project area en route to northern New Mexico.

The South Capitol station is located between Cordova and Alta Vista, just east of the project area. The NM Park and Ride shuttles, the NM Rail Runner Express South Capitol shuttle, and NCRTD buses all depart from the South Capitol station. The NM Park and Ride shuttles that depart and arrive from this station all access the St. Francis Drive Corridor.

Additional information on multimodal transportation is included in Section III of this report and will be further considered and analyzed throughout project design.

Although there is no bicycle facility directly on or adjacent to the St. Francis Drive Corridor, the newly-constructed Rail Trail does provide a north-south off-road paved bicycle facility between Rabbit Road and Alta Vista Street, and Alarid Street and the Rail Yard, within close proximity to the Corridor. In addition, four bicycle/pedestrian trails cross St. Francis Drive. A critical section of the Rail Trail between Alta Vista and Alarid Street is missing, including a crossing of the St. Francis Drive and Cerrillos Road intersection. In addition, the Santa Fe River Trail crosses St. Francis Drive at West Alameda Street. Two other informal bicycle/pedestrian trails cross St. Francis Drive, one through a small arroyo just north of St. Michael's Drive, and a second at a confluence of two arroyos between Zia Road and Siringo Road. Also, as indicated in Section VI.C.3 on page 88, there are short segments of future trails identified at the northern and southern ends of the Corridor.

None of the proposed build alternatives is expected to decrease the current level of multi-modal transportation within the project corridor, however, further analysis on the potential for benefit is being considered in the alternative analysis.

e) Acquisition of Right-of-Way and Potential Displacement of Residents/Businesses

If right-of-way acquisition is required, property owners will be compensated per 49 CFR, Part 24, Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended.

Given the urban nature of the corridor, any need for property acquisition includes the possibility of displacement of businesses or residents. Further analysis of the potential impacts as a result of right-of-way acquisition within the project corridor will be completed during the environmental process.

f) Economic Development and Employment Issues

The St. Francis Drive Corridor provides direct access to commercial and retail businesses. Major commercial and business centers are located near St. Francis Drive at

Sawmill Road, Zia Road, St. Michael's Drive, Alta Vista Street, Cordova Road, Alameda Street, and Paseo de Peralta. These business centers are dependent on access off St. Francis Drive and would benefit from future roadway improvements.

Overall, improvements included in any of the proposed build alternatives have the potential to benefit economic development along St. Francis Drive.

D. Other Physical Conditions and Constraints

1. Utilities

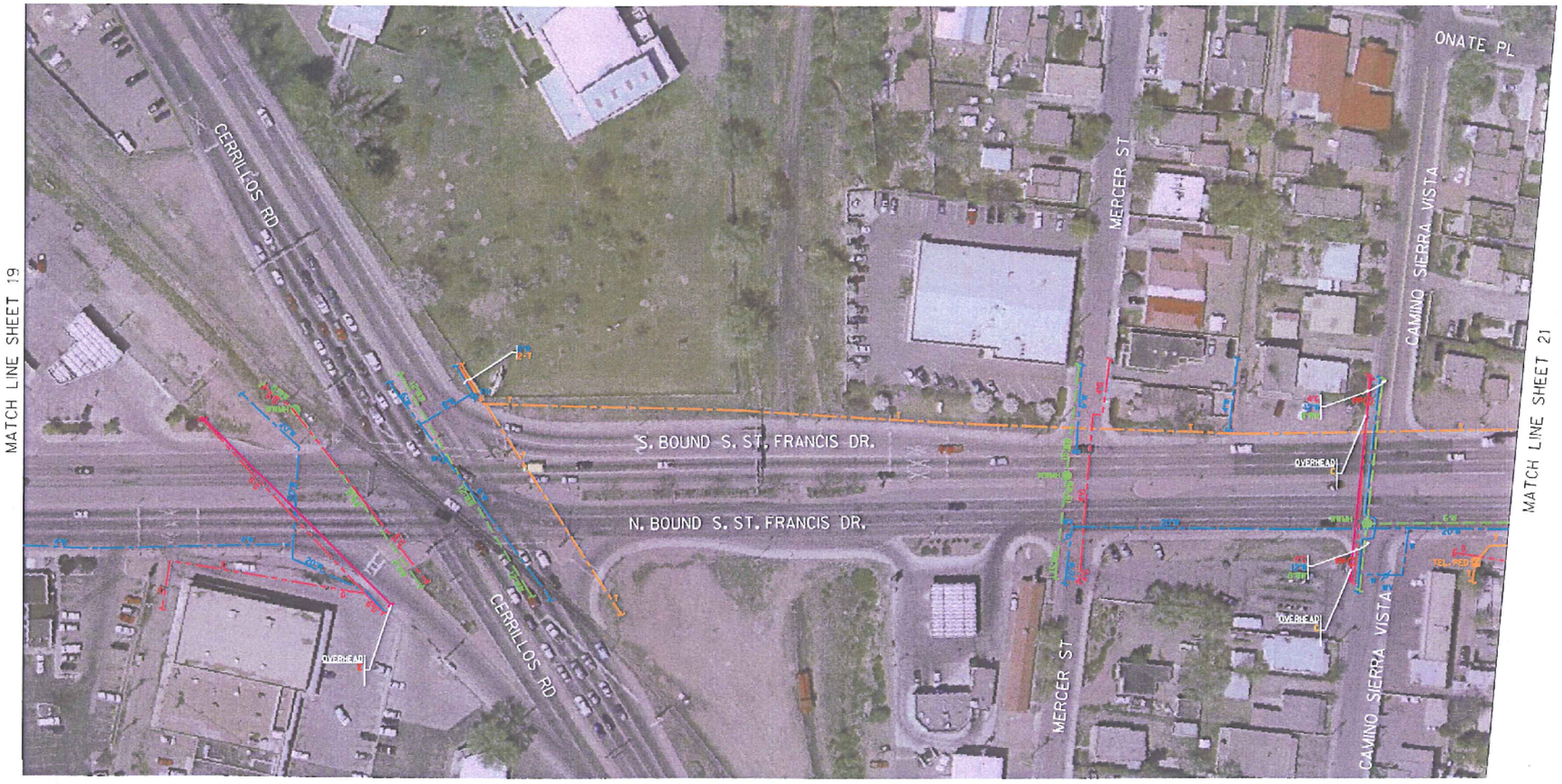
A Level D Subsurface Utility Engineering survey was conducted for the corridor. This consisted of coordinating with utility owners and others, as required, in researching/investigating records, including but not limited to utility "as-built", government permit files, proposed installation plans, one-call centers, private utility owner files, performing field reviews, etc., so as to establish location and ownership of existing and planned utilities.

As would be expected of a major corridor through a developed urban area there are a substantial number of utilities in the area. Utilities parallel and cross St. Francis Drive throughout the study area.

A representative plan sheet from the SUE showing the intersection of St. Francis Drive and Cerrillos Road is shown in Figure 34. The entire Level D SUE is included in Appendix D.

2. Rail

The NM Rail Runner Express rail track runs adjacent to the St. Francis Drive corridor and crosses the corridor at Cerrillos Road. In addition, at Zia Road, the track was re-located to be immediately adjacent to the roadway. The rail track at Zia and Cerrillos are constraints on alternative selection for those locations.



LEGEND:

LEVEL "A"	LEVEL "D"	DESCRIPTION
		TEST HOLE
	T	TELEPHONE LINE
	C	CABLE TV
	OE	OVERHEAD ELECTRIC LINE
	E	ELECTRIC LINE
	T	FIBER OPTIC CABLE
	W	WATER LINE
	G	GAS/OIL LINE
	WW	WASTE WATER LINE
	FM	FORCE MAIN LINE
TEL. PED	TELEPHONE PEDESTAL	FOC CAB. FIBER OPTIC CABINET
TEL. REP	TELEPHONE REPEATER	TEL. CAB. TELEPHONE CABINET
WM	WATER METER	PP POWER POLE w/RISER
WV	WATER VALVE	PP/R POWER POLE
FH	FIRE HYDRANT	EB ELECTRIC BOX
GM	GAS METER	ELECTRIC VAULT
WWMH	WASTE WATER MANHOLE	ELECTRIC OUTLET
	UTILITY ENDPOINT	CP CONTROL POINT
	UTILITY CONTINUATION	

N

SCALE IN FEET

OWNERSHIP LEGEND:	OWNER:	CONTACT:	PHONE:
TELECOMMUNICATIONS (T)	QWEST COMMUNICATIONS	Mel Houston	505-473-2195
TELECOMMUNICATIONS F.O.C. (T)	QWEST COMMUNICATIONS	Mel Houston	505-473-2195
CABLE T.V.(C)	COMCAST CABLE	Peter Britton	505-761-0575
ELECTRIC (OE /E)	PNM ELECTRIC	Julia Garduno	505-241-3486
GAS (G)	PNM GAS	Teresa Sparks	505-436-6592
WATER (W)	CITY OF SANTA FE	Robert Jargeson	505-955-4264
WASTE WATER (WW)	CITY OF SANTA FE	Stephen Whitehill	505-955-4634

DUE TO LIMITED RECORD INFORMATION THERE MAY BE UTILITIES THAT ARE NOT DEPICTED ON THESE PLANS.

NEW MEXICO DEPARTMENT OF TRANSPORTATION FACILITIES ARE NOT INCLUDED IN THIS PLAN SET.

UTILITY INVESTIGATION BEGAN ON MARCH 21, 2007 AND WAS COMPLETED MAY 17, 2007. HALFF ASSOCIATES EXPRESSLY DISCLAIMS RESPONSIBILITY FOR NEW UTILITY INSTALLATIONS OR MODIFICATIONS OR ADJUSTMENTS TO EXISTING UTILITIES AFTER MAY 17, 2007.

ALL UTILITY INFORMATION HERE IS DEPICTED TO QUALITY LEVEL "D" UNLESS OTHERWISE NOTED.

SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS:

LEVEL "D" INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF UTILITIES.

LEVEL "C" DEPICTED ACCORDING TO RECORD INFORMATION AND EXISTING ASSOCIATED UTILITY STRUCTURES. NO ELECTRONIC INFORMATION WAS OBTAINED

LEVEL "D" DEPICTED ACCORDING TO RECORD INFORMATION. NO ELECTRONIC INFORMATION WAS OBTAINED.

UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FILLE DESIGNATING LIMITS AND NOT END POINTS OF UTILITIES.

UTILITY INFORMATION LABELED LEVEL "C" OR "D" IS DERIVED FROM FURNISHED RECORDS. SUCH INFORMATION MAY NOT BE ACCURATE OR RELIABLE. HALFF ASSOCIATES EXPRESSLY DISCLAIMS RESPONSIBILITY FOR THE ACCURACY OR RELIABILITY OF UTILITY INFORMATION DEPICTED ACCORDING TO RECORDS.

TODD A. JACKSON NEW MEXICO 15744 REGISTERED PROFESSIONAL ENGINEER

6-1-07

NOTE: LINE SIZES ARE FROM BEST AVAILABLE RECORDS.

SUBSURFACE UTILITY ENGINEERING
ST. FRANCIS DR.
FROM RABBIT RD. TO NM599
NEW MEXICO DEPARTMENT OF TRANSPORTATION
SANTA FE COUNTY, NEW MEXICO

Halff Associates
ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
HALFF	HALFF	MAY 2007	1"=50'	24841 SUDI	SH-20.dgn	20