

MEMORANDUM OF AGREEMENT

AMONG

**THE FEDERAL HIGHWAY ADMINISTRATION,
THE NEW MEXICO DEPARTMENT OF TRANSPORTATION,
NEW MEXICO STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**

REGARDING

**IMPLEMENTATION OF THE INTERSTATE 25 CAÑONCITO INTERCHANGE IMPROVEMENTS THROUGH
THE GLORIETA PASS BATTLEFIELD NATIONAL HISTORIC LANDMARK
SANTA FE COUNTY, NEW MEXICO**

WHEREAS, the Federal Highway Administration (FHWA) as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act of 2005 (Public Law 109-59-AUG. 10, 2005), in cooperation with the New Mexico Department of Transportation (NMDOT), proposes to improve the I-25 Cañoncito Interchange at Milepost 294 (Undertaking), in Santa Fe County, New Mexico. Improvements include replacing the existing box culvert overpass with twin bridges, extending the off- and on-ramps, and drainage improvements (NMDOT Project and Control Number 5100160); and

WHEREAS, the FHWA, acting as lead agency in consultation with the USDI-National Park Service (NPS) and New Mexico State Historic Preservation Officer (SHPO), determined that the road improvements is an Undertaking (36 CFR 800.16(y)) has the potential to affect historic properties as defined in regulation (36 CFR 800.16.(l)(1)); and

WHEREAS, the FHWA, in consultation with the New Mexico State Historic Preservation Officer (SHPO) has determined the Area of Potential Effects (APE) for physical impacts to cultural resources as the NMDOT right-of-way along I-25 from Milepost 292.7 to Milepost 294.4 with an additional 100-foot buffer for the built environment. The APE for visual concerns included the viewshed from key points of observation identified by the National Park Service (NPS) (Appendix A); and

WHEREAS, the FHWA identified the following historic properties present within the APE: a portion of the Santa Fe Trail (SR 183, NRHP 64500433), the Glorieta Pass Battlefield National Historic Landmark (NHL) (SR 49, NRHP 66000486), one previously recorded archaeological site (LA 101135), one newly documented archaeological site (LA 171649), one well, seven historic buildings including the Nuestra Señora de la Luz Church and Cemetery (SR 1256, NRHP 95001452), two historic roadways (Old Las Vegas Highway/Route 66 and I-25), two historic culverts, one historic retaining wall, an historic railroad alignment and bridge, two historic markers, and a cultural landscape (Appendix B); and

WHEREAS, the FHWA determined, in consultation with the SHPO, that the Undertaking, with the introduction of new modern elements, will adversely affect the historic settings of portions of the Santa Fe Trail, the Glorieta Pass Battlefield NHL, archaeological site (LA 101135), the well and building (HCPI 31646), the Old Las Vegas Highway/Route 66, and the cultural landscape, and could adversely affect the

information values should construction activities encounter intact subsurface cultural deposits or associated artifacts and/or features (Appendix C); and

WHEREAS, FHWA has determined, in consultation with the SHPO, that the Undertaking will not adversely affect the Nuestra Señora de la Luz Church and HCPI 31646 with the condition that vibration levels be monitored at the Church during construction and that low-vibratory equipment be used in the vicinity of both the Church and HCPI 31646; and

WHEREAS, FHWA has notified the Secretary of the Interior of the potential for adverse effects to the Glorieta Pass Battlefield NHL, pursuant to 36 CFR 800.10, and the National Park Service, Intermountain Region (NPS) was consulted and is participating and signing as a Concurring party to this MOA; and

WHEREAS, the FHWA invited the Advisory Council on Historic Preservation (Council) to participate per regulation 36 CFR 800, and the Council consented to participate on June 24, 2013 and is participating as a Signatory to this agreement; and

WHEREAS, the NMDOT has participated in the development of the Undertaking and is invited to be a signatory to this MOA; and

WHEREAS, the FHWA consulted with the following federally-recognized tribes: the Pueblos of Cochiti, Hopi, Isleta, Jemez, Nambe, Ohkay Owingeh, Pojoaque, San Ildefonso, Santa Clara, Santo Domingo, and Tesuque as well as the Comanche Indian Tribe, Fort Sill Apache Tribe of Oklahoma, Jicarilla Apache, Mescalero Apache Tribe, Kiowa Tribe, and Navajo Nation, the Pueblo of Tesuque and Hopi Tribe expressed the desire for further consultation should discoveries be encountered; and

WHEREAS, the FHWA, in accordance with Section 800.2(d)(3), used the agency's procedures for public involvement under the National Environmental Policy Act (NEPA) to inform the public of the Undertaking and solicit their views on historic properties; and

NOW THEREFORE, the FHWA, Council, NPS, SHPO and NMDOT agree that the project shall be administered in accordance with the following stipulations in order to take into account the effects that the Undertaking will have on historic properties and to satisfy FHWA's responsibilities under Section 106 for the Undertaking.

STIPULATIONS

The FHWA, through the NMDOT will ensure that the following stipulations are implemented:

I. MITIGATION OF DIRECT ADVERSE EFFECTS TO HISTORIC PROPERTY SETTINGS

- A. To mitigate the adverse effects to the setting of the Nuestra Senora de Luz Church and Cemetery by introducing a new retaining wall in front of property, the FHWA and NMDOT, in consultation with consulting parties, will insure the design of the wall will carry over architectural elements from the historic church and surroundings, including a stone "*banco*" or bench along the bottom portion of the wall, facing the church, to be used by parishioners and visitors during church-related events. These treatments (Appendix D) will also mitigate the adverse effects to the

settings of the Glorieta Pass Battlefield NHL, and adjacent routes of the Santa Fe Trail and Old Las Vegas Highway/Route 66:

- B. Additionally, the NMDOT will remove mature Siberian Elms between the church and project's site and replace with appropriate plantings elsewhere on site, as specified in the design documents provided on Appendix C of this MOA.

II. RESOURCE PROTECTION

The NMDOT will place temporary protective wall barriers between the toe of the fill slope and HCPI 31646 and LA 101135 to insure that the features will be avoided. Prior to installing the barriers, the NMDOT will survey the area using metal detectors, as well as conduct a pedestrian survey and an archaeologist will monitor the placement and removal of wall barriers protecting the features.

III. VIBRATORY EFFECTS

- A. The NMDOT will monitor vibration levels at the Senora de la Luz Church. If vibration levels exceed acceptable levels, the NMDOT will cease construction in this area until alternative construction methods can be implemented that will be below the accepted threshold of 1.25 inches/second particle velocity.
- B. The NMDOT will use low-vibratory equipment such as static rollers within 500 feet of the Nuestra Señora de la Luz Church and the historic well and building (HCPI 31646). The NMDOT will prohibit equipment specifically designed to vibrate and impact the ground in this same area.

IV. REMOTE SENSING

The NMDOT will conduct metal detection survey for all portions of the NMDOT right-of-way within the project area not covered by asphalt or concrete as indicated in Appendix E. The survey will be used to identify any potential subsurface cultural resources associated with the Glorieta Pass Battlefield NHL and LA 101135. A research design for conducting the survey will be provided to Signatories for review, comment, and final approval. The approved research design will then be submitted to the Cultural Property Review Committee (CPRC) as part of a Project-Specific Permit application. Once approved, the Project-Specific Permit will be executed within three months from date of issuance.

V. REPORTING

- A. The NMDOT will prepare a report that meets the state standards appropriate for the level of work; i.e. testing for nature and extent or data recovery. A preliminary report will be completed within 1 month from conclusion of fieldwork. The report will be submitted to the Signatories.
- B. The NMDOT will prepare a technical report that meets the state standards appropriate for the level of work; i.e. testing for nature and extent or data recovery. The NMDOT will submit the report to the Signatories, and any necessary revisions will be completed by the NMDOT.

Signatories will have 30 days for review and then a final draft will be prepared and submitted to Signatories.

- C. In the event that significant archaeological remains are encountered that yield information important to understanding history or prehistory, in addition to a technical report, the NMDOT will produce informational products for public consumption. The nature of these products will be developed in consultation with Signatories.

VI. DISCOVERY SITUATIONS

~~In the event that unanticipated discoveries are made or unanticipated project effects are identified~~ after the completion of the Section 106 process, the FHWA and NMDOT will make reasonable efforts to avoid, minimize or mitigate adverse effects by:

A. Discoveries:

The NMDOT will develop a monitoring and discovery plan in consultation with Signatories and include within the research design developed under Stipulation V This research plan will included within the actions covered in the Project-Specific Permit issued by the CPRC. Provisions of the plan will be applied to all previously unknown cultural resources found during metal detection survey or construction activities.

B. Unmarked Human Burials

If unmarked human burials are discovered during construction, the NMDOT will stop work in the immediate vicinity, will protect the remains, and notify the appropriate local law enforcement agency, the Office of the Medical Investigator, and SHPO within 48 hours. If the human burial can be avoided by construction it will be preserved in place. If the human burial cannot be avoided by construction, excavation will proceed in accordance with state regulation governing the removal of unmarked human burials (4.10.11 NMAC).

VII. CURATION

- A. The FHWA/NMDOT shall ensure that the consultant provides for all records and materials resulting from metal detection efforts to be curated in accordance with standards and guidelines generated by 36 CFR Part 79. Artifacts will be curated at the Museum of New Mexico/Museum of Indian Arts and Culture.
- B. The FHWA/NMDOT will insure that any burial or "human remains and associated funerary object, material objects or artifacts" will receive treatment and disposition in accordance with Section 18-6-11.2 of the Cultural Properties Act, NMSA 1978 and implementing regulation 4.10.11 NMAC, including consultation through HPD and the Department of Indian Affairs with the appropriate Indian tribes. All of these sensitive objects will be treated with dignity and respect and consideration for the specific cultural and religious traditions applicable until their analysis is complete and their disposition has occurred. The analysis of human remains and associated funeral objects will be non-destructive unless otherwise agreed to by the culturally affiliated tribe(s).

VIII. DISPUTE RESOLUTION

Should any Signatory to this agreement object, at any time, to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA/NMDOT shall consult with the objecting party(ies) to resolve the objection. If FHWA/NMDOT determines, within 30 days, that such objection(s) cannot be resolved, FHWA/NMDOT shall:

- A. Forward all documentation relevant to the dispute, including a recommended resolution, to the ACHP. The ACHP shall review and advise FHWA/NMDOT on the resolution of the dispute within 30 days of receiving adequate documentation. Any written comment provided by the ACHP, and all comments from the Signatories and concurring parties to the MOA, will be taken into account by FHWA/NMDOT in reaching a formal decision regarding the dispute.
- B. If the ACHP does not provide written comments regarding the dispute within the above 30-day period, FHWA/NMDOT may render a decision regarding the dispute. In reaching its decision, FHWA/NMDOT will take into account all written comments it received regarding the dispute from any Signatory or Concurring party. FHWA/NMDOT will notify all Signatories and Concurring parties in writing of its decision concerning any dispute processed in accordance with this stipulation at least 10 days before implementing such decision. FHWA/NMDOT decision will be final.
- C. During the pendency of any dispute and prior to the resolution of such dispute, FHWA/NMDOT shall continue to carry out all actions under this MOA that are not subject to or affected by the dispute.

X. AMENDMENTS

Any Signatory to the MOA may propose to FHWA/NMDOT that it be amended, whereupon the signatories will consult to consider such amendment. The amendment will be effective on the date a copy signed by all of the Signatories is filed with the ACHP.

XI. DURATION

This MOA shall be null and void if its terms are not completed within 5 years from the date of its execution, unless the Signatories agree in writing to an extension for carrying out its terms.

XII. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation IX, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

- A. Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either
 - 1. Execute an MOA pursuant to 36 CFR § 800.6 or

2. Request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

XIII. SCOPE OF AGREEMENT

- A. This MOA is limited in scope to the I-25 Cañoncito Interchange improvements, CN 5100160, and is entered into solely for that purpose, should the proposed project be approved by the FHWA/NMDOT.

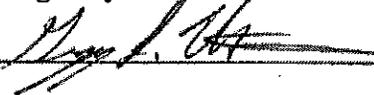
Execution of this MOA, its subsequent filing with the ACHP, and implementation of its terms, evidences that the FHWA/NMDOT has afforded the ACHP an opportunity to comment on the I-25 Cañoncito Interchange project (CN 5100160) and its effects on historic properties, and has, therefore, taken into account the effects of the Undertaking on historic properties.

MEMORANDUM OF AGREEMENT:

I-25 Cañoncito Interchange in Santa Fe County, New Mexico, Project and Control Number 5100160

Signatories

Federal Highway Administration

By:  Date: 28 AUG 13

Gregory Heitmann
Environmental Specialist

For: J. Don Martinez
Division Administrator

Advisory Council on Historic Preservation

By: _____ Date: _____

John M. Fowler
Executive Director

New Mexico State Historic Preservation Officer

By: _____ Date: _____

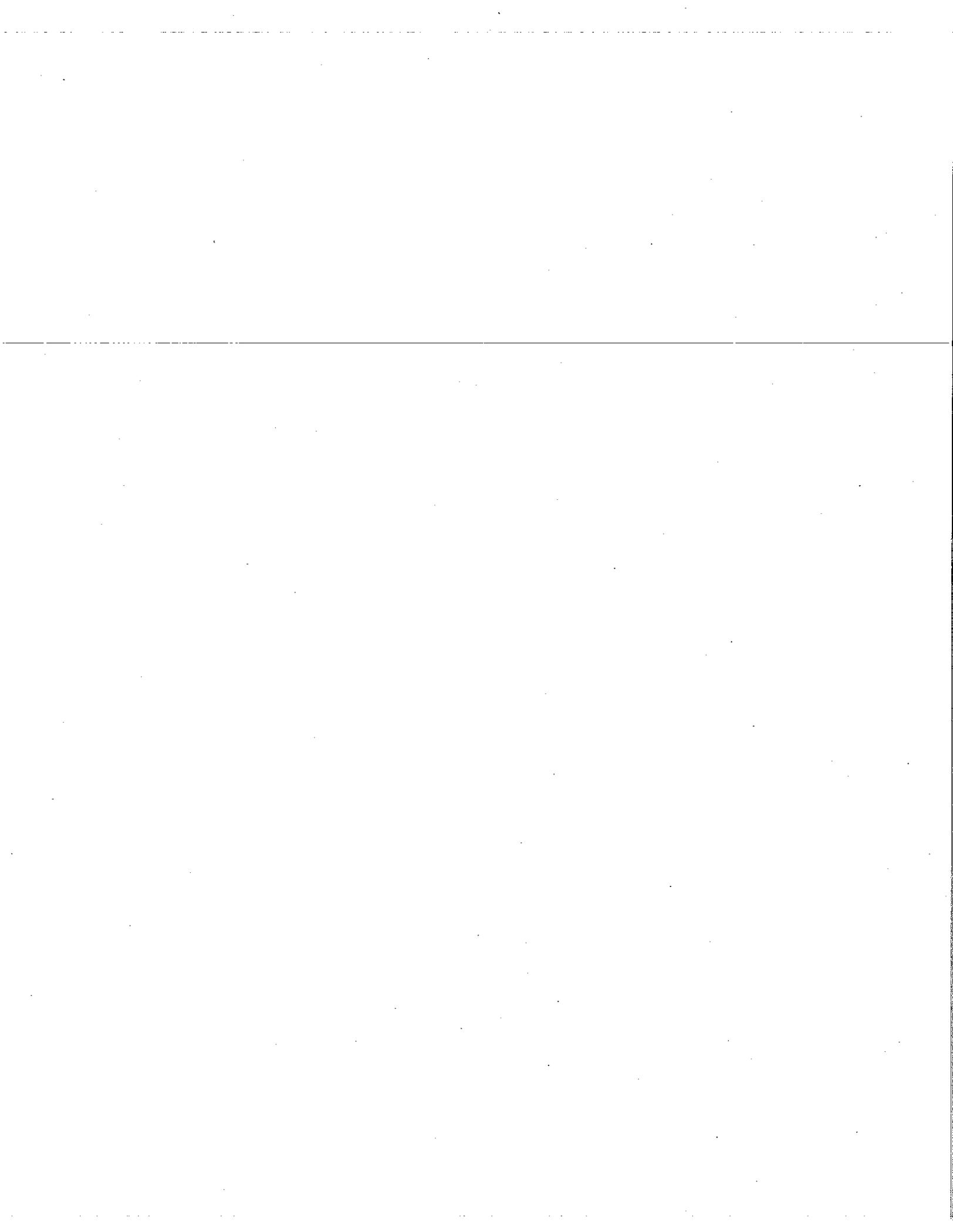
Jeff Pappas, Ph.D.
New Mexico State Historic Preservation Officer

New Mexico Department of Transportation

By: _____ Date: _____

Laurel T. Wallace
NMDOT Cultural Resources Coordinator

For: Tom Church
NMDOT Cabinet Secretary



MEMORANDUM OF AGREEMENT:

I-25 Cañoncito Interchange in Santa Fe County, New Mexico, Project and Control Number 5100160

Signatories

Federal Highway Administration

By: _____ Date: _____

Gregory Heitmann
Environmental Specialist

For: J. Don Martinez
Division Administrator

Advisory Council on Historic Preservation

By: _____ Date: _____

John M. Fowler
Executive Director

New Mexico State Historic Preservation Officer

By: _____ Date: _____

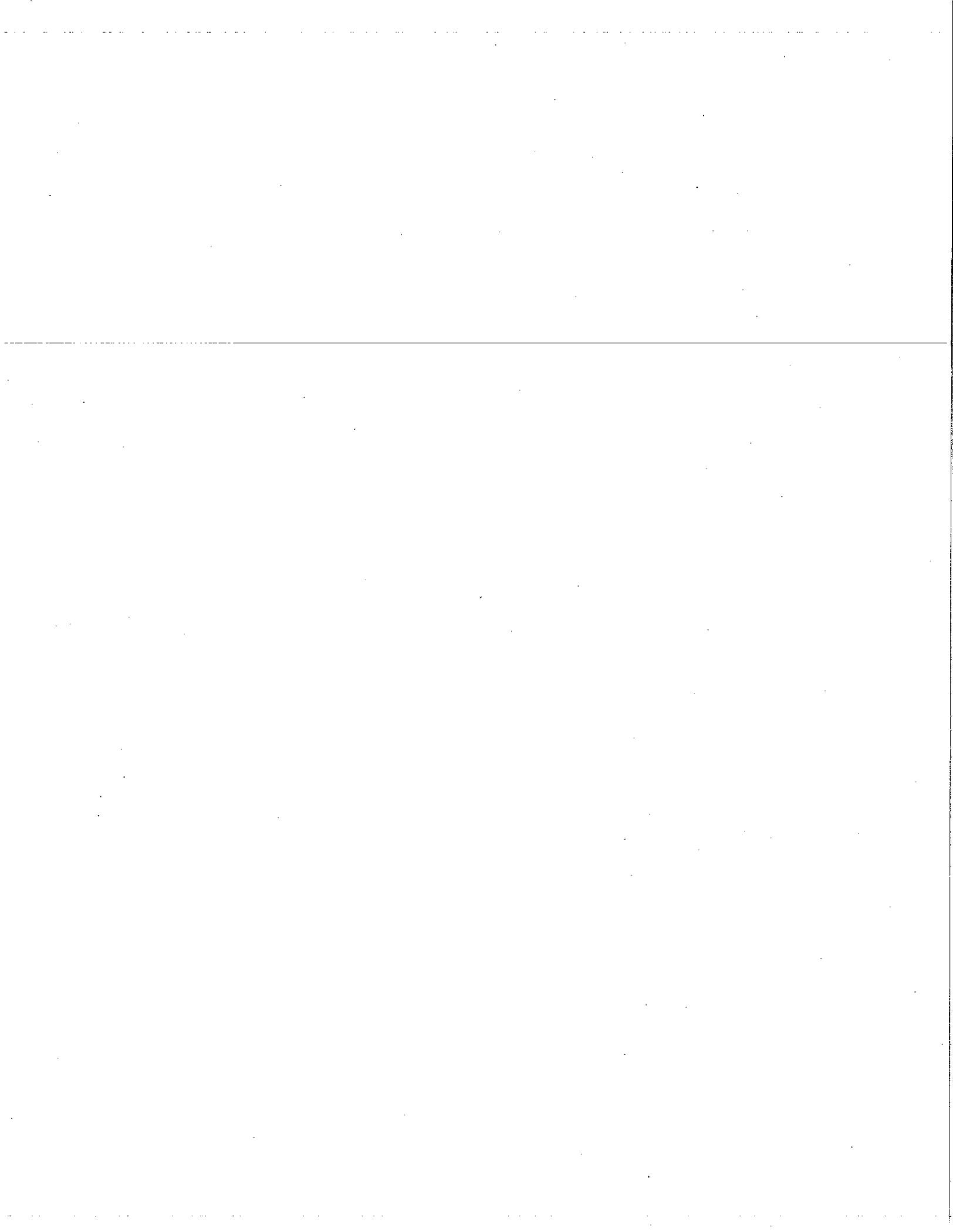
Jeff Pappas, Ph.D.
New Mexico State Historic Preservation Officer

New Mexico Department of Transportation

By: *Laurel T. Wallace* Date: 8/26/13

Laurel T. Wallace
NMDOT Cultural Resources Coordinator

For: Tom Church
NMDOT Cabinet Secretary



MEMORANDUM OF AGREEMENT:

I-25 Cañoncito Interchange in Santa Fe County, New Mexico, Project and Control Number 5100160

Signatories

Federal Highway Administration

By:  Date: 28 AUG 13

Gregory Heitmann
Environmental Specialist

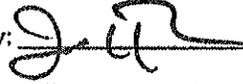
For: J. Don Martinez
Division Administrator

Advisory Council on Historic Preservation

By: _____ Date: _____

John M. Fowler
Executive Director

New Mexico State Historic Preservation Officer

By:  Date: 9/11/13

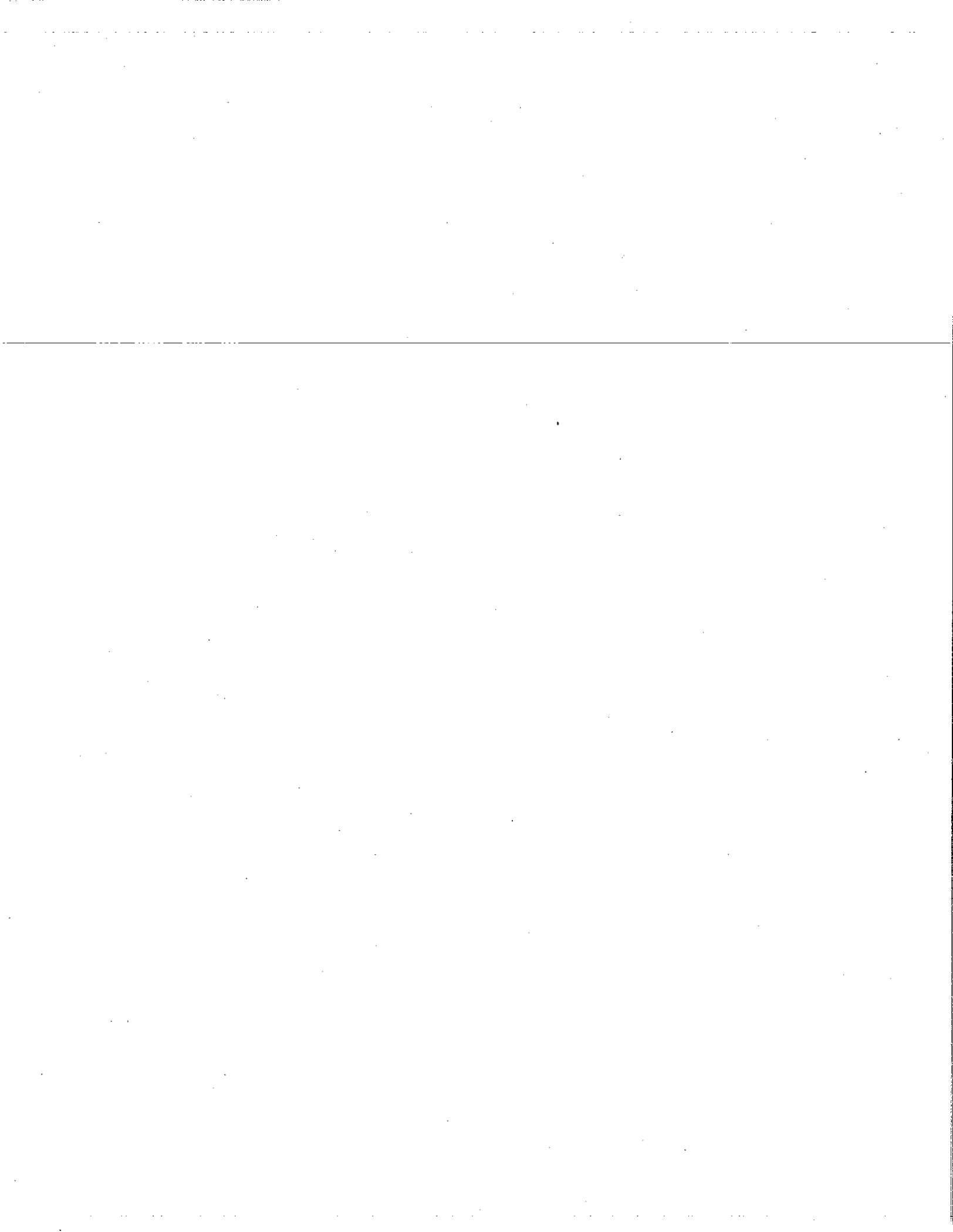
Jeff Pappas, Ph.D.
New Mexico State Historic Preservation Officer

New Mexico Department of Transportation

By: _____ Date: _____

Laurel T. Wallace
NMDOT Cultural Resources Coordinator

For: Tom Church
NMDOT Cabinet Secretary



MEMORANDUM OF AGREEMENT:

I-25 Cañoncito Interchange in Santa Fe County, New Mexico, Project and Control Number 5100160

Signatories

Federal Highway Administration

By: _____ Date: _____

Gregory Heitmann
Environmental Specialist

For: J. Don Martinez
Division Administrator

Advisory Council on Historic Preservation

By: John M. Fowler Date: 9/19/13

John M. Fowler
Executive Director

New Mexico State Historic Preservation Officer

By: _____ Date: _____

Jeff Pappas, Ph.D.
New Mexico State Historic Preservation Officer

New Mexico Department of Transportation

By: _____ Date: _____

Laurel T. Wallace
NMDOT Cultural Resources Coordinator

For: Tom Church
NMDOT Cabinet Secretary

MEMORANDUM OF AGREEMENT:

**I-25 Cañoncito Interchange in Santa Fe County, New Mexico, Project and
Control Number 5100160**

Concurring Parties:

National Park Service, Intermountain Region

By: _____

Date: _____

John Wessels
Director, Intermountain Region

MEMORANDUM OF AGREEMENT:

**I-25 Cañoncito Interchange in Santa Fe County, New Mexico, Project and
Control Number 5100160**

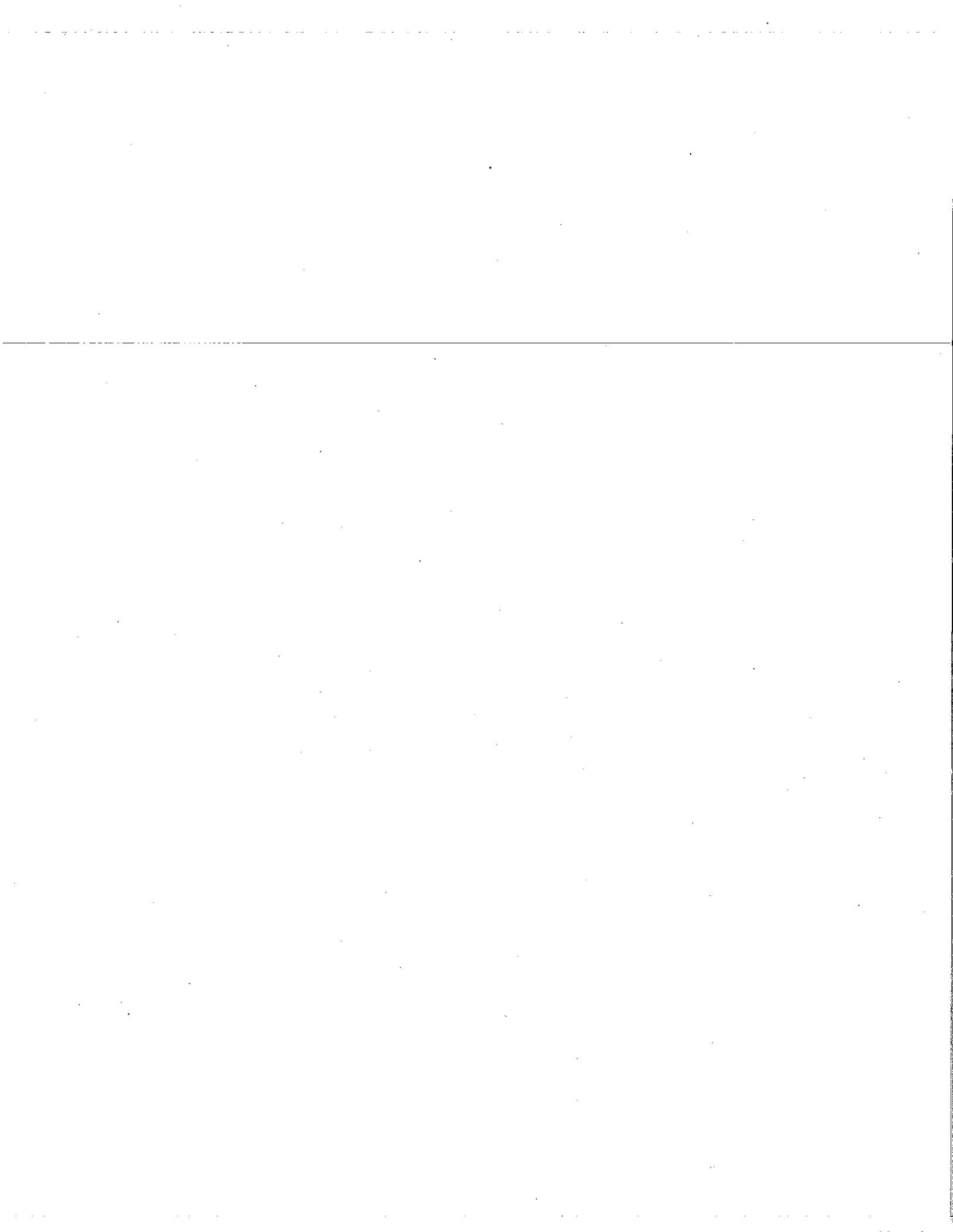
Concurring Parties:

National Park Service, Intermountain Region

By: _____

Date: _____

Laura E. Joss
Acting Regional Director, Intermountain Region



Appendix A: Areas of Potential Effects



Appendix A
CN 5100160
Project APE

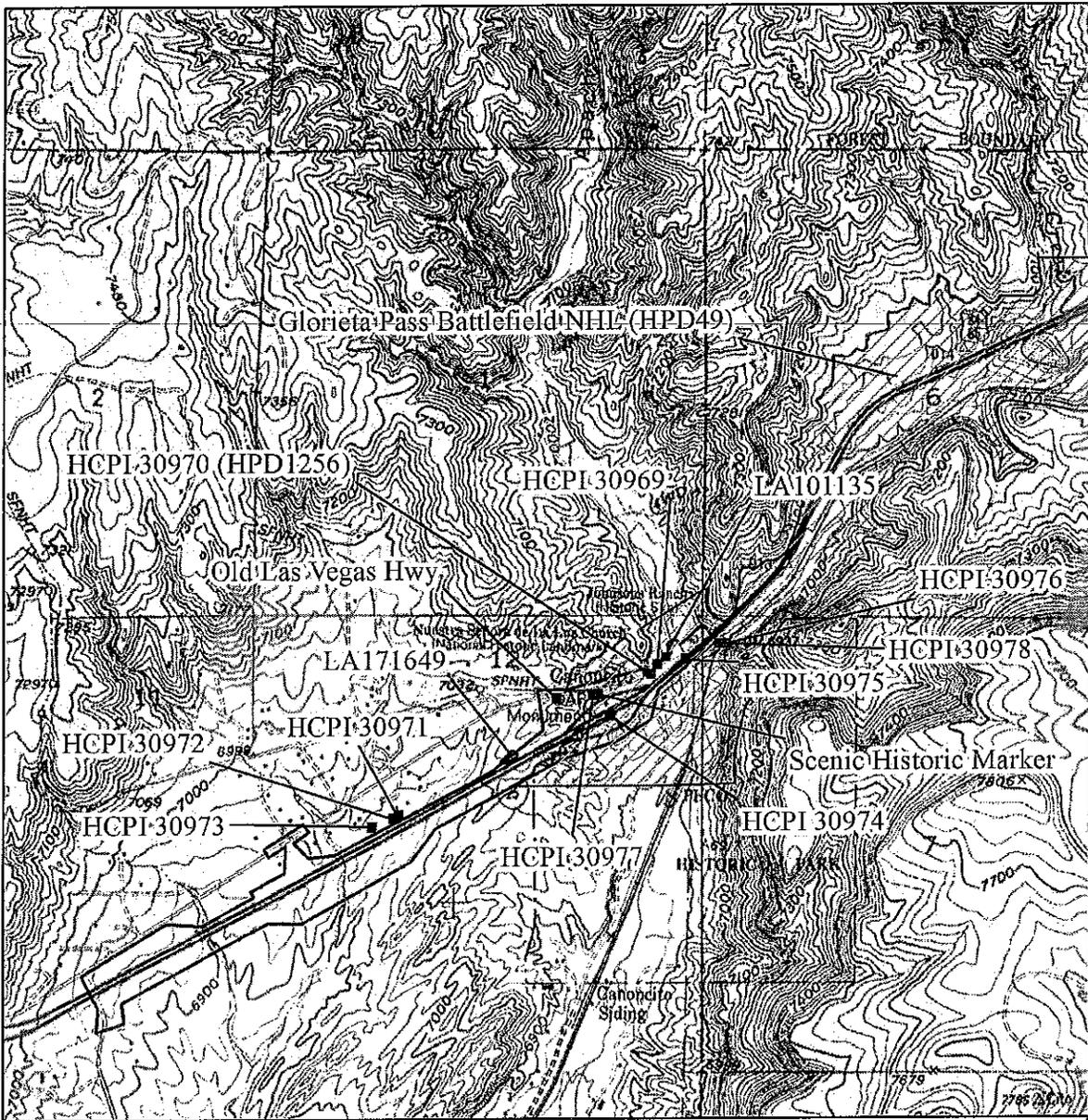
- TYPE**
- ▲ High potential site
 - △ Possible NEW KOP
 - ✕ Physical APE
- VALUE**
- Not Visible
 - ▨ Visible
 - Santa Fe Trail



Copyright © 2010 Na

AMNDOT

Appendix B: Location of Historic Properties



<p>Legend</p> <ul style="list-style-type: none"> Project Area Glorieta Pass Battlefield NHL Cultural Resources 	<p>0 0.25 0.5 1 Miles</p>	<p>1:24,000</p>
<p>Cultural Resources Location Map I-25 Canoncito Interchange Project Glorieta USGS 7.5 Minute Topographic Map Santa Fe County, NM</p>		

Appendix C: Determination of Project Effects



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:
HDA-NM ENV 2**

April 15, 2013

SUBJECT: NMDOT Project Number 5000160, CN 5100160

9/6/59

District 5, Cultural Resource Investigations

Dr. Jeff Pappas, NMSHPO
Historic Preservation Division
Department of Cultural Affairs
Bataan Memorial Building
407 Galisteo Street, 2nd Floor
Santa Fe, New Mexico 87501

RECEIVED
APR 16 2013
HISTORIC PRESERVATION DIVISION
HK Bob

Dear Dr. Pappas:

We are enclosing for your review and comment documents describing the efforts to identify and preserve historic properties that may be affected by the reconstruction of the Exit 294 along Interstate 25 in Santa Fé County. The New Mexico Department of Transportation (NMDOT) proposes to replace an existing concrete box culvert, which provides access to the interstate from Sleeping Dog Lane via ramps. The highway improvement project is part of the State Transportation Improvement Program and is federally funded. In accordance with 36 CFR Part 800.2(a)(3), NMDOT has prepared cultural resource documentation for the lead agency, the Federal Highway Administration (FHWA), for consultation with the New Mexico State Historic Preservation Officer, land managing agencies, and interested parties. This consultation is undertaken in order to meet requirements of Section 106 of the National Historic Preservation Act of 1966, as amended through 1992 (NRHP).

Planned actions that could affect historic properties include replacing the existing box culvert with two bridges and replacement of the interstate access ramps. Parsons Brinckerhoff has subjected the entire Construction Area of Potential Effect (APE) to an intensive historic property inventory effort and has considered the visual effects of the undertaking on historic properties present.

The survey identified the Glorieta Pass Battlefield NHL (HPD 49) and one previously recorded archaeological site as within the project area. The survey also recorded one newly recorded archaeological site, five historic buildings including the listed Nuestra Senora de Luz Church and Cemetery (HPD 1256), two historic culverts, one historic retaining wall, one historic railroad bridge, and two historic markers. Fifty-nine isolated occurrences (IOs) were also identified and recorded. The IOs consist primarily of historic cans as well as other historic artifacts and prehistoric flaked stone debitage and ceramics. The IOs lack the potential to contribute additional information important to history, nor do they qualify for listing on the National Register of Historic Places (NRHP) under any other criterion or consideration. They are not eligible for inclusion in the NRHP and no additional investigations are recommended for the IOs identified.

The Glorieta Pass Battlefield NHL (HPD 49) is listed in the NRHP for its national significance as a Civil War battlefield. The portion of the NHL in the vicinity of the project area contains the remains of

Johnson's Ranch (LA 101135) and the scene of Major Chivington's destruction of the Confederate supply train. The proposed undertaking will disturb a portion of the NHL within the existing NMDOT right-of-way and will alter the appearance of the interchange by extending fill slopes into previously undisturbed areas within the right-of-way. This may adversely affect the historic qualities of the battlefield should material remains of the battle be present. To mitigate these effects, the FHWA and NMDOT, in consultation with the National Park Service, have agreed to conduct remote sensing efforts in these areas prior to construction

The route of the Santa Fe National Historic Trail enters the project area and is overlain by several generations of highway projects beginning in 1924 with the construction of State Highway 1. This was eventually replaced by US Highway 84/85 with a major reconstruction in 1941. In 1957-8 the interstate was constructed across the route. As a consequence, no material remains of the trail were encountered. Because members of the public follow the route of the Santa Fe Trail we considered the effects of the project to the viewshed along the route and any effects on the ability to interpret the trail. Key observation points were acquired from the National Park Service Intermountain Region National Historic Trails Program and viewsheds from these points were calculated given current conditions and then compared to alterations from the reconstructed interchange. There are no significant alterations of the viewshed from points along the trail route. There will be the introduction of a retaining wall adjacent to the right-of-way along the southbound off ramp adjacent to the trail route where aesthetic treatments will be applied to mitigate adverse effects of its introduction into the landscape.

The previously recorded archaeological site, LA 101135, represents the remains of Johnson's Ranch and is a contributing element to the Glorieta Pass Battlefield NHL. Much of the project area is contained within the expanded boundary of this site. While the main building complex of the ranch is outside the project limits, a masonry dugout storage building and associated cedar-lined water well (HCPI 30972, HB 4) are present just south of the northbound onramp of the project area. Construction materials used in the construction of both the dugout and well are consistent with those documented for the Johnson Ranch residential building and is likely associated with the Ranch and Santa Fe Trail. We believe these to be contributing elements to these historic properties.

The newly recorded archaeological site, LA 171649, is a small prehistoric lithic artifact scatter. The site consists of 11 artifacts, including both local and nonlocal lithic materials. No evidence of buried cultural material or a paleosol was observed. Thus it appears that the site is a surface manifestation, with low probability of buried cultural materials. The recorded assemblage included no diagnostic artifacts, and the assemblage is unlikely to retain additional information to address regional research issues. Therefore, the site is recommended as not eligible for inclusion on the NRHP. No further investigations are recommended.

There are six historic buildings within the 100-foot APE for the project, including the NRHP-listed Nuestra Senora de Luz Church and Cemetery (HPD 1256). Four of the buildings consist of historic-age residences that have been extensively modified. These four buildings (HCPI 30969 and 30971-30973) are recommended not eligible for inclusion in the NRHP and no additional investigations are recommended. The remaining building is the masonry dugout mentioned above with its associated well and is considered a contributing element to the Johnson's Ranch property and Santa Fe National Historic Trail. Currently, the slope limits of construction end 10 feet from the edge of the well and 20 feet from the dugout. The existing slope limits of the constructed grade for the northbound on-ramp terminates approximately 20 feet from the well, thus, construction will bring the grade slope 10 feet closer to the well. The current slope is vegetated with primarily chamisa and other perennial shrubs with some perennial and annual grasses. The drainage bottom adjacent to the well and dugout contains Siberian elms. Construction activities will remove this vegetation for a period and the movement of the slope limits closer to the structural features will alter the associated setting, which will adversely affect the historic qualities of the property. While it must be noted that previous construction of the interstate produced the roadway grades bisecting the Johnsons Ranch property in the late 1950s, this project will

bring these slopes closer to the well and dugout. To mitigate these adverse effects we propose landscaping of the slopes to promote regrowth of native species, and aesthetic treatments to retaining walls.

The Nuestra Senora de Luz Church and Cemetery (HCPI 30972) is significant as an example of a rural parish church and for its architecture. Some trees on the south side of Old Las Vegas Highway across from the church will be removed to accommodate a 10-foot high retaining wall (includes 3-foot cast concrete barrier). The trees are Siberian elms that have grown up along the interstate and are not associated with the Church's historic period of significance. Further, the retaining wall will not change the vertical profile of I-25 as seen from the church. As the significance of the church is derived primarily from its historical associations and architecture, this visual change will not cause an adverse effect to the property. The project will monitor vibration during construction on the building and use low-vibratory equipment in the vicinity of the church during construction to protect the structure from vibratory impacts.

Two historic age culverts were identified and recorded. Structure #6063 (HCPI 30974) is a concrete box culvert that provides vehicle passage under I-25 at the Canoncito interchange. Structure #6064 (HCPI 30975) is a concrete box culvert that carries Apache Canyon under I-25 to its confluence with Galisteo Creek. Both culverts were constructed in 1958. Neither structure has any distinguishing engineering or design characteristics and are not recommended eligible for inclusion in the NRHP. No further investigations are recommended.

There is a historic steel plate half through girder railroad bridge (HCPI 30976) immediately adjacent to the southeast end of the project area. The bridge is on the route of the first railroad in New Mexico—the Atchison, Topeka, and Santa Fe Railroad (AT&SF RR) that passed through the Glorieta Pass area in late 1879 (Myrick 1990) and this appears to be an original bridge of that railroad. The arrival of the railroad in New Mexico was a watershed event in the state's history as an important mechanism that tied New Mexico to the national economy. As an element of the original AT&SF RR the bridge is recommended eligible to the NRHP under Criterion A for its association with the AT&SF Railroad. The bridge is outside of the I-25/Canoncito Interchange project area and there will be no effect (direct or indirect) on the bridge.

A historic masonry retaining wall (HCPI 30978) is located at the north end of the project area. The wall is approximately 50 to 60 feet long and sits above the north bank of Galisteo Creek and down slope of I-25. This portion of I-25 was constructed in 1958-1959, but the wall is associated with the construction of US 84/85 in 1941 as evidenced by As-Built design plans for Federal Aid Project 90-B(1). However, I-25 was built over the earlier US 84/85. This structure is recommended as having undetermined eligibility to the NRHP. The structure is located outside of the proposed construction area of the I-25/Canoncito Interchange project and there will be no effect to the resource.

The Old Las Vegas Highway was documented according to the guidelines for a minor NMDOT highway project. This section of the Old Las Vegas Highway was part of the pre-1937 alignment of historic U. S. Route 66. Typically, for minor projects, only an undetermined recommendation of eligibility is possible because the minor effects of the undertaking do not warrant the level of archival research effort required to make a definitive eligibility recommendation and determination. Therefore, the portion of Old Las Vegas Highway within the project area is found to have undetermined eligibility for inclusion in the NRHP. The Old Las Vegas Highway borders the southbound right of way for Interstate 25 and a retaining wall will be installed near the right of way edge which will affect the setting of the Pre-1937 alignment of historic Route 66. Current vegetation and invasive Siberian Elms will be removed and the retaining wall will be an intrusion into the historic landscape, which has already been compromised by the interstate grade and slopes. Aesthetic treatments will be applied to the retaining wall to mitigate these adverse effects.

There is a granite monument at the existing interchange that was placed by the Daughters of the American Revolution and the Territory of New Mexico in 1910 to mark the location of the Santa Fe Trail (HCPI 30977). However, it is unclear whether the marker is in its original location and may or may not mark the actual trail alignment. A major reason the marker was installed was to reflect the location of the Santa Fe Trail, thus integrity of location is a significant factor, and this aspect is unclear. However, another major reason that the marker was installed was as a commemoration of the association of pioneering women in the settlement of the west, and the marker still serves this function. Further research as to the significance of the marker would be necessary to make a determination of its eligibility. Therefore, the marker is recommended to have undetermined eligibility to the NRHP. The undertaking will not affect the marker as it is outside the construction limits.

The Official Scenic Historic Marker commemorates the military history of Canoncito at Apache Canyon. The Cultural Properties Review Committee (CRPC) (NMAC 4.10.6.8) must approve any removal (including temporary removal), renovation, or replacement of a marker. The undertaking will not affect the marker as it is outside the construction limits.

We have determined in consultation with the National Park Service, appropriate Indian tribes, and the public that the potential project effects upon historic properties include the following:

- No Project Effects-
 - Atchison, Topeka, and Santa Fe Railroad Bridge
 - A historic masonry retaining wall (HCPI 30978)
 - Santa Fé National Historic Trail
 - Daughters of the American Revolution and the Territory of New Mexico in 1910 Santa Fé Trail commemorative marker
 - Official Scenic Historic Marker
- No Adverse Project Effects-
 - Nuestra Senora de Luz Church and Cemetery
- Adverse Effects-
 - Glorieta Pass Battlefield NHL
 - LA 101135, Well and masonry dugout
 - Old Las Vegas Highway/Pre-1937 US 66/55
 - Santa Fe National Historic Trail

Proposed measures to mitigate adverse effects to historic properties will be described in a Memorandum of Agreement between consulting parties. We are requesting your comments and concurrence with our determinations of NRHP eligibility and project effects.

Please address any questions to Rick Wessel, NMDOT Cultural Resource Analyst at 505-827-0428 or Greg Heitmann, Federal Highway Administration, at 505-820-2027

Sincerely,



Gregory L. Heitmann
FHWA Environmental Specialist
Lead Agency



Laurel T. Wallace
NMDOT Cultural Resources
Program Manager

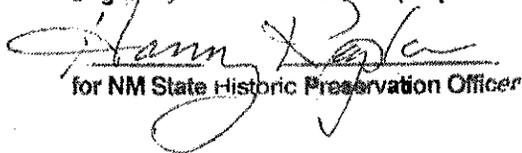
For: J. Don Martinez
FHWA Division Administrator

For: Tom Church
Interim NMDOT Cabinet Secretary

Enclosure

/rlw

Concur with recommendation of
eligibility and/or effects as proposed

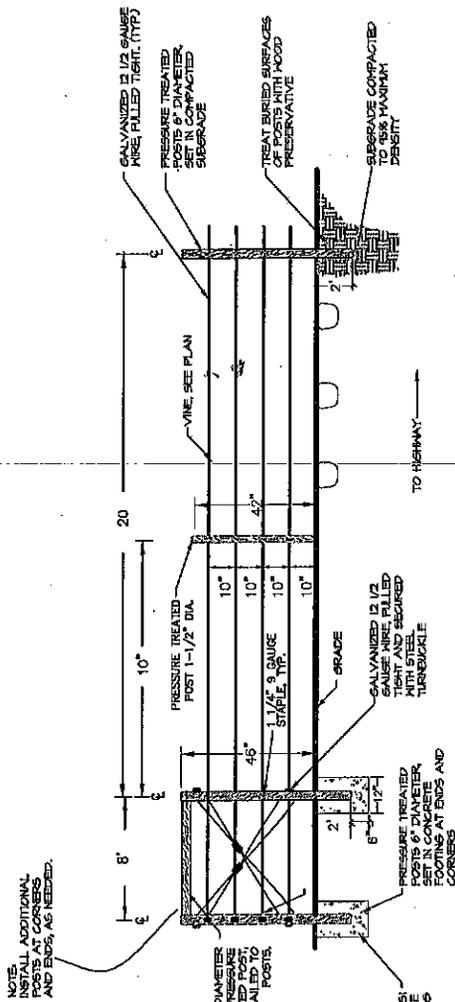


for NM State Historic Preservation Officer

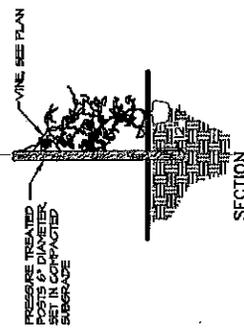
5.7.2013

We n

Appendix D: Aesthetic Treatments & Landscaping Plan

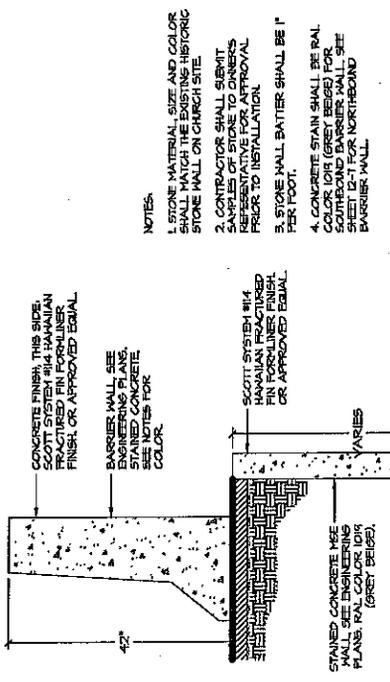


ELEVATION



SECTION

ⓑ HIGH TENSILE WIRE FENCE



Ⓐ SEAT WALL SECTION

121 TIERRAS ST. NE, SUITE 3100
 ALBUQUERQUE, NM 87110
 PHONE: 505-822-8200
 FAX: 505-822-8282
 E-MAIL: info@sites-sw.com
 WEB: www.sites-sw.com

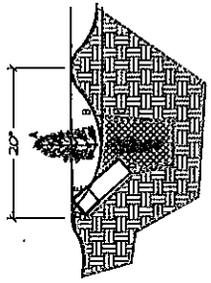
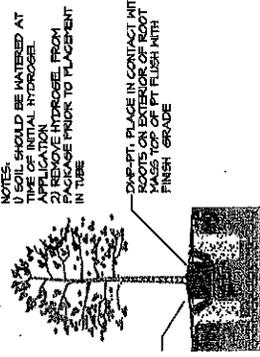
SITES
 PLANNING
 LANDSCAPE ARCHITECTURE
 MARKET ANALYSIS

NO.	DESCRIPTION	DATE
1	ISSUE PLAN SET	8/12/13 VT
2	REVISIONS (OR CHANGE NOTICES)	

NEW MEXICO DEPARTMENT
 OF TRANSPORTATION
 I-25 AND CANONCITO
LANDSCAPE DETAILS

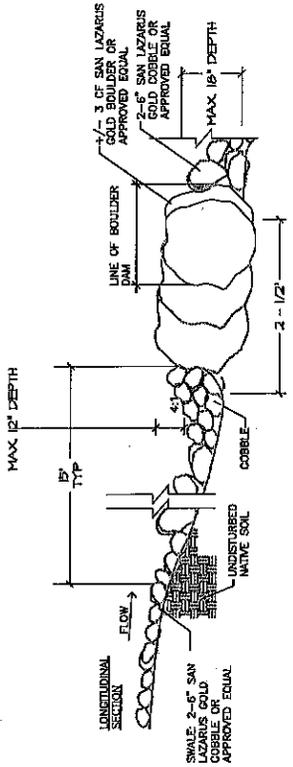
- GENERAL NOTES:**
- A. SHRUB/TREE: SEE PLANT LIST.
 - B. INDIVIDUAL MATINGS BEGIN. SEE PLANTING DETAILS. CHIT DOWN IN DEPRESSION AREAS.
 - C. BACKFILL IN AMENDED SOIL
 - D. INSTALL AS PER MANUFACTURERS INSTRUCTIONS AND PLACE AS CLOSE AS POSSIBLE TO MIDPOINT OF ROOT DEPTH
 - E. HYDRATE GEL PACS AND PREPARED TUBE (OR APPROVED EQUAL) BURIED AND NOT TO PROTRUDE ABOVE FINISHED GRADE MORE THAN 1/2"
 - F. HYDRATE (OR APPROVED EQUAL) QUANTITIES PER SIZE SPECIFIED ON THE PLANS.

- CONTRACTOR SHALL INSTALL EACH HYDRO GEL PRODUCT SO THAT THE GEL IS IN DIRECT CONTACT WITH THE ROOT BALL.
- CONTRACTOR SHALL USE 90 DAY PRODUCT UNLESS OTHERWISE NOTED ON THE PLANS.
- AFTER INITIAL INSTALLATION, THE CONTRACTOR SHALL REPLACE PACKS AS FOLLOWS (THESE PACKS ARE BASED UPON NATURAL, NON-POLYMER PRODUCTS):
 - REPLACE 90 DAY PRODUCT ONCE AFTER INITIAL PLANTING. HAND WATER PLANTS (AS SPECIFIED FOR INITIAL INSTALLATION) IMMEDIATELY AFTER OCCURS EVERY 40 DAYS BETWEEN FEBRUARY TO APRIL-NOVEMBER, OR FIRST FREEZE.
 - REPLACEMENT OF PRODUCT DURING WINTER MONTHS SHALL BE LIMITED TO 10% OF THE PRODUCT PACKS AFTER 90 DAYS TO DETERMINE BEST TIME FOR RE-APPLICATION. ADDITIONAL MATINGS PROVIDED AS PER MANUFACTURERS INSTRUCTIONS.
 - HYDRATE SHALL BE APPLIED TO PLANTS AS FOLLOWS:
 - ** 2 PACKETS FOR EACH SHRUB INSTALLATION.
 - ** 4 PACKETS FOR EACH TREE INSTALLATION.



HYDROGEL INSTALLATION

NOT TO SCALE



BOULDER CHECK DAM

NOT TO SCALE



 LANDSCAPE ARCHITECTURE
 MARKET ANALYSIS

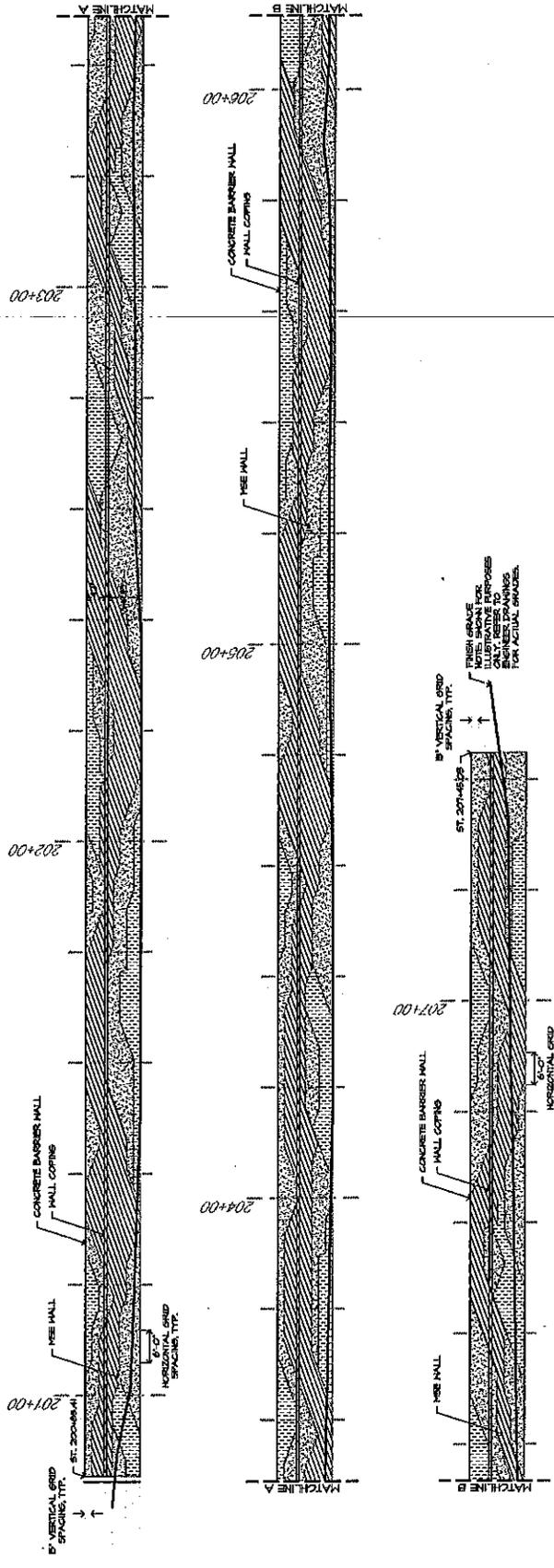
121 THERAS ST NE, SUITE 3100
 ALBUQUERQUE, NM 87110
 PHONE: 505-822-8200
 FAX: 505-822-8282
 E-MAIL: info@sites-sw.com
 WEB: www.sites-sw.com

NO.	REVISION (OR CHANGE NOTICES)	DATE	BY
1			
2			
3			
4			
5			
6			

NEW MEXICO DEPARTMENT
 OF TRANSPORTATION
 I-25 AND CANONCITO

LANDSCAPE DETAILS

PLAN DRAWING SCALE: AS NOTED
 NEW MEXICO PROJECT NO. _____
 DRAWING NUMBER _____



WALL ELEVATION

MATERIAL LEGEND:

- SCOTT SYSTEM #160 ROCKY MOUNTAIN FLAINTONE FOR LINER FINISH, OR APPROVED EQUAL CONCRETE STAIN COLOR RAL 1014, GREY BEIGE
- SCOTT SYSTEM #175 OREGON BASALT FOR LINER FINISH, OR APPROVED EQUAL ANGLE OF PATTERN SHALL BE ROTATED 20 DEGREES FROM HORIZONTAL. CONCRETE STAIN COLORS RAL 1001, BEIGE
- SCOTT SYSTEM #114 HAWAIIAN FRACTURED FIN FOR LINER FINISH, OR APPROVED EQUAL CONCRETE STAIN COLOR RAL 1014, IVORY

GENERAL NOTES:

1. REFER TO CIVIL DRAWINGS FOR WALL CONSTRUCTION.
2. CONCRETE STAIN SHALL BE APPLIED TO ALL CONCRETE BARRIER WALL MULL COPINGS AND MULL FACES. STAIN SHALL BE APPLIED MINIMUM 6" BEYOND FINISH GRADE.
3. WALL LAYOUT AS SHOWN DOES NOT REFLECT ACTUAL ELEVATION CHANGES IN WALL PROFILE. CONTRACTOR SHALL ADJUST STAINING LAYOUT IN THE FIELD TO ACCOMMODATE ANY DISCREPANCIES.
4. CONTRACTOR SHALL BLEND AND/OR OVERLAP STAIN COLORS WHERE TWO COLORS MEET SO AS TO AVOID HARD DELINEATION DURING STAIN APPLICATION. ALL STAINS SHALL BE APPLIED PER MANUFACTURER'S RECOMMENDATIONS.



121 TIERES ST NE, SUITE 3100
 ALBUQUERQUE, NM 87110
 PHONE: 505-822-8200
 FAX: 505-822-8282
 E-MAIL: info@sites-sw.com
 WEB: www.sites-sw.com

SITES
 PLANNING
 LANDSCAPE ARCHITECTURE
 MARKET ANALYSIS

NO.	DESCRIPTION	DATE
1	ISSUE PLAN SET	8-2-2013
2	REVISIONS (OR CHANGE NO.)	

NEW MEXICO DEPARTMENT
 OF TRANSPORTATION
 I-25 AND CANONCITO
**WALL AESTHETICS
 ELEVATIONS**

Appendix E: Metal Detection Areas

Appendix E
CN 5100160
Metal Detection
Survey Area

- X--- NMDOT ROW
- Metal Detection
- == RT_66
- Santa Fe Trail

