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## **Appendix B**

### **Public and Agency Involvement/ Public Comments**

- **Project Announcements and Media**
    - **BLM Interested Party Letter**
  - **County and BLM Website Screenshots**
  - **FHWA and BLM Public Open House Materials**
    - **Public Open House Meeting Boards**
    - **Public Open House Presentation**
    - **Public Open House Comment Sheet**
      - **Tribal Coordination Letters**
  - **New Mexico SHPO Correspondence**
    - **Open House Public Comments**
      - **EA Public Comments**
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## **Project Announcements and Media**

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# Doña Ana County

## ROAD IMPROVEMENTS FOCUS OF PUBLIC MEETING

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2014-09-29 13:54

Doña Ana County District 3 Commissioner Benjamin Rawson, along with several Doña Ana County staff members, will host a public meeting to discuss proposed roadway improvements along Baylor Canyon Road and Dripping Springs Road.

Representatives with the Bureau of Land Management will also be at the meeting to provide preliminary information on the project, and to answer questions from the public.

The meeting will take place Tuesday, Oct. 14, 2014 from 6 to 7 p.m. at the Organ Fire Station, 5816 Third Street in Organ.

With sufficient notice, a translator will be provided for non-English speaking residents. Anyone requiring translation, auxiliary aids or services for this meeting can contact Angie Guerrero at (575) 525-6180 or via email to [angieg@donaanacounty.org](mailto:angieg@donaanacounty.org).

Anyone unable to attend the meeting can submit written comments to the email address above, or via regular mail to the Doña Ana County Government Center, attention Angie Guerrero, 845 N. Motel Boulevard, Las Cruces, NM 88007.

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# Road meeting to focus on upgrades to Baylor Canyon, Dripping Springs

— *Sun-News report*

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POSTED: 09/29/2014 02:05:33 PM MDT

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**LAS CRUCES** >> Doña Ana County District 3 Commissioner Benjamin Rawson, along with several Doña Ana County staff members, will host a public meeting to discuss proposed roadway improvements along Baylor Canyon Road and Dripping Springs Road.

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Anyone unable to attend the meeting can submit written comments to the email address above, or via regular mail to the Doña Ana County Government Center, attention Angie Guerrero, 845 N. Motel Boulevard, Las Cruces, NM 88007.

# BLM seeks input for proposed rights-of-way

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Filed Under: [second front](#)

Published November 21, 2014 | by mngiadmin |

BLM Seeks Public Input on Proposed Rights-of-Way Applications for Improvements to Dripping Springs and Baylor Canyon Roads

Las Cruces, NM – The Bureau of Land Management (BLM) is seeking comments on a proposed environmental assessment (EA) for Doña Ana County’s rights-of-way application to upgrade and realign portions of Dripping Springs Road and Baylor Canyon Road. The roads are located east of Las Cruces, New Mexico near the Organ Mountains and would involve 4.9 miles of roadway improvements.

In order to comply with the National Environmental Policy Act (NEPA), the BLM will analyze environmental impacts of the proposed road improvements in an EA. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment.

Improvements proposed include roadway paving, drainage improvements, and where possible, straightening curves. Also proposed is realignment of curves at a windmill location along Baylor Canyon Road and at the intersection of Dripping Springs and Baylor Canyon Roads. The new roads would be constructed for all-weather/year-round use, and would have two 12-foot driving lanes with 4-foot shoulders. The proposed project is tentatively scheduled to begin in January 2016.

Two Federal agencies are participating in the NEPA process. While the BLM is considering a proposal to authorize the road improvements, and the Federal Highway Administration (FHWA) would authorize the expenditure of the funding for the road improvements. The funding is provided from FHWA’s Federal Lands Access Program, which funds work on public roadways located on, or provide access to, Federal lands.

Public comment will be accepted until December 4, 2015. Comments can be mailed to the BLM Las Cruces District Office, Attention: Frances Martinez, 1800 Marquess Street, Las Cruces, NM

The BLM manages more than 245 million acres of public land, the most of any Federal agency. This land, known as the National System of Public Lands, is primarily located in 12 Western states, including Alaska. The BLM also administers 700 million acres of sub-surface mineral estate throughout the nation. The BLM's mission is to manage and conserve the public lands for the use and enjoyment of present and future generations under our mandate of multiple-use and sustained yield. In Fiscal Year 2013, the BLM generated \$4.7 billion in receipts from public lands.

**Release Date:** 11/05/14**Contacts:** Frances Martinez, 575-525-4385

## **BLM Seeks Public Input on Proposed Rights-of-Way Applications for Improvements to Dripping Springs and Baylor Canyon Roads**

Las Cruces, NM – The Bureau of Land Management (BLM) is seeking comments on a proposed environmental assessment (EA) for Doña Ana County's rights-of-way application to upgrade and realign portions of Dripping Springs Road and Baylor Canyon Road. The roads are located east of Las Cruces, New Mexico near the Organ Mountains and would involve 4.9 miles of roadway improvements.

In order to comply with the National Environmental Policy Act (NEPA), the BLM will analyze environmental impacts of the proposed road improvements in an EA. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment.

Improvements proposed include roadway paving, drainage improvements, and where possible, straightening curves. Also proposed is realignment of curves at a windmill location along Baylor Canyon Road and at the intersection of Dripping Springs and Baylor Canyon Roads. The new roads would be constructed for all-weather/year-round use, and would have two 12-foot driving lanes with 4-foot shoulders. The proposed project is tentatively scheduled to begin in January 2016.

Two Federal agencies are participating in the NEPA process. While the BLM is considering a proposal to authorize the road improvements, and the Federal Highway Administration (FHWA) would authorize the expenditure of the funding for the road improvements. The funding is provided from FHWA's Federal Lands Access Program, which funds work on public roadways located on, or provide access to, Federal lands.

Public comment will be accepted until December 4, 2015. Comments can be mailed to the BLM Las Cruces District Office, Attention: Frances Martinez, 1800 Marquess Street, Las Cruces, NM 88005 or emailed to [blm\\_nm\\_lcdco\\_comments@blm.gov](mailto:blm_nm_lcdco_comments@blm.gov). Project information is available on the Las Cruces District website at [www.blm.gov/nm/lascruces](http://www.blm.gov/nm/lascruces).

The BLM manages more than 245 million acres of public land, the most of any Federal agency. This land, known as the National System of Public Lands, is primarily located in 12 Western states, including Alaska. The BLM also administers 700 million acres of sub-surface mineral estate throughout the nation. The BLM's mission is to manage and conserve the public lands for the use and enjoyment of present and future generations under our mandate of multiple-use and sustained yield. In Fiscal Year 2013, the BLM generated \$4.7 billion in receipts from public lands.

--BLM--

Last updated: 11-05-2014



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**BLM Interested Party Letter**

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# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Las Cruces District Office  
1800 Marquess Street  
Las Cruces, New Mexico 88005  
www.blm.gov/nm



In Reply Refer To:

NMNM 066392  
NMNM 131088  
2800 (L0310)

OCT 10 2014

Dear Interested Party:

The Bureau of Land Management (BLM) has received two separate applications from Doña Ana County to amend their rights-of-way for improvements to Dripping Springs Road (BLM Serial Number NMNM 066392) and Baylor Canyon Road (BLM Serial Number NMNM 131088) located east of Las Cruces, New Mexico in Doña Ana County. The Federal Highway Administration (FHWA), Central Federal Lands Highway Division, in cooperation with Doña Ana County, is proposing improvements to the roads funded by the Federal Lands Access Program.

Approximately 4.9 miles of combined roadway improvements are proposed, including paving, drainage improvements, and where possible, straightening curves. Also proposed is realignment of curves at a windmill location along Baylor Canyon Road and at the intersection of Dripping Springs and Baylor Canyon Roads. The new roads would be constructed for all-weather/year-round use, and would have two 12-foot driving lanes with 4-foot shoulders. The project is currently scheduled for construction from January 2016 through August 2016.

The proposed project is located on land administered by the BLM as follows (see enclosed map):

New Mexico Principal Meridian, New Mexico

T. 22 S., R. 3 E.,

sec. 27, SE1/4SE1/4SE1/4;

sec. 34, E1/2NE1/4NE1/4, E1/2SE1/4NE1/4, E1/2NE1/4SE1/4, E1/2SE1/4SE1/4.

T. 23 S., R. 3 E.,

sec. 3, lot 1, E1/2SW1/4NE1/4, N1/2SE1/4NE1/4, E1/2SE1/4SW1/4, SW1/4SE1/4SW1/4,  
E1/2NW1/4SE1/4, N1/2SW1/4SE1/4;

sec. 9, S1/2SE1/4SW1/4, NE1/4SE1/4, SE1/4NW1/4SE1/4, N1/2SW1/4SE1/4,  
SW1/4SW1/4SE1/4;

sec. 10, W1/2NE1/4NW1/4, SE1/4NE1/4NW1/4, E1/2SW1/4NW1/4, SW1/4SW1/4NW1/4,  
NW1/4SE1/4NW1/4, NW1/4NW1/4SW1/4;

sec. 16, NW1/4NE1/4NW1/4, NW1/4NW1/4.

Doña Ana County has organized the following two public input meetings regarding the proposed improvements to Dripping Springs and Baylor Canyon Roads:

**Tuesday, October 14, 2014**

A public meeting on this project will be held at 6 p.m. at the Organ Fire Station, 5816 Third St., Organ, New Mexico. Doña Ana County and BLM staff will be available at this meeting to gather questions and comments from the public. Any general questions will be answered by available staff, but more specific engineering/design questions will be addressed by FHWA and HDR, the Engineering consultants hired to design the project, at the Public Open House and Presentation.

**Tuesday, October 21, 2014**

A Public Open House and Presentation on this project will be held from 6 p.m. to 8 p.m. at the New Mexico Farm & Ranch Heritage Museum Theatre, 4100 Dripping Springs Road. Staff from FHWA, BLM, Doña Ana County and HDR will be available. The presentation will begin at 6:30 p.m., followed by a question and answer session.

Please provide the BLM with any comments or recommendations on the proposed project no later than November 20, 2014.

Comments should be addressed to:

Bureau of Land Management  
Las Cruces District  
Attention: Frances Martinez  
1800 Marquess St.  
Las Cruces, NM 88005

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

If you have any questions or require further information, please contact Frances Martinez, Realty Specialist, at (575) 525-4385.

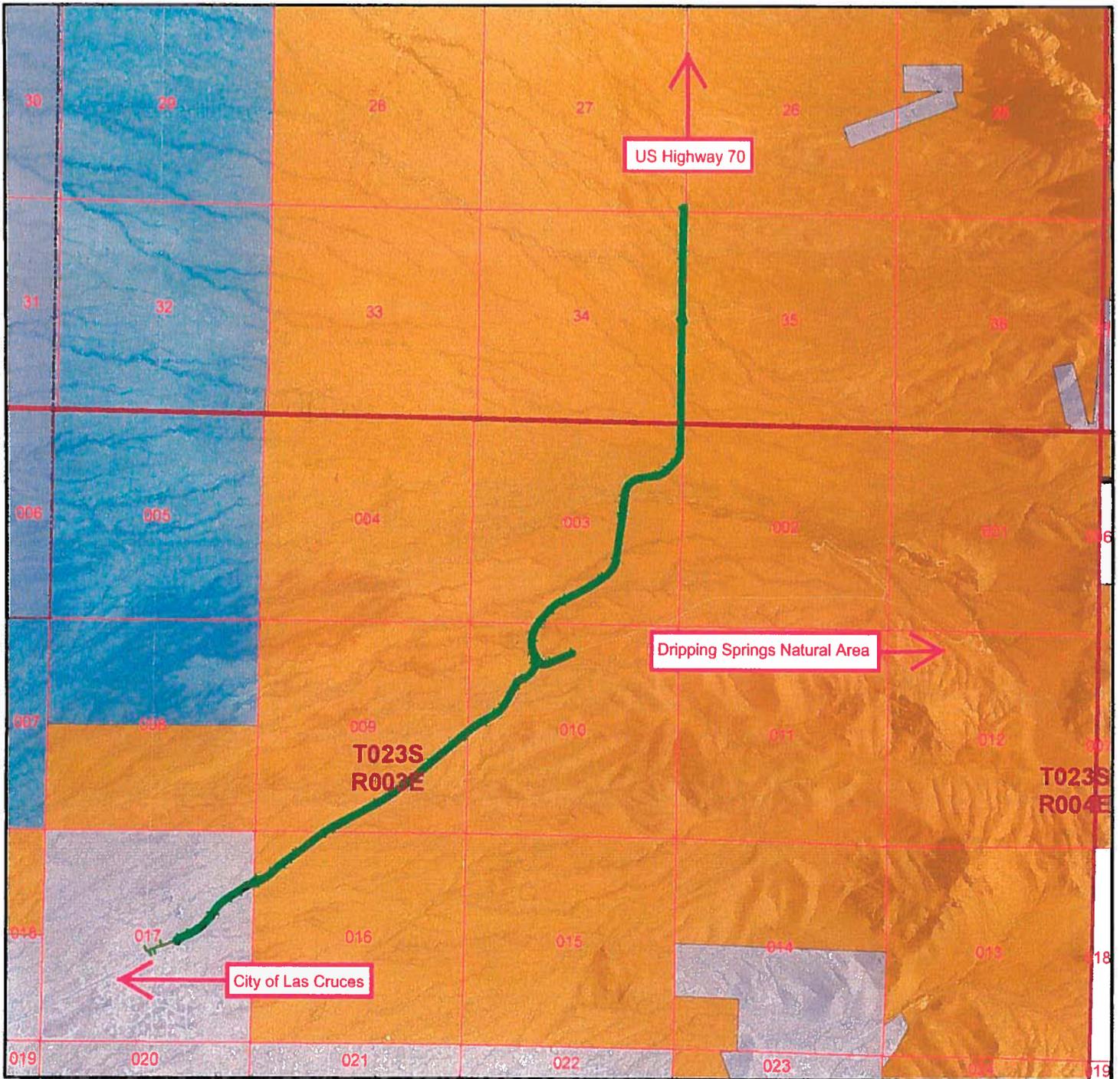
Sincerely,



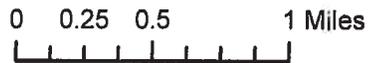
for:

Douglas N. Haywood  
Acting Supervisory Lands and Minerals  
Division of Multi-Resources

1 Enclosure



NMNM 066392  
 NMNM 131088  
 OCTOBER 2014



**Legend**

- Alignment
- Surface Ownership**
- Surface Ownership**
- Bureau of Land Management
- Private
- State

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data, or for purposes not intended by the BLM. Spatial information may not meet National Map Accuracy Standards. This information is subject to change without notification.



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**County and BLM Website Screenshots**

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# Doña Ana County

## Baylor Canyon/Dripping Springs construction project

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Engineering thanks you for visiting the website, and for your interest in the proposed Baylor Canyon and Dripping Springs Road Improvement project. Attached are **the New Mexico Federal Land Access Program** application, scoping report and presentation documents for review. If you wish to make a comment please print and fill out a copy of the comment form provided. The deadline for additional comments is November 20, 2014 at 5:00pm.

1. [Comment Form](#)
2. [Baylor Canyon & Dripping Springs Road Open House](#)
3. [BAYLOR CANYON AND RIPPING SPRINGS ROADWAY IMPROVEMENT PROJECT \(PowerPoint Presentation\)](#)
4. [CENTRAL FEDERAL LANDS HIGHWAY DIVISION INITIAL SCOPING SUMMARY](#)
5. [Federal Lands Access Program Scoping Report](#)
6. [Dona Ana County FLAP Application Cover Letter](#)
7. [Dona Ana County FLAP New Mexico Access Program Project Application](#)
8. [Organ Mountains Wilderness Study Area](#)
9. [Organ Needles Wilderness Study Area](#)
10. [Dripping Springs/Baylor Canyon Road Improvements Match/Funding Need Analysisf](#)
11. [Letter of Support From Friends of the Organ Mountains- Desert Peaks](#)
12. [SFC Substitute for SB60 and HB337](#)
13. [Combined Project Estimate for Dripping Springs Road Phase](#)
14. [2013 Federal Land Access Program Project Map](#)
15. [Benefit Cost Analysis](#)
16. [BLM Endorsement Letter](#)

Return via email or to the following address:

FOR ADDITIONAL INFORMATION, CONTACT:

Frances Martinez, Realty Specialist

BLM Las Cruces District Office

1800 Marquess Street

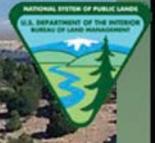
Las Cruces, NM 88005

575-525-4300

Email: [fmartine@blm.gov](mailto:fmartine@blm.gov)



New Mexico  
Oklahoma-Texas-Kansas

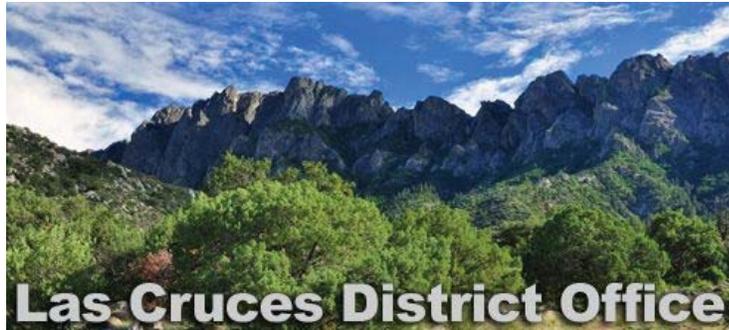
  

BLM>New Mexico>Las Cruces District Office

Print Page

## New Mexico

- + What We Do
- + Visit Us
- + Information Center
- + Get Involved
- + Field Offices
- + Contact Us



## In the Spotlight

### Right-of-Way Application for Dripping Springs Road and Baylor Canyon Road Improvements

- Dear Interested Party Letter
- Map

### Environmental Assessment: City of Las Cruces East Mesa Public Safety Complex and Recreation Area

- EA: DOI-BLM-NM-L000-2014-0019-EA
- Appendices
- Site Development Map

### Temporary Closure of Public Land to Recreational Target Shooting Near the Prehistoric Trackways National Monument in Dona Ana County

- Federal Register Notice
- Map

### Interim Management Policies and Procedures with Regard to the Management of Those Caves Having Significant Bat Roosts through the Issuance of Special Recreation Permits

### President Obama Designates the Organ Mountains-Desert Peaks National Monument

- Organ Mountains-Desert Peaks National Monument
- White House Press Release

### Truth or Consequences Landfill Transfer - Recreation and Public Purposes Act

- Dear Interested Public Letter
- Environmental Assessment
  - Appendices

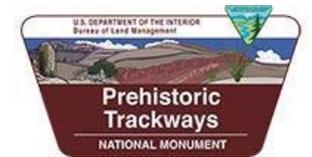
### Prehistoric Trackways National Monument Resource Management Plan

## Planning / NEPA

- Las Cruces District Office Planning
- Las Cruces District Office NEPA

## Oil and Gas

- 30- Day Notice of Staking and Application for Permit to Drill (APD) Filed on Federal Leases
  - Mixen 17 Federal #1
  - Bennett Ranch Unit #3
- Environmental Assessment for an Application for Permit to Drill (APD) on Bennett Ranch Unit No. 6



## Recreation Sites

### Organ Mountains-Desert Peaks National Monument

- Aguirre Spring Campground
- Dripping Springs
- Kilbourne Hole Volcanic Crater
- Picacho Peak Recreation Area
- Sierra Vista Trail
- Soledad Canyon
- La Cueva

### Aden Hills OHV Area

### Gila Lower Box Canyon

### Lake Valley Backcountry Byway

### Lake Valley Historic Townsite

### McGregor Range

### Prehistoric Trackways National Monument

### Red Sands OHV Area

### Robledo Mountains OHV Trail System

### Three Rivers Petroglyphs

### Tortugas Mountain Recreation Area

## Contact

Las Cruces District Office  
Bureau of Land Management  
1800 Marquess Street  
Las Cruces, NM 88005-3370

(575) 525-4300  
(575) 525-4412 FAX



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**FHWA and BLM Public Open House Materials**

- **Meeting Boards**
  - **Presentation**
  - **Comment Sheet**
  - **Sign-in Sheets**
-



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**Public Open House Meeting Boards**

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# Baylor Canyon & Dripping Springs Road Open House

Baylor Canyon and Dripping Springs

Roadway Improvement Project

## Welcome!

October 21<sup>st</sup>, 2014  
New Mexico Farm and Ranch Heritage Museum  
4100 Dripping Spring Road, Las Cruces, NM

This project is a collaborative effort between the Federal Highway Administration, Doña Ana County, and Bureau of Land Management



# New Mexico Federal Land Access Program Overview & Project Schedule

Baylor Canyon and Dripping Springs

Roadway Improvement Project

- The goal of the program is to improve transportation facilities that access federal lands
- FHWA and local communities collaborate throughout project development
- Federal and Local Match
  - Federal Government: ~85%
  - Doña Ana County: ~15%
- Project Schedule
  - FLAP application - May 2013
  - Initial scoping trip - Sept 2014
  - Environmental process - complete early 2015
  - Design - 2015
  - Construction - 2016

# Purpose and Need

The purpose of the project is to enhance motorist safety and federal lands access by improving the roadway surface and existing drainage crossings, removing substandard curves, and adding striping, signage, and shoulders on approximately 2.5 miles of Baylor Canyon Road and approximately 2.4 miles of Dripping Springs Road.

The proposed project addresses the following needs:

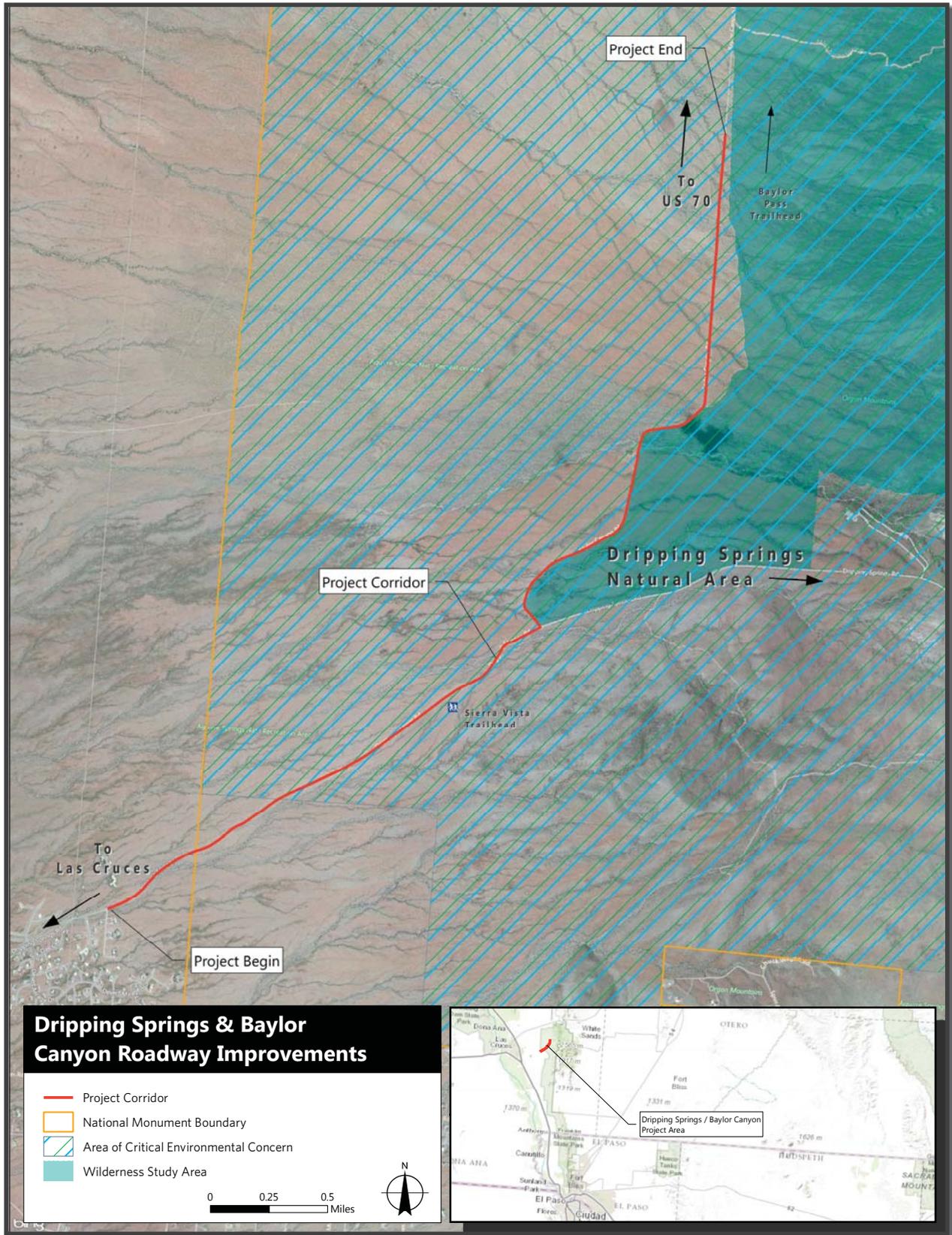
- The existing soft surface road and substandard curves have resulted in crashes as vehicles leave the roadway.
- Grading activities have resulted in gravel and soil berms lining the roadway, forcing water to drain along the roadway. This increases erosion, sedimentation into ephemeral drainages, and annual maintenance costs. The berms are up to three feet high in areas and block historic drainage patterns, which results in braided drainages as water leaves the roadway.
- Cyclists are discouraged from using the route because of its uneven and rough surface and lack of shoulders.
- Visitation to BLM-managed lands and recreation amenities, including Dripping Springs Natural Area, the Baylor Canyon Trailhead, and the Sierra Vista Trailhead, is currently discouraged because of the poor condition of the existing roadway.



# Project Location

Baylor Canyon and Dripping Springs

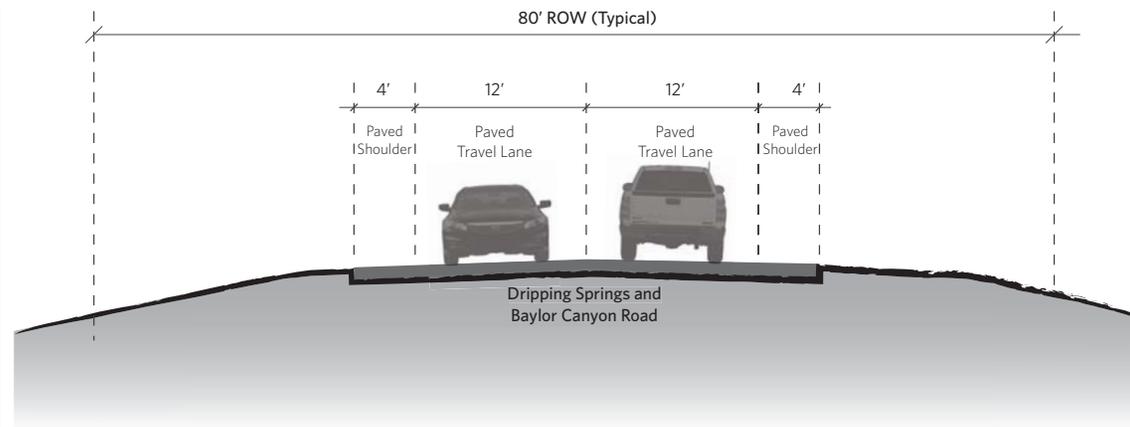
Roadway Improvement Project



# Roadway Improvements

Baylor Canyon and Dripping Springs

Roadway Improvement Project



Total roadway width: 32'

- 12' lanes and 4' shoulders

## Safety Improvements

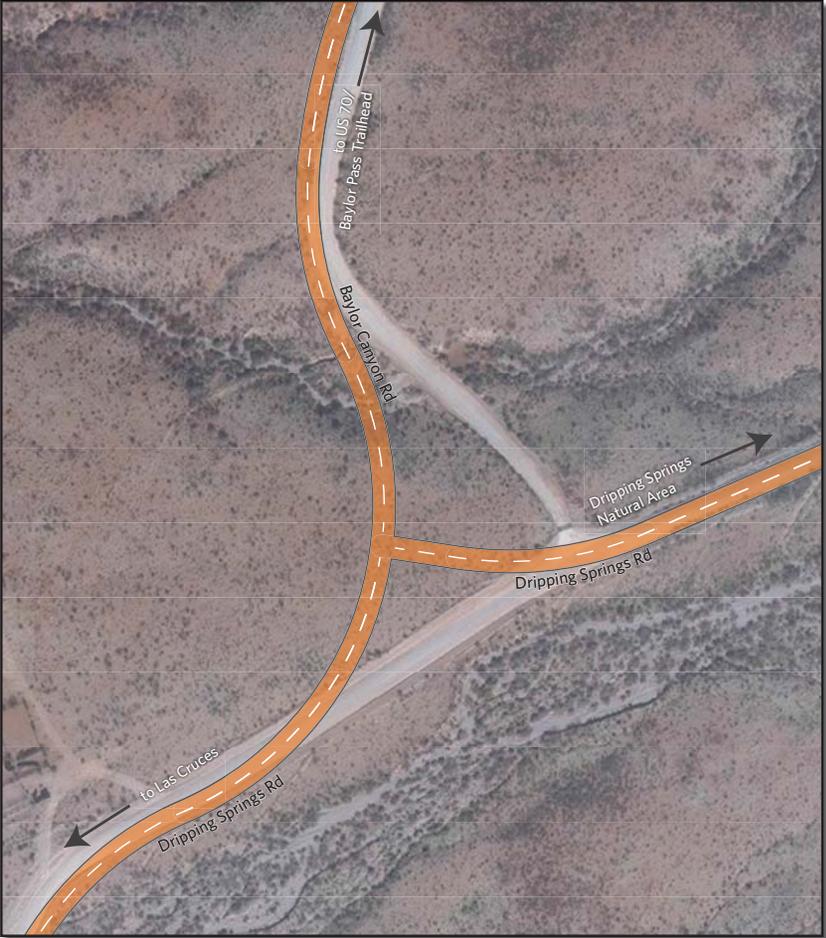
- Curves
- Shoulders
- Low water crossings

4.9 miles of roadway improvements

- Paving
- Curve straightening
- Low water crossings
- 4' shoulders
- Roadside ditches
- Striping and signing
- Potential intersection realignment

# Roadway Improvements (cont.)

### Intersection Alternative A



### Intersection Alternative B

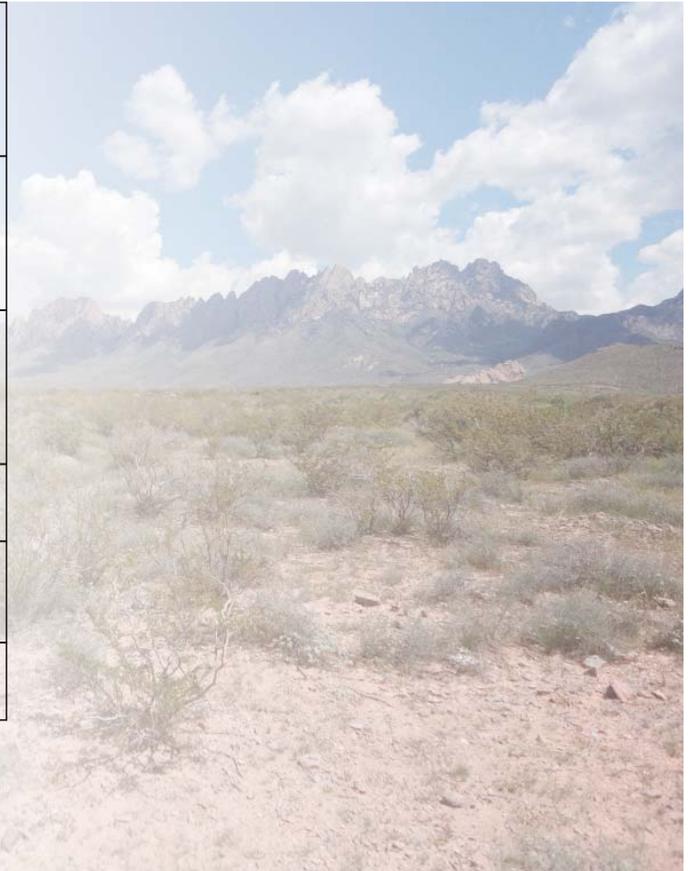


# Environmental Impacts

Baylor Canyon and Dripping Springs

Roadway Improvement Project

Recreation Resources	<ul style="list-style-type: none"><li>▪ No impacts to the Wilderness Study Areas</li><li>▪ Temporary impacts to access during construction</li><li>▪ Improved multi-modal access and safety</li></ul>
Air Quality	<ul style="list-style-type: none"><li>▪ Short term impacts during construction</li><li>▪ Long term reduction of particulate pollution (dust)</li></ul>
Waters of the US and Water Quality	<ul style="list-style-type: none"><li>▪ Section 404 permit required from the Corps of Engineers because of impacts to existing drainages</li><li>▪ Erosion reduced</li></ul>
Visual Character	<ul style="list-style-type: none"><li>▪ Paved roadway would be more visible to recreationists</li></ul>
Grazing/Livestock	<ul style="list-style-type: none"><li>▪ 17 acres of active range would be converted to a transportation facility</li></ul>
Right-of-Way	<ul style="list-style-type: none"><li>▪ Right-of-way will be obtained from the BLM</li></ul>





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**Public Open House Presentation**

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# HOW TO MAKE A COMMENT

- If you wish to provide a comment
  - Complete an index card with your name and contact information
  - You will be called upon for comment at the end of the presentation
  - Summarize your input on a comment form to be included in the project record
- If you prefer not to speak
  - Complete a written comment form and leave it with a project team member, or;
  - Send to the Bureau of Land Management via U.S. Postal Service



**BAYLOR CANYON  
AND DRIPPING SPRINGS  
ROADWAY IMPROVEMENT PROJECT**



# AGENDA

- Federal Lands Access Program (FLAP) Overview
- Project Partners
- Project Purpose and Need
- Proposed Roadway Improvements
- Environmental Impacts
- Proposed Schedule
- Comments

# NEW MEXICO FEDERAL LANDS ACCESS PROGRAM

- Goal of the program is to improve transportation facilities that access federal lands
- Federal and local match
  - Federal government: ~85%
  - Doña Ana County: ~15%

# PROJECT PARTNERS

- Federal Highway Administration
- Bureau of Land Management (BLM)
- Doña Ana County



# PURPOSE OF THE PROJECT

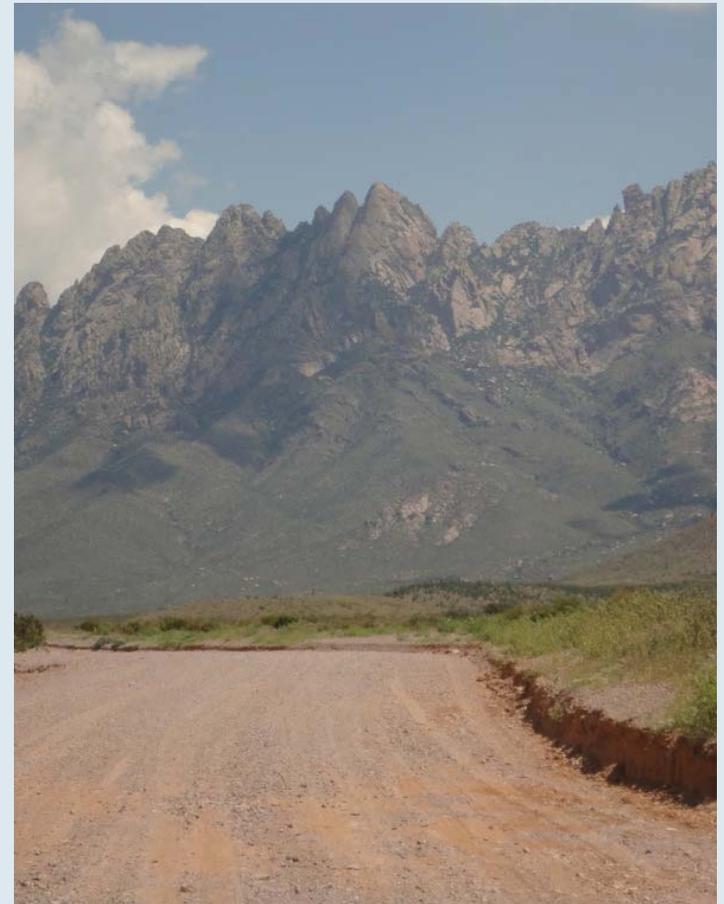
- The purpose of the project is to enhance roadway safety and federal lands access. Improvements include:
  - Paved roadway surface
  - Improved drainage crossings
  - Alteration of some curves
  - Adding striping and shoulders



# NEED FOR THE PROJECT

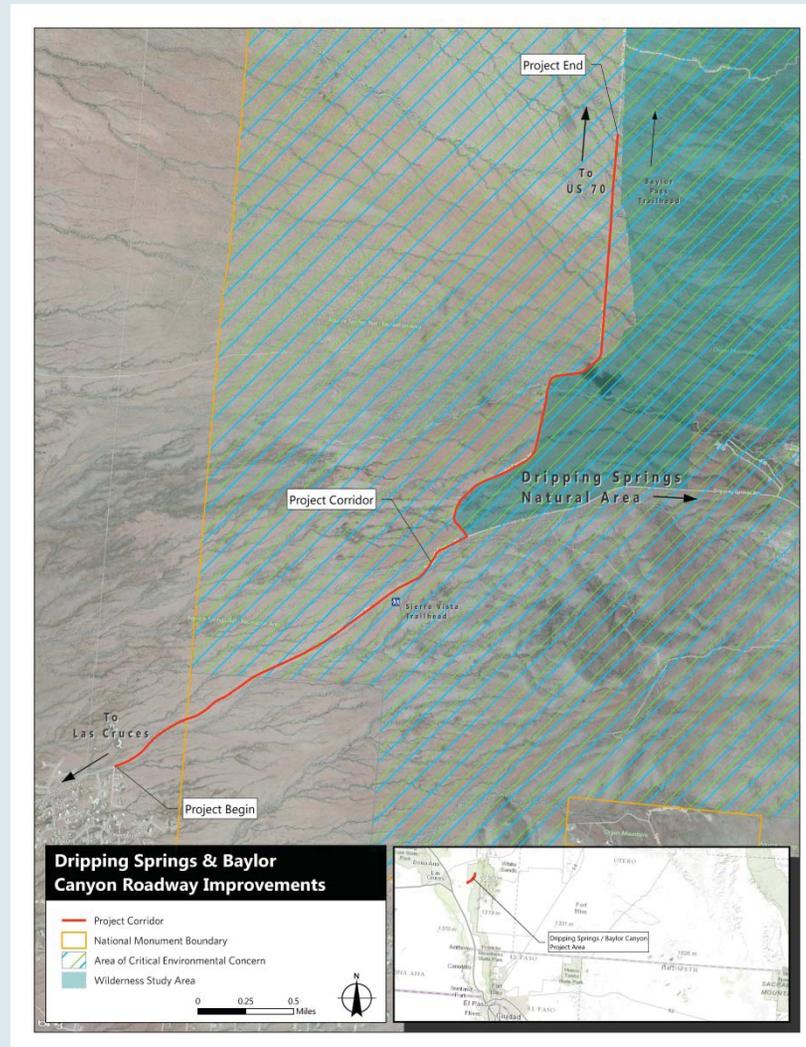
The proposed project addresses the following needs:

- Poor roadway condition and substandard curves:
  - Increased crashes
  - Discourages multi-modal use
- Improper drainage
  - Increased erosion and sedimentation
- Increased annual maintenance costs



# PROJECT AREA

- Follows unpaved portions of Baylor Canyon Road and Dripping Springs Road
- Located on BLM land and within the Organ Mountains-Desert Peaks National Monument
- Provides access to:
  - Dripping Springs Natural Area
  - Baylor Pass Trailhead
  - Sierra Vista Trailhead



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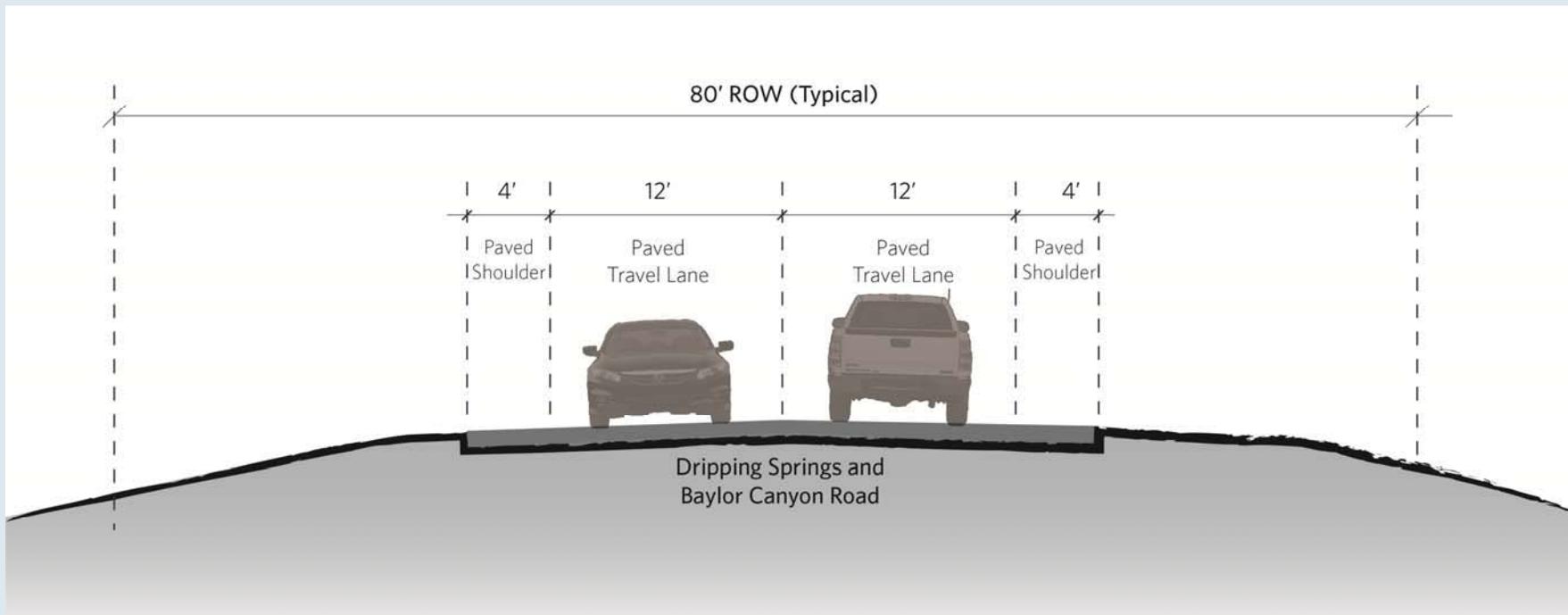
# PROPOSED ROADWAY IMPROVEMENTS



- 4.9 miles of proposed roadway improvements:
  - Paving
  - Curve straightening
  - Low water crossings
  - 4' shoulders
  - Roadside ditches
  - Striping and signing
  - Potential intersection realignment

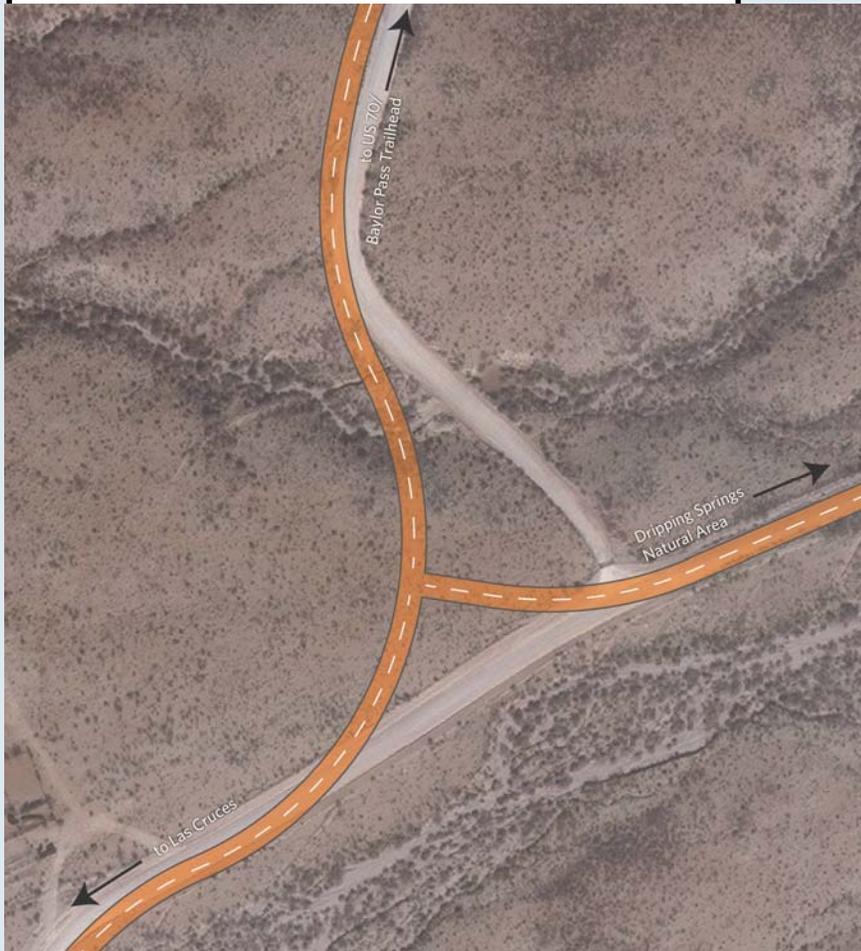
# PROPOSED TYPICAL SECTION

- Total width: 32'
  - 12' lanes and 4' shoulders

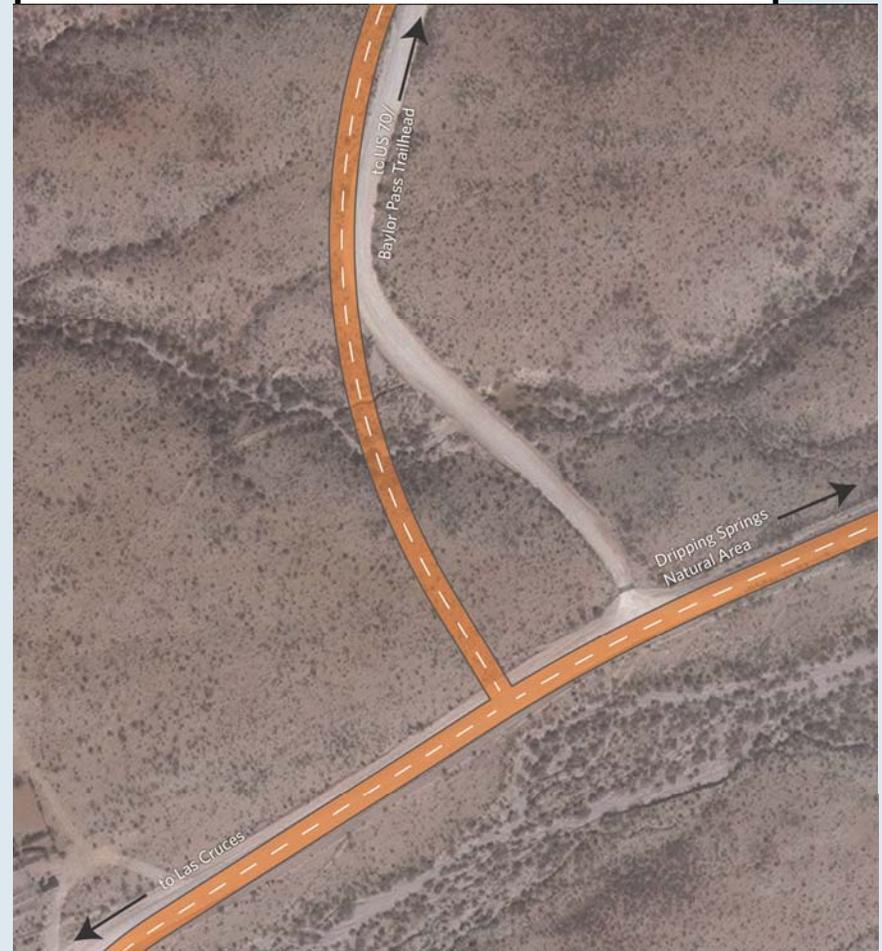


# INTERSECTION ALTERNATIVES

## Alternative A



## Alternative B



10/21/2014

Baylor Canyon Road and Dripping Springs Road Roadway Improvement Project

11

# ENVIRONMENTAL IMPACTS

- Recreational Resources
  - Temporary access impacts during construction
  - Long-term safety improvements and improved multi-modal access
  - No encroachment into Wilderness Study Areas
- Air Quality
  - Increased dust during construction
  - Reduction of particulate pollution resulting from paved roadway



# ENVIRONMENTAL IMPACTS



- Waters of the U.S.
  - Impacts to ephemeral drainages will require a Section 404 Permit
  - Erosion reduced
- Water Quality
  - Increase in impervious surface area
  - Erosion and sediment controls will be used during construction
  - Erosion reduced

# ENVIRONMENTAL IMPACTS

- Visual Character:
  - The Organ Mountains are the dominant visual feature
  - The paved roadway would be more visible to recreationists



# ENVIRONMENTAL IMPACTS

- Grazing/Livestock
  - Roadway widening would convert 17 acres of active range land to a transportation facility



# PROPOSED SCHEDULE

- Proposed Schedule
  - FHWA Environmental Process, Winter 2015
  - BLM Environmental Process, Spring 2015
  - Design, 2015
  - Construction, 2016



# COMMENTS





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**Public Open House Comment Sheet**

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**Tribal Coordination Letters**

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The following eleven tribes received letters regarding the Dripping Springs Road and Baylor Canyon Road Improvement Project:

- Acoma Pueblo
- Comanche Indian Tribe
- Fort Sill Apache Tribe
- Hopi Tribe
- Isleta Pueblo
- Kiowa Tribe
- Mescalero Apache Tribe
- Navajo Nation
- Tesuque Pueblo
- White Mountain Apache Tribe
- Ysleta del Sur Pueblo

Two letters were sent, one dated January 25, 2015 and the other dated April 22, 2015. Samples of these letters, and any responses received, follow.

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

**Central Federal Lands Highway Division**

January 30, 2015

12300 West Dakota Avenue  
Suite 380  
Lakewood, CO 80228  
(720) 963-3728  
Fax: (720) 963-3596  
tom.puto@dot.gov

In Reply Refer To:  
HFPM-16

Dr. Alan S. Downer,  
THPO and Department Manager Historic Preservation  
PO Box 4950  
Window Rock, AZ 86515

**Subject: Dripping Springs Road and Baylor Canyon Road Improvement Project, Doña Ana County, New Mexico**

Dear Mr. Downer:

This letter is to inform you about an upcoming transportation project, and request any information or issues relating to cultural resources you believe should be considered during project planning. Central Federal Lands Highway Division (CFLHD) of the Federal Highway Administration (FHWA) and the Bureau of Land Management (BLM) have initiated an environmental study for a proposed roadway improvement along Dripping Springs Road and Baylor Canyon Road in Doña Ana County, New Mexico. The project follows the existing roadway and consists of a cumulative 4.9 miles of improvements. The project proposes to increase the Right-of-Way (ROW) to 100 feet in width—and wider in select locations—depending on construction needs.

**Project Description**

The purpose of the Project is to enhance motorist safety and federal lands access by improving the roadway surface and existing drainage crossings; removing substandard curves; and adding striping, signage, and shoulders on approximately 2.5 miles of Baylor Canyon Road and approximately 2.4 miles of Dripping Springs Road. The proposed action includes the following improvements: paving of existing soft surface roadway with 3-inch hot asphalt concrete to a width of 32 ft. Paving will occur along 2.5 miles of Baylor Canyon Road and 2.4 miles of Dripping Springs Road. Improvements include the following:

- Installation of 13 low water crossings, with 11 on Baylor Canyon Road and 2 on Dripping Springs Road.
- Minor straightening of one curve along Baylor Canyon Road.
- Realignment of the intersection at Baylor Canyon Road and Dripping Springs Road.
- This realignment will improve safety at one curve and improve drainage at one arroyo

where water currently pools behind the roadway.

- Replacement of eight culverts along Baylor Canyon Road and two culverts along Dripping Springs Road.
- Construction of roadside ditches throughout the project corridor.
- Construction of three pullouts, with two located along Baylor Canyon Road and one located on Dripping Springs Road.
- Signage to enhance safety for bicyclists and wildlife – this includes “share the road” signs and “open range” signs.
- An approximately 100-foot wide right-of-way, which would vary based on construction needs.
- Painting stripes that consist of two yellow, reflective center line stripes and two white, reflective edge marker stripes throughout the project corridor.
- Replacement of three cattle guards and any barbed wire fence and gates affected by the project.
- A posted speed limit of 35 miles per hour throughout the project corridor and advisory signage noting the presence of low water crossings.
- Replacement of approximately 1.6 miles of barbed wire fence located on the north side of Dripping Springs Road.
- Placement of a conduit for a livestock pipeline to cross under the road near the intersection of Dripping Springs Rd. and Baylor Canyon Rd. Installation of the pipeline will be through the conduit to the watering facilities at the livestock pens.
- Slide slopes will be graded adjacent to the road for a gentle, safer operating environment for both motorists and cyclists.

### **Summary**

A record search and literature review was conducted via the New Mexico Cultural Resources Information System and the Las Cruces BLM Office to identify extant archaeological sites, National Register Eligible Properties/Districts, and cemeteries within a one-mile radius of the above parcel. The search identified 13 recorded cultural resource sites within the radius. Additionally, the search identified 20 previous surveys in the one-mile radius of the project area. Furthermore, a field reconnaissance was completed on May 30, 2014, to verify the location of previously-recorded sites. A Class III cultural resource survey was conducted by HDR archaeologists Judy Berryman and James Hill on November 25, 2014, and on January 14, 2015. The survey was compliant with BLM survey requirements for Class III cultural resource surveys. The survey covered the western side of the existing Baylor Canyon Road with the cultural survey focused on an area up to 30 m from the existing road edge. Previously-surveyed areas were resurveyed to guarantee 100 percent coverage and to establish the extent of known historical resources that were not previously recorded. The eastern side of Baylor Canyon road was not examined. Two archaeological sites were identified in the Project area—both are historic in construction and are associated with water control. LA 35563 is a windmill, whereas LA 35564 is a complex of water control features likely built by the CCC. The recorded features are part of a larger complex of water control features extending west toward Las Cruces, and the site has not

been fully recorded. The windmill is not unique in construction, form, or use and is recommended not eligible for NRHP. LA 35564 contains a series of stacked rock water control features built after the last major flood in Las Cruces, circa 1935. In total, 54 check dams/water control features were recorded during the HDR study. These were concentrated in six loci individually, the rock features are not considered unique in form, construction, or use. There are no associated structures, artifacts, or other evidence of who may have constructed the features. A review of the CCC camp records failed to specify the date and construction of these features. The entire site was not recorded; individual check dams/water control features continue for approximately 3.5 miles west of Baylor Canyon Road. The research potential for the windmill and each of the water control features has been exhausted with site recording and documentation. No additional research conducted at each location is recommended. Monitoring during construction or additional recording within the project area is not recommended.

Based these preliminary findings, a determination of No Historic Properties Affected in accordance with 36 *Code of Federal Regulations* (CFR) Part 800 has been proposed for the proposed activities in the project area and submitted to the New Mexico State Historic Preservation Officer (SHPO). However, should in situ cultural deposits be encountered during the construction, construction should cease and the New Mexico SHPO notified.

As part of this study, we would appreciate your guidance during project planning. Your knowledge of the area is of great value and your feedback is important. We would welcome any information or concerns you may wish to share; in particular, if there are any resources or places of traditional cultural or religious importance to members of your tribe that might be affected by the proposed project.

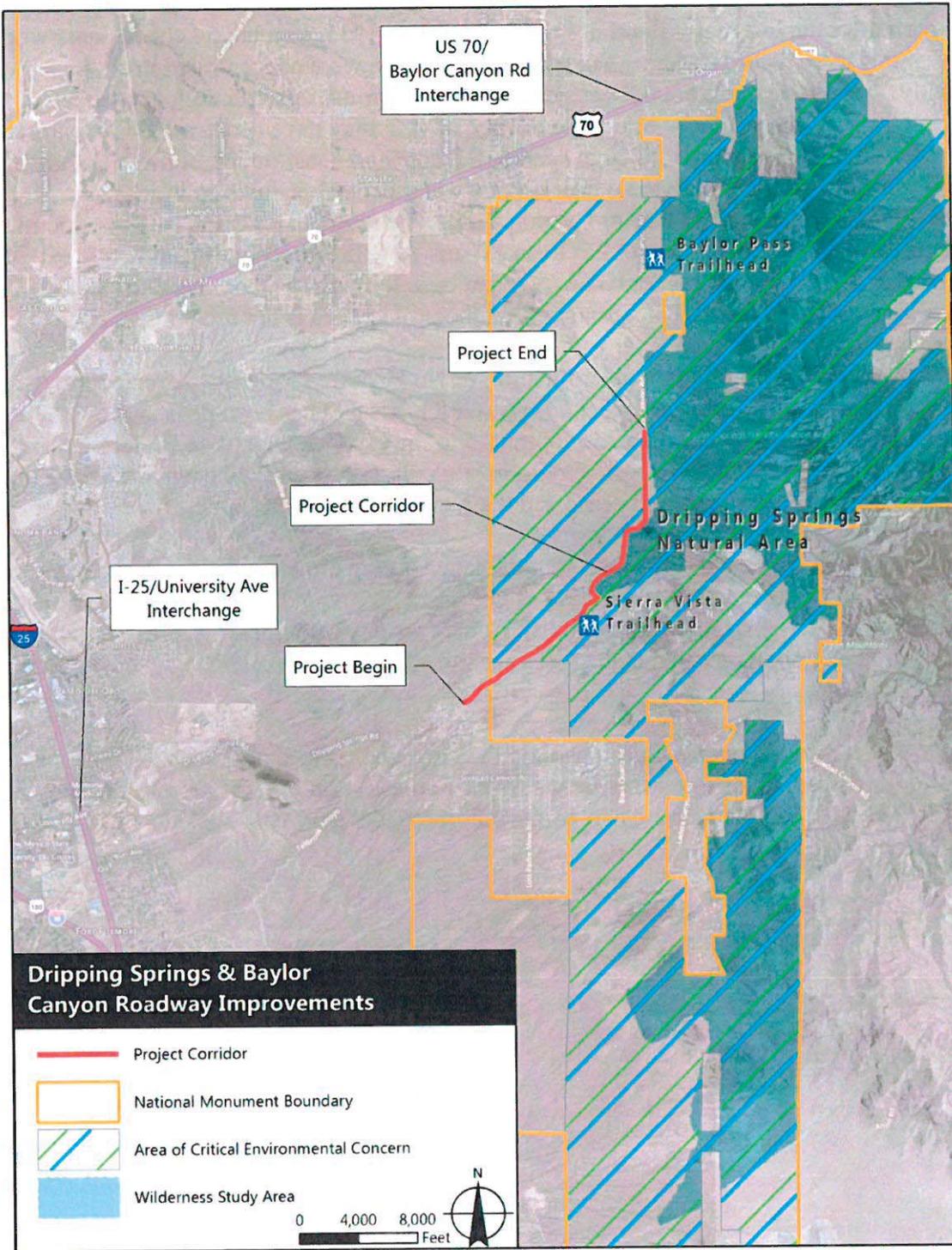
If you have any comments or questions regarding the proposed project, please send them within 30 days of receipt of this letter to Ms. Opal Forbes, 12300 West Dakota Avenue, Suite 280, Lakewood, CO 80228; or by email to [Opal.Forbes@dot.gov](mailto:Opal.Forbes@dot.gov); or by telephone at 720-963-3431.

Sincerely,



Thomas Puto  
FHWA Project Manager

Figure 1. Aerial Photographic Map of the Project Area.





## Ysleta del Sur Pueblo

Tribal Council – Javier Loera (War Captain/Tribal Historic and Preservation Officer) E-mail [jloera@ydsp-nsn.gov](mailto:jloera@ydsp-nsn.gov)

117 South Old Pueblo Road \* P.O. Box 17579 \* El Paso, Texas 79917 \* (915) 859-8053 \* Cell (915) 497-3876

February 12, 2015

Mr. Thomas Puto  
FHWA Project Manager  
U.S Department of Transportation  
Federal Highway Administration  
1670 Broadway, Suite 3400  
Denver, CO 80202

Dear Mr. Thomas:

This letter is in response to the correspondence received in our office in which you provide Ysleta del Sur Pueblo the opportunity to comment on the Dripping Springs Road and Baylor Canyon Road Improvement Project, Dona Ana County, New Mexico.

While we do not have any comments on the proposed undertaking and believe that this project will not adversely affect traditional, religious or culturally significant sites of our Pueblo and have no opposition to it; we would like to request consultation should any human remains or artifacts unearthed during this project be determined to fall under the Native American Graves Protection and Repatriation Act ( NAGPRA) guidelines. Copies of our Pueblos Cultural Affiliation Position Paper and Consultation Policy are available upon request.

Thank you for allowing us the opportunity to comment on the proposed project.

Sincerely,

Javier Loera  
War Captain/ THPO



THE  
NAVAJO  
NATION



BEN SHELLY  
PRESIDENT

Historic Preservation Department, POB 4950, Window Rock, AZ 86515 • PH: 928.871-7198 • FAX: 928.871.7886

REX LEE JIM  
VICE-PRESIDENT

March 2, 2015

Thomas Puto  
U.S. Department of Transportation  
12300 West Dakota Avenue  
Suite 380  
Lakewood, CO 80228

Subject: **DRIPPING SPRINGS ROAD AND BAYLOR CANYON ROAD IMPROVEMENT PROJECT,  
DONA ANA COUNTY, NEW MEXICO**

Dear: Mr. Puto,

The Historic Preservation Department-Traditional Culture Program, hereafter (HPD-TCP) is in receipt of your letter dated January 30, 2015 for a proposed roadway improvement along Dripping Springs Road and Baylor Canyon Road in Dona Ana County, New Mexico.

After reviewing the information documents provided, HPD-TCP has determined the proposed efforts to removing substandard curves; and adding striping, signage, and shoulders on approximately 2.5 miles of Baylor Canyon Road **will have no** adverse effects to Navajo Traditional Cultural Properties. HPD-TCP on behalf of the Navajo Nation has no concerns at this time.

If the proposed application inadvertently discovers habitation sites, plant gathering areas, human remains and objects of cultural patrimony, HPD-TCP request that we be notified respectively in accordance with the Native American Graves Protection and Repatriation act (NAGPRA) (*The Navajo Nation claims cultural affiliation to all Anasazi people (periods from Archaic to Pueblo IV of the southwest). The Navajo Nation makes this claim through Navajo oral history and ceremonial history, which has been documented as early as 1880 and taught from generation to generation.*)

HPD-TCP appreciates the U.S. Department of Transportation's consultation efforts regarding this document. Should you have any additional concerns and/or questions do not hesitate to contact me electronically at [tony@navajohistoricpreservation.org](mailto:tony@navajohistoricpreservation.org) or telephone at 928-871-7750.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony H. Joe, Jr.".

Tony H. Joe, Jr., Supervisory Anthropologist  
Section 106 Consultation  
Traditional Culture Program  
Historic Preservation Department



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Central Federal Lands Highway Division**

January 30, 2015

12300 West Dakota Avenue  
Suite 380  
Lakewood, CO 80228  
(720) 963-3728  
Fax: (720) 963-3596  
tom.puto@dot.gov

In Reply Refer To:  
HFPM-16

Leigh Kuwanwisiwma  
Director  
Hopi Cultural Preservation Office  
P.O. Box 123  
Kykotsmovi, Arizona 86039

**Subject: Dripping Springs Road and Baylor Canyon Road Improvement Project, Doña Ana County, New Mexico**

Dear Ms. Kuwanwisiwma:

This letter is to inform you about an upcoming transportation project, and request any information or issues relating to cultural resources you believe should be considered during project planning. Central Federal Lands Highway Division (CFLHD) of the Federal Highway Administration (FHWA) and the Bureau of Land Management (BLM) have initiated an environmental study for a proposed roadway improvement along Dripping Springs Road and Baylor Canyon Road in Doña Ana County, New Mexico. The project follows the existing roadway and consists of a cumulative 4.9 miles of improvements. The project proposes to increase the Right-of-Way (ROW) to 100 feet in width—and wider in select locations—depending on construction needs.

**Project Description**

The purpose of the Project is to enhance motorist safety and federal lands access by improving the roadway surface and existing drainage crossings; removing substandard curves; and adding striping, signage, and shoulders on approximately 2.5 miles of Baylor Canyon Road and approximately 2.4 miles of Dripping Springs Road. The proposed action includes the following improvements: paving of existing soft surface roadway with 3-inch hot asphalt concrete to a width of 32 ft. Paving will occur along 2.5 miles of Baylor Canyon Road and 2.4 miles of Dripping Springs Road. Improvements include the following:

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- Minor straightening of one curve along Baylor Canyon Road.
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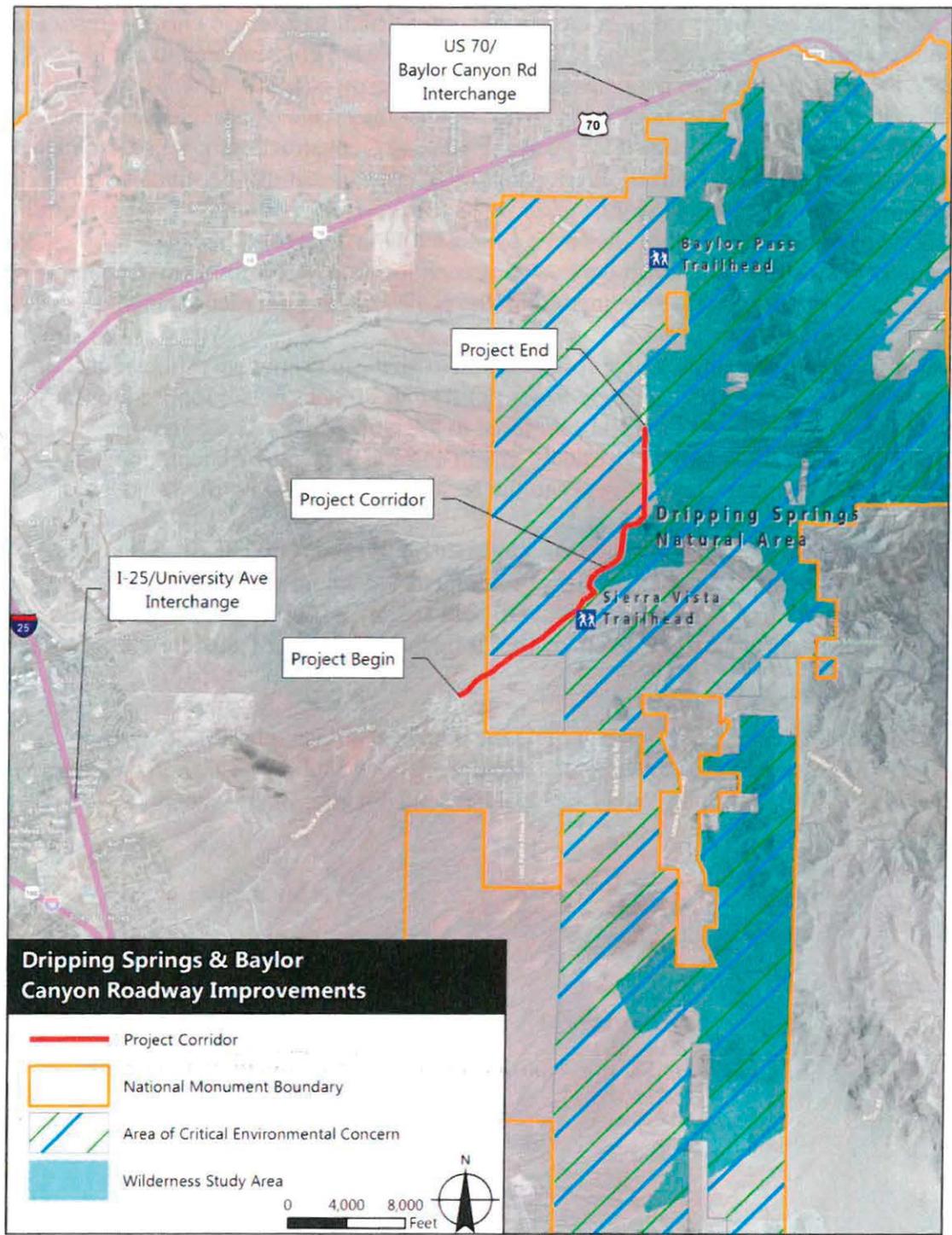
where water currently pools behind the roadway.

- Replacement of eight culverts along Baylor Canyon Road and two culverts along Dripping Springs Road.
- Construction of roadside ditches throughout the project corridor.
- Construction of three pullouts, with two located along Baylor Canyon Road and one located on Dripping Springs Road.
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- An approximately 100-foot wide right-of-way, which would vary based on construction needs.
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- Replacement of three cattle guards and any barbed wire fence and gates affected by the project.
- A posted speed limit of 35 miles per hour throughout the project corridor and advisory signage noting the presence of low water crossings.
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- Placement of a conduit for a livestock pipeline to cross under the road near the intersection of Dripping Springs Rd. and Baylor Canyon Rd. Installation of the pipeline will be through the conduit to the watering facilities at the livestock pens.
- Slide slopes will be graded adjacent to the road for a gentle, safer operating environment for both motorists and cyclists.

### **Summary**

A record search and literature review was conducted via the New Mexico Cultural Resources Information System and the Las Cruces BLM Office to identify extant archaeological sites, National Register Eligible Properties/Districts, and cemeteries within a one-mile radius of the above parcel. The search identified 13 recorded cultural resource sites within the radius. Additionally, the search identified 20 previous surveys in the one-mile radius of the project area. Furthermore, a field reconnaissance was completed on May 30, 2014, to verify the location of previously-recorded sites. A Class III cultural resource survey was conducted by HDR archaeologists Judy Berryman and James Hill on November 25, 2014, and on January 14, 2015. The survey was compliant with BLM survey requirements for Class III cultural resource surveys. The survey covered the western side of the existing Baylor Canyon Road with the cultural survey focused on an area up to 30 m from the existing road edge. Previously-surveyed areas were resurveyed to guarantee 100 percent coverage and to establish the extent of known historical resources that were not previously recorded. The eastern side of Baylor Canyon road was not examined. Two archaeological sites were identified in the Project area—both are historic in construction and are associated with water control. LA 35563 is a windmill, whereas LA 35564 is a complex of water control features likely built by the CCC. The recorded features are part of a larger complex of water control features extending west toward Las Cruces, and the site has not

Figure 1. Aerial Photographic Map of the Project Area.



been fully recorded. The windmill is not unique in construction, form, or use and is recommended not eligible for NRHP. LA 35564 contains a series of stacked rock water control features built after the last major flood in Las Cruces, circa 1935. In total, 54 check dams/water control features were recorded during the HDR study. These were concentrated in six loci individually, the rock features are not considered unique in form, construction, or use. There are no associated structures, artifacts, or other evidence of who may have constructed the features. A review of the CCC camp records failed to specify the date and construction of these features. The entire site was not recorded; individual check dams/water control features continue for approximately 3.5 miles west of Baylor Canyon Road. The research potential for the windmill and each of the water control features has been exhausted with site recording and documentation. No additional research conducted at each location is recommended. Monitoring during construction or additional recording within the project area is not recommended.

Based these preliminary findings, a determination of No Historic Properties Affected in accordance with 36 *Code of Federal Regulations* (CFR) Part 800 has been proposed for the proposed activities in the project area and submitted to the New Mexico State Historic Preservation Officer (SHPO). However, should in situ cultural deposits be encountered during the construction, construction should cease and the New Mexico SHPO notified.

As part of this study, we would appreciate your guidance during project planning. Your knowledge of the area is of great value and your feedback is important. We would welcome any information or concerns you may wish to share; in particular, if there are any resources or places of traditional cultural or religious importance to members of your tribe that might be affected by the proposed project.

If you have any comments or questions regarding the proposed project, please send them within 30 days of receipt of this letter to Ms. Opal Forbes, 12300 West Dakota Avenue, Suite 280, Lakewood, CO 80228; or by email to [Opal.Forbes@dot.gov](mailto:Opal.Forbes@dot.gov); or by telephone at 720-963-3431.

GENCLT

Margaret  
for

Kowawatawam  
2-2-15

Sincerely,

Thomas Puto

Thomas Puto  
FHWA Project Manager



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

**Central Federal Lands Highway Division**

April 23, 2015

12300 West Dakota Avenue  
Suite 380A  
Lakewood, CO 80228-2583  
Office: 720-963-3728  
Fax: 720-963-3596  
tom.puto@dot.gov

In Reply Refer To:  
HFPM-16

Theresa Pasqual  
Acoma Historic Preservation Officer  
Acoma Pueblo  
P.O. Box 309  
Acoma, New Mexico 87034

**Subject: Dripping Springs Road and Baylor Canyon Road Improvement Project, Doña Ana County, New Mexico**

Dear Ms. Pasqual:

In a letter to you in January 2015, the Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with Doña Ana County and the Bureau of Land Management (BLM), informed you that we are proposing improvements to Dripping Springs Road and Baylor Canyon Road.

**Project Description**

The purpose of the project is to improve federal lands access, enhance roadway safety, and reduce ongoing maintenance issues on approximately 2.5 miles of Baylor Canyon Road and approximately 2.4 miles of Dripping Springs Road.

This letter is submitted pursuant to Section 106 of the National Historic Preservation Act (NHPA) and 36 CFR 800.6(a)(1) to notify the Acoma Pueblo of a Finding of Adverse Effect for the above-referenced project. The Federal Lands Access Program, along with a local match, provides funding for the proposed Dripping Springs and Baylor Canyon Road Improvements Project (Project). The existing roadways are an unimproved soft surface with multiple substandard curves, failing drainage ways, and require frequent maintenance needs. Approximately 4.9 miles of combined roadway improvements are proposed including a standard width of 32 feet allowing for 11 foot driving lanes and a 5 foot shoulder to accommodate other modes of travel including cyclists, equestrians, and pedestrians use. Horizontal and vertical curves will meet design criteria for very low volume roads and design speed of 35 mph except at the low water crossings that will have advisory speed of 25 mph due to the vertical alignment needed.

The original research did not identify any cultural resources within the Project area of potential effect (APE). However, at a subsequent site visit, it was determined that there were potential historic sites that had not been previously recorded.

HDR EOC (HDR) performed a Class III survey of the Project APE in November 2014 and January 2015. Per instructions by the BLM, the pedestrian survey covered a 30-meter-wide area

along the west side of the proposed road grading. The east side of the roadway was not originally surveyed since it is in a Wilderness Study Area that restricts encroachments such as roadways. The survey identified two new historic sites. HCPI 36653 is a windmill and water tank with associated fencing and is not recommended eligible for National Register of Historic Places (NRHP). HCPI 36654 is a series of water control features likely constructed by the Civilian Conservation Corps (CCC) in the late 1930s. Because the site continues well outside the Project, only a portion of the complex was recorded. Individually, the water features/check dams are not unique in age, construction or material. Individual features are not considered eligible for the NRHP; however the entire complex is recommended eligible under Criterion A for its association with the CCC and contribution to the agricultural history and settlement of the area and Criterion D, potential for additional information.

A copy of the abstract from the cultural report is enclosed with this letter that includes maps and photos, and the last section includes a copy of the draft project plans showing the locations of the sites in context with the project.

Consultation with the New Mexico State Historical Preservation Office (SHPO) was initiated by the Las Cruces office of the Bureau of Land Management (BLM) on January 26, 2015. BLM sought SHPO concurrence of its finding of *no adverse effect* for the undertaking. The SHPO did not concur and asked for additional information and revision to some of the forms. Subsequently, CFLHD in coordination with BLM assumed lead agency status for the purpose of Section 106 consultation for the undertaking. Following discussions with the SHPO, additional survey to the east was done for the purpose of understanding the greater context of the resource to be used for the anticipated mitigation, which will include intensive site interpretation. CFLHD revised the forms and provided additional information and resubmitted the package to the SHPO on April 14, 2015 with a finding of adverse effect for the undertaking.

The SHPO concurred that the windmill feature (HCPI 36653) is not eligible. The SHPO also concurred with the eligibility and *adverse effect* to the water features (HCPI 36654) in a letter dated April 20, 2015. Copies of the correspondence between BLM and SHPO as well as CFLHD and SHPO are included in the attached report.

### **HCPI 36654 Water Control Features**

HCPI 36654 is a series of water control features likely constructed by the Civilian Conservation Corps (CCC) in the late 1930s. Because the site continues well outside the Project, only a portion of the complex was recorded. Individually, the water features/check dams are not unique in age, construction, or material. Individual features are not considered eligible for the NRHP; however the entire complex is recommended eligible under Criterion A for its association with the CCC and contribution to the agricultural history and settlement of the area and Criterion D, potential for additional information.

Originally, twenty-eight (28) of the recorded check dam features on the western side of Baylor Canyon Road were slated to be impacted. The number of check dam features impacted has been reduced to 20 features with additional horizontal alignment changes and steepening of roadway

side slopes during the design process. Individual check dams consist of a vertical stack of rock oriented either in a north/east or south/west direction. The recorded features cover approximately 25,519.3 square feet (sf), of which 1,824 sf will be impacted, resulting in an overall impact of 7.14 percent. Five individual features will be 80–100 percent impacted (8, 9, 28, 51 and 52). The loss or impacts to the individual features does not lessen the overall importance of the site. Considering the overall size of the site, impacts to the entire boundary for HCPI 36654 accounts for less than 0.6 percent. The recorded features are not considered unique in construction, purpose, or time period. The remaining recorded and unrecorded features provide physical and visual documentation of the site configuration, purpose, and construction. The existing road is not part of HCPI 36654, grading and improvement to the roadbed does not represent an impact to a cultural resource.

### Conclusion

FHWA is therefore submitting this Documentation for Finding of Adverse Effect for your review and to allow you to participate in the resolution of the adverse effects. Mitigation is being developed by FHWA in partnership with BLM, Dona Ana County NM, and coordinated with the NM SHPO and will involve such activities as site documentation, site interpretation, and some interpretive signs to be installed at new pullouts.

Please respond if your government would like to participate in the resolution of adverse effects within 30 calendar days. If you have questions regarding this project please contact Opal Forbes, Environmental Protection Specialist, at (720) 963-3431 or by email at [opal.forbes@dot.gov](mailto:opal.forbes@dot.gov).

Sincerely yours,



Tom Puto  
Project Manager

Enclosures:

- *A Class III Cultural Resource Inventory for the Dripping Springs Road and Baylor Canyon Road Improvement Project*, NMCRIS No. 132297, Dona Ana County, New Mexico, April 2015.
- Draft Working Plan Set Baylor Canyon Road showing locations of feature in HCPI 36654.



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**SHPO and ACHP Correspondence**

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Department of Cultural Affairs  
Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, NM 87501  
Att'n.: Dr. Jeff Pappas

1/26/15

Dr. Pappas:

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with Doña Ana County and the Bureau of Land Management (BLM), is proposing improvements to Dripping Springs Road and Baylor Canyon Road. The Federal Lands Access Program, along with a local match, provides funding for the proposed Dripping Springs and Baylor Canyon Road Improvements Project (Project). The existing roadways are an unimproved soft surface with multiple substandard curves, failing drainage ways, and frequent maintenance needs. Approximately 4.9 miles of combined roadway improvements are proposed.

HDR EOC (HDR) performed a Class III survey of the Project area of potential effect (APE) on November 25, 2014 and January 14, 2015 (NMCRIS # 132297). The survey identified two new historic sites. LA 36653 is a windmill and water tank with associated fencing and is not recommended eligible for National Register of Historic Places (NRHP). LA 36654 is a series of water control features likely constructed by the Civilian Conservation Corps (CCC) in the late 1930s. Because the site continues well outside the project, only a portion of the complex was recorded. Individually, the water features/check dams are not unique in age, construction or material and are not considered eligible for the NRHP (Criterion D); however, taken as a larger water control pattern the entire complex and its association with the CCC, is considered eligible under Criterion A.

Based on the current project design, portions of 27 check dams or rock features will be impacted by the widening of the road. The impacts to less than 5 percent of the recorded features are not considered significant and do not impact the importance of the entire site. The Windmill is outside the Project APE and will not be adversely affected. Based on the survey results, the BLM recommends a finding of no adverse effect for the Project.

FHWA CFLHD intends to make a *de minimis* impact finding pending Section 106 concurrence.

If you have any questions or concerns, please contact Las Cruces District Archaeologist, James Renn at (575) 525-4395 or by e-mail at [jrenn@blm.gov](mailto:jrenn@blm.gov).

Thank you for your time in consideration of this report.

Bill Childress  
District Manager  
Las Cruces District Office  
Bureau of Land Management

**From:** Wakefield, Andy, DCA  
**Sent:** Monday, February 09, 2015 1:00 PM  
**To:** '[jreenn@blm.gov](mailto:jreenn@blm.gov)'  
**Subject:** A Class II Cultural Resource Inventory for the Dripping Springs Road and Baylor Canyon Road Improvement Project (Log 100769; NMCRIS 132297)

Hi Jim,

Thank you for taking the time to discussing the Dripping Springs and Baylor Canyon Roads project with me today. I am writing this email as follow up to that telephone conversation so that you have a written copy of my comments and our conversation.

- 1) Throughout the report, the identified cultural resources/historic properties are identified as LA numbers; however, both sites were documented as HCPI numbers. Please have the contractor either make changes throughout the report, replacing HCPI for everywhere where LA appears. The contractor may also produce an errata sheet indicating that HCPI 36653 and HCPI 36654 should replace LA 36653 and LA 36654 throughout the report. The latter will be an easier alternative for the contractor.
- 2) Please request that the contractor place all information on the LA forms for LA 36653 and LA 36654 onto an HCPI base form; please use extension sheets as appropriate. The HCPI base form with extension sheets for narrative will be more appropriate than utilizing the HCPI detail form, which is primarily designed for buildings.
- 3) Please have the contractor provide a project map that clearly illustrates the APE. Also please provide a map that shows how the APE intersects with HCPI 36654.
- 4) Please have the contractor digitize both the project area and the cultural resources (HCPI 36653 and HCPI 36654) within the NMCRIS GIS database.
- 5) As we discussed, SHPO does not concur with BLM Las Cruces' opinion that the project will result in no adverse effect to historic properties. Per the State Protocol Between the BLM and New Mexico SHPO, it is SHPO's opinion that the undertaking will adversely affect HCPI 36654. For guidance within the Protocol on defining an adverse effect, please see section VI.C.i. For Guidance on resolving an adverse effect that does not require an agreement document, please refer to section VIII.A.ii. I would be happy to further discuss these sections of the Protocol and their application with you if you would like.
- 6) Although SHPO does not concur with BLM Las Cruces that the undertaking will result in no adverse effect to historic properties, SHPO does believe that an appropriate and practical mitigation can be developed with further discussion between BLM Las Cruces and SHPO. We discussed this over the telephone and we seem to be in agreement that an appropriate mitigation treatment may include additional archival research, context

development, and public interpretation. SHPO understands that mitigation should be commensurate with the scale of the project and the project's impact to historic properties. I recommend that we keep appropriate mitigation ideas in mind as we discuss this project and how to most efficiently move this project forward while also meeting Section 106 obligations.

Thank you again for taking the time to discuss this project and consider my comments. I appreciate your willingness to consider options for an appropriate mitigation for this project with our office, and I look forward to working with you further on this project.

S. Andrew Wakefield, RPA  
Archaeologist  
New Mexico Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, New Mexico 87501  
505.827.6162

From: **Wakefield, Andy, DCA** <[Andy.Wakefield@state.nm.us](mailto:Andy.Wakefield@state.nm.us)>

Date: Tue, Feb 10, 2015 at 9:17 AM

Subject: A Class II Cultural Resource Inventory for the Dripping Springs Road and Baylor Canyon Road Improvement Project (Log 100769; NMCRIS 132297)

To: "[jrenn@blm.gov](mailto:jrenn@blm.gov)" <[jrenn@blm.gov](mailto:jrenn@blm.gov)>

Hi Jim,

I am writing to inform you of some general considerations/guidelines for consideration to move forward with an adverse effect for Dripping Springs and Baylor Canyon Road project.

The first thing that needs clarification is whether any other Indian tribes or consulting parties wish to participate in the resolution of adverse effects. I imagine tribes will have no interest given the type of resource we are dealing with, but this project involves the county and FHWA and they may want to be involved. If so, we will need an MOA. If not and if BLM is the designated lead agency as I am assuming is the case because you submitted the report, we can make a two-party agreement. An MOA is some extra work, but really very little extra work. I have attached an example of a relatively simple MOA to this email for you to look at. Even if an MOA is not completed, BLM will need to develop internally or through contract a treatment plan (see the Protocol, VIII.a.ii). This treatment plan will outline how BLM intends to mitigate the adverse effect. The Protocol has a list of treatments. As we have discussed additional research, preparation of a professional technical report on this research, and some form of public interpretation (whether roadside signage or a pamphlet or booklet that could be distributed at the BLM office) is the most logic treatment. The treatment, of course, will need to meet professional standards for History or Historic Archaeology per Secretary of Interior Standards. The treatment plan, in this case, should be a very simple scope of work including the research focus, perhaps the sources that will be utilized, how public interpretation will be accomplished, and commitment to a timeframe for completing the work. If an MOA is necessary, it will simply formalize the treatment plan with standardized MOA language which explicitly states responsible parties, timelines, etc. (see MOA example). So the MOA really is not much additional work to the treatment plan if it is necessary, and as an aside, MOAs are really the best practice (but now not required under the Protocol) in terms of resolving adverse effects.

The overall idea for this project would be to place CCC erosional control features within context of the larger CCC program, with as much focus on your area as possible. This could include additional information that you have on similar CCC landscape features within BLM Las Cruces (e.g., previously recorded sites, extant information regarding where these occur, aerial imagery, archival records that the BLM may have, etc.) I could put you in touch with Wendy Sutton, Forest Archaeologist for the Gila NF, who documented many similar features and who has CCC records of the features. These documents would be informative in how these projects were planned and implemented. There is a fair amount of information regarding the larger CCC program, including a Statewide context. I have attached the context to this email. Ultimately a small research document placing the erosion control features within the CCC context, with as much regional focus as possible, would inform the public interpretation component of the project, whether it were a pamphlet or roadside sign; that is, the research component would be simplified into a much smaller, more public-friendly medium.

For the public interpretation portion of any potential mitigation, I have attached a booklet and a brochure that were documented through other resolutions of adverse effects or grants. The rock art pamphlet is very simple and was generated from Microsoft Word, but a technical report also accompanies the brochure. That is, the brochure is just the public interpretation component of the grant. The Coe Ranch pamphlet is a bit more substantial. Anyway, these are some things to consider. I still like the idea of a pull out and signage at the site location, but, of course, this would be more costly than a pamphlet.

Once we have agreed to the treatment plan or signed an MOA, the project is good to proceed.

I am providing this information only for your consideration regarding how you might want to handle any potential mitigation for this project. As we discussed, I believe it could be relatively simple. It will be additional time and cost, but not without a compensatory benefit. And mitigation certainly does not have to slow down the project since all mitigation can occur after the project is implemented so long as we have a commitment through a treatment plan or MOA with a specified timeframe in which the mitigation will occur.

I am logging this project out and will hold onto it pending receipt of the information requested in my earlier email (below) and until I hear from you on how you wish to proceed. If you would like to discuss anything further, please contact me.

S. Andrew Wakefield, RPA  
Archaeologist  
New Mexico Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, New Mexico 87501  
505.827.6162



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

**Central Federal Lands Highway Division**

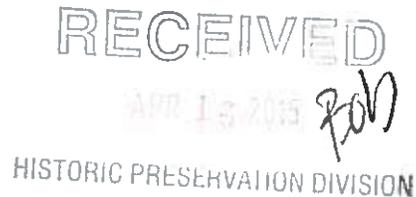
April 14, 2015

10/256

12300 West Dakota Avenue  
Suite 380  
Lakewood, CO 80228  
(720) 963-3411  
Fax: (720) 963-3437

In Reply Refer To:  
HFCO-16

Department of Cultural Affairs  
Historic Preservation Division  
Bataan Memorial Building  
407 Galisteo Street, Suite 236  
Santa Fe, NM 87501



Dear Mr. Pappas:

This updated report addresses the comments received by the State Historic Preservation Office (SHPO) on February 9, 2015 for Log 100769, NMCRIS 132297.

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with Doña Ana County and the Bureau of Land Management (BLM), is proposing improvements to Dripping Springs Road and Baylor Canyon Road. The Federal Lands Access Program, along with a local match, provides funding for the proposed Dripping Springs and Baylor Canyon Road Improvements Project (Project). The existing roadways are an unimproved soft surface with multiple substandard curves, failing drainage ways, and require frequent maintenance needs. Approximately 4.9 miles of combined roadway improvements are proposed.

HDR EOC (HDR) performed a Class III survey of the Project area of potential effect (APE) on November 25, 2014 and January 14, 2015 (NMCRIS # 132297). The survey identified two new historic sites. HCPI 36653 is a windmill and water tank with associated fencing and is not recommended eligible for National Register of Historic Places (NRHP). HCPI 36654 is a series of water control features likely constructed by the Civilian Conservation Corps (CCC) in the late 1930s. Because the site continues well outside the Project, only a portion of the complex was recorded. Individually, the water features/check dams are not unique in age, construction or material. Individual features are not considered eligible for the NRHP; however the entire complex is recommended eligible under Criterion A for its association with the CCC and contribution to the agricultural history and settlement of the area and Criterion D, potential for additional information.

In the original report, twenty-eight (28) of the recorded check dam features on the western side of Baylor Canyon Road were to be impacted; none of the features on the eastern side will be directly or indirectly impacted. The number of check dam features impacted has been reduced to 21 features with additional horizontal alignment changes and steepening of roadway side slopes during the design process. Individual check dams consist of a vertical stack of rock oriented either in a north/east or south/west direction. Additional documentation of the features on the east side of the existing roadway was conducted in March of 2015 by HDR staff. The recorded features cover approximately 25,519.3 square feet (ft), of which 1,824 square ft will be impacted, resulting in an overall impact of 7.14 percent. Five individual features will be 80–100 percent impacted (8, 9, 28, 51 and 52). The loss or impacts to the individual features does

not lessen the overall importance of the site. Considering the overall size of the site, impacts to the entire boundary for HCPI 36654 accounts for less than 0.6 percent. The recorded features are not considered unique in construction, purpose, or time period. The remaining recorded and unrecorded features provide physical and visual documentation of the site configuration, purpose, and construction. The existing road is not part of HCPI 36654, grading and improvement to the roadbed does not represent an impact to a cultural resource.

After further coordination between FHWA-CFLHD and BLM, it is decided that FHWA-CFLHD will serve as the lead federal agency for this undertaking. As such, FHWA-CFLHD is making a finding that the undertaking will result in an Adverse Effect due to the impacts to HCPI 36654. However, it should be noted that the impacts are not considered significant and do not damage the overall understanding and setting of the site such that the site remains eligible for the National Register. HDR consulted with the Las Cruces BLM office in developing mitigation measures for the rock alignments/check dams. FHWA has also consulted with BLM and the SHPO regarding mitigation measures to be included in a Memorandum of Agreement (MOA), which include interpretative panels at road pull-outs that describe the site and its history.

FHWA-CFLHD held a teleconference with Jan Biella, Andy Wakefield, and Bob Estes at NM SHPO on March 19, 2015 to discuss the adverse effect finding and the Section 4(f) requirements that result from this finding.

FHWA-CFLHD Section 4(f) considerations:

Because HCPI 36654 is eligible for the National Register, FHWA-CFLHD must also consider this resource under Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)). FHWA-CFLHD intends to make a determination of Net Benefit to a Section 4(f) property, pending SHPO concurrence in the Section 106 finding and agreement that the project results in a Net Benefit to HCPI 36654. In the contexts of Section 4(f), FHWA-CFLHD has determined that a 'net benefit' is achieved because the project, including measures to minimize harm and mitigation incorporated into the project results in an overall enhancement to HCPI 36654 when compared to the future do-nothing alternative and the project impacts do not result in a substantial diminishment of the value that made the property eligible for the National Register.

Measures to minimize harm to HCPI 36654 include:

- Steepened the side slopes of the roadway to reduce the footprint of the proposed roadway.
- Made changes to the horizontal alignment at the Baylor Canyon Road / Dripping Springs Road intersection to avoid two previously undisturbed features by weaving the road between the features.

Measures to mitigate impacts to HCPI 36654 such that a Net Benefit is realized include:

- The proposed project will better define the limits of disturbance with the installation of roadside ditches to channelize water away from the roadway to minimize damage during rain events. Since there are no ditches on the existing road, roadway maintenance activities have pushed soil and gravel to the edges of the roadway and have previously impacted the 4(f) property.
- The proposed project will install and improve low-water crossings on the roadway, thus carrying waters into historic drainage paths and reducing the risk of out of channel flood damage to the 4(f) property.
- Two pullouts with interpretive signage will be constructed with information about the 4(f) property and history of the area.
- There are two alternatives being considered in the Environmental Assessment (EA)
  - Alternative A - The funding application requested installation of asphalt paving on both Baylor Canyon Road and Dripping Springs Road. The paved surface will further reduce

the risk of damage to the 4(f) property because less maintenance will be required to maintain the roadway surface.

- o Alternative B – Due to public outreach, a second alternative has been analyzed where Dripping Springs Road would be paved, but Baylor Canyon Road would be improved for safety, but will not be paved.
- o Either alternative will provide a benefit to the resource by formalizing the disturbance limits and reducing roadway maintenance.

In summary, FHWA-CFLHD is requesting SHPO concurrence with the following:

- Section 106 eligibility determinations,
- finding of Adverse Effect to HCPI 36654, and
- determination that the project includes all possible planning to minimize harm, appropriate mitigation measures, and will result in a Net Benefit to HCPI 36654.

We look forward to further discussing the development of a Memorandum of Agreement to resolve the adverse effects and finalizing the stipulations to ensure appropriate commitments are included in the contract documents. If you have any questions or concerns, please contact FHWA Environmental Protection Specialist, Opal Forbes at (720) 963-3431 or by e-mail at [Opal.Forbes@dot.gov](mailto:Opal.Forbes@dot.gov).

Thank you for your time in consideration of this report.

Sincerely,

*for Kelly Mude*  
 for Thomas Puto, P.E.  
 Project Manager

Concur with recommendations as proposed.

*S. Wakefield* 4/20/2015  
 for NM State Historic Preservation Officer

*- We look forward to discussing the MOA*



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

**Central Federal Lands Highway Division**

12300 West Dakota Avenue  
Suite 380A  
Lakewood, CO 80228-2583  
Office: 720-963-3728  
Fax: 720-963-3596  
tom .puto@dot.gov

April 21, 2015

In Reply Refer To:  
HFPM-16

Mr. Reid Nelson, Director  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
401 F Street NW. Suite 308  
Washington, DC 20001

Subject: Documentation for Finding of Adverse Effect, New Mexico Dripping Springs and  
Baylor Canyon Road Project, NM FLAP 11299(1)

Dear Mr. Nelson:

This letter is submitted pursuant to Section 106 of the National Historic Preservation Act (NHPA) and 36 CFR 800.6(a)(1) to notify the Council of a Finding of Adverse Effect for the above-referenced project. The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with Doña Ana County, New Mexico and the Bureau of Land Management (BLM), is proposing improvements to Dripping Springs Road and Baylor Canyon Road. The Federal Lands Access Program, along with a local match, provides funding for the proposed Dripping Springs and Baylor Canyon Road Improvements Project (Project). The existing roadways are an unimproved soft surface with multiple substandard curves, failing drainage ways, and require frequent maintenance needs. Approximately 4.9 miles of combined roadway improvements are proposed including a standard width of 32 feet allowing for 11 foot driving lanes and a 5 foot shoulder to accommodate other modes of travel including cyclists, equestrians, and pedestrians use. Horizontal and vertical curves will meet design criteria for very low volume roads and design speed of 35 mph except at the low water crossings that will have advisory speed of 25 mph due to the vertical alignment needed.

The original research did not identify any cultural resources within the Project area of potential effect (APE). However, at a subsequent site visit, it was determined that there were potential historic sites that had not been previously recorded.

HDR EOC (HDR) performed a Class III survey of the Project APE in November 2014 and January 2015. Per instructions by the BLM, the pedestrian survey covered a 30-meter-wide area along the west side of the proposed road grading. The east side of the roadway was not originally surveyed since it is in a Wilderness Study Area that restricts encroachments such as roadways. The survey identified two new historic sites. HCPI 36653 is a windmill and water tank with associated fencing and is not recommended eligible for National Register of Historic Places (NRHP). HCPI 36654 is a series of water control features likely constructed by the Civilian

Conservation Corps (CCC) in the late 1930s. Because the site continues well outside the Project, only a portion of the complex was recorded. Individually, the water features/check dams are not unique in age, construction or material. Individual features are not considered eligible for the NRHP; however the entire complex is recommended eligible under Criterion A for its association with the CCC and contribution to the agricultural history and settlement of the area and Criterion D, potential for additional information.

A copy of the cultural report is enclosed with this letter that includes maps and photos, and the last section includes a copy of the draft project plans showing the locations of the sites in context with the project.

Consultation with the New Mexico State Historical Preservation Office (SHPO) was initiated by the Las Cruces office of the Bureau of Land Management (BLM) on January 26, 2015. BLM sought SHPO concurrence of its finding of *no adverse effect* for the undertaking. The SHPO did not concur and asked for additional information and revision to some of the forms. Subsequently, CFLHD in coordination with BLM assumed lead agency status for the purpose of Section 106 consultation for the undertaking. Following discussions with the SHPO, additional survey to the east was done for the purpose of understanding the greater context of the resource to be used for the anticipated mitigation, which will include intensive site interpretation. CFLHD revised the forms and provided additional information and resubmitted the package to the SHPO on April 14, 2014 with a finding of adverse effect for the undertaking.

The SHPO concurred that the windmill feature (HCPI 36653) is not eligible. The SHPO also concurred with the eligibility and *adverse effect* to the water features (HCPI 36654) in a letter dated April 20, 2015. Copies of the correspondence between BLM and SHPO as well as CFLHD and SHPO are included in the attached report.

### **HCPI 36654 Water Control Features**

HCPI 36654 is a series of water control features likely constructed by the Civilian Conservation Corps (CCC) in the late 1930s. Because the site continues well outside the Project, only a portion of the complex was recorded. Individually, the water features/check dams are not unique in age, construction, or material. Individual features are not considered eligible for the NRHP; however the entire complex is recommended eligible under Criterion A for its association with the CCC and contribution to the agricultural history and settlement of the area and Criterion D, potential for additional information.

Originally, twenty-eight (28) of the recorded check dam features on the western side of Baylor Canyon Road were slated to be impacted. The number of check dam features impacted has been reduced to 20 features with additional horizontal alignment changes and steepening of roadway side slopes during the design process. Individual check dams consist of a vertical stack of rock oriented either in a north/east or south/west direction. The recorded features cover approximately 25,519.3 square feet (sf), of which 1,824 sf will be impacted, resulting in an overall impact of 7.14 percent. Five individual features will be 80–100 percent impacted (8, 9, 28, 51 and 52). The loss or impacts to the individual features does not lessen the overall importance of the site. Considering the overall size of the site, impacts to the entire boundary for HCPI 36654 accounts for less than 0.6 percent. The recorded features are not considered unique in construction,

purpose, or time period. The remaining recorded and unrecorded features provide physical and visual documentation of the site configuration, purpose, and construction. The existing road is not part of HCPI 36654, grading and improvement to the roadbed does not represent an impact to a cultural resource.

### Conclusion

FHWA is therefore submitting this Documentation for Finding of Adverse Effect pursuant to the Advisory Council regulations, 36 CFR 800.6(a)(1). In accordance with the process set forth in the regulations, mitigation is being developed by FHWA in partnership with BLM, Dona Ana County NM, and coordinated with the NM SHPO and will involve such activities as site documentation, site interpretation, and some interpretive signs to be installed at new pullouts.

FHWA has consulted with federally recognized tribes with an established interest in the area early in the project development process during the eligibility and effects assessment stage. FHWA has transmitted consultation letters regarding the project to the Indian tribes that have interest in Dona Ana County, according to the SHPO website, or are considered to possibly have interest. They are: Comanche Indian Tribe, Fort Sill Apache Tribe, Hopi Tribe, Isleta Pueblo, Kiowa Tribe, Mescalero Apache Tribe, Navajo Nation, Tesuque Pueblo, White Mountain Apache, and Ysleta del Sur Pueblo. FHWA is not aware of any properties of religious, cultural, or sacred significance to any of the tribes within the APE. Three tribes responded to the initial letter (Navajo, Hopi Tribe, and Ysleta del Sur Pueblo) and those responses were that they concurred with the findings. The Navajo and Ysleta del Sur Pueblo requested that they be consulted if any human remains or artifacts unearthed during the project were determined to fall under the Native American Graves Protection and Repatriation Act (NAGPRA) guidelines. An additional letter to inform them of the finding of an *adverse effect* to the water control features is being sent this week to the tribes to ask if they wish to participate in the Memorandum of Agreement process.

Please respond if the Council would like to participate in the resolution of adverse effects. If the Council does not respond within 15 calendar days, CFLHD, in accordance with 36 CFR 800.6(a)(1)(iv), may proceed with consultation to resolve adverse effects without Council participation. If you have questions regarding this project or would like an electronic version of the documents, please contact Opal Forbes, Environmental Protection Specialist, at (720) 963-3431 or by email at [opal.forbes@dot.gov](mailto:opal.forbes@dot.gov).

Sincerely yours,



Tom Puto  
Project Manager

Enclosures:

- Correspondence from SHPO to FHWA dated 4/20/2015
- Correspondence from FHWA to SHPO dated 04/14/2015
- Email correspondence between BLM, HDR, CFLHD and SHPO, February and March
- Correspondence from BLM to SHPO dated 1/26/2015
- Correspondence from FHWA to Navajo Nation dated January 30, 2015 (Same Letter Also Sent to the Comanche Indian Tribe, Fort Sill Apache Tribe, Hopi Tribe, Isleta Pueblo, Kiowa Tribe, Mescalero Apache Tribe, Tesuque Pueblo, White Mountain Apache, and Ysleta del Sur Pueblo)
- Correspondence from Navajo Nation, Hopi Tribe, and Ysleta del Sur Pueblo to CFLHD-FHWA
- *A Class III Cultural Resource Inventory for the Dripping Springs Road and Baylor Canyon Road Improvement Project*, NMCRIIS No. 132297, Dona Ana County, New Mexico, April 2015.
- Draft Working Plan Set Baylor Canyon Road showing locations of feature in HCPI 36654.

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## **Open House Public Comments**

Some personal addresses have been redacted under Exemption 6\* of the Freedom of Information Act. \*Exemption 6 protects information about individuals when the disclosure of such information "would constitute a clearly unwarranted invasion of personal privacy."





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



**Public Meeting**  
**October 21, 2014**  
**6:00 to 8:00 P.M.**  
**Comment Form**

① F-3, 2, G-2

# Dripping Springs/Baylor Canyon Road Project

## COMMENT FORM

Dustin Mudgett		
Name		
270 Hanks Dr.		
Address		
Las Cruces	NM	88005
City	State	Zip

NMSU
Organization (if applicable)

**PLEASE PRINT**

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

New Mexico's Federal Land Access Program (FLAP) is working with the Federal Highway Administration, BLM, and Dona Ana County to improve the transportation facilities that access federal lands. The purpose is to pave roadway surfaces, improve drainage system, and alter the curves of the road. In effect, more people can travel safely to areas within the Organ Mountains-Desert Peaks National Monument.

However, this project will also increase the potential hazards to various wildlife species and behaviors. More habitat fragmentation, as a result of of the additional paved roads, will limit the ability of wildlife species to move throughout their natural habitats. In addition, the construction of the transportation facilities will require heavy machinery for long periods of time. As a result, wildlife species will have to alter their natural behaviors to avoid construction areas. Such alteration of behaviors will decrease the survival rates of many species. Increased speed limits on the newly paved roads would increase wildlife collisions with vehicles. These are just a few of the issues that will surround and impact wildlife species in these designated areas. The long term effects of this roadway project may be unknown, but it is evident that the wildlife in these areas will be negatively impacted.

More environmental impact assessment need to be conducted before this project takes precedence over wildlife health. More people traveling within our National Monument will lead to greater degradation of the surrounding area and will lead to decreasing wildlife resources. Caution must be taken when large-scale projects like this are implemented.

John R. Curry  
8101 Dripping Springs Road  
Las Cruces, NM 88011

②-K, 1

November 21, 2014

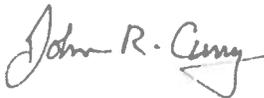
Bureau of Land Management  
1800 Marquess Street  
Las Cruces, NM 88005

Dear BLM:

As someone who lives on Dripping Springs Road, I support paving Baylor Canyon Road to Dripping Springs.

While sitting in my backyard I witness drivers traveling at excessive speeds on the dirt road. Not having large amounts of dust stirred up by drivers will help improve our air quality and aesthetics. With the anticipated increased traffic travelling to the newly designated "Organ Mountains – Desert Peaks National Monument" the local environmental conditions will only get worse.

Sincerely,



John R. Curry

Karen Curry  
8101 Dripping Springs Road  
Las Cruces, NM 88011

③ K-1

November 21, 2014

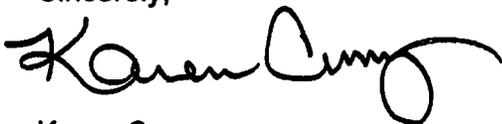
Bureau of Land Management  
1800 Marquess Street  
Las Cruces, NM 88005

Dear BLM:

As someone who lives on Dripping Springs Road, I whole heartedly support the proposed paving of Dripping Springs Road.

I look forward to the reduction of the large plumes of dirt in the air, caused by vehicles driving on the dirt road.

Sincerely,

A handwritten signature in black ink that reads "Karen Curry". The signature is written in a cursive style with a large, looping "C" at the end.

Karen Curry

Brian Hurd  
7679 Pyramid Peak Lane  
Las Cruces, NM 88011-8388

(A) - K12

November 21, 2014

Bureau of Land Management  
1800 Marquess Street  
Las Cruces, NM 88005

Dear BLM:

For safety reasons, I support the paving of the dirt road on Dripping Springs. On two separate occasions I witnessed accidents on the Dripping Springs dirt road. During one of those accidents I assisted the driver, who flipped his vehicle, after he lost control on the dirt road.

Please proceed with paving Baylor Canyon Road to Dripping Springs. As a resident in the area, you have my full support!

Sincerely,



Brian Hurd

John H. Curry  
7676 Pyramid Peak Lane  
Las Cruces, NM 88011-8388

November 21, 2014

(15) K-3

Bureau of Land Management  
1800 Marquess Street  
Las Cruces, NM 88005

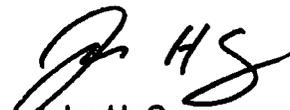
Dear BLM:

As a resident of Organ Mesa Ranch, I support paving Baylor Canyon Road to Dripping Springs Road.

Currently, during heavy rain storms, we do not have another means of exiting the Talavera area, behind "A" mountain. The arroyo East of "A" mountain, which Dripping Spring crosses, does not have a bridge and several times per year is not passable. The several thousand people that live in this area are isolated for hours at a time, during heavy rainfall.

Paving the dirt road and installing culverts at Baylor Canyon would provide a dependable, alternate entry and exit point for residents and emergency personnel.

Sincerely,

  
John H. Curry

2116 Sorrento Place  
Las Cruces, NM 88005

(6) K-4

November 21, 2014

Bureau of Land Management  
1800 Marquess Street  
Las Cruces, NM 88005

Dear BLM:

As frequent visitors to Dripping Springs State Park, I, my family, and sometimes out of town guests, regularly experience the uncomfortable road conditions of Dripping Springs to Baylor Canyon Road.

These road conditions certainly detract from the enjoyment of travelling to this local state park and prevent more frequent visits. With the anticipation of the establishment of the Organ Peaks National Monument and the draw of more visitors to the area, it is highly recommended that this roadway be paved.

Sincerely,.

  
James J. Kinnerup III  
Colonel, USMC Ret.

RECEIVED  
LAS CRUCES DISTRICT OFFICE

2014 OCT 17 PM 1:02

LAS CRUCES, NM 88005

Robert H. Jones

11205 Sallee Road  
Las Cruces, NM 88011  
T 575-644-4745  
stcard12@gmail.com

(7)

A-3, 12, 13

F-2  
I-1

J-3

D-1

October 15, 2014

Bureau of Land Management  
Las Cruces District  
Attention: Frances Martinez  
1800 Marquess St.  
Las Cruces, NM 88005

Dear Ms. Martinez:

I attended the meeting held at the Organ Fire Station on October 14, 2014, and here are my comments on the proposed enhancement to Baylor Canyon Road.

It appears that the monies have already been allocated to pave the unpaved portion of Baylor Canyon Road and Dripping Springs Road by the various governmental agencies. The inference is that the project already has the "green light" to proceed, without consulting those whom live on the north end of Baylor Road or in near proximity. We are not surprised by this action, and do not accept the project in any way.

There was no mention of a need to complete the project. Why must the paving be done? If you would please enlighten us, so that we can, if we choose, dispute the reason for pursuing the project.

We are opposed to the project because of the increase of traffic and traffic noise along Baylor Canyon Road resulting from the project. Many of us use Baylor Canyon Road for running, bicycle riding, horseback riding, walking and exercising our dogs. Increased traffic flow to the tune of 700 cars per day as stated during the meeting will make it more dangerous for us to continue with these activities. We built our home on ten acres over 25 years ago so we could enjoy the country atmosphere of the Baylor Canyon Road vicinity. Now you want to infringe on our country atmosphere by increasing the traffic on Baylor Canyon Road! Paving grows houses and we can live without that! Also, how about the increase danger to livestock not to mention the wildlife the increase in traffic will bring? Furthermore we have dedicated our property as a wildlife sanctuary and offer the wildlife a haven with water and places to nest with shelter from the elements. Why do you want to ruin our country environment? Please leave well enough alone!

Regardless whether the project continues to fruition or not we adamantly request the immediate restriction of usage of Baylor Canyon Road by all commercial vehicles, except for deliveries. We further request the immediate restriction of all hazardous materials vehicles from use of Baylor Canyon Road.

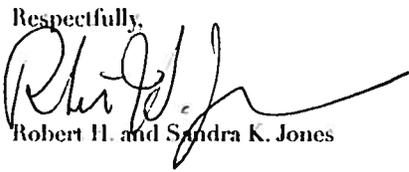
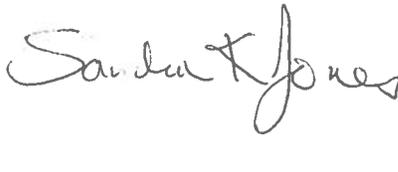
It is apparent that the law enforcement agencies do not have the resources to enforce the proposed 35 mph speed limit on Baylor Canyon Road, bringing all the inherent dangers from excessive speed, which will most assuredly occur. One way to combat the speeding is to make the road incapable of supporting any speed over 35 mph. Perhaps the funding agencies should use the allocated money to remove the existing pavement from Baylor Canyon Road and provide no maintenance, thus saving tax dollars. That is the way it was when we moved to our home and is what we prefer.

Will barbed wire fence be needed to keep the livestock from crossing the road? If so at what cost and who will undergo the funding for the fencing? Fencing will put additional hardship on the ranchers leasing

the land, since they will have to make concerted effort to move their livestock from one side of the road to the other as grazing dictates.

I do apologize for the raucous behavior at the meeting. We should have let the presentations proceed and then offered our opinions and views on the paving project.

Respectfully,

Robert H. and Sandra K. Jones



Martinez, Frances <fmartine@blm.gov>

8 A-14, E-1,3 F-6  
D-1, A-5,6  
I-2, B-2

**FW: Dripping Springs Rd**

Angie Guerrero <angieg@donaanacounty.org>  
To: "fmartine@blm.gov" <fmartine@blm.gov>

Fri, Oct 17, 2014 at 8:37 AM

FYI.

*Angelica Guerrero*

Grants Administrator

Doña Ana County

575-525-6180

**From:** Angie Guerrero  
**Sent:** Thursday, October 16, 2014 3:32 PM  
**To:** 'Tom.Puto@dot.gov'  
**Subject:** FW: Dripping Springs Rd

See comment received below:

*Angelica Guerrero*

Grants Administrator

Doña Ana County

575-525-6180

**From:** Ben Rawson [mailto:brawson@rawson-inc.com]  
**Sent:** Thursday, October 16, 2014 3:28 PM  
**To:** Angie Guerrero  
**Subject:** FW: Dripping Springs Rd

Public input.

**From:** Susan Drake [mailto:swdrake34@gmail.com]  
**Sent:** Thursday, October 16, 2014 2:39 PM  
**To:** brawson@donaanacounty.org  
**Subject:** Fwd: Dripping Springs Rd

----- Forwarded message -----

**From:** Susan Drake <swdrake34@gmail.com>  
**Date:** Thu, Oct 16, 2014 at 2:27 PM  
**Subject:** Dripping Springs Rd  
**To:** brawson@donaanaco.org

Mr. Rawson:

I would appreciate it if you took into consideration my concerns about the impending changes to Baylor Canyon Road.

1. Baylor Canyon Rd. is destined to become a major bypass from Hwy 70 and south.
2. The South Bypass to be made at Weisner Rd area has not been totally planned yet, thus traffic will use Baylor Canyon Rd.
3. The proposed Baylor Canyon Rd paving will disrupt the environment throughout the planned area: disturb the wildlife; disrupt and possibly injure the free range cattle on the area; impede the current use of the unpaved road for biking, hiking, running, and horse back riding; safety is a major concern.
4. It is unlikely the quality of life in this rural area will be improved except to allow humans in their cars/trucks/other vehicles easier and faster access across town.
5. Coverage of the area has minimal sheriff patrol and it takes long times for emergency help to arrive.
6. The letter sent to local residents by the BLM dated 10/10/14 stated that " the project is currently scheduled for construction from January 2016 through August 2016." That statement leads one to believe there is no recourse but that it will be done. Input and inclusion from local residents was not given prior import and inclusion.

At this time, with the information provided, I would ask that you not approve this proposed improved road and vote for "NO ACTION" I would further ask that you inform the other county commissioners of the above stated concerns.

Thank you for your attention.

Susan W Drake

4230 Siri Lane

Las Cruces, NM 88011



(9) A-14, F-2,  
A-15; A-4, D-1,  
G-3, G-4  
F-2, L-1

## Fwd: Baylor Canyon Road Pavement Proposal Comments

Wallace, David <dwallace@blm.gov>

Mon, Oct 20, 2014 at 9:54 AM

To: Jennifer Montoya <jamontoy@blm.gov>, Frances Martinez <fmartine@blm.gov>

Written comments submitted to me that needs to be included in the Baylor Canyon road upgrade as scoping concerns. Please file and thanks.

----- Forwarded message -----

From: **William Loos** <fj9317@yahoo.com>

Date: Sat, Oct 18, 2014 at 8:01 AM

Subject: Baylor Canyon Road Pavement Proposal Comments

To: "bgarrett@donaanacounty.org" <bgarrett@donaanacounty.org>, "dgarcia@donaanacounty.org" <dgarcia@donaanacounty.org>, "brawson@donaanacounty.org" <brawson@donaanacounty.org>, "whancock@donaanacounty.org" <whancock@donaanacounty.org>, "leticiab@donaanacounty.org" <leticiab@donaanacounty.org>, "dwallace@blm.gov" <dwallace@blm.gov>

Below please find my reasoning as to why it's not a good idea to finish the pavement of Baylor Canyon road:

1. Baylor Canyon Road will become the bypass around Las Cruces for White Sands and NASA traffic. This will have the following effects on the area:
  - a. Increase road kill of cows, deer, bobcats, rabbits, snakes etc.
  - b. Increase trash and dumping along the road
  - c. Increased wild fire risks associated the increase road traffic
  - d. Increase noise, and light pollution
  - e. Decreased use of the road for horseback riders, hikers and walkers
  - f. With the increase traffic it will lessen safety for people who stop to take pictures, or watch a sun set or walk in the evenings.
  - g. Ultimately fencing will be installed to keep the cattle off the road, which will greatly decrease the natural beauty of the area
2. Decrease property values of the homes existing on the North Section of Baylor Canyon road due to the above
3. Poor use of funds. I don't see the cost benefit ratio being high enough to warrant paving Baylor, it will benefit perhaps 300 commuters going to work daily but will ultimately anger or detract for about the same amount of people
4. The purpose of the monument designation was to protect the area, however the proposed actions do the opposed. Most of this area borders wilderness area, and adding traffic significantly decrease the "wilderness experience".

I don't have an issue with Dripping Springs road being paved as it dead ends and it will not be use as a commuter road if Baylor Canyon Road paving is not completed.

Please take the time and have well thought out plan. We appreciate your intentions and efforts to improve the roads and traffic flow in the area. But there will be significant unintended consequences of this action, which may not be apparent to those who don't live in the Baylor Canyon area.

If you would like to discuss further feel free to contact me:

William Loos  
4780 Round Up Road  
Las Cruces New Mexico  
Cell Phone 432-530-5994

—

Dave Wallace  
Assistant District Manager-Multiple Resources  
Las Cruces District Office  
1800 Marquess Street  
Las Cruces, New Mexico 88005  
Office: 575-525-4393  
Cell: 575-343-2938



10

A-7, 11, 13  
B-2  
J-2, 4  
G-3  
J-5

## FW: PROPOSED PAVING OF BAYLOR CANYON ROAD!

Angie Guerrero <angieg@donaanacounty.org>

Fri, Oct 17, 2014 at 8:40 AM

To: "Tom.Puto@dot.gov" <Tom.Puto@dot.gov>, "fmartine@blm.gov" <fmartine@blm.gov>

Additional comment..

*Angelica Guerrero*

Grants Administrator

Doña Ana County

575-525-6180

**From:** Ben Rawson [mailto:[brawson@rawson-inc.com](mailto:brawson@rawson-inc.com)]  
**Sent:** Thursday, October 16, 2014 9:46 PM  
**To:** Angie Guerrero  
**Subject:** FW: PROPOSED PAVING OF BAYLOR CANYON ROAD!  
**Importance:** High

Public Input

**From:** Michael Silver [mailto:[msilver@fastwave.biz](mailto:msilver@fastwave.biz)]  
**Sent:** Thursday, October 16, 2014 5:50 PM  
**To:** [brawson@donaanacounty.org](mailto:brawson@donaanacounty.org); [whancock@donaanacounty.org](mailto:whancock@donaanacounty.org); [bgarrett@donaanacounty.org](mailto:bgarrett@donaanacounty.org); [dgarcia@donaanacounty.org](mailto:dgarcia@donaanacounty.org); [leticiaab@donaanacounty.org](mailto:leticiaab@donaanacounty.org)  
**Subject:** PROPOSED PAVING OF BAYLOR CANYON ROAD!  
**Importance:** High

Dear County Commissioners,

Please see the attached **Comments Sheet** handed out at the recent meeting Tuesday evening 10-14-14 regarding the proposed paving of Baylor Canyon Rd. Feel free to contact us if you require further feedback.

Thank you,

Sharan and Michael Silver

11450 Organ Mtn. Trail

PO Box 364, Organ, NM 88052

575-644-7706

[msilver@fastwave.biz](mailto:msilver@fastwave.biz)



**2014\_10\_16\_16\_47\_54.pdf**

383K



**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

WE OPPOSE THE PAVING OF BAYLOR CANYON RD. FOR THE FOLLOWING REASONS, THERE WILL BE MUCH HEAVIER TRAFFIC FLOW FROM THE DRIPPING SPRINGS RD., UNIVERSITY AVE. AREA THAN NOW. THERE WILL UNCONTROLLED SPEEDING ON A PAVED RD. THAN ON GRAVEL AS SEEN BY THE RESIDENTS OFF OF THE PAVED SECTION OF BAYLOR CANYON RD. THE PROPOSED PAVING SECTION WILL HAVE 4' WIDE SHOULDERS WHILE THE CURRENT PAVED SECTION HAS NO SHOULDERS AND NO DRAINAGE THEREBY DISCHARGING ALL RUNOFF OF THE PAVED PORTION OF BAYLOR CANYON RD INTO THE CONNECTING ROADSON THE WEST SIDE OF BAYLOR CANYON RD. THERE IS NO LIGHTING ON BAYLOR CANYON RD AT ALL. THOSE PEOPLE USING BAYLOR CANYON RD. TO WALK, RUN, BIKE, BEE, BEE HORSES HAVE TO CAUTION WITH SPEEDERS WHO DISREGARD THE SAFETY OF THOSE PEOPLE. SCHOOL BUSES TRAVEL BAYLOR CANYON RD. PICKING UP AND OFF-CHARGING CHILDREN. THE SHERIFFS DEPT. IS UNABLE TO PATROL THE AREA AFE QUETELY SO THERE WILL BE NO MONITORING OF SPEEDING. IT HAS BEEN PROPOSED TO PROVIDE A PAVED SHOULDER ON THE REMAINING SECTION OF THE PROPOSED PAVING AREA BUT TO PROVIDE SAFETY ALL OF BAYLOR CANYON RD, INCLUDING THE CURRENT PAVED SECTION MUST HAVE A PAVED SHOULDER AREA WITH LIGHTING. PILOT DRAINAGE MUST BE PROVIDED TO THE PRESENT PAVED SECTION OF BAYLOR CANYON RD. TO STOP THE WASHWAYS OF BAYLOR CANYON RD AND THE INTERSECTING ROADS TO THE WEST. THERE SHOULD BE NO TRUCK (COMMERCIAL) TRAFFIC ALLOWED AT ALL, INCLUDING THE COUNTY AND CITY. IT WAS MENTIONED BY COUNTY STAFF IS BESIDES AND ADDITIONAL 700 VEHICLES PER DAY WILL USE THEM. THIS WILL TURN BAYLOR CANYON RD, INTO A MAJOR ARTERIAL FROM ONE SIDE OF WAS CANCES TO THE OTHER THROUGH AN INHABITED AREA AFFECTING NEGATIVELY THE QUALITY OF LIFE IN A NEWLY DESIGNATED WILDLIFE AREA. THE DANGER OF THE INCREASED TRAFFIC AND SPEED TO THE AREA NEEDS TO BE TAKEN INTO ACCOUNT AS WELL AS THE POOR CONDITION OF THE PAVED PART OF BAYLOR CANYON RD.

MICHAEL & SHARON SILVER, 11450 ORGASO MTN. TRAIL  
 575-644-7706  
 MSILVER@FASTWAVE.BIZ

(11) A-14, 12  
G-4  
E-1

**From:** Angie Guerrero  
**To:** "[Jim Graham](#)"  
**Subject:** RE: Baylor Canyon Road  
**Date:** Tuesday, October 14, 2014 7:02:00 AM

---

Mr. Graham,

Thank you for providing your input. I will include this as part of input for this project.

The initial meeting tonight, October 14, 2014 at the Organ Fire Station will be for Doña Ana County staff and BLM to provide general information regarding the project and to take any comments or questions; any more specific design questions/comments will be addressed at the October 21, 2014 meeting taking place at the Farm & Ranch Museum. I invite you to attend one or two of the meetings if you are able. They both begin at 6:00 p.m.

Thanks again,

*Angelica Guerrero*  
Grants Administrator  
Doña Ana County  
575-525-6180

---

**From:** Jim Graham [mailto:[jimgraha@gmail.com](mailto:jimgraha@gmail.com)]  
**Sent:** Sunday, October 12, 2014 8:00 PM  
**To:** Angie Guerrero  
**Subject:** Baylor Canyon Road

Dear Ms. Guerrero,

I am attaching a letter addressing the paving of the Baylor Canyon Road.

Sincerely,  
Jim

--

Jim Graham  
President  
Sun & Earth Inc  
3314 East St  
Las Cruces, NM 88005  
(575) 521-3537 Phone  
[jimgraha@gmail.com](mailto:jimgraha@gmail.com)  
[www.sunandearth.net](http://www.sunandearth.net)  
Sustainable Building for a New Millennium

Doña Ana County Government Center  
Attn: Angie Guerrero  
845 N. Motel Blvd.,  
Las Cruces, NM 88007  
Email: [angieg@donaanacounty.org](mailto:angieg@donaanacounty.org)

10/10/14

Dear Ms. Guerrero.

This letter is in reference to the paving of Baylor Canyon Road, formerly known as the West Side Road. I am opposed to paving the road in its current location for several reasons. Paving the road will create a *de facto* Interstate bypass. This will intrude on the character of the Organ Mountains. The Organ Mountains were recently designated as a National Monument and it is important that the character of these mountains be preserved.

Paving the Baylor Canyon Road with its current sharp curves will create a hazard to a populace unused to such roads, as evidenced by the relatively high number of single vehicle accidents that occur on the road to Aquirre Springs.

During the preparation of the 1980 Organ Mountains Resource Management Plan, which utilized input from several citizens groups, there was discussion and concern about the future use and development of the Baylor Canyon Road. At the end of the planning process the BLM informed the citizens groups that they would oppose paving the road in its current location and would grant Right of Way 1 mile to the west.

If there is going to be a paved road on the west side of the Organs it should be where the BLM informed the citizen groups it would grant a new Right of Way, 1 mile to the west of the current location. This would entail a greater initial expense but it would ultimately be a better location. It would preserve the character of the Organ Mountains, it would be able to follow a straighter line, thus eliminating much of the dangerous curves, and it would be on a lower angle terrain, reducing maintenance costs.

Sincerely,

James L. Graham  
3314 East Street  
Las Cruces, NM 88005

(11) A-14, 12  
G-4  
E-1

**From:** Angie Guerrero  
**To:** "[Jim Graham](#)"  
**Subject:** RE: Baylor Canyon Road  
**Date:** Tuesday, October 14, 2014 7:02:00 AM

---

Mr. Graham,

Thank you for providing your input. I will include this as part of input for this project.

The initial meeting tonight, October 14, 2014 at the Organ Fire Station will be for Doña Ana County staff and BLM to provide general information regarding the project and to take any comments or questions; any more specific design questions/comments will be addressed at the October 21, 2014 meeting taking place at the Farm & Ranch Museum. I invite you to attend one or two of the meetings if you are able. They both begin at 6:00 p.m.

Thanks again,

*Angelica Guerrero*  
Grants Administrator  
Doña Ana County  
575-525-6180

---

**From:** Jim Graham [mailto:[jimgraha@gmail.com](mailto:jimgraha@gmail.com)]  
**Sent:** Sunday, October 12, 2014 8:00 PM  
**To:** Angie Guerrero  
**Subject:** Baylor Canyon Road

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Sincerely,  
Jim

--

Jim Graham  
President  
Sun & Earth Inc  
3314 East St  
Las Cruces, NM 88005  
(575) 521-3537 Phone  
[jimgraha@gmail.com](mailto:jimgraha@gmail.com)  
[www.sunandearth.net](http://www.sunandearth.net)  
Sustainable Building for a New Millennium

Doña Ana County Government Center  
Attn: Angie Guerrero  
845 N. Motel Blvd.,  
Las Cruces, NM 88007  
Email: [angieg@donaanacounty.org](mailto:angieg@donaanacounty.org)

10/10/14

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This letter is in reference to the paving of Baylor Canyon Road, formerly known as the West Side Road. I am opposed to paving the road in its current location for several reasons. Paving the road will create a *de facto* Interstate bypass. This will intrude on the character of the Organ Mountains. The Organ Mountains were recently designated as a National Monument and it is important that the character of these mountains be preserved.

Paving the Baylor Canyon Road with its current sharp curves will create a hazard to a populace unused to such roads, as evidenced by the relatively high number of single vehicle accidents that occur on the road to Aquirre Springs.

During the preparation of the 1980 Organ Mountains Resource Management Plan, which utilized input from several citizens groups, there was discussion and concern about the future use and development of the Baylor Canyon Road. At the end of the planning process the BLM informed the citizens groups that they would oppose paving the road in its current location and would grant Right of Way 1 mile to the west.

If there is going to be a paved road on the west side of the Organs it should be where the BLM informed the citizen groups it would grant a new Right of Way, 1 mile to the west of the current location. This would entail a greater initial expense but it would ultimately be a better location. It would preserve the character of the Organ Mountains, it would be able to follow a straighter line, thus eliminating much of the dangerous curves, and it would be on a lower angle terrain, reducing maintenance costs.

Sincerely,

James L. Graham  
3314 East Street  
Las Cruces, NM 88005



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



12

J-6

K

**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

PLEASE DO NOT PUBLICIZE

OUR NAMES AND CONTACT INFORMATION.

**Thank You for attending tonight's Public Meeting**

THANK YOU!

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road: CHRISTOPHER AND LINDA L. WRAGEN; [REDACTED]

① WE BELIEVE THAT THIS IS A POSITIVE AND BENEFICIAL PROJECT. HOWEVER, IT IS UNFORTUNATE THAT THE APPARENT MAJORITY OF ATTENDEES AT THIS PARTICULAR MEETING HAD VERY NEGATIVE COMMENTS TO MAKE ABOUT THE PROJECT. PLEASE KEEP THE PERSPECTIVE THAT THE PEOPLE AT THIS MEETING REPRESENT A VERY SMALL GROUP WITH PARTICULAR SPECIAL INTERESTS, AND THEY DO NOT NECESSARILY SPEAK FOR THE VAST MAJORITY OF RESIDENTS WHO WOULD VIEW THIS PROJECT IN A VERY DIFFERENT LIGHT.

② IT WOULD BE BENEFICIAL TO CONSIDER ADDING A MULTI-USE LAWE FOR PEDESTRIAN TRAFFIC, BICYCLES, AND HORSEBACK RIDING TO THE ENTIRE LENGTH OF BAYLOR CANYON ROAD, RATHER THAN JUST THE PORTION PROPOSED FOR PAVING.

③ PLEASE PAVE DRIPPING SPRINGS ROAD (REPAVE) ALL THE WAY TO THE SOLEDAD CANYON ROAD INTERSECTION, RATHER THAN JUST STOPPING AT THE "BIG HOUSES."

④ THANK YOU VERY MUCH FOR HOLDING THIS MEETING AND GOING FORWARD WITH THIS MUCH NEEDED PROJECT!

Spelling of Name? Carey D Smith?



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



**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

13

A-12, B-17  
B-3

**Thank You for attending tonight's Public Meeting**

I-1 J-6, 5

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

Finishing the paving on Baylor thru to Dripping Springs will provide a South bypass for commuters to USMNR & NASA. In the past when traffic has been restricted on Hwy 10, even though Baylor was still dirt there was a great increase in commuter traffic traveling 65 or more. This paving will open it to traffic that the dirt portion now discourages.

Baylor has no paths or sidewalks along now, people use the road as a walkway. Greater traffic at higher speeds will make this even more treacherous.

If the road is to go thru please take into mind our safety and quality of life and provide a pedestrian & biking & horse path along Baylor Canyon and real traffic speed control.

Limit access to Semi trucks

The school bus stops on Baylor, the shoulder is not wide enough to pull off and the bus comes during commute hours.

Carey D. Smith

14 A-12, D-4



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



**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

Concern about speed, traffic and use of Baylor Canyon.

The danger to pedestrians, livestock,

Jack Morton

morton\_jf36@gmail.com

Browson@DonalAnaCounty.org



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



15  
**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

A-12, 7, J

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

I don't want the pave/improvement on Baylor Canyon  
my concern is with increase traffic which puts  
my family + neighbors at risk for speed accidents.  
We have walkers, runners, bicycles, photographers,  
horse back riders, and STUDENTS who ride the bus.

It is sad to see western way of life, and a  
quiet neighborhood and putting so many in  
danger.



A-11  
C16 G-1, J-7 J-6

**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

1) THE FOLLOWING QUESTIONS SHOULD BE ADDRESSED  
IN BLM'S NEPA DOCUMENT:

A) IS PAVING THE DRIPPING SPRINGS  
ROAD CONSISTANT WITH THE  
CURRENT LAND USE PLAN DECISION?

B) DOES BLM HAVE A TRANSPORTATION  
PLAN APPROVED THAT IDENTIFIES  
THIS PORTION OF DRIPPING SPRINGS ROAD  
AND BAYLOR CANYON ROAD TO BE  
PAVED?

C) BECAUSE THIS PROPOSED PAVING  
PROJECT IS LOCATED WITHIN THE NEWLY  
DESIGNATED "DESERTS PEAKS NATIONAL MONUMENT"  
WOULDN'T ISSUING A ROW FOR THIS PROJECT  
BE PREDECISIONAL TO THE REQUIRED  
LAND USE PLAN THAT MUST BE COMPLETED  
FOR THE NEW MONUMENT?

2) BLM'S NEPA ANALYSIS SHOULD CONSIDER  
AN ALTERNATIVE OF PAVING THE DRIPPING SPRINGS  
ROAD + LEAVING THE REMAINING PORTION OF BAYLOR  
CANYON RD GRAVELED W/ UPGRADES (ie. low water crossings.)

3) BIKE PATH/WALKING PATH SHOULD BE CONSIDERED IN THE DESIGN OF THE ROAD PROJECT.

4) NEPA ANALYSIS SHOULD CONSIDER HOW DESIGN OF THIS PROPOSED PAVING PROJECT (OR ALTERNATIVE) IS CONSISTENT WITH THE CURRENT CHIP SEALED PORTION OF BAYLER CYN RD (i.e. WIDTH, SHOULDERS, BIKE/WALKING PATHS, etc). CAN BIKE/WALKING PATHS, etc. BE ADDED TO EXISTING CHIP SEALED PORTION OF BAYLER CYN. RD. AS PART OF THE PROPOSED PROJECT?

17 C-1,2

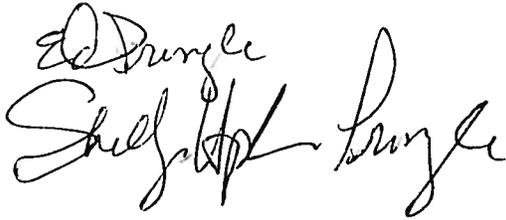
Concern about paving Dripping Springs Road and Baylor Canyon Road that need to be added to Dale and Sara Hopkins' list that was giving to you on October 8, 2014.

\* The windmill - Construction activity at and around the well site plus the expanded use caused by high traffic flow and heavy vehicle use may impact well integrity. Such activity will could and would cause a collapse of the well, resulting in loss of use and additional cost and burden of replacement.

\* We concur with the rest of the concerns as were giving by the Hopkins'.

Sincerely,

Ed and Shelly (Hopkins) Pringle

Handwritten signatures of Ed Pringle and Shelly Pringle. The signature for Ed Pringle is written above the signature for Shelly Pringle. Both signatures are in cursive and appear to be written in black ink.



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



18 J-6

**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

My main concern is the biking lanes  
are too narrow. Cars drive very fast  
in this route. Having wide biking lanes  
would be wonderful.



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



19

J-635

**Public Meeting**  
**Tuesday, October 14, 2014**  
**6:00 P.M.**  
**COMMENT FORM**

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

The 12' travel lanes allow for high speeds they need to be narrower

Need bike lanes } separate  
 Need ~~wide~~ sidewalks  
 Speed needs to be monitored

12' AASHTO width for Freeway  
 35 MPH is wishful thinking



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



20

**Public Meeting  
Tuesday, October 14, 2014**

**6:00 P.M.**

E-1

**COMMENT FORM**

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

We fully support the

NO ACTION

alternative.

If you have to pave

something, pave

Weisner which is

supposed to be the

bypass.



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



This is the 2<sup>nd</sup> of submission  
 This first letter covers these  
 (letter #9)

**Public Meeting**

**Tuesday, October 14, 2014**

**6:00 P.M.**

**COMMENT FORM**

(21) A-10

L

**Thank You for attending tonight's Public Meeting**

I have the following comments on the proposed improvements to Dripping Springs Road and Baylor Canyon Road:

**Bad Idea**

**increase traffic**

- more TRASH
- more Road Kill
- more Dumping
- Less walking access
- more noise

- it becomes a beltway around

**LAG Cruces**

- More car wrecks & Loss of Life
- More wild fire do to increase

**traffic**

- No more public use for walking, biking etc.

William Loos

41780 Roundup Road

- NO fence

↓

6 RAWSON.

W HAWKCOCK.

## Angie Guerrero

---

**From:** Abraham Mendoza [boss64@fastwave.biz]  
**Sent:** Monday, October 06, 2014 2:27 PM  
**To:** Angie Guerrero  
**Subject:** Baylor Canyon Road - Public Hearing

22

Helga and Abraham Mendoza

12280 Los Vaqueros Dr

Las Cruces, NM 88011

05 October, 2014

I-3, 2  
A-12, B-2  
F-2  
D/5 D-2

Dona Ana County Government Center

Attn: Angie Guerrero

845 N Motel Blvd

Las Cruces, NM 88007

Dear Ms. Guerrero,

This concerns the Public Meeting scheduled in Organ on 14 October at 6 PM, which my husband and I will not be able to attend. So I had to write this letter to voice our concerns which seem to outweigh any possible benefit of having Baylor Canyon Road paved. We live just off Baylor Canyon Road and would be directly affected by the construction process, but also of the increased traffic, noise and pollution which would result from the so-called improvements. We like walking our dog along Baylor Canyon Road every day, which even with the current traffic can be alarming at times, because some drivers are exceeding the speed limit by a large margin or ignore pedestrian's right away.

This project must cost a tremendous amount of money. Who is ultimately paying for these improvements which we and most our neighbors do not want? I am sure it is the tax payer, and even if you get state or federal funds allotted, we pay those taxes, too. When residents of this neighborhood called for enforcement of the speed limit on Baylor Canyon Road, we heard excuses about understaffing and insufficient funds. For the cost of this project you could hire a deputy sheriff full time PLUS...

Has an environmental impact study been performed? And if so, where can we see the results of an environment impact statement? As it is now, lots of wildlife ends up as road kill, and this proposed speedway would make matters much worse. Do you realize that this road has several miles open range with cattle crossing or just standing there on the road?

As you see, we firmly believe that the dangerous disadvantages by far outweigh any benefit of this project. Please forward this letter to County Commissioner Rawson, who is running again, and who does not need to be reminded that senior citizens make loyal voters.

Sincerely,  
Helga and Abe Mendoza



This email is free from viruses and malware because avast! Antivirus protection is active.

(23) I, B-3 A-7



U.S. Department of Transportation  
Federal Highway Administration



Public Meeting  
October 21, 2014  
6:00 to 8:00 P.M.  
Comment Form

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **NOVEMBER 20, 2014**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Crystal Christmas  
11000 Sallee Rd, Las Cruces NM 88011

**PLEASE READ CAREFULLY**

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.

My husband's family moved to the Baylor Canyon area in 1967. The main factor of choosing the area was the peace and quiet. During their lives they enjoyed the views, great neighbors (and Ranchers) and peace + outdoor activities. As a descendant, my husband decided to continue to provide a similar life for his family. As a rider with the neighbor rancher I have witnessed reckless driving on many occasions. As a morning runner I have had to jump off the road because of the speeding drivers. Please consider the safety of the livestock, ranchers, neighbors and including children (at bus stops) in your decision. One more note, I drove the back road from Baylor to this meeting. The road is good as is. As long as you drive the speed limit.

I understand that I am in a minority regarding the paving. It is important to consider safety as well as lifestyle as it has been. The neighbors around me (North Taylor/Danmon Rd) are largely AGAINST the paving. Another consideration close to my heart is the ranching around. Ranching has been a cornerstone - Historic careers - that is ~~the~~ a large factor in developing a strong country we have. Dona Ana + NM are Agricultural communities. Keep Farming and ranching Strong.

Please keep me up to date on project.

----- FOLD HERE -----

U S DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
LAS CRUCES DISTRICT OFFICE  
1800 MARQUESS STREET  
LAS CRUCES NEW MEXICO 88005

OFFICIAL BUSINESS  
Penalty for Private Use \$300

**BUSINESS REPLY MAIL**  
FIRST CLASS PERMIT NO. 14153 WASHINGTON DC

POSTAGE WILL BE PAID BY  
THE BUREAU OF LAND MANAGEMENT

BUREAU OF LAND MANAGEMENT  
ATTN: FRANCES MARTINEZ  
LAS CRUCES DISTRICT OFFICE  
1800 MARQUESS STREET  
LAS CRUCES NM 88005

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



(24)

K



U.S. Department of Transportation  
Federal Highway Administration



Public Meeting  
October 21, 2014  
6:00 to 8:00 P.M.  
Comment Form

# Dripping Springs/Baylor Canyon Road Project

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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

JIM LAIRD  
5074 CATAMOUNT DR Los Cruces 88011

**PLEASE READ CAREFULLY**

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Handwritten note: See other side

We are 100% in favor of this paving project for multiple reasons. What can we do to expedite approval and completion?

----- FOLD HERE -----

U S DEPARTMENT OF THE INTERIOR  
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LAS CRUCES DISTRICT OFFICE  
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OFFICIAL BUSINESS  
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LAS CRUCES NM 88005

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NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



(25)

J-2



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

MICHAEL MEZCHAN  
4985 SPUR RIDGE RD LC NM 88011

**PLEASE READ CAREFULLY**

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HAS ANY CONSIDERATION BEEN GIVEN TO  
INSTALLING CULVERTS INSTEAD OF LOW-WATER  
CROSSINGS, AT THE ARROYO CROSSINGS?

Multiple horizontal lines for additional comments.

(26)

J-618

- Bicycles Will USE THIS ROAD - Why NO BIKE LANES?
- Prefer Intersection A since that lets most traffic pass w/o stopping
- Bike lanes should be designated by painted lines (lanes) & signage.

(27)

J-6



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Beth Bardwell

4850 Tobosa Rd. Las Cruces, NM 88017

**PLEASE READ CAREFULLY**

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I do not support paving Baylor Canyon Rd. unless it includes multimodal pathway for bicycle traffic consistent with the AASHTO Guide for the development of bicycle facilities. I believe that the purpose of the federal funding is to provide access to public lands <sup>and as such</sup> would be incompatible use of ~~a~~ parcel <sup>a</sup>road that does not provide multimodal access.

This federal funding to

28 A-11



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

David Hill  
4625 Baylor Canyon Rd 88011

**PLEASE READ CAREFULLY**

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I feel if you move ahead with this project, you have not considered the traffic impact to the residences on the north end of Baylor Canyon.

In front of my home are 8' drive lanes with no shoulders.

Blank lined area for additional comments.

29 file, LA



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

George Pearson george@nmbikeed.org  
406 W Las Cruces Ave, Las Cruces, NM 88005

### PLEASE READ CAREFULLY

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Need AASHTO design standard bicycle facilities. Five foot bike facility needed. Perhaps balance wider pavement combined w/ narrower main travel lanes.

Be sure to follow Complete Streets policy as adopted by Dona Ana County Commission

There was a comment from FHWA that bicyclists don't use the road. This will change when road is paved. It will be used by bicyclists that only use paved roads. This is why it is important that a safe bicycle facility be created.

US 70 west (Valley and west) is an example of a bicycle facility w/ five foot shoulder area and a 45/55 mph roadway.

30 J-6, 52



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Shirley Armstrong (575) 522-4570 shir.mike7@msn.com  
5309 Redman Rd, HE, NM, 88011

**PLEASE READ CAREFULLY**

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My husband & I are cyclists and 21-year residents of DA County. Some of our concerns include:

- 1) Adequate shoulders to provide for cyclist safety.
- 2) Preferably, shoulders should include markings or signs to indicate presence of cyclists & "Share the Road", etc.
- 3) A decent paving material & road preparation job is the road lasts. Chip seal is cheap & results in continual resurfacing. Plus, chip seal is dreadful for cyclists.
- 4) Adequate drainage so roads are not covered with soil, rocks & debris after every rain. All drainage should be UNDER the road!
- 5) Resulting comment from discussion: I wonder about the possibility of grazing ~~on~~ cattle on desert grasslands.

31 H



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Joe Tojoly

**PLEASE READ CAREFULLY**

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How much of this planning process has been included from the public that live in and around Baylor Canyon?  
My impression is, the public's input was not considered before the plans went into effect. It could be wrong, I believe the public's concern over this project should be seriously considered, pro + con. They will be the ones affected by this project.

32 K J-6



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

CHRISTOPHER AND LINDA L. WRAZEN

8920 BOUGAINVILLEA CT, LAS CRUCES, NM 88011-8348

**PLEASE READ CAREFULLY**

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① PLEASE PAVE/REPAVE DRIPPING SPRINGS ROAD  
ALL THE WAY TO THE SOLEDAD ROAD INTERSECTION.

② PLEASE INCLUDE ALONG THE FULL LENGTH  
OF BAYLOR CANYON ROAD (AND DRIPPING SPRINGS  
ROAD TO THE NATURAL AREA) A MULTI-USE  
LANE OR PATH FOR WALKING, JOGGING,  
BICYCLE RIDING AND HORSEBACK RIDING.

33 A-11 J-6 K



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

JEAN CONWAY edconway@me.com  
5155 SILVER KING RD LC NM 88011

**PLEASE READ CAREFULLY**

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Please do whatever you can to stripe and sign the "shoulders" as bike lanes, either/or bike symbols in the lanes/ "Share the road" signage.

Also for future repavement, pave the entire road to avoid dangerous drop-offs for cyclists.

Blank lined area for additional comments.

(34) K J-6,9



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Beth & Jimmy Sells

4583 Organ Mesa Loop, Los Cruces, NM 88011

**PLEASE READ CAREFULLY**

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Jimmy and Beth Sells ([jwsells@msn.com](mailto:jwsells@msn.com))

4583 Organ Mesa Loop LCNM 88011

I am in favor of this project. After attending the October 21<sup>st</sup> public meeting at Farm and Ranch Museum I do think there are issues which need to be addressed by Dona Ana County concerning the residents along Baylor Canyon Road near HWY 70.

I would like to see elements added to the scope of the project to accommodate runners, hikers and bicyclists. I think occasional pullouts for cars along the road would be great.

The Talavera neighborhood organization is having its annual cleanup day and follow-up meeting and potluck dinner on Saturday November 15<sup>th</sup> at 5:30. It would be great if someone from the BLM could attend and update the group on this project. I believe we will be a more accommodating audience than the one at Farm and Ranch.

(35) A-8, A-14, 13 J-9 J-5



U.S. Department of Transportation  
Federal Highway Administration



B-3 B-21  
Public Meeting  
October 21, 2014  
6:00 to 8:00 P.M.  
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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

MIKE STRYKER  
15514 SPALL MURALS LN, LAB CRUES, NM 88011

**PLEASE READ CAREFULLY**

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The access at NASA RD/Baylor Canyon Rd is already difficult due to high speeds encountered at the east Bound off Ramp as NASA employees on going to work. There is a big concern that the Dona Ana County is not looking at this North end of Baylor Canyon as a part of the entire project's feasibility. Despite a discussion to the contrary, this road will be used as a bypass by commuters to White Sands and NASA from the University/Talavera/Soledad Canyon area. This road will need to be low speed limited with enforcement of said limits. Another consideration would be to design road like many National park access roads with pull outs, speed bumps,

36 A-8 J-9 J5



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Melody Stryker  
15574 Space Murd's Ln, Las Cruces, NM 88011

**PLEASE READ CAREFULLY**

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I am very concerned about the possible use of this upgraded road by employees of White Sands & NASA to avoid using US 70. The North end of Baylor Canyon road is not designed for this additional traffic. It is very concerning that Dona Ana County is not concerned with examining this as part of the project. Possibly if this is to be national monument access the road could be designed like other roads I have seen in national parks is wide shoulder turn outs for tourists and speed bumps to discourage both speeding and use as an alternate route. Additionally this would protect the wildlife and wilderness areas.

Thank you



37

G-4<sup>12</sup> A-14  
F-2

## Fwd: Baylor Canyon Paving

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 12:04 PM

FYI.

----- Forwarded message -----

From: MarieJo <mjgeslot@msn.com>  
Date: Thu, Nov 20, 2014 at 11:52 AM  
Subject: Baylor Canyon Paving  
To: blm\_nm\_comments@blm.gov

We are opposed to paving the Baylor Canyon Road, especially prior to developing a management plan for the new Organ Mountains Desert Peak National Monument. This is a major access and resource issue that should receive careful consideration and study.

We have seen wildlife, including mountain lion, crossing the present dirt road. Given the fact that improved surfacing will significantly increased traffic and potential accidents with wildlife, this action requires study.

The fact that the new monument would have a major short-cut route, splitting it reduces the value of the resources. This in not a scenic, winding, low-speed route for tourists. It would be a major route around the east side of Las Cruces.

At first glance, a major access route here should be west of the new monument in the Organ Mountains. Continued use of the current road makes sense in order to give adequate time to consider this significant visitor, resource, and access issue within the planning process.

To pave this road without adequate planning is in direct opposition to the reason for which the National Monument was created.

Tom and Marie Carroll  
4904 Chippewa Trail  
Las Cruces, NM 88011



38

G-2  
F-2 I-2 L

## Fwd: Baylor Canyon Road

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 1:14 PM

FYI.

----- Forwarded message -----  
From: **Tito Meyer** <tito@zianet.com>  
Date: Thu, Nov 20, 2014 at 12:38 PM  
Subject: Baylor Canyon Road  
To: [blm\\_nm\\_comments@blm.gov](mailto:blm_nm_comments@blm.gov)

I am strongly against paving this road. The road abuts the new National Monument. Years ago, BLM's long range plan called for never paving this road. Paving it will decrease the quality of the ecology in the Monument. More road kills, more noise, more human intrusion. Please leave it dirt! Thank you, Robert (Tito) Meyer

--  
Robert (Tito) Meyer, Lawyer  
<tito@zianet.com>  
575-524-4540  
fax 575-526-3286  
1155 South Telshor Blvd, Suite 302A  
Las Cruces, NM 88011-4788

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39 K

# Fwd: BAYLOR ROAD PAVING COMMENTS

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 4:28 PM

FYI.

----- Forwarded message -----

From: **john smith** <american1776@msn.com>  
Date: Thu, Nov 20, 2014 at 4:15 PM  
Subject: BAYLOR ROAD PAVING COMMENTS  
To: BLMBAYLOR ROAD <BLM\_NM\_COMMENTS@blm.gov>  
Cc: john smith <american1776@msn.com>

Dear Sirs

As a Talavera resident, I would like to say that I STRONGLY SUPPORT the proposed paving project for Baylor Canyon Road.

Many thanks.

John Smith  
Commander Retired  
Illigitimi Non Carborundum  
[american1776@msn.com](mailto:american1776@msn.com)  
Las Cruces, New Mexico  
575-532-1925



Handwritten notes: 40, I-4, F-3, A-12

# Fwd: Fw: Baylor Canyon Rd Paving

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Wed, Nov 19, 2014 at 9:48 AM

FYI.

----- Forwarded message -----

From: **Beth Jasso** <bjasso@us.ibm.com>  
Date: Wed, Nov 19, 2014 at 7:27 AM  
Subject: Fw: Baylor Canyon Rd Paving  
To: [blm\\_nm\\_comments@blm.gov](mailto:blm_nm_comments@blm.gov)

Beth Jasso/Tampa/IBM

11/18/2014 06:21 PM

To

cc Benjamin Rawson <[brawson@donaanacounty.org](mailto:brawson@donaanacounty.org)>

SubjectRe: Baylor Canyon Rd Paving [Link](#)

As a resident of Organ Mesa Ranch, we are totally **OPPOSED** to paving Baylor Canyon Road. The dirt road is a way to preserve the natural and historic look and feel of the Organ Mountain area. Paving the road will destroy that beauty and scenic view that all are free to enjoy today. Many residents across Las Cruces come to that road to take beautiful photos for magazines and for weddings. Having a paved road with traffic will totally ruin the view for everyone not to mention make it an unsafe area to stop and take scenic photos or to hike.

Also there is the New Mexico wildlife to consider. If the road was paved, the wildlife would not be safe to roam about freely which is an attraction not only to the people of Las Cruces but also to those that come to visit our area.

With the high school just built near by, a paved Baylor Canyon will just increase the traffic.

Let's preserve the Organ Mountains for Las Cruces and let's start by putting a STOP to paving Baylor Canyon. There is NO NEED to pave Baylor Canyon Road.

Some things need to be protected otherwise you just become like any other city.

Sincerely,

Beth and Tony Jasso  
4411 Organ Mesa Loop  
Las Cruces, NM 88011

11/19/2014



DEPARTMENT OF THE INTERIOR Mail - Fwd: Fw: Baylor Canyon Rd Paving

(41) I-A-12  
I-2

Al Cella <ajc8614@aol.com>

Tobl\_m\_nm\_lcd@blm.gov,

11/18/2014 06:09 PM

cc Benjamin Rawson <brawson@donaanacounty.org>

Subject Baylor Canyon Rd Paving

OPPOSED.

I, nor anyone I know living in this area of the County, ever asked for this. It will further erode our way of life here. It will bring traffic from Rt 70 thru our neighborhoods' access roads. That means increased air pollution, noise, more sightseers on our streets which usually leads to more crime.

Please use the funds to RE-pave Drippings Springs & Soledad Canyon Roads. That is a NEEDED and rightful use of public funds!

Al Cella  
4399 Organ Mesa Loop  
Organ Mesa Ranch Development  
Dona Ana County

The county plans to pave all of the unpaved sections of Baylor Canyon Road and Dripping Springs Road. The BLM has asked for comments, and many of the residents here have received letters from BLM about the project.



42 K-3

frances.martinez <fmartine@blm.gov>

---

## Fwd: Baylor Canyon Paving

---

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Wed, Nov 19, 2014 at 9:48 AM

FYI.

----- Forwarded message -----

From: **Mark Benson** <mark.h.benson@gmail.com>  
Date: Wed, Nov 19, 2014 at 6:34 AM  
Subject: Baylor Canyon Paving  
To: [blm\\_nm\\_comments@blm.gov](mailto:blm_nm_comments@blm.gov)

As a resident of Talavera, I fully support paving all unpaved portions of Baylor Canyon Road. I believe this will improve the quality of life for those of us who live here by giving us easier access to Baylor Canyon. I also believe it is critical to pave this road in order to attract tourism to this area of the Organ Mountains Desert Peaks National Monument.

Sincerely,

Mark. H Benson  
5057 Lost Padre Mine Rd  
Las Cruces, NM 88011

575-571-0075



43 K

Frances <fmartine@blm.gov>

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## Fwd: Baylor Canyon/Dripping Springs road paving

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Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Wed, Nov 19, 2014 at 9:49 AM

FYI.

----- Forwarded message -----

From: **Brenda Shannon** <bshannon@fastwave.biz>  
Date: Tue, Nov 18, 2014 at 11:46 PM  
Subject: Baylor Canyon/Dripping Springs road paving  
To: [blm\\_nm\\_comments@blm.gov](mailto:blm_nm_comments@blm.gov)

I would like to see Dripping Springs and Baylor Canyon roads paved.

Brenda Shannon

4375 Organ Mesa Loop

Las Cruces, NM 88011



44 K-3

## Fwd: Baylor Canyon Rd Paving

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Wed, Nov 19, 2014 at 9:49 AM

FYI.

----- Forwarded message -----

From: **Meredith O'Connell** <meroconnell1953@gmail.com>  
Date: Tue, Nov 18, 2014 at 6:12 PM  
Subject: Fwd: Baylor Canyon Rd Paving  
To: "blm\_nm\_comments@blm.gov" <blm\_nm\_comments@blm.gov>

**From:** Meredith O'Connell <meroconnell1953@gmail.com>  
**Date:** November 18, 2014 at 4:23:00 PM MST

**Cc:** Benjamin Rawson <brawson@donaanacounty.org>  
**Subject:** Re: Baylor Canyon Rd Paving

FOR. ABSOLUTELY FOR.

When we first moved here ten years ago, there were probably only half the number of homes located in the Talavera area. In all that time, we have basically had only one efficient egress into this area, that being Dripping Springs road. If there is flooding, a major traffic accident, or other problem that causes Dripping Springs to be closed, we have no other route to quickly reach our homes in this area. I believe that progress can be beneficial, and having another route into the Talavera area is much needed.

Sent from my iPad

The county plans to pave all of the unpaved sections of Baylor Canyon Road and Dripping Springs Road. The BLM has asked for comments, and many of the residents here have received letters from BLM about the project.



45 K-4

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## Fwd: Baylor Canyon paving

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Comments, **BLM\_NM** <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Wed, Nov 19, 2014 at 9:49 AM

FYI.

----- Forwarded message -----

From: **Lisa Huelin** <lmhuelin@me.com>  
Date: Tue, Nov 18, 2014 at 5:51 PM  
Subject: Baylor Canyon paving  
To: "blm\_nm\_comments@blm.gov" <blm\_nm\_comments@blm.gov>

Do it! No problems from me. I am a hiker and bike rider. Would love a smooth road!

Sent from my iPhone



A6

J - 2

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## Baylor Canyon/Dripping Springs Road

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**Maria Chavez** <mmouse@nmsu.edu>

Wed, Nov 19, 2014 at 11:05 AM

To: "fmartine@blm.gov" <fmartine@blm.gov>, "tom.puto@dot.gov" <tom.puto@dot.gov>

Cc: "angieg@donaanacounty.com" <angieg@donaanacounty.com>, Brook Milligan <brook@nmsu.edu>

Dear concerned parties,

My name is Maria Chavez, I am a student at New Mexico State University. I have recently become aware of the plans to pave Baylor Canyon Road. Though the first phase of the project has already been completed I still think it would be worth while to completely consider the consequences of following through with the rest of the plans. Southern New Mexico experiences large precipitation events that cause large, forceful movements of water and sediments. This leads to large amounts of runoff that are not easily absorbed back into the water table. Runoff can be increased by the construction of roads and other forms of habitat fragmentation. The aquifer New Mexico resides over, the Ogallala, has been slowly depleting for years and is taking longer and longer to regenerate its water reserves. The health of this aquifer is essential to sustaining life in New Mexico and several other states.

If these are not issues you have seriously considered, I ask that you do. I know the money allotted to this project could be utilized towards improving the community in many other, less harmful ways.

Thank you for your time,

Maria Y. Chavez



47

BLM Connect

## Fwd: Baylor Canyon Rd Paving

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>

Wed, Nov 19, 2014 at 11:17 AM

To: Frances Martinez <fmartine@blm.gov>

FYI.

I-2

----- Forwarded message -----

From: kim pilcher <pilcherkl@gmail.com>

Date: Wed, Nov 19, 2014 at 10:45 AM

Subject: Re: Baylor Canyon Rd Paving

To: Al Cella <ajc8614@aol.com>

Cc: blm\_nm\_comments@blm.gov, Benjamin Rawson <brawson@donaanacounty.org>

Hi Mr B. Rawson

Congratulations to your re-reelection as City Commissioner and as your supporters we're proud of your energy and hard work for the city of Las Cruces.....

Here is my biggest concern and request to help us stop that county project of paving the Baylor Canyon Road. All the residents moved from different states to this area towards east Drippings Road is for sole purpose of quietness, dark sky, scanty crime environment, peacefulness,... etc..... This project will reduce the quality of our life as well as lower the value of our property. Please with your influence and power to stop this project. Nothing good comes out of it but future business greed, and increased crime. Let us keep it as is; preserve the original beauty. We are doing very well as is.

Thanks for your attention to this serious matter.....

Sincerely

Kim Pilcher

On Tue, Nov 18, 2014 at 6:33 PM, Al Cella <ajc8614@aol.com> wrote:

This is the correct email address to send comments to.

On Nov 18, 2014, at 4:09 PM, Al Cella <ajc8614@aol.com> wrote:

OPPOSED.

I, nor anyone I know living in this area of the County, ever asked for this. It will further erode or way of life here. It will bring traffic from Rt 70 thru our neighborhoods' access roads. That means increased air pollution, noise, more sightseers on our streets which usually leads to more crime.

Please use the funds to RE-pave Drippings Springs & Soledad Canyon Roads. That is a NEEDED and rightful use of public funds!

Al Cella

4399 Organ Mesa Loop

Organ Mesa Ranch Development

Dona Ana County

The county plans to pave all of the unpaved sections of Baylor Canyon Road and Drippings Springs

Road. The BLM has asked for comments, and many of the residents here have received letters from BLM about the project.

Dava McGahee  
1911 FM 1516 S  
San Antonio, TX 78263  
November 12, 2014

RECEIVED  
LAS CRUCES DISTRICT OFFICE

2014 NOV 17 PM 1:50

LAS CRUCES DISTRICT OFFICE

48

J-2  
A-12, I-2  
B-3

Dear Frances Martinez,

In response to your letter dated Oct. 10, 2014 concerning Right of Way improvements to Dripping Springs Road and Baylor Canyon Road: NM 066392 NM 131088

I would expect to be able to review archaeological and biological surveys (effects on flora and fauna and associated ecosystems) through both of those undertaking areas. Have those surveys been conducted and what is the assessment of effect?

How does the proposed drainage effect habitat as well as surrounding drainages that flow through properties?

How will all NEPA, NHA and ARPA laws be addressed in these undertakings? Since these would be undertakings on federal land, the BLM would be required to go through the complete compliance process to determine assessment of effect through these routes. Where and when has this process been addressed?

Why do curves need to be straightened?

How much is this going to cost and why does it need to be done?

To summarize, what is the impact to the archaeology (both prehistoric and historic), flora, fauna and existing drainages that have been in place in this area for centuries? Are there endangered species in the area and/or is there migration routes affected?

Thank you so much for answering these questions for me as a concerned citizen and as a property owner affected by these projects. I know that traffic will increase and speed up and impact the area, the air and the noise level in many ways. The topography will also be changed.

Who has and how have all the environmental "costs" been counted.

Sincerely,

Dava Davy McGahee

*Dava Davy McGahee*

49

F-7, 2

Kelly Laje

New Mexico State University

299 Kings Point Drive Apt 172

El Paso, TX 79912

The Dripping Springs/Baylor Canyon Road project fails to consider potential wildlife and biological impacts. Such impacts include: an increase in invasive species, specifically weedy species, increased animal-traffic deaths, restricted animal movement, etc. To address each concern – weedy/invasive species spread and move with disturbance. Increased traffic (construction, vehicular, tourism) will cause significant disturbance to the surrounding area, creating new niches for weedy species to thrive. Native species will be outcompeted and greatly reduced. Animal crossing traffic deaths will increase due to the added traffic. Animal movement across the area may be restricted by both traffic and the fencing being placed along the western side. The consequences of such impacts may include increased costs to control weedy species, possible decline in specific animal and plant populations, and the costs associated with maintenance and prevention of such issues. These possible impacts to area wildlife should be taken into consideration by the agencies involved in the project – BLM and the Federal Highway Administration. Dona Ana Country should also be involved, to stress the importance of the local/native wildlife. These three entities must work together to come up with proactive measures that will conserve the area. This should involve a reassessment of the value of such a project with the above factors in mind. Accounting for such problems early on may save tax-payer dollars as well as the local beauty and biological/ecological services it provides.



(50)

L-2 B-4  
F-3 A-12

## FW: Dripping Springs Road/ Baylor Canyon Road construction project comment

Angie Guerrero <angieg@donaanacounty.org>

Wed, Nov 19, 2014 at 7:20 PM

To: "Tom.Puto@dot.gov" <Tom.Puto@dot.gov>, "Martinez, Frances" <fmartine@blm.gov>, Robert Armijo <robertar@donaanacounty.org>, Albert Racelis <albertr@donaanacounty.org>, Cindy Beakley <cindyg@donaanacounty.org>

FYI

Sent from my Windows Phone

**From:** Svenja Wagner

**Sent:** 11/19/2014 7:13 PM

**To:** [blm\\_nm\\_lcdo\\_comments@blm.gov](mailto:blm_nm_lcdo_comments@blm.gov); [tom.puto@dot.gov](mailto:tom.puto@dot.gov)

**Cc:** Brook Milligan; Angie Guerrero

**Subject:** Dripping Springs Road/ Baylor Canyon Road construction project comment

To whom it may concern,

The following is my opinion about the Dripping Springs Road/ Baylor Canyon Road construction project in Las Cruces, New Mexico. I appreciate you taking the time to read through my comments and considering my disposition in regards to the project.

As an informed conservation ecology student graduating from New Mexico State University and concerned resident of Las Cruces, I do not approve of the Baylor Canyon/Dripping Springs Construction Project. There are several reasons for my disposition.

The first concern I have is in regards to the cost-benefit analysis. Cost-benefit analyses are often used to justify projects when the benefits of the project outweigh the costs. First, the link titled "Benefit cost analysis" actually only opens a page listing benefits of the project without comparing these to the costs. Therefore I used further links to inform myself of the estimated costs associated with this project. I found that the benefits considering categories of tourism, road maintenance, fuel savings, and accident injury reduction totaled to \$5,069,380.38. However, I noticed the costs or total funding match/needed was \$5,503,500. With these two comparisons alone, the costs would outweigh the benefits by \$434,119.62. Furthermore, under a different link the total required funding for the year of 2014 was \$8,348,988 and the benefits remain as \$5,069,380.38 over a twenty year period. Using these as a comparison the costs are much larger than the benefits exceeding the

benefits by \$4,234,392.38. The costs seem to heavily outweigh the benefits which shows that this project would cost more than it is really worth.

Further complications with the cost-benefit analysis arise because the costs include the money needed to finance this project, but completely exclude the benefits foregone by fragmenting the habitat. The foregone benefits are benefits and values that the area holds without the construction project and should be included in the costs of the project because this value would be lost once the project is completed. There is value in intact and un-fragmented ecosystems which can be economically evaluated and estimated. This includes the value of the ecosystem when it is intact such as the income from tourists due to being able to see many wildlife species in this area. By building a road in the middle of the land area and dissecting it, the movement of different species is hindered. The blocking of movement of species has been shown to increase extinction rates by decreasing population size and genetic variation. Although the species may not become globally extinct, they could become locally extinct and would no longer be found in the Dripping Springs and Baylor Canyon area. Furthermore, the mortality of specific species like our Greater-roadrunner, and various snake and lizard species can be expected to increase as traffic on the roads increases. The elevation in traffic along with an increase in the allotted speed would lead to a greater amount of road-kill and the death of individuals from the local population. One of the reasons that the Dripping Springs and Baylor Canyon area are so popular in regards to tourism is because of the variety of desert wildlife that one can expect to see there. The building of the road could potentially cause a decline in not only the directly impacted species, but also in the bird and predator species that depend on them. Therefore, the highly speculative estimates in regards to increased income from tourism may actually be negatively impacted by the construction of the road.

Many communities and government agencies are facing costs now a days for improvement projects that are funded in efforts to reverse fragmentation of habitats. It has been recognized that connectivity between habitats is of critical biological importance in the preservation and continued existence of wildlife. Some examples of these efforts include corridor bridges that have been built along the highway through Banff National Park, the ongoing corridor project in Brazil to preserve the Golden Lion Tamarin population, and the corridor project in Belize that has already shown positive results in increasing Baboon population as well as ecotourism. These projects use funds and resources to build connectivity between habitat that the people have historically fragmented by converting the land for agricultural or transportation use. Similarly, the proposed road construction project would fragment our desert habitat locally by creating a barrier between the two sides of the road across which many species cannot cross. Rather than accruing future costs in trying to reverse the impacts of the road, the potential costs of restoration of connectivity should also be included in the cost benefit analysis and could be avoided by not carrying out the Dripping Springs/Baylor Canyon Road project.

It is highly speculated that most benefits will come from the increase in tourism because the area would be more easily accessible. However, those areas are already very accessible. I drive a Honda Fit which is a small car with no four-wheel drive or any kind of "off-road" capability and I have been up to Dripping Springs and Baylor Canyon many times. I always drive my little car and I never have any problems, even after heavy rain. Tourists can access the area as easily now as they could if the road was paved. Also, a main argument for the project is that it would improve transportation and minimize accidents on the affected roads. However, the accidents currently amount to 38 accidents over a 5 year period which is a very low accident rate. I personally speculate that a statistical analysis between current accident rate and future accident rates will show no significant

improvement if the road was paved. The paved road would have a higher speed limit and faster speeds directly correlate with higher accident rates. Therefore, I think it is unreasonable to conclude that there would be \$960,789.87 reduction in accident injury costs.

Because I believe the cost-benefit analysis is incomplete and benefits are highly speculated and missing many components that should be considered, I do not support the construction project involving Dripping Springs and Baylor Canyon Road.

Thank you again for taking the time to read through my comments.

-Svenja Wagner



50

K-3  
A-14

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## Dripping springs road

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Paul Curry <paulcurry@paulcurry.com>  
To: "fmartine@blm.gov" <fmartine@blm.gov>

Thu, Nov 20, 2014 at 4:53 AM

Dear Ms. Martine. My comments on this road have all been returned to me as a not addressable because the BIM mailbox was not accessible. Therefore I am resending them from my iPhone on a business trip as best as possible

As a landowner of Organ Mesa Ranch including more than 350 acres of private land along dripping Springs Road I am in support of paving and external dripping Springs Road all the way to Highway 70. Driving all the way around through town in order to get to work at White Sands has been a big imposition for many people. This road extension will also give access to the picnic areas in public areas of the new monument. I am also a resident and as a resident would appreciate the secondary access for security and public safety.

Thank you for consideration of my comments.

Sent from Paul Curry



52

A-12  
E-3

## Comment on the Proposed Dripping Spring Road Construction

Michael Oliver <moliver1992@gmail.com>

Wed, Nov 19, 2014 at 11:43 PM

To: tom.puto@dot.gov, fmartine@blm.gov, angieg@donaanacounty.org

Cc: brook@nmsu.edu

To whom it may concern,

My name is Michael Oliver and I am a student at New Mexico State University currently studying Biology. I have taken an interest in the proposed road improvements the Federal Highway Administration is planning on implementing in the Dripping Springs area. From what I understand these road improvements will increase traffic and tourism in this area as well as create a safer driving corridor on the Baylor Canyon Road turnoff. This seems to be a well-designed road plan with noted minimal environmental impacts. One point I would like to address in this message is the possible wildlife impacts this project may have.

With the creation of this paved road, there is a projected increase in traffic. If traffic increases there could be the possibility that some wildlife habitats could be cut in half, or that the wildlife could have their usual movement patterns disrupted and impact the environment/ecosystem/wildlife welfare in some unknown way. Prominent animals that could be affected in the Dripping Springs area are the rock squirrel, mule deer, coyote and small reptiles. Also the construction sites could disrupt the natural way of life in this area. Could it be that these animals would be negatively affected by the construction of this road? Perhaps not, but I personally think it would be something interesting, and perhaps more important than we think, to look into this issue. Thank you for your consideration of this message.

Sincerely,

Michael Oliver

PS. I have also attached this as a Word Document should you want/prefer it in that form.



**Dripping Springs Road Letter.docx**

79K



53

B-4 F-2 I-7  
A-12  
D-4 L-1 1-2

## Fwd: baylor canyon and dripping springs paving

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 10:43 AM

FYI.

----- Forwarded message -----

From: Justin Hobert <snakeyman@gmail.com>  
Date: Thu, Nov 20, 2014 at 10:37 AM  
Subject: baylor canyon and dripping springs paving  
To: blm\_nm\_comments@blm.gov

Dear Sir or Madame,

Please consider leaving the roads as they are. I drive these roads twice DAILY to WSMR and I am intimately familiar with the conditions throughout the year with respect to monsoons, wildlife etc.. I realize that paving them will alleviate some of the issues folks have with their vehicles driving these roads to access the Cox visitor center and the Monument. Although it is a primitive road, the county maintains this road in an acceptable manner. Paving this road increases the impact that vehicular traffic has on wildlife populations. There is already an appalling amount of roadkilled critters on this road everyday. In addition, I believe there will be an increase in vehicular accidents as this will increase traffic volume. Other elements to consider include the impact on the ranchers' ability to tend to their stock, vehicular impacts with cattle and the life threatening aspect that goes with it, the distance to area hospitals if serious accidents do occur (which they will), the cost of paving the roads, the increase in trash and illegal activities that already happens up there. Why pave without bike lanes? Its a beautiful area that should be appreciated on foot or bicycle. Leave it the way it is. Possibly increase the frequency of maintaining the road. If you want to improve the roads in that area, consider repaving the existing Dripping Springs Road (from behind A Mountain) and Soledad Canyon Road. I know first hand, after all, that many of those folks residing in the Talavera Neighborhood NEED Soledad Canyon Road repaved; in addition, they contribute disproportionately to the economy of Dona Ana County and the city of Las Cruces. You want to keep those folks happy. Maybe there could be a compromise and finish the pavement up Dripping Springs to the Cox Visitor Center and leave Baylor Canyon Road as is and take the remaining funds and repave Soledad Canyon Road.



(54)

B-4

A-12  
F-2

## Fwd: Dripping Springs Road Improvement Project Comment

LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 9:59 AM

----- Forwarded message -----

From: **Genevieve Tucker** <gtucker@nmsu.edu>

Date: Wed, Nov 19, 2014 at 10:59 PM

Subject: Dripping Springs Road Improvement Project Comment

To: "blm\_nm\_lcdo\_comments@blm.gov" <blm\_nm\_lcdo\_comments@blm.gov>

Cc: "angie@donaanacounty.org" <angie@donaanacounty.org>, Brook Milligan <brook@nmsu.edu>

To whom it may concern,

My name is Genevieve Tucker and I am a student at New Mexico State University. I have been living in Las Cruces for three years, and I was surprised to hear of the proposal to pave the Dripping Springs/Baylor Canyon roads. Personally, I believe that paving the road is an unnecessary expense, both monetarily and ecologically. The stretch of unpaved road is very short and kept in excellent condition. I drive a small Nissan Sentra and my car handles the road just fine, with no need of high clearance or 4-wheel drive traction. I also believe that paving the road will encourage driving at excessively high speeds, which will be dangerous for drivers and wildlife. Please see my attached comment form, in which I explain my reasoning further.

Thank you for the opportunity to provide comments on this project.

Sincerely,

Genevieve Tucker

**Dripping Springs Road Comment.pdf**  
1141K

54 continued

F-3,25-J-2, B-4



U.S. Department of Transportation  
Federal Highway Administration



Public Meeting  
October 21, 2014  
6:00 to 8:00 P.M.  
Comment Form

# Dripping Springs/Baylor Canyon Road Project

Genevieve Tucker  
Name

9533 Longhorn Drive  
Address

Las Cruces NM 88012  
City State Zip

## COMMENT FORM

New Mexico  
State University  
Organization (if applicable)

PLEASE PRINT

### PLEASE READ CAREFULLY

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.

While there may be some advantages to paving Dripping Spring/Baylor Canyon roads, the detrimental environmental effects far outweigh the benefits. Paving the road will inevitably create a barrier through what is now one large parcel of wild life habitat. Increased speeds on the paved road will cause many fatalities to small animals crossing the road, namely amphibians, reptiles and small mammals. Larger animals in the area, such as coyotes and mountain lions, will also be required to cross the road as these animals require large patches of habitat. These animals will be confined to much smaller areas of habitats should sections of the road be fenced. It is known in the study of ecology that larger areas of wildlife habitat support large amounts of diversity, and habitats that are shrunken or edged by barriers like roads often lead to high rates of extinction. In addition to habitat fragmentation, the paving of the roadway will cause an increase in high speed traffic. More vehicles moving at higher speeds create large amounts of anthropogenic noise, which has

been known to cause problems for wild life. Animals like crickets, kangaroo rats, and many bird species, which utilize auditory communication, often experience reduced mating success and increased predation due to the masking effects of traffic noise. Visitors to the national monument will be disheartened to see wildlife kills by the roadside and decreased diversity due to habitat fragmentation. It is listed in the project proposal that the paving of the road will result in an increase in impervious surface area. On the dirt road, storm water can infiltrate through the ground. Pavement will cause an increase in runoff, which could lead to the drowning of roadside plants or rodent burrows. The negative effects of runoff on plants could lead to a scouring of habitat near the road. Tourists interested in visiting Dripping Springs and the surrounding area are not deterred by the 4.9 miles of unpaved road. The road is kept in high functioning condition, with few to no potholes or washboard sections. Traffic on the road may increase to such a high rate as hikers in the national monument may be disturbed by the increased traffic noise. Safety will undoubtedly decrease as Las Cruces drivers often drive much faster than proposed speed limits, especially through sparsely populated areas. The paving of Dripping Springs/Baylor Canyon roads is an unnecessary expense, of which the unfavorable consequences to the local wild life will be vast and irreparable.

**FOR ADDITIONAL INFORMATION, CONTACT:**

Frances Martinez, Realty Specialist

BLM Las Cruces District Office

1800 Marquess Street

Las Cruces, NM 88005

575-525-4300

Email: [fmartine@blm.gov](mailto:fmartine@blm.gov)



(55) A-12 D-1 A-14  
 F-2 D-4 L-2  
 I-2 J-9

**Fwd:**

LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>  
 To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 9:58 AM

----- Forwarded message -----

From: **Peter Goodman** <namdoogretep@gmail.com>

Date: Thu, Nov 20, 2014 at 7:14 AM

Subject:

To: [blm.nm.lcdo.comments@blm.gov](mailto:blm.nm.lcdo.comments@blm.gov), [blm\\_nm\\_lcdo\\_comments@blm.gov](mailto:blm_nm_lcdo_comments@blm.gov)

I urge the BLM to resist the temptation to pave Baylor Canyon Rd. While paving would make travel there quicker and easier, it would not ultimately contribute to enjoyment of the mountains or the new National Monument.

Paving the road would:

1. turn it into a speedway, presenting a danger to wildlife and noise that would impede enjoyment of the area by humans and wildlife alike ;
2. either present a danger to motorists and the cows that stand around idle on the road or require ordering the cows' owners to build fences to keep the cows away from the road, neither of which options is particularly desirable;
3. exacerbate the problem by drawing many more cars to the road, including (a) many using it not for visiting the new Monument but as a shortcut to Organ Pass, White Sands Missile Range, White Sands National Monument, and Alamogordo and (b) high-school-age crazy drivers, of whom I was certainly one in my time, who will see the new speedway as particularly inviting for races because of its relative remoteness, its newness and straightness, and the paucity of patrols there; and
4. cost money that could be better spent on other needs.

4.

I further suggest that any straightening of the curves near the windmill be considered in light of that windmill's use by photographers and others. Particularly at dawn and just before sunset, or when clouds or snow enhance the mountains, photographers regularly visit the shot. As it happens, that's just when light is least helpful to drivers (but fine for photographers); further, folks thinking of visiting the

spot, to photograph or merely to enjoy the scenery are by definition folks who are likely to be concentrating on the windmill, the mountains, and the light and perhaps driving slowly while deciding whether to turn in to the windmill area. I'm not a traffic engineer; but I wonder whether increasing speed in that area by paving and straightening the road is wise, although I also recognize that it could improve drivers' visibility, particularly approaching from the North.

- peter goodman



Duplicate of 55

## Fwd: Please Don't Pave Baylor Canyon Rd.

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 9:16 AM

FYI.

----- Forwarded message -----

From: Janet Honek <janet@sunspotenergy.com>  
Date: Thu, Nov 20, 2014 at 8:42 AM  
Subject: Fwd: Please Don't Pave Baylor Canyon Rd.  
To: blm\_nm\_comments@blm.gov

Begin forwarded message:

**From:** Peter Goodman <namdoogretep@gmail.com>  
**Subject:** Please Don't Pave Baylor Canyon Rd.  
**Date:** November 20, 2014 at 7:07:03 AM MST  
**To:** blm\_nm\_lcdo@blm.gov  
**Cc:** "Janet D. Honek" <janet@SunspotEnergy.com>, "douglas.hoffman1@gmail.com" <douglas.hoffman1@gmail.com>, brawson@donaanacounty.org, bgarrett@donaanacounty.org, lbenavidez@donaanacounty.org, whancock@donaanacounty.org, dgarcia@donaanacounty.org

I urge the BLM to resist the temptation to pave Baylor Canyon Rd. While paving would make travel there quicker and easier, it would not ultimately contribute to enjoyment of the mountains or the new National Monument.

Paving the road would:

1. turn it into a speedway, presenting a danger to wildlife and noise that would impede enjoyment of the area by humans and wildlife alike ;
2. either present a danger to motorists and the cows that stand around idle on the road or require ordering the cows' owners to build fences to keep the cows away from the road, neither of which options is particularly desirable;
3. exacerbate the problem by drawing many more cars to the road, including (a) many using it not for visiting the new Monument but as a shortcut to Organ Pass, White Sands Missile Range, White Sands

National Monument, and Alamogordo and (b) high-school-age crazy drivers, of whom I was certainly one in my time, who will see the new speedway as particularly inviting for races because of its relative remoteness, its newness and straightness, and the paucity of patrols there; and

4.cost money that could be better spent on other needs.

4.

I further suggest that any straightening of the curves near the windmill be considered in light of that windmill's use by photographers and others. Particularly at dawn and just before sunset, or when clouds or snow enhance the mountains, photographers regularly visit the spot. As it happens, that's just when light is least helpful to drivers (but fine for photographers); further, folks thinking of visiting the spot, to photograph or merely to enjoy the scenery are by definition folks who are likely to be concentrating on the windmill, the mountains, and the light and perhaps driving slowly while deciding whether to turn in to the windmill area. I'm not a traffic engineer; but I wonder whether increasing speed in that area by paving and straightening the road is wise, although I also recognize that it could improve drivers' visibility, particularly approaching from the North.

- peter goodman



(56)

Martinez, Frances <fmartine@blm.gov>  
A-12  
B-2 A-13**Fwd: Baylor Canyon Rd / Dripping Springs Rd paving project opposed**

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 9:17 AM

FYI.

——— Forwarded message ———

From: [ragnar1@mindspring.com](mailto:ragnar1@mindspring.com) <[ragnar1@mindspring.com](mailto:ragnar1@mindspring.com)>  
Date: Wed, Nov 19, 2014 at 6:05 PM  
Subject: Baylor Canyon Rd / Dripping Springs Rd paving project opposed  
To: [blm\\_nm\\_comments@blm.gov](mailto:blm_nm_comments@blm.gov)

My wife and I oppose the paving project for the Baylor Canyon / Dripping Springs roads. Paving the roads will significantly increase traffic and litter along the two roads. The roads are somewhat remote, and the current road conditions effectively limit traffic speed and volume.

We were informed that Dona Ana County will post the speed at 35mph. That speed limit will be practically unenforceable due to the long sight distances on the road. Heavy trucks will use the road to bypass some of the congested areas on Hwy 70 and I-25, increasing the wear and shortening the life of the road surface.

The 2 major curves on Baylor Canyon Road, one at the big windmill and one just north of the Dripping Springs intersection, will likely become common traffic accident sites due to excessive speeds on the road. The same problem will exist at the S-curve near the loading pens on Dripping Springs Road.

Please leave well enough alone, and don't pave the 2 roads. Save the money. Thank you.

Sincerely  
Richard Jacobs  
Linda Jacobs  
4972 Black Quartz Rd  
Las Cruces, NM 88011  
Cell 575-635-8425



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(57)

K-1, 3, 4

Martinez, Frances &lt;francesmartinez@blm.gov&gt;

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## Fwd: Paving of Dripping Springs & Baylor Canyon

---

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>

Thu, Nov 20, 2014 at 9:16 AM

To: Frances Martinez <fmartine@blm.gov>

FYI.

----- Forwarded message -----

From: Hayostek <hayostek@gmail.com>

Date: Thu, Nov 20, 2014 at 8:48 AM

Subject: Paving of Dripping Springs & Baylor Canyon

To: blm\_nm\_comments@blm.gov

I live in the area & would very much like to see these roads paved.

I am a cyclist & photographer & really enjoy visiting the monument & entire park area.

Dust from the road has made me abandon photo shoots of the pristine desert with the organ mountains in the background.

I would utilize the services more if paved. Always knowing every trip will require a car wash & rock chips to my vehicle I often don't go.

Riding my bicycle has resulted in fear from both vehicles & the dust produced. The possibility of being to ride to the park or all the way to

Highway 70 on my road bike excites me & all my friends that live in this area.

So, please pave these roads!

Rory Hayostek



58

A-14

Blind text or watermark

---

## Fwd: No paving on Baylor Canyon please

---

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Thu, Nov 20, 2014 at 9:16 AM

FYI.

----- Forwarded message -----

From: jamesgallup <jamesgallup@q.com>  
Date: Wed, Nov 19, 2014 at 4:26 PM  
Subject: No paving on Baylor Canyon please  
To: blm\_nm\_comments@blm.gov

This will be nothing more than a throughway from East Mesa to parts south. This is a waste of tax dollars.

Sent on the new Sprint Network from my Samsung Galaxy S®4.



(59) K-3

Francis <fmartine@blm.gov>

---

## FW: BLM request for Baylor Canyon comments

Jack Ewing <jackmewing@comcast.net>

Wed, Nov 19, 2014 at 3:45 PM

To: [fmartine@blm.gov](mailto:fmartine@blm.gov)

Cc: [janet@sunspotenergy.com](mailto:janet@sunspotenergy.com), [paulcurry@paulcurry.com](mailto:paulcurry@paulcurry.com), [mary@paulcurry.com](mailto:mary@paulcurry.com)

Hello, Frances Martinez,

I am sending this to you because the email system did not work as recorded in your comment deadline notice. Please process this comment and notify me of your action.

Thank you very much,

Jack M. Ewing

---

**From:** Jack Ewing [<mailto:jackmewing@comcast.net>]

**Sent:** Wednesday, November 19, 2014 3:23 PM

**To:** [blm\\_nm\\_lcd@blm.gov](mailto:blm_nm_lcd@blm.gov)

**Cc:** [janet@sunspotenergy.com](mailto:janet@sunspotenergy.com); [mary@paulcurry.com](mailto:mary@paulcurry.com); [paulcurry@paulcurry.com](mailto:paulcurry@paulcurry.com)

**Subject:** FW: BLM request for Baylor Canyon comments

Hello personnel at BLM,

I am re-sending this comment, hoping that it goes through.

Jack M. Ewing

---

**From:** Jack Ewing [<mailto:jackmewing@comcast.net>]

**Sent:** Wednesday, November 19, 2014 12:36 PM

**To:** [janet@sunspotenergy.com](mailto:janet@sunspotenergy.com)

**Cc:** [mary@paulcurry.com](mailto:mary@paulcurry.com); [paulcurry@paulcurry.com](mailto:paulcurry@paulcurry.com)

**Subject:** FW: BLM request for Baylor Canyon comments

Hello Janet,

I clicked on the BLM address and was notified that it was undeliverable. Would you please forward the message to the correct address?

Best regards,

Jack

**From:** Jack Ewing [mailto:[jackmewing@comcast.net](mailto:jackmewing@comcast.net)]  
**Sent:** Wednesday, November 19, 2014 12:29 PM  
**To:** [blm\\_nm\\_lcdo@blm.gov](mailto:blm_nm_lcdo@blm.gov)  
**Cc:** [janet@sunspotenergy.com](mailto:janet@sunspotenergy.com); [mary@paulcurry.com](mailto:mary@paulcurry.com); [paulcurry@paulcurry.com](mailto:paulcurry@paulcurry.com)  
**Subject:** BLM request for Baylor Canyon comments

I support the proposal to pave the road from Dripping Springs to Highway 70. This project will help many people to have ready access to and from the East Mesa and the Talavera area. Also there will be ready access to and from White Sands Test Facility, White Sands Missile Range, Alamogordo, Ruidoso, and picnic sites in the Organ Mountains.

Sincerely,

Jack M. Ewing

## Jack M. Ewing

Associate Broker, GRI

Paul Curry Real Estate, LLC

3260 Venus

Las Cruces, NM 88012

[W] (575) 382-2020

[M] (575) 642-4250

[FAX] (575) 382-0264

[E-mail] [jackmewing@comcast.net](mailto:jackmewing@comcast.net)

Residence: 4062 Sotol Drive

Las Cruces, NM, 88011

Res. Phone 575-522-0913



60

F-2,3

Martinez, Frances <fmartine@blm.gov>

# FW: Dripping Springs/Baylor Canyon Road Project

**Angie Guerrero** <angieg@donaanacounty.org> Mon, Dec 1, 2014 at 7:38 AM  
To: Albert Racelis <albertr@donaanacounty.org>, Cindy Beakley <cindyg@donaanacounty.org>, "tom.puto@dot.gov" <tom.puto@dot.gov>, "fmartine@blm.gov" <fmartine@blm.gov>

FYI

*Angie Guerrero*

*Grant Writer  
Doña Ana County Sheriff's Office  
575-525-8838- Phone*

*575-525-8853-Fax*

*575-202-5474*

*angieg@donaanacounty.org*



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**Character First! Trait for the month - Honor - Respecting others because of their worth as human beings.**

Please consider the environment before printing this e-mail

**From:** Mesa Coral [mailto:mcoral@nmsu.edu]  
**Sent:** Sunday, November 30, 2014 7:34 PM  
**To:** blm\_nm\_icdo\_comments@blm.gov; Angie Guerrero  
**Cc:** Brook Milligan  
**Subject:** Dripping Springs/Baylor Canyon Road Project

To Who It May Concern,

After reading the provided information on the Dripping Springs/Baylor Canyon Road Project, I felt that there was not enough evaluation of the impact that this road would have on wildlife. Not only is there a lot of wildlife in the area, but many of the species are threatened by extinction.

By paving the road, traffic is expected to increase, which increases the amount of roadkill as well as fragments the area. An increase in traffic reduces a species ability to roam freely through their habitat and it is well known that habitat fragmentation leads to the rapid loss of species. By increasing traffic, it may create a barrier to the species normal behaviors involving foraging, dispersal, and colonization, all of which are important in their survival.

I hope that you can consider the wildlife in your decision to pave the road or not because it will have a large impact on many of the species in the area.

Thank you,

Mesa Coral



(61)

J-9

Marquez Frances Smartine@blm.gov

---

## Baylor Canyon Road paving

**thomas packard** <tompack2002@yahoo.com>  
Reply-To: thomas packard <tompack2002@yahoo.com>  
To: "fmartine@blm.gov" <fmartine@blm.gov>

Mon, Nov 24, 2014 at 5:33 PM

Hi Frances,

Just a reminder that I wrote and spoke at the Farm and Ranch public forum meeting that the project really needed several turnouts in the plan. If I were a visitor and had never seen the organ Mountains and/or the vista to the west, I would want to be able to pull over to enjoy the scenery. The Denver rep at the meeting admitted that they hadn't thought about this matter before and felt it was a valid suggestion. When I didn't see my comments in the report I just received, I felt I needed to reiterate my feelings. Thanks you for listening. Warm regards. Tom Packard..



(62)

L-3, F-3, A-1A, A-12

## Fwd: Baylor Canyon Road

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>

Thu, Nov 20, 2014 at 10:42 AM

To: Frances Martinez <fmartine@blm.gov>

FYI.

----- Forwarded message -----

From: **Douglas Hoffman** <douglas.hoffman1@gmail.com>

Date: Thu, Nov 20, 2014 at 10:20 AM

Subject: Baylor Canyon Road

To: [BLM\\_NM\\_COMMENTS@blm.gov](mailto:BLM_NM_COMMENTS@blm.gov)

The effort to pave Baylor Canyon Road may lead to significant adverse impacts on the larger community and the public lands that surround the roadway. I was a Commissioner on the Dona Ana County Planning Commission when this proposal was before that body. It was included in a very long "wish list" of capital projects. The Commission was told at that time that the paving of Baylor Canyon was among the lowest priority items on the list, that it was very unlikely to occur and that no funding was available for it. This was said as the county engineering department was finalizing its receipt of funding for the road paving project. This fact was not disclosed to the Planning Commission.

I was also present at the Dona Ana County Board of County Commissioners' meeting when Mr. Armijo, Head of the County Engineering Department, informed the commissioners that he had personally solicited the funding for this project. Karen Perez, the chair of the BOCC at the time and the commissioner for District 3, in which this project will take place, expressed her shock that she was finding out about this project for the first time at that meeting.

This lack of transparency (to be kind) has resulted in no planning support for this project. It is frankly unknown how a completed paved road through this land will affect the wildlife, the rangeland and the communities around it. The bypass created by paving this road will lead to greater traffic on Dripping Springs, which is already a very marginal road with a very dangerous curve that runs between Tortugas Mountain and the deep arroyo next to it. There is also the intersection of the newly paved Sonoma Ranch Blvd and Dripping Springs that serves Centennial High School, for which no traffic studies have been done to understand the impact of the Baylor Canyon project on school traffic and access to the school in emergencies.

One last point is that, as a former volunteer firefighter/EMT with the Las Alturas Fire Department, whose service area includes the bulk of Dripping Springs and Baylor Canyon Roads, I have been to a number of serious car crashes on Baylor Canyon Road. Straightening it will not make it safer. It will make it the illegal racetrack for the county. Dona Ana County lacks the resources to patrol it, to respond to accidents appropriately, or even to maintain it once it is paved. Funding the paving of this roadway is to pour Federal money down the drain.

—  
Douglas W. Hoffman, Ph.D.  
9477 Wind Dancer Trail  
Las Cruces NM 88011  
575.993.4504



63

G-1, I-5, C-1, 2, 3, D-1, I-6

Martinez, Frances <fmartine@blm.gov>

**Fwd: DASWCD Baylor Canyon Road Realignment Comments**

1 message

LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

Mon, Dec 8, 2014 at 3:42 PM

To: Frances Martinez <fmartine@blm.gov>

----- Forwarded message -----

From: **Joe Delk** <joe.delk@daswcd.org>

Date: Thu, Dec 4, 2014 at 11:38 AM

Subject: DASWCD Baylor Canyon Road Realignment Comments

To: blm\_nm\_lcdo\_comments@blm.gov

Cc: Mary Esther Fernandez Grider <megrider@zianet.com>, "D.J. Martinez" <djmartinez94@hotmail.com>, Dudley Williams <williamsfamilyrchs@starband.net>, Jennifer Shoup <Jennifer.Shoup@daswcd.org>, Marsha Wright <mwright.nm@gmail.com>, Sam Calhoun <scalhoun181@gmail.com>, Steve Wilmeth <slwconsult@aol.com>

See attached.

**Joe Delk**

**Chairman, DASWCD**

(575) 644-3082

www.daswcd.org

 **DASWCD Itr Childress BaylorCyn 1214 mw (1).doc**  
90K



## Doña Ana Soil and Water Conservation District

USDA Service Center, NRCS Field Office, Suite 118  
760 Stern Drive ■ Las Cruces, New Mexico 88005 ■ (575) 522-8775, Ext. 116 ■ [www.daswcd.org](http://www.daswcd.org)

December 4, 2014

Mr. Bill Childress  
District Manager  
Bureau of Land Management  
Las Cruces District Office  
1800 Marquess Street  
Las Cruces, New Mexico 88005

via: [blm\\_nm\\_lcdo\\_comments@blm.gov](mailto:blm_nm_lcdo_comments@blm.gov)

**RE: NMNM 066392  
NMNM 131088  
2800 (L0310)  
Right-of-way applications for Dripping Springs Road and Baylor Canyon Road**

Dear Mr. Childress:

Doña Ana Soil and Water Conservation District (DASWCD) is in receipt of the November 7 letter to “interested parties” from Douglas N. Haywood, Supervisory Lands and Minerals Division of Multi-Resources in your office regarding the right-of-way applications from Doña Ana County to upgrade and realign portions of Dripping Springs Road and Baylor Canyon Road east of Las Cruces.

As an elected body created by New Mexico statute in the matter of managing soil and water resources that impact this community’s tax base and customs and culture, we appreciate the opportunity to comment on the effects of implementing the county’s requests. We note the National Environmental Policy Act (NEPA) direction to federal agencies: “To the fullest extent possible... encourage and facilitate public involvement in decisions which affect the quality of the *human environment* (emphasis added).” [Section 1500.2 (d)]

This road project, running through the newly designated Organ Mountains Desert Peaks National Monument (OMDP), is premature given that no management plan has been adopted or drafted for the monument. Changes to roadways prior to the planning for the entire monument may compromise effective long-term management for both BLM and for public lands users. BLM must also consider whether the proposed capital investments in the national monument are appropriate when other stakeholders are being told they cannot pursue capital investments in similar areas on the basis of possible impact to the monument and/or wilderness study areas. Environmental justice for all stakeholders should be kept in mind as changes are implemented across the newly designated monument.

In the event that BLM proceeds with the proposed project, DASWCD suggests the following considerations be addressed:

Analysis of the environmental impacts of the proposed road project should give significant weight to the nearby well and windmill serving the livestock grazing allotment. The well and appurtenances provide water to wildlife and livestock in the area. As we understand the proposal, the realignment of the two roads will put the thoroughfare into closer proximity to the well than currently exists.

Heavy equipment used in road improvements, and the increased traffic which can be expected as a result, pose a risk to the integrity and productivity of the well itself. Increased traffic can also be expected to increase the risk and/or frequency of vandalism to any pumping equipment appurtenant to the well.

Dripping Springs/Baylor Canyon ROW applications

Dec. 4, 2014

Water sources being critically important and attractive to both wildlife and livestock, the risk of animal/vehicle collisions can only increase with the proposed changes. For public safety and to minimize risk of vandalism to the water source, fencing along the roadway right-of-way should be planned, but will require accommodation for rancher access and adequate water sources to livestock in all parts of the allotment. While there may be several options for providing a water source, the allotment owner should have priority and be an active participant in solving the problem in a way that is feasible for his or her enterprise, and should not be required to bear the entire cost.

This board believes that maintaining multiple uses on the public lands within our district is critical to maintaining the tax base for the local governments in the area, to the ultimate benefit of all residents. While this one project may impact only one allotment owner, it must be considered as contributing to the cumulative effects on all allotment owners within the footprint of the OMDP, which impact the tax base as well as the customs and culture of livestock producers and the historic value of this industry in the district.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Delk". The signature is written in a cursive, flowing style.

Joe Delk  
Chair  
Doña Ana Soil and Water Conservation District



(04)

D-4 D-1

Martinez, Frances &lt;fmartine@blm.gov&gt;

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**Fwd: Dripping Springs/Baylor Canyon Road Proposal**

1 message

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**LCDO\_Comments, BLM\_NM** <blm\_nm\_lcdo\_comments@blm.gov>

Mon, Dec 8, 2014 at 3:41 PM

To: Frances Martinez &lt;fmartine@blm.gov&gt;

----- Forwarded message -----

From: **Owen, Les** <LOWen@nmda.nmsu.edu>

Date: Tue, Dec 2, 2014 at 10:24 AM

Subject: Dripping Springs/Baylor Canyon Road Proposal

To: "BLM\_NM\_LCDO\_Comments@blm.gov" &lt;BLM\_NM\_LCDO\_Comments@blm.gov&gt;

Attached are NMDA's comments regarding the right-of-way applications to upgrade and realign portions of Dripping Springs Road and Baylor Canyon Road. Please contact me if there are any questions or concerns.

Thank you,

**Les Owen**

Natural Resources Program Manager

New Mexico Department of Agriculture

Agricultural Programs and Resources

MSC APR / P.O. Box 30005

Las Cruces, NM 88003-8005

575-202-0473 cell

575-646-2642 fax: 575-646-1540

[lowen@nmda.nmsu.edu](mailto:lowen@nmda.nmsu.edu)

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 **20141203-BLM-Dripping Springs Baylor Canyon Road.pdf**  
71K



**DEPARTMENT OF AGRICULTURE  
STATE OF NEW MEXICO**

**MSC 3189, Box 30005  
Las Cruces, New Mexico 88003-8005  
Telephone (575) 646-3007**

**Susana Martinez**  
Governor

**Jeff M. Witte**  
Secretary

December 3, 2014

Mr. Douglas Haywood  
Bureau of Land Management  
1800 Marquess Street  
Las Cruces, New Mexico 88005

Dear Mr. Haywood:

New Mexico Department of Agriculture (NMDA) submits the following comments in response to the request for scoping comments for the right-of-way applications to upgrade and realign portions of Dripping Springs Road and Baylor Canyon Road.

NMDA maintains a strategic goal to promote responsible and effective use and management of natural resources in support of agriculture. Our comments focus on effects this proposal may have on range livestock operations associated with Dripping Springs and Baylor Canyon grazing allotments. NMDA supports sustainably managed livestock grazing as a congressionally mandated use of public lands that is vital to the ranching industry and beneficial to wildlife and associated natural resources.

The environmental analysis should analyze impacts of the proposal on livestock grazing management for the two affected allotments. The proposed roadway improvements would likely result in increased vehicle numbers and speed leading to livestock and vehicle interaction problems. Will fencing be constructed to address these concerns? If this is the case, the proposed action should include authorization and funding for range improvements including water system development and access points for livestock movement that would be necessary to effectively manage livestock distribution given the newly created pastures.

Issues associated with livestock grazing operations should be explicitly addressed in the environmental analysis. NMDA encourages consultation and coordination with all affected grazing permittees to ensure that the needed resource protection measures are taken and that livestock grazing operations are not negatively impacted.

Thank you for the opportunity to comment on this proposal. NMDA requests you keep us informed about the Dripping Springs Road and Baylor Canyon Road Project. Please telephone Mr. Les Owen at 646-7002 if you have any questions.

Sincerely,

  
Jeff M. Witte

JMW/lo/ya



65 6-2 F-3

Martinez, Frances <fmartine@blm.gov>

**FW: Comments on Baylor Canyon/Dripping Springs Road Project**

1 message

Angie Guerrero <angieg@donaanacounty.org>

Wed, Dec 3, 2014 at 9:12 PM

To: "Tom.Puto@dot.gov" <Tom.Puto@dot.gov>, "Martinez, Frances" <fmartine@blm.gov>, Robert Armijo <robertar@donaanacounty.org>, Cindy Beakley <cindyg@donaanacounty.org>

Sent from my Windows Phone

**From:** Naomi Apodaca

**Sent:** 12/3/2014 9:01 PM

**To:** fmartine@blm.gov; blm\_nm\_lcdo\_comments@blm.gov; Angie Guerrero

**Cc:** Brook Milligan

**Subject:** Comments on Baylor Canyon/Dripping Springs Road Project

 **comment\_form\_mtg\_oct2014.pdf**  
225K



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



**Public Meeting**  
**October 21, 2014**  
**6:00 to 8:00 P.M.**  
**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

Naomi Apodaca		
Name		
1400 S. Telshor Blvd		
Address		
Las Cruces	NM	88011
City	State	Zip

## COMMENT FORM

NMSU	
Organization (if applicable)	

**PLEASE PRINT**

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

After looking over the proposed plan for the road project I noticed that this road passes right alongside the Oregon Mountain WSA. This catches my attention because this area has also been made a national monument that should recognize the need for conserving the land and associated fauna and flora. I believe that paving this stretch of road is going to present some risks and hazards to the wildlife inhabiting this area. Especially for the smaller mammals, reptiles and birds. The disturbance from the construction itself could have an impact on the movement and foraging patterns. Once the road is fully functional for traffic passage it would seem that the faster speed limit and increased traffic would have an even greater impact in that the road will fragment the landscape. These faster speeds could possibly alter the behavior of small mammals and reptiles causing them to exhibit avoidance and altered feeding habits. Mortality of smaller and possibly larger wildlife could possibly be affected following the construction. In my opinion this construction should not be initiated, for the risks it presents to the local wildlife exists and being that the protected area is so close to this proposed construction, the promotion of wildlife into this protected area may be compromised.



(Cde)

A-2 A-14, E-1

Martinez, Frances <fmartine@blm.gov>

F-2,3 G-3

J-6,9, G-4, J-7

## Fwd: Comments on Dripping Springs/Baylor Canyon Roadway Improvement Project

1 message

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Fri, Dec 5, 2014 at 9:36 AM

FYI.

----- Forwarded message -----

From: Kevin Bixby <kevin@wildmesquite.org>

Date: Thu, Dec 4, 2014 at 4:37 PM

Subject: Comments on Dripping Springs/Baylor Canyon Roadway Improvement Project

To: BLM\_NM\_comments@blm.gov

Please accept the attached comments on behalf of the undersigned organizations and individuals. Please acknowledge receipt of this email and attached comments.

Thank you.

—  
Kevin Bixby, Executive Director  
Southwest Environmental Center  
275 North Main Street  
Las Cruces, NM 88001  
(575) 522-5552 (575) 526-7733 fax  
[www.wildmesquite.org](http://www.wildmesquite.org)

In pushing other species to extinction, humanity is busy sawing off the limb on which it is perched. —Paul Erhlich

 BLM scoping comments 12-4-14.docx  
23K

By email to: blm\_nm\_comments@blm.gov

December 4, 2014

Douglas Haywood, Supervisory Lands and Minerals  
Division of Multi-Resources  
Bureau of Land Management, Las Cruces District Office  
Las Cruces, NM

Dear Mr. Haywood:

Thank you for the opportunity to comment on the Dripping Springs/Baylor Canyon Roadway Improvement Project in Doña Ana County, New Mexico. These comments are submitted on behalf of the undersigned organizations and individuals.

First, we do not believe a categorical exclusion is appropriate for this project. The potential impacts to wildlife and other resources are significant enough to warrant more detailed analysis. We appreciate that BLM has committed to preparing an environmental assessment for this project.

*Ex 4* We are concerned that paving Baylor Canyon Road will create a de facto bypass connecting I-25 and Highway 70, leading to greatly increased traffic on Dripping Springs Road and Baylor Canyon Road. Indeed, Doña Ana County acknowledged in its Federal Lands Access Program (FLAP) application (p. 4) that Dripping Springs "can also be used as an alternate route for Interstate 25 to Hwy 70 corridors."

According to the County, current average daily traffic through the project area is 360. (FLAP application, p. 4) This figure is projected to increase to 650 following project completion. This seems unrealistically low. Our sense is the increase in traffic will be much greater. How was the County's projection derived? Was an effort made to determine how many Las Cruces residents work at the NASA facility and White Sands Missile Range who might be inclined to use Baylor Canyon to get to work once it was paved? If not, we recommend that such an analysis or equivalent be done. It may reveal that the proposed improvements to Baylor Canyon will be inadequate to handle the increased traffic volume.

We suspect most of the increase in traffic will be through-traffic, including commuters and trucks, and not visitors to the federal lands managed by BLM. This does not seem an appropriate use of FLAP funding.

We are concerned that this increase in traffic could have a significant adverse impact on wildlife. There will obviously be more vehicle collisions with wildlife including large mammal species such as mountain lions, coyotes, and mule deer. Snakes are particularly vulnerable given their attraction to warm pavement at certain times of year. In addition, the increased traffic will create a barrier to the movement of some species, leading to habitat fragmentation, reduced genetic flow among populations, and reduced population viability.

The impacts to wildlife must be analyzed, and adequate mitigation measures implemented if the project is built. The analysis of impacts should not be limited to the project area, but rather should examine the impacts of increased traffic along the entire length of Dripping Springs and Baylor Canyon Roads.

There is an abundance of research on the impacts of roads on wildlife as well as the efficacy of various mitigation measures. We suggest two such sources:

1. *Road Ecology: Science and Solutions*. 2003. Richard T. Forman et al. Island Press.
2. Lenore Fahrig and Trina Rytwinski. 2009. "Effects of Roads on Animal Abundance: an Empirical Review and Synthesis." *Ecology and Society* 14(1): 21.

We are also concerned about the impact of increased traffic on the Organ Mountains Wilderness Study Area and the Organ Needles Wilderness Study Area, both of which are located immediately adjacent to Baylor Canyon Road. The increase in traffic and road noise will diminish the values for which wilderness areas are designated (and WSAs protected), most notably opportunities to experience solitude and engage in primitive recreation.

We are also concerned that the project design, as presented at the October 21, 2014 public scoping meeting held at the Farm and Ranch Heritage Museum, does not include striped bicycle lanes on Baylor Canyon Road. This is contrary to the County's assertion in its FLAP application (p. 5) that the project "will provide dedicated bicycle lanes." This is also contrary to the County's Complete Streets resolution, 09-114, which adopted guiding principles so that transportation improvements are planned, funded, designed, constructed, operated and maintained to integrate walking, bicycling, transit and motor vehicle use while promoting safe and efficient operations for all users.

If the project is built, it should include striped bicycle lanes at least 5' in width, ideally with a buffer between the bicycle lanes and driving lanes. If necessary, the width of the driving lanes should be reduced from the proposed 12' width to 11'. This would have the added advantage of slowing traffic while still meeting AASHTO standards. An additional concern is that the most northern trailhead on Baylor Canyon Road, the well-known and used Baylor Canyon Trail, is located outside of the road improvement boundary on a paved road with no shoulders. This has the potential to increase accidents between bicyclists and motorists who are anticipating AASHTO compliance along the entire length of the by-pass road.

We are also puzzled that the project does not include pull-offs, as would be appropriate for encouraging motorists to stop and get out of their vehicles to enjoy the federal lands. We recommend including pull-offs and interpretive signage if the project is built, especially if this is the stated purpose for paving the road.

Because there are insufficient funds available to improve Baylor Canyon Road to the standards important to protect public safety, provide complete streets and integrated transportation options, and to preserve and protect the values present in the National Monument including its cultural, prehistoric, and historic legacy and maintenance of its diverse array of natural and scientific resources, we do not support constructing the project as currently proposed. Instead, we recommend that available funding be redirected entirely to the Dripping Springs Road portion of the project, and that the proposed Baylor Canyon Road improvements be delayed until two things occur: 1) an intentional bypass route is developed west of the Organ Mountains-Desert Peaks National Monument, along Mesa Grande or Weisner, per the Metropolitan Planning Organization's current plan; and, 2) the BLM develops a management plan for the national monument.

The advantages of this course of action are as follows:

- A bypass route would not be created on Baylor Canyon Road. The project would *enhance* the existing use of Dripping Springs Road (access to federal lands with significant existing public facilities and maintained trails), and not encourage a new use (bypass route).
- Any increase in traffic caused by the project would consist primarily of visitors to the BLM's Dripping Springs fee area, which would be a more appropriate use of FLAP funds than creating a commuter bypass. The Dripping Springs fee area appears capable of handling increased visitation. The same cannot be said of the informal trailheads along Baylor Canyon Road.
- More money would be available to incorporate optimal (not just minimal and limited) enhancements, such as bicycle lanes, signage, wildlife crossings, drainage and erosion control, pull-outs, and features to reduce traffic speed, etc.
- The BLM will have a better idea of how it wants to manage access to the new national monument after completing its management plan, with public input, including the role Baylor Canyon Road and the significant natural assets it parallels might play in that plan.

Sincerely,

Kevin Bixby, Executive Director  
Southwest Environmental Center

Beth Bardwell, Dona Ana County Resident, District 3

Judy Calman, Staff Attorney  
New Mexico Wilderness Alliance

George Pearson  
League of American Bicyclists Cycling Instructor #2614

Angel Peña, Board Member  
Friends of the Organ Mountains-Desert Peaks

Ken Stinnett, Board Member  
Mesilla Valley Audubon Society



(67) A-12, I-2, F-3, G-4  
Martinez, Frances <fmartine@blm.gov>  
J-6,

# Fwd: Paving of Baylor Canyon Road & Dripping Springs Road

1 message

Comments, BLM\_NM <blm\_nm\_comments@blm.gov>  
To: Frances Martinez <fmartine@blm.gov>

Mon, Dec 1, 2014 at 11:35 AM

Good morning,

FYI~~Theresa

----- Forwarded message -----

From: Dael Goodman <daelgoodman@gmail.com>  
Date: Sun, Nov 23, 2014 at 7:17 PM  
Subject: Paving of Baylor Canyon Road & Dripping Springs Road  
To: blm\_nm\_comments@blm.gov

Greetings,

**Kindly reconsider your plans to pave the unpaved portions of Baylor Canyon Road and Dripping Springs Road.**

Paving will result in:

1. Increased traffic
2. Increased noise pollution.
3. Increased litter.
4. Increased light pollution.
5. Increased accidents.
6. Increased degradation to the land (litter, foot traffic, plant poaching).
7. Increased stress to wildlife (flora and fauna).

Furthermore, as I understand, it the project:

1. Lacks coordination with the BLM management plan for the Organ-Desert Peaks National Monument and the MPO plan.
2. Does not include bike lanes -- which is surely a beneficial way to view the Organs and surroundings.
3. May not include sufficient funds to complete the job adequately.

Once paved, we cannot go back. Taking more time to be sure that this is the right move at the right time is surely in everyone's best interest.

Thank you for your careful review of the above areas of concern.

Cheers,  
Dael Goodman  
Las Cruces



(68)

F-3 F-7

B-2

I-2

## Baylor Canyon/Dripping Springs Road Public Comments

Rachel Burke <rburke@nmsu.edu>

Thu, Nov 20, 2014 at 2:09 PM

To: "fmartine@blm.gov" <fmartine@blm.gov>, "tom.puto@dot.gov" <tom.puto@dot.gov>, "blm\_nm\_lcdo\_comments@blm.gov" <blm\_nm\_lcdo\_comments@blm.gov>, "angieg@donaanacounty.org" <angieg@donaanacounty.org>

Cc: Brook Milligan <brook@nmsu.edu>

Hello,

Attached you will find my public comments for the Baylor Canyon Dripping Springs Road Project.

Thank you,

Rachel Burke



**Public Comments.pdf**

26K

Rachel Burke  
Public Comments  
Baylor Canyon/Dripping Springs Construction Project

The National Environmental Policy Act requires full scoping for activities with the potential for significant environmental impacts. The Baylor Canyon Dripping Springs Construction Project requires a more complete biological, cultural, and social scoping process than that which has been conducted.

While road development often only destroys part of a habitat, the indirect and cumulative impacts can have severe impacts on biological resources. Road development is often the first step in habitat fragmentation, whether intentional or not. It is critical to assess the impacts of road development on habitat when conducting an environmental assessment. Indirect and cumulative impacts may include increased noise and vibration, which may interfere with wildlife ability to communicate, detect prey, or avoid predators. Comprehensive assessment of wildlife corridors surrounding the project needs to be conducted, integrating Geographic Information Systems to identify convergency points and the impact of road development on functional connectivity. Other biological impacts may include the spread of exotic plants and increased levels of erosion. Reducing the risk of exotic plant introduction is paramount to fuel management in our arid lands.

Increased access to our wildlands falls under the democratic principle upon which our protected lands were founded. However, increased access often comes with increased pollution, illegal dumping, off road vehicle use, and further degradation of our biological and cultural resources. Look closely enough, and next to every desert road you will see a land management agency's attempt to cover up off-road vehicle tracks to prevent further establishment of illegal roads and further accumulation of the litter that comes with them. While increased access often has the positive aspects of recreation in mind, these detrimental realities need to be considered in an environmental assessment, especially when proposed projects are in close proximity to wilderness study areas and when agencies lack the funding for adequate enforcement.

The social and cultural impacts of the Baylor Canyon Dripping Springs Construction Project must also be integrated into the scoping process. While many individuals would like easy access to our natural heritage, others revere the remote. The proposed access improvements in the Organ Mountains not only set the stage for increased suburban development in unprotected remnants, but also damage the iconic New Mexican landscape of dirt roads, jagged peaks, open range, and quiet isolation. Those of us who prefer wildness to ease of access understand that pavement is not a necessity to access our natural heritage.

Thank you,

Rachel Burke



69

A-1 A-2 E-1 L-2

Martinez, Frances <fmartine@blm.gov>

# Comments concerning the Proposed Road Improvements Dripping Springs Road and Baylor Canyon Road

1 message

Fred Huff <fhuff@zianet.com>  
To: fmartine@blm.gov

Wed, Dec 3, 2014 at 7:22 PM

Ms. Martinez;

Attached are my comments concerning the Proposed Road Improvements Dripping Springs Road and Baylor Canyon Road in Las Cruces, NM.

Thank you,

Fred Huff

Fred Huff Comments (BLM).pdf  
540K

2

December 3, 2014

Fred Huff  
1807 Brown Road  
Las Cruces NM 88005

Frances Martinez, Realty Specialist  
BLM Las Cruces District Office  
1800 Marquess Street  
Las Cruces, NM 88005  
[fmartine@blm.gov](mailto:fmartine@blm.gov)

RE: Proposed Road Improvements Dripping Springs Road and Baylor Canyon Road.

Ms. Martinez;

Thank you for the opportunity to make comments concerning the Proposed Road Improvements Dripping Springs Road and Baylor Canyon Road. The Dripping Spring Road improvement would lead to an improved experience for visitors to the La Cueva picnic area and Dripping Springs visitor center.

However, after listening to October 12, 2014 public meeting, I am extremely concerned that the Environmental Assessment for the Baylor Canyon Road improvement is flawed and violates the letter and spirit of Section 202 (9) of the Federal Land Policy and Management Act of 1976 by not looking at the total picture of what will happen if this 2.4 mile section of road. It was clear in the meeting that there is total denial of the fact that this pavement will create a de facto connector route between the south end of Las Cruces and Highway 70.

There was no confidence in reported current traffic data and the 20-year projected use was clearly deflated to try to convince people living along the already paved section of the road to not be concerned about an increase of flow. This lie alone should be enough to immediately stop this proposed project.

The reported 38 minor, non-fatal, run-off the road accidents over the last five years is a very poor excuse to justify paving a road that should not be paved. The true safety solution is to build the properly planned Weisner extension and loop as discussed below.

**This proposed project appears to be in direct violation to Federal Land Policy and Management Act of 1976 (FLPMA), Section 202 (9) for the following reasons:**

In 2010, the Las Cruces Metropolitan Planning Organization (MPO), representing the towns of Las Cruces, Old Mesilla, and Doña Ana County released their 2010 Metropolitan Transportation Plan. Notable members of this planning organizations committee's included Sharon Thomas, Las Cruces City Council member, as the chair and Bill Childress, Las Cruces BLM District Manager, as one of the technical advisors. The acknowledgments section of this transportation plan claims that they have has spent at least 20 years working on this project.

With that in mind, page 129 of the 2010 Metropolitan Transportation Plan discusses the idea of paving the rest of Baylor Canyon Road:

The southeast loop road is Weisner Road. This roadway connects to Mesquite Interchange on I-10, and is the eastern-most roadway on the Thoroughfare Plan. This roadway ultimately connects

with US 70 at the Weisner Interchange, and is intended to be a limited access roadway. Weisner Road provides a more direct connection from El Paso to White Sands. **Baylor Canyon Road was suggested as an alternative; however, staff doesn't feel this is the best choice. In the last MTP, Baylor Canyon was downgraded to a local road in order to be sensitive to the natural environment at the edge of the BLM recreational management area.**

So Baylor Canyon Road has been downgraded to a local road to be sensitive to the Wilderness Study Area running alongside the road.

Over the years, hundreds of local community leaders have spent thousands of hours trying to come up with the best long term plan to best serve this community and their conclusion is that Baylor Canyon Road SHOULD NOT BE PAVED. They also concluded that Weisner is the road that should be paved in that area and designed specifically as a loop road connecting Interstate 25 to Highway 70. If Baylor Canyon Road is paved, it will become the de facto loop road and the ensuing problems associated with this action could very well delay the planned development of Weisner.

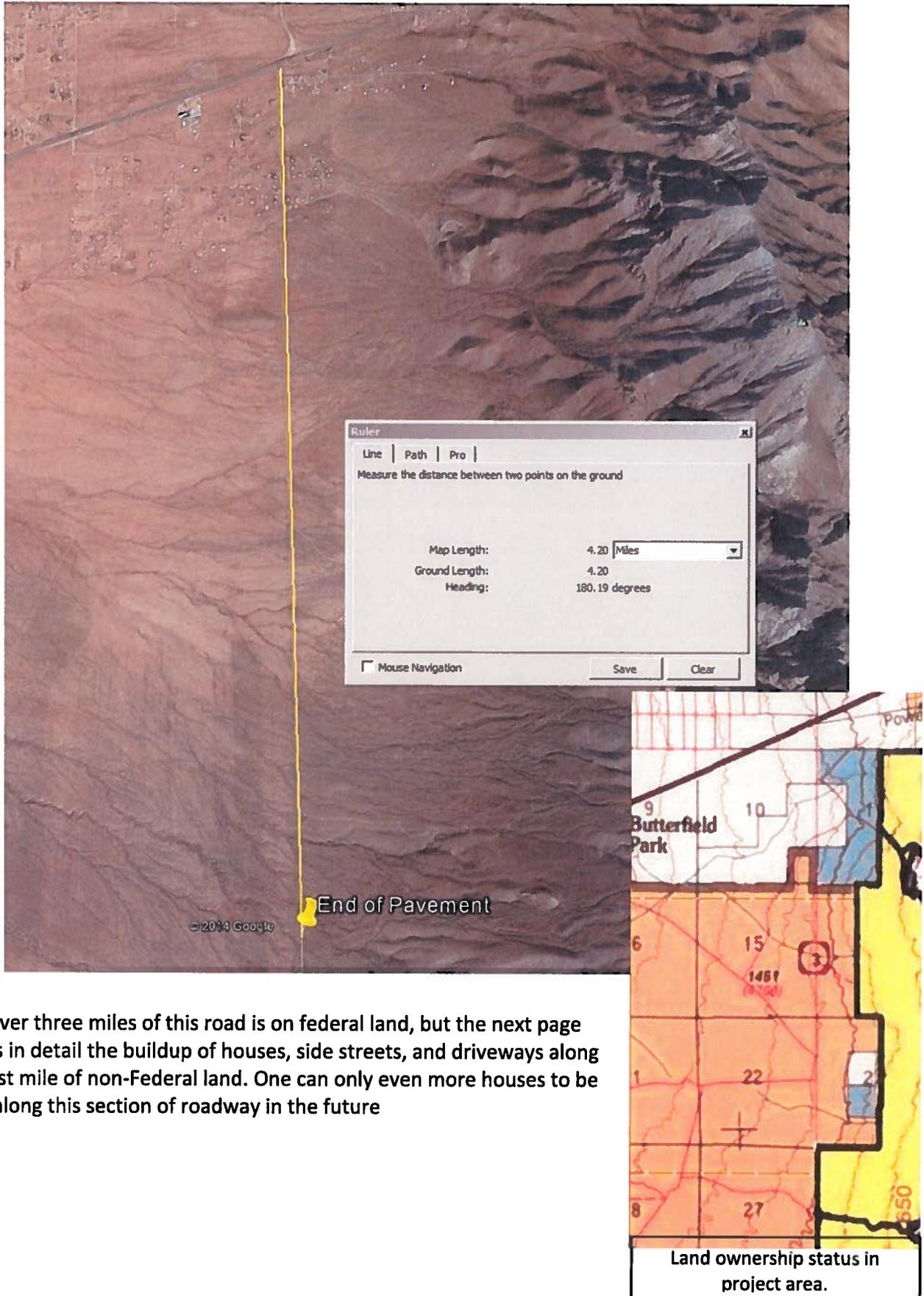
The Federal Land Policy and Management Act of 1976 (FLPMA), Section 202 (9) clearly states that plans such as this project need to **"coordinate the land use inventory, planning, and management activities of or for such lands with the land use planning and management programs of other Federal departments and agencies and of the States and local governments within which the lands are located"**. If the 2010 Metropolitan Transportation Plan has not been given the full consideration as directed by FLPMA, then I feel that this project is in direct violation of FLPMA Section 202 (9).

FLPMA Section 202 (9) continues this line of thought by stating that **"the Secretary shall, to the extent he finds practical, keep apprised of State, local, and tribal land use plans; assure that consideration is given to those State, local, and tribal plans that are germane in the development of land use plans for public lands; assist in resolving, to the extent practical, inconsistencies between Federal and nonfederal Government plans"**. This comment serves as notice that the secretary; meaning you and everyone else involved with this process have been apprised of the 2010 Metropolitan Transportation Plan and must work to resolve the inconsistencies between the plan to pave Baylor Canyon Road and the plan that specifically downgraded the road to a local road and this plan which would turn the road into a major bypass around Las Cruces.

FLPMA Section 202 (9) continues by directing that the secretary **"shall provide for meaningful public involvement of State and local government officials, both elected and appointed, in the development of land use programs, land use regulations, and land use decisions for public lands, including early public notice of proposed decisions which may have a significant impact on non-Federal lands"**. This project WILL have a significant impact on non-Federal lands adjacent to this project and at the one public meeting I attended, it was clearly stated that the proposed improvements project is not looking at the impact to these non-Federal lands. This also looks like a very clear violation to FLPMA Section 202 (9).

Having two meetings with very short notice that were not even recorded will be a very hard sale on claiming that this direction from FLPMA has been met.

The 4.2 mile section of road being ignored is shown in the Google Earth image below:



Yes, over three miles of this road is on federal land, but the next page shows in detail the buildup of houses, side streets, and driveways along the last mile of non-Federal land. One can only even more houses to be built along this section of roadway in the future

The 9/10<sup>th</sup> of a mile through a residential neighborhood from Highway 70 to Sailee Road as shown in this Google Earth image is the area of most concern for potential impacts to non-Federal land from this project:

FLPMA Section 202 (9) concludes with this statement: **“Land use plans of the Secretary under this section shall be consistent with State and local plans to the maximum extent he finds consistent with Federal law and the purposes of this Act”**.

It is very clear to me that the proposed improvement to Baylor Canyon Road is inconsistent with the 2010 Metropolitan Transportation Plan and also is not properly evaluating the impacts to non-Federal lands Directed by FLPMA.



The proposed improvement of Dripping Springs Road does not appear to violate FLPMA Section 202 (9), since it is not addressed in the 2010 Metropolitan Transportation Plan and only federal land will be impacted. This improvement appears to be beneficial for all uses, while the Baylor Canyon Road project would only open a Pandora's Box of problems.

Thank you,

Fred Huff

70

01/11/14

## Concerns about paving Dripping Springs Road and Baylor Canyon Road

- Traffic flow
  - a. Baylor Canyon road will become a south bypass, drastically increasing traffic flow
  - b. Are there estimates as to the impact on traffic flow?
  - c. What about the existing plans for the Weisner bypass/loop?
  - d. Has there been a study of the potential impact of paving Baylor Canyon
    - i. Was there any public input?
    - ii. Are the results published?
  - e. Current traffic goes well above the speed limit in the residential section
  - f. There is no posted speed limit along the majority of Baylor Canyon (probably because any posted signs are quickly shot to pieces)
- Public Safety Concerns
  - a. Residents living on Baylor Canyon
  - b. People who walk, jog or bicycle down Baylor Canyon
  - c. School bus turnaround and loading/unloading children from the street
  - d. Are there plans for increased law enforcement patrol to enforce speed limits? (It is a free for all currently, with cars regularly doing 50-60 mph)
- Impact on the national monument
  - a. The purpose of the monument was to preserve this area so people could enjoy solitude
  - b. The significant increase in traffic will impact the enjoyment of the monument
  - c. Are there other national monuments with a major bypass going through them?
  - d. The rules and regulations for the monument are not in place
    - i. How can paving occur when the management plan for the monument is undefined and unknown?
- Road design issues
  - a. Will there be shoulders?
  - b. Bicycle lanes?
  - c. What will the speed limit be?
  - d. Will there be any speed bumps or other form of speed control on the road?
  - e. Have arroyo and low water crossings been considered?
  - f. There are no right-of-ways (or space available) to widen Baylor Canyon through the residential area
- Repair and maintenance of Baylor Canyon
  - a. Only about ¼ mile of Baylor Canyon is hot mix
  - b. The other 2.5-3 miles is chipped asphalt with no base course applied
  - c. Rocks are visibly surfacing through the road
  - d. Increased traffic will significantly degrade the road, requiring additional maintenance – is this budgeted?
- Ranching impacts
  - a. The majority of Baylor Canyon is open range (without any signs posted)

- send letters to place open range signs on Baylor Canyon

1. Forward to staff
2. Public should have been more involved
3. needs to be planned thoroughly in relation to the monument needs to be planned thoroughly in relation to the monument

- a. What are the impacts on the safety of the public given that that majority of Baylor Canyon is open range with grazing cattle and deer?
- b. Will "open range" signs be posted?
- c. Have they considered how many people will be hurt or killed by running into cattle or deer?
- d. Will the road be fenced? One side or both sides?
- e. Fencing will have significant impacts on implementation of best-practice pasture management, pasture rotation
- f. Fencing will significantly impair access to water resources for cattle and wildlife

**RECOMMENDATIONS:**

- Why is there such a rush to implement this?
- Use available resources and perform the due diligence to look at all the impact this will cause
- Be aware of unintended consequences
- NO paving project should begin before evaluating all of the impact

These are the concerns of Dale & Sara Hopkins who hold ranching interests all along Baylor Canyon Road & Dripping Springs Road.

Sara Hopkins  
Dale Hopkins

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**EA Public Comments**

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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

## Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

*bdfeinsod@gmail.com*  
Sue & Barry Feinsod  
5140 Ladera Canyon Rd, LC 88011

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

1. Expand Baylor Canyon Trail Head parking area. Be better able to accommodate several horse trailers, and more vehicles.
2. Pave both roads. This will allow bicyclists a scenic trail. Gravel may require more maintenance from heavy vehicles and cost more in the long run.
3. Expand and perhaps pave Sierra Vista Trail parking areas.



U.S. Department  
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**Federal Highway  
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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Jim LAIRD  
3914 QUAIL BRUSH COURT

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

For BLM: Please consider  
canceling the grazing permit -  
cattle are a ~~big~~ problem and  
no longer compatible with  
current use



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



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**Comment Form**

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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

JOAN SMITH

3024 WEST FOREMINERD, LAS CRUCES, NM 88011

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

\* WOULD LIKE TO SEE 'CARVED' BAYLOR CANYON RD BLEND INTO DRIPPING SPRINGS. (REINSTATE) AS PART OF ALTERNATIVE A - PREFERRED ALTERNATIVE.  
 \* STRONGLY SUPPORT ALTERNATIVE A.

THANKS, *Joan Smith*



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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

Sandy Katayanagi  
4848 Deadwood Camp Ct, Las Cruces, NM 88001

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

I thank you for having this workshop. Due to the impact to wildlife and potential speeding problems, I support improving the existing gravel road.

I use the road to enjoy being close to the mountains, and a paved road is not necessary for that experience.

Yes to Option B.



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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

*Stephen Fischman*

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

*Support Alternative 2.*

*Don't support paving Baylor Cyn. because it abuts a WSA. Traffic noise could degrade WSA values, which are about maintaining quiet and natural conditions. should not pave unless WSA designation is lifted.*

*future*

*should improve access - but not allow speed.*

*Additional trails/parking over time.*



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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

## Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

George Pearson

406 W Las Cruces Ave.

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

Prefer Alternative B (or even dropping Baylor Canyon improvement)

Five foot shoulders required to support bicycle access. Good that four foot shoulder option dropped.

Primary purpose of project should be access to Dripping Springs Rec Area. Currently can't be reached from city on road or light mountain bike.

Representing Velo Cruces, bicycle advocacy group. Ten board members and contact list of 90 individuals.

RECEIVED  
LAS CRUCES DISTRICT OFFICE  
2015 MAY 18 PM 2:02  
LAS CRUCES, NM 88005

Thomas B. Carroll  
4904 Chippewa Trail  
Las Cruces, NM 88011

May 14, 2015

Dripping Springs Road/Baylor  
Canyon Improvements Project  
BLM Las Cruces District Office  
ATTN: Francis Martinez  
1800 Marquess Street  
Las Cruces, New Mexico 88005

Dear Realty Specialist Martinez:

I have found this project a difficult one to deal with as it can be considered both as an on-going development project and as an important part of the planning process for the new national monument. As a development project it makes sense to just go ahead and improve the surface of Baylor Canyon Road. As a part of the new national monument it is essential to carefully consider all proposed physical development within a comprehensive context. A paved road is commonly the dominant man-made feature of a natural area.

Through the years I have supported keeping this road in its current condition as it reduces negative impacts on the resources through reducing the number of people. This situation has changed with the designation of the national monument. Ideally development will be considered within the general management planning process where visitor access, impacts, and so forth can be well managed. At first, I thought I could look at this project as separate from the GMP but the more I thought about it the more I realized that some issues should be addressed as part of the overall planning process.

To my way of thinking there are three main areas of concern: the road surface, the road alignment, and the associated visitor uses that the road would give access to. The first matter is easy for me as I think it should be an all-weather paved road. For fifteen years I have been beating up my car and truck on this road. The time has also arrived where the public should have full access on a decent road to enjoy the resources. Resource protection should be ensured by other means that a rough road which discourages visitation. This should be just a two-lane road. This reduces resource impacts and guards the Baylor Canyon Road becoming a major access route to and from U.S. 70.

The straight portion of the current alignment toward the north is anathema to the park and monument concept. It reminds me of the north-south highway through Organ Pipe National Monument and is the opposite of the scenic loop through the east portion of Saguaro National Monument. In my youth I got to know some of the men who put Tucson Mountain Park together west of Tucson. One of these men, a Mr. Brown, told me that he was horrified when he saw what was being done in the construction of the north-south road on the west

side of the park. Almost 100 per cent of this road did go north and south but about a tenth of a mile went through the final westward extension of the Tucson Mountains. When he arrived on site in his truck the road construction crew has just removed all of the vegetation on this alignment over the small ridge and the bulldozers were getting ready to bring the ridge to grade. You can still see this when you drive there. Mr. Brown had the crew make a small loop to the west around the mountain. If nothing else, small loops at visitor access points would break the straight north-south alignment. In planning, the opportunity for other alternatives might become apparent. Close coordination with the county is necessary if a change of highway right-of-way is involved.

The third matter is what really gets into the general management planning mode. I was trying to think about the visitor access points where I thought it made sense to connect into the routes into the Organ Mountains and some experience of the bajada to the west. Also, I thought about a northern extension of the Sierra Vista Trail. Our mountains are incredibly scenic but they are also incredibly dangerous. The routes into and over the mountains are great but a winding trail at the juncture of the mountains and the bajada is probably best for most people and gives great experiences with minimal exposure to risky places. The "Indian Trails" shown on the attached Ca. 1890 map gives the approximate location of a good place for the northern extension of the Sierra Vista Trail, which would also cross the routes going high into the mountains. The Native Americans also found it easier to go along the mountain/bajada interface. In fact, this area would also be the primary habitation locality if water were available. Of course the problem with all of this becomes where, why, and how, definitely GMP matters.

In my view, it would be best to wait until the GMP is finished and then deal with permanent development. I have worked at areas where ad hoc developments have essentially become the permanent solutions, to the detriment of the resources and the visitor experience.

Sincerely,



Attachment





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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **MAY 26, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

lipson@zianet.com

*L* Charlotte Lipson  
3808 Mondale Loop  
Las Cruces, NM 88005-1000

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

Yes, please pave the road to Dripping Springs, I am especially interested in this because I had a tire blow out a couple of summers ago due to the roughness, I think, of the road in its present condition. Not fun sitting in the car in the hot summer sun waiting for help to change tire. (A ranger came by twice with water to make sure I was all right.)



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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

*on list ng*

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **MAY 26, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

**Al & Maria Cella**  
**4399 Organ Mesa Loop**  
**Las Cruces, NM 88011-8373**

*AJCEL8614@AOL.COM*

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

*We are opposed to this Project as are the majority of local residents concerned enough to speak up.*

*The first priority for County Funds (my tax \$\$\$) should have been to re-pave or re-surface the aging and decrepid Dripping Springs and Soledad Canyon Rds. These roads continue to degenerate into a Quilt-work of patches.*





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



**HDR**  
(design team)

**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

071157-19

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

MICHAEL MEZHAH  
4985 SPUR RIDGE RD LAS CRUCES 88011

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

1. I FREQUENTLY HIKE WITH A GROUP IN THE ORGAN MOUNTAINS, OCCASIONALLY WE ACCESS THE MOUNTAINS FROM BAYLOR CANYON ROAD, AT THE RUBY MINE 4WD TRAIL, IF YOU ~~PUT~~ FENCE THE EAST SIDE OF BAYLOR CANYON ROAD PLEASE INSTALL AN UNLOCKED GATE AT THIS LOCATION. APPROX GRID COORDINATE IS 32 21,922 -106 36,841

2. I FAVOR OPTION 1, PAVE BAYLOR CANYON RD.

# Fwd: Paving Baylor Canyon Road

Inbox x



Childress, William

May 21 (5 days ago)

Reply

to me, Jennifer

## ***Bill Childress***

District Manager

Las Cruces District Office

1800 Marquess Street

Las Cruces, NM 88005

[wchildre@blm.gov](mailto:wchildre@blm.gov)

Office: 575-525-4499

Cell: 575-644-8777

Fax: 575-525-4412

[FACEBOOK-LCDO](#)

----- Forwarded message -----

From: Larry <[lgjoannini@yahoo.com](mailto:lgjoannini@yahoo.com)>

Date: Thu, May 21, 2015 at 6:51 AM

Subject: Paving Baylor Canyon Road

To: "[wchildre@blm.gov](mailto:wchildre@blm.gov)" <[wchildre@blm.gov](mailto:wchildre@blm.gov)>

Where the roads go development follows quickly. A lot of people probably think this is a good thing. I'm not one of them.

Larry Gioannini  
205 Hoagland Road  
Las Cruces, NM

# Fwd: "Dripping Springs, Baylor Canyon Road Improvement Project EA Comments"

Inbox x



LCDO\_Comments, BLM\_NM (sent  
by [rgutierr@blm.gov](mailto:rgutierr@blm.gov))  
to me

11:56 AM (2 hours ago) [Reply](#)

----- Forwarded message -----

From: **Helen Stork** <[hbstork@gmail.com](mailto:hbstork@gmail.com)>

Date: Fri, May 22, 2015 at 5:49 PM

Subject: "Dripping Springs, Baylor Canyon Road Improvement Project EA Comments"

To: BLM\_NM\_LCDO\_Comments <[BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)>

I support the option of paving Drippings Springs Road to the National Monument/Dripping Springs Recreation Area, and gravel improvements to Baylor Canyon Road.

I have driven the Dripping Springs Road many times over the past two decades and believe that improvements are a necessity for general safety as well as a requisite for facilitating travel to the new monument land. Besides the wash board surface, visibility is often significantly decreased by vehicle dust, particularly in the wake of large, fast traveling pickup trucks. I have more than once seen vehicles close to losing control in the road area near the cattle holding pen on a curve before the pavement begins on BLM land.

Thank you for the opportunity to express my support of paving Dripping Springs Road.

Helen Stork  
3263 Hillrise Drive  
Las Cruces NM 88011  
[hbstork@gmail.com](mailto:hbstork@gmail.com)

# Fwd: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

Inbox x



LCDO\_Comments, BLM\_NM (sent  
by [rgutierr@blm.gov](mailto:rgutierr@blm.gov))  
to me

11:56 AM (2 hours ago) [Reply](#)

----- Forwarded message -----

From: <[newtsonk@comcast.net](mailto:newtsonk@comcast.net)>

Date: Thu, May 21, 2015 at 8:08 PM

Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

To: [BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)

I am in favor of fully paving both Dripping Springs Road and Baylor Canyon Road. Paving Dripping Springs Road will provide direct access to Dripping Springs Natural Area, the keystone to the OMDP National Monument. In its present state, the road to Dripping Springs is rough on anything but a high-clearance vehicle. This is especially true after a monsoon rain where the road becomes the drainage path. Access to the North end of the Sierra Vista Trail will also be improved.

Baylor Canyon Road, like Dripping Springs Road, is hard on autos and is easily flooded during monsoon season. Paving Baylor Canyon Road will provide a beautiful drive along the Organ Mountains foothills. Access to two important trailheads will also be improved; the trail leading to the Rock House and Rabbit Ears Plateau, and the trail leading to Modoc Mine, Fillmore Canyon Overlook and Organ Peak. Personally, paving Baylor Canyon Road is as important as paving Dripping Springs Road. As a former resident of Talavera, having Baylor Canyon Road and Dripping Springs Road paved would have been a godsend. Although not mentioned in the proposal, small parking areas near the two trailheads off Baylor Canyon Road would be most beneficial.

Kennan Newtonson  
3900 Canyon Ridge Arc  
Las Cruces, NM 88011  
[newtsonk@comcast.net](mailto:newtsonk@comcast.net)

# Fwd: Dripping Springs/Baylor Canyon Road Project

Inbox x



LCDO\_Comments, BLM\_NM (sent  
by [rgutierr@blm.gov](mailto:rgutierr@blm.gov))  
to me

11:57 AM (1 hour ago)

Reply

----- Forwarded message -----

From: **Michael Silver** <[msilver.mms@gmail.com](mailto:msilver.mms@gmail.com)>

Date: Thu, May 21, 2015 at 5:13 PM

Subject: Dripping Springs/Baylor Canyon Road Project

To: [bgarrett@donaanacounty.org](mailto:bgarrett@donaanacounty.org), BLM Las Cruces District Office

<[BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)>, [brawson@donaanacounty.org](mailto:brawson@donaanacounty.org), [dgarcia@donaanacounty.org](mailto:dgarcia@donaanacounty.org), [whancock@donaanacounty.org](mailto:whancock@donaanacounty.org), [lbenavidez@donaanacounty.org](mailto:lbenavidez@donaanacounty.org)

Dear BLM and Dona Ana County Commissioners and the Dona Ana County Engineering Dept.  
(If they had posted an email address),

To say my wife and I are disappointed in the way this whole process has been handled is an understatement. The lack of informing the residents of the Baylor Canyon Road area about the last meeting at the Farm and Ranch Museum was deplorable. The fact that options were removed from the environmental assessment study in one week's span of time was simply wrong. Talking to our neighbors about why they were not at the meeting they said they were never notified despite being signed up. In talking to several of them they indicated that an article had appeared in one of the local newspapers about the plans and that the paving would be going ahead as planned.

I had asked Mr. Hancock if this item had to come before the County Commission for a vote and he ignored my email and did not respond. Even Mr. Rawson chose not to respond when I expressed my frustration with the way this whole thing has been handled by the BLM, County Engineers and Commission.

No one seems to care about the impact this will have on those of us who live adjacent to Baylor Canyon Road and the danger paving the road will be to the wildlife and to those of us who use Baylor Canyon Road for walking, running, horseback riding, etc. When I mentioned to the county engineers at the last meeting about the speeding one said it was not their problem that we should complain to the Sheriff and NASA. **We have filed a complaint with the Sheriff and the response we received was they did not have the manpower to patrol the area.** My wife was run off the road, while she was as far to the edge as possible by a vehicle whose driver got out and cursed her and said it was a county road and he could do what he wanted to. She got his license plate and reported it to the Sheriff.

This is what will happen on a larger scale once all of Baylor Canyon Road is paved. A posted speed limit of 35mph will not work **as there will be no one to enforce it** the same as no one can enforce a 65mph speed limit in Hwy 70. Despite the county engineers believing **it is not their**

**problem IT IS!** You are going to pave it and then leave us to the problems that will follow. All we heard from the County Engineering Dept. at the meeting was about the future possibility of fixing the existing paved portion of Baylor Canyon Rd. to match the project paving specifications. We all know the county's financial situation and the fact is this is a promise that will not be followed through on. It was mentioned about speed control, probably speed bumps. That would help but we do not see that in any report and I doubt it will make it into the plan.

Forgive our lack of faith in what you all have said at the three meetings but **from what we have seen this has not been an open process** and the decision has already been made to proceed with the project despite your protests to the contrary. The only way anything will be done to fix what you are planning to do is when someone is killed on Baylor Canyon as they have been on Hwy. 70. We **URGE** you to just improve the gravel part of Baylor Canyon and **DO NOT PAVE IT** unless you provide speed bumps to keep traffic under control.

By increasing access to the Wilderness area you will expose the wildlife to increased traffic, they are not used to, and deaths will happen. Your own Environmental Assessment report admits this. We chose to live there and not in the city for the peace and quiet. Leave the city traffic where it is and do what every report about Baylor Canyon Road has always said and that was **TO LEAVE AS IT IS!**

We also understand the BLM only has this money available until the end of their current fiscal year in September. Perhaps that is why the push is on to get this project out of the planning stages and into action. Don't be so much in a rush that you create a situation that will come back to haunt you. Pave Dripping Springs Road as the residents want but leave Baylor Canyon alone. We would be surprised if any of you respond to this email. It seems the old adage "silence is golden" is the operating phrase at this point in time about this project.

Sincerely,

Sharan and Michael Silver

----- Forwarded message -----

From: <[alettaw@comcast.net](mailto:alettaw@comcast.net)>

Date: Mon, May 18, 2015 at 11:36 AM

Subject: road paving

To: [wchildre@blm.gov](mailto:wchildre@blm.gov)

I do support paving the road to dripping springs with a 35 limit or less. Aletta Wilson

# Fwd: Paving Roads to National Monument

Inbox x



Childress, William

9:16 AM (4 minutes ago)

Reply

to Jennifer, me

Another email comment of Dripping/Baylor for your records.

## ***Bill Childress***

**District Manager**

**Las Cruces District Office**

**1800 Marquess Street**

**Las Cruces, NM 88005**

[wchildre@blm.gov](mailto:wchildre@blm.gov)

**Office: 575-525-4499**

**Cell: 575-644-8777**

**Fax: 575-525-4412**

**[FACEBOOK-LCDO](#)**

----- Forwarded message -----

From: **Carol Winkler** <[cwinkler8@gmail.com](mailto:cwinkler8@gmail.com)>

Date: Mon, May 18, 2015 at 9:19 PM

Subject: Paving Roads to National Monument

To: [wchildre@blm.gov](mailto:wchildre@blm.gov)

I definitely am in favor of paving the road to Dripping Springs. I don't even go there in my own car but have been hiking there several times when I can get a ride with someone else. As far as Baylor Canyon is concerned I guess it would not be a good idea if paving would only encourage a short cut for traffic.

# Fwd: "Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments"

Inbox x



LCDO\_Comments, BLM\_NM (sent  
by [jamontoy@blm.gov](mailto:jamontoy@blm.gov))  
to me

4:35 PM (15 hours ago)

Reply

----- Forwarded message -----

From: **T. North** <[nm4c1d@gmail.com](mailto:nm4c1d@gmail.com)>

Date: Mon, May 18, 2015 at 11:14 AM

Subject: "Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments"

To: [BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)

Dear All:

It has been my experience that when roads into wilderness/monument areas are paved, there is more wildlife death, noise, litter, partying and destruction. That being said, if there is good enforcement of rules, it could possibly work out. I am suggesting if the road or roads are to be paved, then speed humps (the wide ones) should be installed. These definitely get people to slow down, as just posting lower speed limits does nothing.

Thank you.

Therese North  
Silver City, NM

# Fwd: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

Inbox x



LCDO\_Comments, BLM\_NM (sent  
by [jamontoy@blm.gov](mailto:jamontoy@blm.gov))  
to me

4:35 PM (14 hours ago) [Reply](#)

----- Forwarded message -----

From: <[mybat@aol.com](mailto:mybat@aol.com)>

Date: Mon, May 18, 2015 at 12:04 PM

Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

To: [BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)

Dear BLM:

I believe you should pave both Dripping Springs Road and Baylor Canyon Road.

The positive impact will be more people who will want to and will be able to visit and learn from this beautiful site.

I understand there are some who says that paving the roads will lead to speeding cars and animal deaths.

I believe there are people who will speed whether or not the roads are paved.

Speeding cars that throw off gravel at high velocity may also cause damages.

I suggest that roads be paved and that there be strict enforcement.

I suggest abundant signs posting both the speed limit AND that it will be strictly enforced.

When people know that there is strict enforcement they modify their behavior (ie they will slow down).

Appropriately high fines for speeding will pay the costs of the enforcement needed.

Thank you,

Mike Batkin

[mybat@aol.com](mailto:mybat@aol.com)

# Fwd: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

FLAP/COMMENTS 2015 x



LCDO\_Comments, BLM\_NM (sent by rgutierr@blm.gov)

May 4  
Reply

to me

----- Forwarded message -----

From: **Michael Silver** <[msilver.mms@gmail.com](mailto:msilver.mms@gmail.com)>

Date: Wed, Apr 29, 2015 at 4:40 PM

Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

To: BLM Las Cruces District Office <[BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)>

Cc: [bgarrett@donaanacounty.org](mailto:bgarrett@donaanacounty.org), [brawson@donaanacounty.org](mailto:brawson@donaanacounty.org), [dgarcia@donaanacounty.org](mailto:dgarcia@donaanacounty.org), [whancock@donaanacounty.org](mailto:whancock@donaanacounty.org), [lbenavidez@donaanacounty.org](mailto:lbenavidez@donaanacounty.org)

We have been to both meetings held when this issue was first brought to the attention of the public and it was made clear in those meetings that the residents of Baylor Canyon North did not want the road paving to go forward for many reasons some of which we will restate here.

We oppose the paving of Baylor Canyon Road for the following reasons. There will be a much heavier traffic flow from the Dripping Springs Road / University Avenue area than now. The Dona Ana County Engineers stated that they estimate an increase of 700 more vehicles per day which would overwhelm the already paved portion of Baylor Canyon Road due to its residential nature and the fact the road is not paved up to the proposed standards of the proposed project. There will be uncontrolled speeding on a paved road than on the existing gravel road as seen by the residents off of the paved section of Baylor Canyon Road. The proposed project section will have 4' wide shoulders while the current paved section has no shoulders with no drainage thereby discharging all runoff of the current paved section of Baylor Canyon Road onto the connecting roads on the west side of Baylor Canyon Road. All of these connecting roads are unpaved and when Baylor Canyon was paved twenty-two years ago no drainage was placed at the intersecting roads and Baylor Canyon Road allowing for the continual erosion of these connecting roads as well as the connecting arroyos which become washed out at their Baylor Canyon Road connection. The county has to continually clear Baylor Canyon Road after heavy rain storms and repair the intersecting arroyos. **All of this will impact the environment negatively as well as the quality of life for the residents living there.**

Baylor Canyon Road has no lighting at all thereby causing a danger to nighttime driving. The people using Baylor Canyon Road to walk, run, bike ride and ride horses have to contend with speeders who disregard the safety of those people. School buses travel Baylor Canyon Road at various times during the morning and afternoon picking up and dropping off children with no proper shoulders to walk on. Now add an additional 700 more vehicles a day to this mix and a serious situation presents itself, worse than what we already have to deal with. The Sheriff's Department is unable to patrol the area adequately so there will be no monitoring of speeding.

The county states at the meetings they were going to use the existing paved portion of Baylor Canyon Road to control the speeding. **Are they out of their minds?!!!**

The intention behind paving these roads is to provide access to the Wilderness area. People already access the Wilderness area. The real reason for paving these roads is **to create an arterial road** to be able to travel from the Dripping Springs Road area to Hwy. 70 to get to NASA and White Sands and then return home again. There is already a plan in place to create this type of road at the Weisner Road exit. The only reason this has not been done is because there is no funding while the BLM has offered the county the funding for this project. To provide a proper and **safe** driving and walking / running road **ALL** of Baylor Canyon Road the current paved section of Baylor Canyon Road North must be expanded to the same project proposal with paved shoulders and a wider driving area. Without this washouts of the road and intersecting roads will continue and when this happens, and it will, traffic will slow to a crawl causing problems for everyone, residents and those travelling to NASA and White Sands. There should be no commercial truck traffic allowed on the road except if making a delivery to a local home. **You cannot have a major north/south arterial through a residential area like Baylor Canyon Road north with children getting on and off buses.** You will be creating another Hwy. 70 and most likely there will be steel cables running down Baylor Canyon Road like Hwy. 70. You have numerous residents who own and ride horses, many have dogs they walk as well as walking and running. They already have a problem with drivers who do not yield the right of way and my wife has been forced off the edge of the road by drivers deliberately trying to harm her and our dogs.

The quality of life will be drastically affected negatively in the newly designated Wilderness area and the existing adjoining residential area off of Baylor Canyon Road north. The danger of the increased traffic and speed in the area needs to be taken into account as well as the poor condition of the paved part of Baylor Canyon Road. The county stated at the meetings they have no plans for improving the already paved area. Will it take a serious injury or fatality, as on Hwy. 70, to show you this project needs to be shelved. If the people who live off of Dripping Springs Road desire their road be paved so badly then by all means give it to them and **leave those of us off of Baylor Canyon Road North the way the road currently exists being unpaved.** It is the perfect way to maintain traffic control and help to keep speeding to a minimum.

We have also filed our objections to the project with all of the Dona Ana County Commissioners and the Dona Ana County Engineer Department. We will see you at the meeting on May 12<sup>th</sup>.

In addition the Environment Assessment and Appendix B **are not available** via the BLM website. I would be nice to read both of these documents prior to the meeting.

Sincerely,

Sharan and Michael Silver  
Baylor Canyon Road residents

# Fwd: DRIPPING SPRINGS ROAD/BAYLOR CANYON ROAD IMPROVEMENTS PROJECT EA COMMENTS

FLAP/COMMENTS 2015 x



LCDO\_Comments, BLM\_NM (sent by rgutierr@blm.gov)

Apr 27  
Reply

to me

----- Forwarded message -----

From: **john smith** <[american1776@msn.com](mailto:american1776@msn.com)>

Date: Sat, Apr 25, 2015 at 11:11 AM

Subject: DRIPPING SPRINGS ROAD/BAYLOR CANYON ROAD IMPROVEMENTS PROJECT EA COMMENTS

To: [BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)

Cc: john smith <[american1776@msn.com](mailto:american1776@msn.com)>

Dear Sirs

It was a pleasure reading your subject Environmental Assessment dated 23 April 2015. This is a noticeably well prepared document.

I strongly support ALTERNATIVE A as delineated in Section 2.5. This alternative will provide greatly needed and improved drainage in and for multiple areas of the new monument area and greatly increased public safety in travel for viewing. Well done to the Bureau of Land Management :as Cruces District Office and the Federal Highway Administration.

John Smith  
Commander Retired  
Illigitimi Non Carborundum  
5024 Lost Padre Mine Road  
[american1776@msn.com](mailto:american1776@msn.com)  
Las Cruces, New Mexico  
575-532-1925

# Fwd: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

Inbox x



LCDO\_Comments, BLM\_NM (sent  
by [jamontoy@blm.gov](mailto:jamontoy@blm.gov))  
to me

4:35 PM (15 hours ago) [Reply](#)

----- Forwarded message -----

From: **John Curry** <[johncurry@johncurry.com](mailto:johncurry@johncurry.com)>

Date: Tue, May 12, 2015 at 2:44 PM

Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

To: [BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)

Thank you for the opportunity to comment on the planned road improvement project EA for Dripping Springs/Baylor Canyon Roads. I have read the entire document and believe it is well written and well researched. The only change I would have made would be to emphasize even more than the document does the terrible dust problem created by the traffic on the dirt roads and how much cleaner our air will be after they are paved. I served on the City of Las Cruces' Fugitive Dust Control committee several years ago and I believe these unpaved roads contribute more dust to our air than all of the construction sites in the valley combined! The dust is created whether the wind is blowing or not, and creates a terrible pall that obscures the mountains from view.

Thank you for this project. My wife and I live on Dripping Springs Road, and the paving can't be done soon enough to suit us!

John Curry

## *Las Cruces:*

2014 – *Forbes.com*: "One of the Top 25 Best Places to Retire"

2014 – Listed by [creditdonkey.com](http://creditdonkey.com) as "One of the nation's Top 10 Best Cities of the Future"

2010 – *Sunset Magazine*: "Top 20 Towns of the Future"

2010 – *US News & World Report's*: "10 Cities for Real Estate Steals"

2010 – One of AARP's "Best Places to Retire"

2009 – On *Milken Institute's* annual list of "10 Best Performing Cities"

2009 – On *Milken Institute's* annual list of "10 Best Performing Small Cities"

2009 – One of *Kaboom.org's* most "Playful City"

2007 – *Farmers Insurance* names Las Cruces "Safest midsized town in the US"

2007 – *Inc. Magazine's*: 15<sup>th</sup> out of 400 US Boomtowns

2006 – Named number one "Dream Town" to retire in by AARP

2005 – *Money Magazine*: "Top College City to Retire"

2004 – *Inc. Magazine*: "Top 25 Cities for Doing Business in America"

2002, 2003, 2004, 2005 – *Forbes/Milken Institute*: "Best Small Metro Area for Business & Careers"

2002 – *Family Digest*: "Best Place to Live"

2002 – *Money Magazine*: "Best Places to Retire"

2001 – *Where to Retire Magazine*: One of "Americas Top 100 Retirement Towns"



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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

MICHAEL & SHARON SIVNER

PO BOX 364, ORGAIN, NM 88052 MSIVNER.NMS@GMAIL.COM

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

WE HAVE STATED OUR OBJECTIONS TO THIS PROJECT AT EVERY MEETING THAT HAS BEEN HELD. THE SAFETY CONCERNS OF PAVING BAYLOR CANYON RD. ARE EVIDENT. THE INCREASED TRAFFIC FLOWING ACROSS THE PROPOSED NEW PAVED SECTION TO THE CURRENT PAVED SECTION OF BAYLOR CANYON RD, WITHOUT STRUCTURES, POSSES A DANGER TO WILDLIFE AND HUMAN LIFE WHO WALK, RUN & BICYCLE ON BAYLOR CANYON RD. TO INCREASE TRAFFIC FROM 20 VEHICLES TO 300 ON THE CURRENT PAVED PART OF BAYLOR CANYON IS ABSOLUTELY RIDICULOUS. TO BELIEVE THAT PEOPLE WILL AVOID BAYLOR CANYON RD. BECAUSE OF A SPEED LIMIT OF 35 MPH VERSUS A SPEED LIMIT OF 65 MPH ON HWY 70 SHOWS A LACK OF UNDERSTANDING OF THE REALITIES OF REAL LIFE WHERE SPEED LIMITS OF 70-75 MPH ARE COMMON HWY 70 AND A LACK OF RESPECT ON THE PART OF DRIVERS USING BAYLOR CANYON RD, FOR PEOPLE EXERCISING BY WALKING, RUNNING, ETC. WHO WILL ENFORCE POSTED SPEED LIMITS? WE REGISTERED A COMPLAINT, IN PERSON, WITH THE DONA ANA SHERIFFS DEPT. ABOUT RECKLESS DRIVING ON BAYLOR CANYON RD. AND THE RESPONSE WAS "WE DO NOT HAVE THE FUNDS OR MANPOWER TO PATROL THE AREA." WHEN SHARING THIS WITH A COUNTY ENGINEER AT THE WEDNESDAY EVENING MEETING WE WERE TOLD IT WAS NOT THEIR PROBLEM IDENTIFYING A TOTAL DISCONNECT FROM THE REALITY OF WHAT IS BEING DONE. →

WE UNDERSTAND THAT THE BLM'S FISCAL YEAR ENDS IN SEPT. AND THIS IS ONE OF THE REASONS FOR PUSHING THIS PROJECT THROUGH. SINCE ALTERNATIVE C & D WOULD REMOVED AS OPTIONS, OUR FIRST CHOICE WOULD BE NO ACTION ALTERNATIVE BUT THE REALITY IS YOU WILL NOT DO THIS SO WE VOTE FOR ALTERNATIVE B. LEAVE BAYLOR CANYON RD. AS IT IS AND DO NOT CHANGE THE RURAL NATURE OF THE AREA. ALL PREVIOUS PLANS THAT HAVE MENTIONED BAYLOR CANYON RD. HAVE ALWAYS MENTIONED LEAVE IT AS IT IS. THE MAXIMA "IF WE BUILD IT THEY WILL COME" IS NOT ALWAYS A GOOD THING.

SUGGESTION: IT WOULD HAVE HELPED IF THIS FORM WAS AVAILABLE ON-LINE AND ABLE TO BE FILLED IN ON-LINE. YOU COULD HAVE MADE IT AVAILABLE AS A MICROSOFT WORD DOCUMENT THAT WAS ABLE TO BE EDITED. THANKS!

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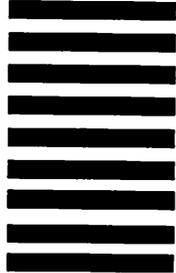
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U S DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
LAS CRUCES DISTRICT OFFICE  
1800 MARQUESS STREET  
LAS CRUCES NEW MEXICO 88005

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BUREAU OF LAND MANAGEMENT  
ATTN: FRANCES MARTINEZ  
LAS CRUCES DISTRICT OFFICE  
1800 MARQUESS STREET  
LAS CRUCES NM 88005



LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments" in the subject line or mailed in to U.S. Bureau of L

1 message

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**Benjamin Gabriel** <benjamingabriel@mac.com>

Mon, Jun 1, 2015 at 12:43 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

I am in support of paving both roads, Dripping Springs and Baylor Canyon. The access will provide increased visitation to the National Monument as well as new recreational opportunities like road biking. I do feel it necessary to take measures to reduce speed and traffic by trucks.

Ben Gabriel



## DRIPPING SPRINGS ROAD/BAYLOR CANYON ROAD IMPROVEMENT PROJECT EA COMMENTS

1 message

marthabeerman6072@comcast.net <marthabeerman6072@comcast.net>

Mon, Jun 1, 2015 at 12:40 PM

To: BLM NM LCDO Comments <BLM\_NM\_LCDO\_Comments@blm.gov>

Cc: marthabeerman6072 <marthabeerman6072@comcast.net>

I am writing to OPPOSE the subject \$9.2 million taxpayer-financed project.

Of course, the charm and public value of the affected area is that it remains much as it was during the Old West days of Sheriff Pat Garrett, who killed Billy the Kid, and later was shot himself right in the area in question. Presumably, that is an important and appropriate factor for the Bureau of Land Management to consider. Such a factor of historical preservation is the reason the 20-mile southern road into Chaco Canyon, perhaps New Mexico's greatest historical treasure, has been left unpaved and not opened to fast-moving high-volume traffic.

Natural beauty and historical matters aside, this proposed project appears to me to be one of a series of attempts to have taxpayers at federal, state, or local levels finance projects that benefit landowners, developers, and realtors, such as the proposed \$12 million City bond issue financing for a few rich developers of the Metro Verde desert housing development, along with provision of water and gas lines and other infrastructure for that development. Plans for Metro Verde call for eventual inclusion of now-public land as well.

I see the Dripping Springs/Baylor Canyon roadway project as an attempt to open private and eventually public land at the foot of the Organ Mountains to development and land appreciation profits for the benefit of a few land speculators, developers, and realtors.

Las Cruces is overdeveloped already, and the developers who reap the profits have not been required to foot the entire cost of the impacts of their developments, such as new schools, police and fire stations, more public personnel, flood control, and road improvements, including additional traffic signals that can cost a half million dollars each.

One of the more devastating effects of development is the use of our limited water supply to develop cheap sand-and-gravel wasteland for houses in the desert. Thus, the water will not be available for jobs-creating industry that may consider locating here in the future, which would slow the fall of our property values.

Unfortunately, we cannot always trust our public officials to have the best interests of the citizens at heart. Developers and realtors exercise undue influence over our officials. While the water coming out of our home taps has about 450 parts per million of dissolved solids, the city built a grey water treatment plant to provide water to a golf course and developers, instead of installing equipment to improve water quality for all residents and utility bill payers, who now have to buy drinking water and carry it home.

Ironically, the taxpayers who finance the developers in effect are being forced to finance their competition when they try to sell their existing homes. Metro Verde is slated to have

8,000 new homes according to planning documents, while the sales prices of existing homes continue to plummet by tens of thousands of dollars in a glut market. While enjoying forced financial support from owners of existing homes and utility rate payers, Metro Verde brazenly advertises, "Why settle for a used house with lots of deferred maintenance (when you can buy one of our new houses)."

If those agitating for the subject road project want it, let them raise the money for it privately, and only then seek public approval to build it -- not public financing -- based on the merits of the idea.

WILLIAM J. BEERMAN  
3340 Squaw Mountain Drive  
Las Cruces, NM 88011  
202-271-1677



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Greg Walland** <gregory.walland@yahoo.com>

Mon, Jun 1, 2015 at 12:26 PM

Reply-To: Greg Walland <gregory.walland@yahoo.com>

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

Hello,

I am in favor of paving Dripping Springs Road but not Baylor Canyon. I live near the Farm & Ranch Museum and experience the speeding that already occurs on University/Dripping Springs and Sonoma Ranch Roads. Allowing for Baylor Canyon Road to provide access across town would become a major problem with speeders. Even if you post 35 MPH, it will become a racetrack so that it doesn't take twice as long. Tourism won't be hurt by only paving to the Visitor Center at Dripping Springs.

Thanks for taking this input.

Greg Walland  
1901 Desert Greens Dr  
Las Cruces 88011



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Debra Sands-Miller** <debrasands@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Mon, Jun 1, 2015 at 12:24 PM

Attn: Frances Martinez

I want to register my opposition to the proposed paving of Baylor Canyon Road. Such an "improvement" would result in increased traffic, litter, injury to wildlife/cattle, negative impacts on the adjacent wilderness study area, and in a potentially heavily trafficked by-pass route from U.S. 70.

As a frequent hiker/photographer in the Baylor Canyon area I deeply appreciate and highly value that the area still retains its remote feel and urge us all to preserve the "wild side."

Respectfully,

Debra Sands-Miller  
Las Cruces Resident



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**JOHN PETERSON** <jdpeter11@yahoo.com>

Mon, Jun 1, 2015 at 12:06 PM

Reply-To: JOHN PETERSON <jdpeter11@yahoo.com>

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

I am in favor of paving Dripping Springs Road

I am opposed to paving Baylor Canyon Road before funds are provided and/or guaranteed to the Dona Ana Sheriff's Department to adequately patrol both Dripping Springs and Baylor Canyon Roads. Without sufficient patrol, I am convinced that there will be an unreasonable increase in unsafe traffic.

Thanks for this opportunity to share my thoughts.

John Peterson  
1901 Desert Greens Dr  
Las Cruces 88011



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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Jon Ward <wardoo@msn.com>

Mon, Jun 1, 2015 at 11:39 AM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <blm\_nm\_lcdo\_comments@blm.gov>

Cc: Jon Ward <wardoo@msn.com>

As a Talavera resident, I fully support the paving of the extension on Dripping Springs Rd. and the paving as well of Baylor Canyon Rd.

These enhancements will make travel on those two roads not only safer but will cut down tremendously on dust pollution on those roads!

Respectfully,

Jon & Debbie Ward

4 Ladera Seca Ct.

Las Cruces, NM 88011



## Improve Dripping Spring Road, NOT Baylor Canyon Road...

1 message

Eric Liefeld <eric.liefeld@gmail.com>

Mon, Jun 1, 2015 at 11:36 AM

To: Billy Garrett <archbilly@gmail.com>, BLM\_NM\_LCDO\_Comments@blm.gov

Cc: Greg Smith <gsmith@las-cruces.org>, Nathan Small <nathan.p.small@gmail.com>

Dear Commissioner Garrett and concerned BLM representatives,

As an ardent supporter of the OMDP National Monument, am writing to express my concerns regarding the proposed paving of Baylor Canyon Road and Dripping Springs Road. Specifically I'd like to strongly suggest that you make concerted improvements to Dripping Springs Road and leave Baylor Canyon pretty much alone.

My name is Eric Liefeld, and I am a native of Las Cruces, and currently a resident of the Town of Mesilla. I have been extensively involved in transportation planning in the valley. I served for 16 years on the Bicycle and Pedestrian Facilities Advisory Committee (BPFAC) for the Las Cruces Metropolitan Planning Organization. I have completed the National Highway Institute course in Bicycle Safety Design (NHI Course Number 142046).

- **Recommendation: Improve Dripping Springs Road for its \_entire\_ extent in the County.** I can understand the desire to promote the monument to give as many people access as possible. Improving Dripping Springs Road will serve that goal, since the roadway has evolved in a largely haphazard fashion. Since increasing traffic volume and speed is apparently a goal, I would like to further suggest that you use available monies to *improve Dripping Springs along its entire length in the county, for all roadway users.* Specifically, this would entail providing a competent shoulder bike lane throughout for the use of cyclists, runners, and pedestrians.

Increased traffic on Dripping Springs Road will only increase risks for the large number of cyclists and pedestrians who already use that road. Fatalities have already taken place on Dripping Springs Road in accidents between motorists and cyclists. For that reason, I worked with then Commissioner Curry years ago to modestly improve the shoulders along Dripping Springs Road to improve the margin of safety. That was intended as an inexpensive and temporary fix to the problem. The roadway has unfortunately seen no further upgrades. For instance, the new signal at Sonoma Ranch road ignored and abolished the shoulders at exactly the place that they are needed most. This lack of facilities is unfortunate, given the location of the new high school and new recreational facilities at Tortugas Mountain, both of which draw young people to the area, many on bikes and on foot.

- **Recommendation: Do NOT improve Baylor Canyon Road to avoid unintended consequences.** Paving Baylor Canyon Road without extensive and careful regional transportation planning is likely to lead to many unintended consequences. Creating a paved linkage will result directly in a "shortcut" between Highway 70 and University. While there have long been discussions around a "bypass route", this is not the way to implement it. If you pave Baylor Canyon Road, it will instantly become that bypass route by default. This will reduce safety for others using both Baylor Canyon Road and Dripping Springs Roads. A paved Baylor Canyon Road will become an instant drag strip, and I rather doubt that the county has resources for enforcement along its length.

Moreover, while I understand the goal of improving access to the monument, doing so must be approached carefully. Parts of the Organ Mountains represent very rough

and hazardous terrain. I have personally carried people out who lost their lives because they got in above their abilities. Paving access to the base of the mountain will only increase the likelihood of that happening more frequently. We have already witnessed first-hand people taking extraordinary risks climbing unprotected above the Soledad Canyon waterfall.

Thank you for your consideration. Please feel free to get in touch if you would like to discuss any of this further.

Kind regards,

Eric Liefeld  
575-526-1230



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

**Dael Goodman** <daelgoodman@gmail.com>

Mon, Jun 1, 2015 at 11:18 AM

To: blm\_nm\_lcdo\_comments@blm.gov

Cc: Ben Rawson &lt;brawson@donaanacounty.org&gt;, Wayne Hancock &lt;wdhancock@gmail.com&gt;

Dear Frances Martinez,

I hope this greeting finds you well!

Kindly consider the following when making the decision about the paving of Dripping Springs Road/Baylor Canyon Road:

1. Paving Dripping Springs to the Visitor Center would facilitate access to the Dripping Springs trails and visitor center. The benefit to those wishing to visit this area for the purpose of enjoying our marvelous mountains is great enough that I think most of us are willing to put up with the increase in traffic, litter, injury to wildlife, etc. that we know will occur with easier access.

2. Paving Baylor Canyon Road at this time does not make sense for the following reasons:

- Misuse of Baylor Canyon Road as a "short cut" because other planned access routes around the City are not yet available.
- Increased traffic.
- Increased speed.
- Increased litter/vandalism.
- Increased injury to wildlife/cattle.
- Increased likelihood that the wilderness study area adjacent to Baylor Canyon Road will be negatively impacted.

Convenience, as we know when we look in the mirror at the effects of easy access foods, is not always the wisest and most healthy course for a community. Wilderness is special because it is just that: wild. We do not have to tame everything around us just because we can. We have minds that accomplish great things, especially in collaboration with others. Please, let's be more thoughtful and inclusive when we make costly decisions.

Be well and thank you.

Dael Goodman



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs/Baylor Canyon Road

1 message

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Trina Witter <trina.witter@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Mon, Jun 1, 2015 at 11:04 AM

Hello,

I am writing in support of paving Dripping Springs Rd and leaving Baylor Canyon Rd as a dirt/gravel road. However, Dripping Springs should include a paved shoulder on each side that would accommodate bicycles and would also give a pull off/breakdown area for motor vehicles. University Ave contains shoulders (with partially paved shoulders) and is heavily used by cyclists. I would like for bicycles to be able to reach all the way to the Dripping Springs campground. There are many cross country touring bicycle riders who pass through the valley and would enjoy having access to the campground via a paved road on their smaller width tires (as opposed to the wider off road tires). Please make sure that shoulders are AASHTO compliant for bikes.

I am not in favor of paving Baylor Canyon Rd for several reasons. One of the arguments for paving has been that it will improve access to the OMDP Monument. From the many times my family and I have been hiking in the Organ Mtns there has been no shortage of people, so access is not a problem. We own a Prius and have had no trouble driving on dirt, gravel or washboard roads. Chaco Canyon, which we have visited many times, has one paved road in and the rest are dirt/gravel roads. We have been on them all. One of the joys of getting out in nature is going on dirt roads. Those with RV's and low clearance vehicles could take Dripping Springs.

Secondly, I am very concerned about the impact on wildlife with paving Baylor Canyon Rd. Paving the road would mean increased speeds which would make it more dangerous for the wildlife crossing the road. Not to mention the dangers to motor vehicles from hitting cattle as recently happened north of Las Cruces recently. Paving Baylor Canyon would also divert drivers around Las Cruces who would bypass the town and not stop and spend money in the community. Time and time again I've seen communities put loops around their community and then the downtown areas suffer economic losses. Let's plan ahead and keep that from happening!

Thank you for the opportunity to provide feedback.

Sincerely,

Trina Witter  
2808 W. Union Ave.  
Las Cruces, NM 88005



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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**dripping springs road/baylor canyon road improvement project ea comments**

1 message

**Peter Goodman** <peter@pgoodmanphotos.com>

Mon, Jun 1, 2015 at 10:53 AM

To: blm\_nm\_lcdo\_comments@blm.gov

Cc: Ben Rawson &lt;brawson@donaanacounty.org&gt;, Wayne Hancock &lt;wdhancock@gmail.com&gt;

Attention Frances Martinez

Please include the attached letter in your consideration of this matter.

Thank you!

-  
peter goodman

575-521-0424 / 510-282-6690

[Views from Soledad Canyon \(blog\)](#)**Letter to BLM 2015 06 01.doc**

15K

Peter Goodman  
5040 Anasazi Trail, Las Cruces, NM 88011

by email  
BLM\_NM\_LCDO\_comment@blm.gov

Attn: Frances Martinez

**Re. Paving of Baylor Canyon Road / Dripping Springs**

Dear Mr. White:

Please count my wife Dael and me among the many who strongly hope not to see Baylor Canyon Road paved at this time.

Paving the remainder of Dripping Springs Road is probably sensible, for a variety of reasons. It will facilitate access to the Visitor Center and Dripping Springs trailhead.

Paving Baylor Canyon Road will unnecessarily and negatively impact wildlife and the lives of area residents. The 35 mph speed limit will be (and should be, from a driver's point of view, if the road is well-paved) a joke, and people will use this area far too frequently as a high-speed shortcut. (The increased traffic, particularly by people who aren't there for nature but for convenience, will also generate increased litter.) The current road is fine, and when one stops to enjoy the view or photograph the windmill or park to hike, doing so is both pleasant and peaceful and also relatively safe. Doing so on a high-speed commuter street will be quite different, for us and for visitors, and undermine the peace and grandeur of the Organs.

I would also note that the sole trailhead off Baylor Canyon Road is not for beginners, and most folks who intend to hike it will be agreeable to the lack of pavement and the lack of excess human population.

Additionally, it is likely not to be a healthy development for wildlife and for the environment generally. The road is directly adjacent to a Wilderness Study Area, where pavement and high speed and higher traffic are particularly undesirable.

Further, because this would be completed before completion of other planned access roads, Baylor Canyon would become the de facto access road. Therefore this is not the time.

Very truly yours,  
/s/ Peter Goodman  
Peter Goodman



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

Kathleen DeBoy [REDACTED]

Mon, Jun 1, 2015 at 1:37 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" &lt;BLM\_NM\_LCDO\_Comments@blm.gov&gt;

Hello BLM Folk,

I am a Las Cruces resident, and I oppose the paving of Baylor Canyon Road.

Since 1955, I have lived on both sides of the Organ Mountains, first as a child at White Sands Missile Range and then in several Las Cruces neighborhoods, including the area off of Telshor "Boulevard" when it was nothing but a dirt track.

Over the years, I have watched the city expand in all directions. The most disturbing of these advancements has been the city's encroachment toward the Organ Mountain foothills. That movement invariably begins with a road being paved.

Now that we have finally succeeded in getting national monument status for the Organ Mountains, it is imperative that we preserve as much of the foothills as possible. Paving Baylor Canyon Road will push wildlife further up into the mountains and endanger the safety of those animals that try to remain in their current habitat.

Keeping a dirt road at the Baylor Canyon entrance will encourage vehicles to at least take it easy as they enter the monument. Dirt roads don't eliminate speeders (as we see daily with trucks going 50+ mph along the unpaved portion of Dripping Springs Road), but it will keep their numbers down.

If Baylor Canyon Road is paved, it will immediately become a shortcut between Highway 70 and University Avenue, and will be heavily used in no time flat. Additionally, it is not likely to ever be patrolled frequently enough to stop people from speeding, just as they now do on the infrequently patrolled portion of Sonoma Ranch Road recently opened between Lohman and University.

I could go on, but I won't. I would like to have my name and e-mail address withheld from public review.

Thank you,

Kathleen DeBoy



## Dripping Springs/Baylor Canyon Road Project

4 messages

Michael Silver <msilver.mms@gmail.com>

Sun, May 31, 2015 at 1:52 PM

To: BLM Las Cruces District Office <BLM\_NM\_LCDO\_Comments@blm.gov>, brawson@donaanacounty.org, bgarrett@donaanacounty.org, dgarcia@donaanacounty.org, whancock@donaanacounty.org, lbenavidez@donaanacounty.org

Hello all,

We all know that this project will proceed forward despite what you may or may not say one way or the other.

As this proceeds, the county engineers office, which is designing this project and will oversee it needs to accommodate the residents of the area regarding our concerns over speeding and increased traffic. Since this is supposed to be to allow better access to the National Monument it does not make any difference as to how low the speed limit will be. We should all be able to be in agreement on that. Since the BLM is putting this project forward **they should be willing to pay for speed bumps along the ENTIRE straightaway length of Baylor Canyon Road INCLUDING the paved section since the project will directly affect that area.** I realize that asking the BLM to also pay for properly paved shoulders on the already paved section of Baylor Canyon Road, to bring it into conformance with the project area, is most likely out of the question, but it would be nice if our safety concerns were taken into consideration.

Despite the newspaper article today the Sheriff's Dept. has stated they do not have the manpower to patrol the area and even if they put together a push to do so we all know it will not last as this type of thing does not as has been proved by Hwy. 70 and the continuing speeding and accident problem.

In closing, we ask for all of you to do the right thing by the residents off of Baylor Canyon Road who will be directly impacted by this project. It's not that difficult to do that.

Thank you,

Michael Silver

Wayne Hancock <whancock@donaanacounty.org>

Mon, Jun 1, 2015 at 6:05 AM

To: Michael Silver <msilver.mms@gmail.com>, Robert Armijo <robertar@donaanacounty.org>  
Cc: BLM Las Cruces District Office <BLM\_NM\_LCDO\_Comments@blm.gov>, Benjamin Rawson <brawson@donaanacounty.org>, "Billy G. Garrett" <bgarrett@donaanacounty.org>, David Garcia <dgarcia@donaanacounty.org>, Leticia Benavidez <lbenavidez@donaanacounty.org>, "Robert Armijo (mailto:RobertA@DonaAnaCounty.org)@pps.reinject" <"Robert Armijo (mailto:RobertA@DonaAnaCounty.org)"@pps.reinject>

Robert,

Do we have the tools needed to groove Baylor Canyon with Rumble Stripes at key points to reduce speed?

Wayne

Sent from my iPhone

On May 31, 2015, at 3:52 PM, Michael Silver <msilver.mms@gmail.com> wrote:

Hello all,

We all know that this project will proceed forward despite what you may or may not say one way or the other.

As this proceeds, the county engineers office, which is designing this project and will oversee it needs to accommodate the residents of the area regarding our concerns over speeding and increased traffic. Since this is supposed to be to allow better access to the National Monument it does not make any difference as to how low the speed limit will be. We should all be able to be in agreement on that. Since the BLM is putting this project forward **they should be willing to pay for speed bumps along the ENTIRE straightaway length of Baylor Canyon Road INCLUDING the paved section since the project will directly affect that area.** I realize that asking the BLM to also pay for properly paved shoulders on the already paved section of Baylor Canyon Road, to bring it into conformance with the project area, is most likely out of the question, but it would be nice if our safety concerns were taken into consideration.

Despite the newspaper article today the Sheriff's Dept. has stated they do not have the manpower to patrol the area and even if they put together a push to do so we all know it will not last as this type of thing does not as has been proved by Hwy. 70 and the continuing speeding and accident problem.

In closing, we ask for all of you to do the right thing by the residents off of Baylor Canyon Road who will be directly impacted by this project. It's not that difficult to do that.

Thank you,

Michael Silver

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Robert Armijo <robertar@donaanacounty.org>

Mon, Jun 1, 2015 at 8:51 AM

To: Wayne Hancock <whancock@donaanacounty.org>, Michael Silver <msilver.mms@gmail.com>

Cc: BLM Las Cruces District Office <BLM\_NM\_LCDO\_Comments@blm.gov>, Benjamin Rawson

<brawson@donaanacounty.org>, "Billy G. Garrett" <bgarrett@donaanacounty.org>, David Garcia

<dgarcia@donaanacounty.org>, Leticia Benavidez <lbenavidez@donaanacounty.org>

Commissioner Hancock,

I would not recommend placing grooves in the asphalt. There are however, other traffic calming techniques/devices that could be considered including pre-constructed rumble strips. The roadway could be monitored and modified as warranted.

Robert

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**From:** Wayne Hancock  
**Sent:** Monday, June 01, 2015 6:05 AM  
**To:** Michael Silver; Robert Armijo  
**Cc:** BLM Las Cruces District Office; Benjamin Rawson; Billy G. Garrett; David Garcia; Leticia Benavidez; Robert Armijo (mailto:[RobertA@DonaAnaCounty.org](mailto:RobertA@DonaAnaCounty.org))@pps.reinject  
**Subject:** Re: Dripping Springs/Baylor Canyon Road Project

Robert,

Do we have the tools needed to groove Baylor Canyon with Rumble Stripes at key points to reduce speed?

Wayne

Sent from my iPhone

On May 31, 2015, at 3:52 PM, Michael Silver <[msilver.mms@gmail.com](mailto:msilver.mms@gmail.com)> wrote:

Hello all,

We all know that this project will proceed forward despite what you may or may not say one way or the other.

As this proceeds, the county engineers office, which is designing this project and will oversee it needs to accommodate the residents of the area regarding our concerns over speeding and increased traffic. Since this is supposed to be to allow better access to the National Monument it does not make any difference as to how low the speed limit will be. We should all be able to be in agreement on that. Since the BLM is putting this project forward **they should be willing to pay for speed bumps** along the **ENTIRE** straightaway length of Baylor Canyon Road **INCLUDING the paved section since the project will directly affect that area**. I realize that asking the BLM to also pay for properly paved shoulders on the already paved section of Baylor Canyon Road, to bring it into conformance with the project area, is most likely out of the question, but it would be nice if our safety concerns were taken into consideration.

Despite the newspaper article today the Sheriff's Dept. has stated they do not have the manpower to patrol the area and even if they put together a push to do so we all know it will not last as this type of thing does not as has been proved by Hwy. 70 and the continuing speeding and accident problem.

In closing, we ask for all of you to do the right thing by the residents off of Baylor Canyon Road who will be directly impacted by this project. It's not that difficult to do that.

Thank you,

Michael Silver

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**Michael Silver** <msilver.mms@gmail.com>

Mon, Jun 1, 2015 at 9:45 AM

To: Robert Armijo <robertar@donaanacounty.org>, Wayne Hancock <whancock@donaanacounty.org>

Cc: BLM Las Cruces District Office <BLM\_NM\_LCDO\_Comments@blm.gov>, Benjamin Rawson <brawson@donaanacounty.org>, "Billy G. Garrett" <bgarrett@donaanacounty.org>, David Garcia <dgarcia@donaanacounty.org>, Leticia Benavidez <lbenavidez@donaanacounty.org>

To all,

Whatever you could do would be appreciated. Doing nothing would not be an option.

Thank you,

Michael Silver

**From:** Robert Armijo [mailto:[robertar@donaanacounty.org](mailto:robertar@donaanacounty.org)]

**Sent:** Monday, June 01, 2015 8:51 AM

**To:** Wayne Hancock; Michael Silver

**Cc:** BLM Las Cruces District Office; Benjamin Rawson; Billy G. Garrett; David Garcia; Leticia Benavidez

**Subject:** RE: Dripping Springs/Baylor Canyon Road Project

Commissioner Hancock,

I would not recommend placing grooves in the asphalt. There are however, other traffic calming techniques/devices that could be considered including pre-constructed rumble strips. The roadway could be monitored and modified as warranted.

Robert

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**From:** Wayne Hancock

**Sent:** Monday, June 01, 2015 6:05 AM



## Dripping Springs Road/Baylor Canyon Road Improvement Project HA Comments

1 message

**Gregory Z. Smith** <gszeu@aol.com>

Mon, Jun 1, 2015 at 1:29 AM

To: BLM\_NM\_LCDO\_Comments@blm.gov

Let me express my unreserved support for paving the Dripping Springs Road and my qualified support for paving Baylor Canyon Road.

In both instances, I believe concerns about speeding can be addressed in a number of ways, and I believe that would be my greatest concern in either instance. Nonetheless, some concerns have also been expressed about the paving of Baylor Canyon Road leading to greater numbers of people using the two roads to bypass Las Cruces and, thus, increasing dangerously the number of cars on those two roads. If that is a concern borne out by studies, then perhaps paving Baylor Canyon Road should wait.

The points that I do believe bear strong consideration are the accessibility to Dripping Springs and that portion of the Organ Mountains/Desert Peaks National Monument that paving would allow. To my thinking, such accessibility will benefit our local economy, our local appreciation of nature and history, and the ability of community members and visitors to gain access to the areas for recreation and education. Additionally, the cost of repairs to vehicles that must use the roads and the costs to maintain gravel roadways over maintaining paved roadways have to be factored in.

My sense is that paving both would be beneficial, but if only one is to be paved, it should be Dripping Springs Road.

Thank you for this opportunity to offer input!  
Gregory Z. Smith



## Dripping Springs/ Baylor Canyon Paving

1 message

Daniel Sutphin <ddsutphin@hotmail.com>

Mon, Jun 1, 2015 at 12:48 AM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <blm\_nm\_lcdo\_comments@blm.gov>

To Whom It May Concern:

It is with interest I have reviewed what information has been made public on the proposal to pave Dripping Springs/Baylor Canyon.

As a current resident of the Talavera community, and a one time resident of a San Francisco CA with a home address immediately adjacent to US 101, please permit me to offer some considerations that stem from that background:

-In favor of paving, it would be nice to avoid the clouds of dust and the more frequent need for vehicle upkeep that paving would bring. As a husband and father who takes his family to Dripping Springs in all seasons, paving would also certainly yield a smoother ride in the family van for all who venture up that way. In fact, trips over to Onate High, the East Mesa, and out to Alamogordo for various reasons would all become more scenic and possibly quicker for those traveling down Baylor Canyon rather than the increasingly residential glut of Sonoma Ranch.

-In opposition to paving however, a smoother ride will also increase traffic by a factor much greater than the conservative estimates issued in Sunday's Sun-News (as reported by D.A. Soular pg 6A). Indeed, it is hard to imagine that vehicles of all varieties including trucking off US 70 will not begin to use and wear out the route if paved. Dripping Springs in its current state represents a reasonable case study in this regard; an interesting and relatively dilapidated patchwork quilt of asphalt currently only partially marked at its easternmost extent after the most recent set of ramshackle repairs .

Beyond the issue of reasonable repair and upkeep, imposing a 35mph speed limit should Baylor Canyon be paved is laughable and futile (see above cited article). If we are paving a straight shot of road in the desert to "improve access", why shackle drivers with such an inane speed limit that keeps them from realizing the benefit of the improved route?

Irrespective of whatever speed limit officials impose, as a surgeon who sometimes must come home late, I've been privy to drag racing on Sonoma Ranch near Centennial High on two separate occasions immediate to the school before the Dripping springs stop light. If it's happening there and no officers were present to stop it, we are kidding ourselves to think the same won't occur on a straight shot of paved desert under unlit starry desert skies. I suspect few personnel in the Sheriff's department would, off the record, state there is sufficient manpower to keep that stretch of road in check day and night.

Furthermore, from a physician's perspective, with time, enough accidents will likely occur that some will clamor for lighting along the road. LED road lights would be an ironic and poor addition to what many have recently worked so hard to protect as the Organs Peaks National Monument.

It is also interesting to note Sheriff Vigil's comment (per spokeswoman Kelly Jameson) in support of paving the road that "It helps to quickly connect deputies on calls and shorten their response times". As a private citizen, I don't Sheriff Vigil's insight regarding allocation of resources within his department. However, I'm incredulous of the Sheriff's comment, if in fact it his. Especially with the new East Mesa Public Safety Complex, it is difficult to imagine that a legitimate reason for paving Baylor Canyon is to "shorten response times". To where? And for what? The population density along that route seems one of the lowest within the greater Las Cruces area. Furthermore, if deputies are being dispatched for instance from Organ to Talavera for any reason (as opposed to calling up an officer parked on Sonoma Ranch at Centennial High), the department may be better served by investing more resources in dispatch.

Thank you for your time and consideration of these observations.

Respectfully and sincerely,  
Daniel Sutphin MD



36



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**gcray3@comcast.net** <gcray3@comcast.net>  
To: BLM\_NM\_LCDO\_Comments@blm.gov  
Cc: "Ray, George" <gcray3@comcast.net>

Sun, May 31, 2015 at 10:42 PM

Attn: Francis Martinez, Las Cruces District Office  
1800 Marquess St., Las Cruces, NM

I am a strong supporter of paving both the Dripping Springs Road and Baylor Canyon Road. The potential damage to cars, including the extra wear on tires and the increased risk of accidents, far outweigh those whose vested interests oppose increasing the use of these areas. If we followed the logic of some of the arguments in opposition to paving roads, we would have few paved roads in Las Cruces or the surrounding communities.

Baylor Road is a major commuting route to hi-way 70. Paving it will mitigate traffic going by the high school and other parts of town.

The designation of Dripping Springs and our Organ Mountains as a National Monument makes it even more important that we have paved access to this beautiful area. Build a better road and people will come. I for one am tired of driving over a bumpy and dirty road to get to such a pristine area as Dripping Springs. Why not make the trip more enjoyable for the drivers and the homeowners that must endure the dust from the traffic.

George Ray  
5481 Superstition Dr.  
Las Cruces, NM 88011



LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

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## Baylor Canyon Road

1 message

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**gary wolfe** <docwolfe79@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 8:05 PM

My family lives in Talavera. We are all for the paving of Baylor Canyon and Dripping Springs Roads. Please Pave!  
Gary and Kim Wolfe



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comment

1 message

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walter caritj <wcaritj@icloud.com>

Sun, May 31, 2015 at 7:28 PM

To: BLM\_NM\_LCDO\_Comments@blm.gov

Personally I would love to see these roads paved. As an avid cyclist this would provide a great route for some of us and get some cyclists off route 28 through Mesilla and Sonoma Ranch Blvd. Also it would give me a shorter route to White Sands from Televera where I am building a house.

For the community as a whole this has to be done someday. Expansion is moving east and there has to be useable roads across the east mesa. Since the paving of Baylor Canyon is inevitable, I believe the community would benefit my doing it sooner rather than later.

Wally Caritj  
1337 Stone Crop Ct.  
Las Cruces, NM



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## Drippings Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

**Wes Strain** <wes.strain@yahoo.com>

Sun, May 31, 2015 at 4:40 PM

Reply-To: Wes Strain &lt;wes.strain@yahoo.com&gt;

To: "BLM\_NM\_LCDO\_Comments@blm.gov" &lt;BLM\_NM\_LCDO\_Comments@blm.gov&gt;

There are always comments on both sides of the issue but realistic common sense has to be used to make the correct final conclusion. Remember when Baylor Canyon Road was not paved and all the negative comments against it in the beginning were almost the very same as many this time. If it were not for the paved road, property values would not have increased and the ease in reaching the free range area would be a rough and tough trip anytime the ranchers wanted to check on their cattle. Likewise, Talavera before paved streets and roads was an economic negative to their area as well. Am sure no one would have invested or purchased property if it still was terrible roads and for first responders in those years found it almost impossible to strive a quick life saving response let alone the great wear and tear on their equipment. Did the existing current paving make improved economic sense and emergency common sense? You bet it did! In another twenty years, the economic impacts of both areas will depend upon the additional paved roads into the study area and increased density of population and need for emergency services. Being short sighted and thinking that growth will not happen or increased normal traffic will be served and the traffic headed to the Monument area on a dirt road will not affect the environment air of the surrounding areas. Common sense over the past twenty years prevailed to increase the economy, reduce environmental problems (from dust pollution alone) and provide the response of first responders! There have been a lot more dry years than green years like now!

Since the public has always used the area to enjoy the beauty and recreational features of this wonderful mountain area and the designation of a national monument insures and protects the area! During all the debates prior to the designation, the attributes of economic growth from the area was one of the points stressed at the time. By paving the roads will increase the uses and greatly and positively affect the dollars into the economy. Development of RV facilities on the monument will return positive economic dollars but unpaved roads will possibly discourage the national monument usage due to unpaved roads. Yes, it will slowly increase the traffic into the monument and dust pollution will not be rectified with unpaved roads. Comments regarding creating a so-called bypass from Highway 70 to University via Dripping Springs to I-25 obviously are not aware that the Metropolitan Planning Organization (MPO) and New Mexico Department of Transportation Traffic map designates Weisner Road as the bypass south to I-25 and I-10 from Highway 70! Much planning over the past years have been based on this plan and improvements along I-10 including recent bridge improvements takes this route into the development processes!

Comment sense sometimes takes the need to reach compromise to accept the long-term economic, environmental and emergency service solutions. Remember the speed limit will be at 35 miles an hour not 55 or 65 miles an hour as a major road. The roads actually can and should be welcomed as scenic byways and a welcome addition to every business and increased tax revenue to all public entities. As everyone should know by now, maintaining a paved road is more cost effective than a dirt and gravel road and certainly more friendly to the environment and our health. Please let common sense prevail and let emotional outbursts not be the major factor in this process.

Wesley E. Strain  
6011 N. Jornada Road  
Las Cruces, NM 88012  
(former City Councilor 2001-2005)



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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Reed Burn <rrburn@comcast.net>  
To: BLM\_NM\_LCDO\_COMMENTS@blm.gov

Sun, May 31, 2015 at 3:55 PM

I use both of the roads to reach hiking areas. It would be nice to have both paved along the relatively short sections that are dirt.

The argument that paving Baylor Canyon would make it a dangerous bypass to reach I25 from US70 and the reverse is fallacious. It is much easier to simply drive down US70 to the intersection of I25 and proceed south on I25. Cutting through Baylor Canyon and Dripping Springs is much slower and only two lane roads. I believe those who argue against paving just do not want any additional traffic on those roads; pretty selfish in my opinion. Paving would be a real help for those who live behind A Mountain and who need to go to the northeast side of town and to White Sands on US70.

### Bob Burn

6955 Camino Nuevo Mejico

Las Cruces, New Mexico 88007-8951

(575) 526-0013

[rrburn@comcast.net](mailto:rrburn@comcast.net)



LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Eugenia L Janecka** <elja@comcast.net>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 2:41 PM

DO NOT pave at all; the residents who chose to ruin our Organ Mountain base don't deserve any further conveniences!!!!!!!!!!!!!!

42



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Comments on Dripping Springs and Baylor Canyon Road

1 message

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**Jimmy Sells** <jwsells@msn.com>

Sun, May 31, 2015 at 2:24 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" &lt;BLM\_NM\_LCDO\_Comments@blm.gov&gt;

I am a resident of the Talavera area and am in favor of the BLM plan to pave both Dripping Springs and Baylor Canyon roads. I favor the plan with the five foot biking and hiking shoulders and eleven foot transportation lanes but can live with any plan the BLM finalizes on. I feel the paving of these roads will enhance the quality of life for all citizens in the area.

Thank You BLM for doing all the work to make this happen!!

Jimmy and Beth Sells  
4583 Organ Mesa Loop  
Las Cruces NM 88011  
575-523-1789



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Paving Dripping Springs Road and Baylor Canyon Road.

1 message

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**Chuck Glymph** <cghikes@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 2:30 PM

I volunteer at Dripping Springs Visitor Center and had a flat tire yesterday on the Baylor Canyon Road. In addition to that experience, most of the visitors express a desire for the roads to be paved. I think paving both roads is the best way to go overall.

Chuck Glymph



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Fred Martino** <fredmartino1@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 2:01 PM

We strongly support the paving of Dripping Springs and Baylor Canyon Roads. Thank you for providing the funding for this essential project.

It is urgently needed (and has been for decades) for these reasons:

1. Tourism is a key economic development asset in New Mexico. Without good roads to tourist areas, tourism cannot thrive.
2. Natural areas are a key asset of the Las Cruces area's quality of life. We currently do not visit Dripping Springs due to damage to our cars by the awful road.
3. Fairness to all: Some do not have the money to damage their cars in order to visit federal land that should be enjoyed by all.
4. Safety: These gravel roads present serious distractions for drivers. Sometimes, it can also be more difficult to stop on a gravel road. Gravel roads are also a severe safety hazard during monsoon rains.

Mr. and Mrs. F. Martino  
Las Cruces



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Sue Cain** <terryandsuecain@yahoo.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 1:58 PM

Attn: Francis Martinez, Las Cruces District Office  
1800 Marquess St., Las Cruces, NM

We are strong supporters of paving both the Dripping Springs Road and Baylor Canyon Road. The potential damage to cars, including the extra wear on tires and the increased risk of accidents, far outweigh those whose vested interests oppose increasing the use of these areas. If we followed the logic of some of the arguments in opposition to paving roads, we would have few paved roads in Las Cruces or the surrounding communities.

The designation of Dripping Springs and our Organ Mountains as a National Monument makes it even more important that we have paved access to this beautiful area.

Terry and Sue Cain  
1013 Rio Vista Drive  
Las Cruces, NM 88007



# Fwd: Undeliverable: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

Emile Bourdet <egbourdet@gmail.com>

Sun, May 31, 2015 at 1:54 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

See below

Sent from my iPhone

Begin forwarded message:

**From:** <postmaster@doi.gov>

**Date:** May 31, 2015 at 1:15:18 PM MDT

**To:** <egbourdet@gmail.com>

**Subject:** Undeliverable: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

## Delivery has failed to these recipients or groups:

[BLM\\_NMLCDO\\_Comments@blm.gov](mailto:BLM_NMLCDO_Comments@blm.gov)

The e-mail address you entered couldn't be found. Please check the recipient's e-mail address and try to resend the message. If the problem continues, please contact your helpdesk.

## Diagnostic information for administrators:

Generating server: [doi.net](http://doi.net)

[BLM\\_NMLCDO\\_Comments@blm.gov](mailto:BLM_NMLCDO_Comments@blm.gov)

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Received: from [mail-ie0-f177.google.com](mailto:mail-ie0-f177.google.com) (209.85.223.177) by [gsmtp21.doi.gov](mailto:gsmtp21.doi.gov) (137.227.134.15) with Microsoft SMTP Server (TLS) id 14.2.347.0; Sun, 31 May 2015 14:15:51 -0500

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47

Sun, 31 May 2015 12:15:16 -0700 (PDT)  
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Sun, 31 May 2015 12:15:15 -0700 (PDT)  
Return-Path: <[egbourdet@gmail.com](mailto:egbourdet@gmail.com)>  
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-0700 (PDT)  
From: Emile Bourdet <[egbourdet@gmail.com](mailto:egbourdet@gmail.com)>  
X-Google-Original-From: Emile Bourdet <[egbourdet@icloud.com](mailto:egbourdet@icloud.com)>  
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To: <[BLM\\_NMLCDO\\_Comments@blm.gov](mailto:BLM_NMLCDO_Comments@blm.gov)>  
Message-ID: <[7136349E-CC73-453E-B2A6-B0D2236965C3@icloud.com](mailto:7136349E-CC73-453E-B2A6-B0D2236965C3@icloud.com)>  
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X-FailoverRoute: 1  
X-Gm-Spam: 0  
X-Gm-Phishy: 0

---

## 2 attachments

 mime-attachment  
1K

 mime-attachment



**From:** Emile Bourdet [egbourdet@icloud.com](mailto:egbourdet@icloud.com)  
**Subject:** Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments  
**Date:** May 31, 2015 at 1:15 PM  
**To:** BLM\_NMLCDO\_Comments@blm.gov  
**Bcc:** Emile Bourdet [egbourdet@icloud.com](mailto:egbourdet@icloud.com)

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To keep it short I am in favor paving the Dripping Springs Road.

I am not in favor of paving Baylor Canyon Rd.

Reason: Safety for people who use the roadway for other than driving a vehicle.

A 35 mph speed limit will be violated by almost everyone. The only way I would approve the paving is having a radar cameras installed in several locations that would cover traffic in both directions.

Sincerely,  
Emile Bourdet  
Organ, NM

*egbourdet@gmail.com*



LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

---

## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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charleswhite1@comcast.net <charleswhite1@comcast.net>

Sun, May 31, 2015 at 1:31 PM

To: BLM\_NM\_LCDO\_Comments@blm.gov

I think that the paving of both of these roads will be a wonderful improvement, and it would seem that there would be less maintenance once paved. I know that we would visit the area a lot more, and the drive would not be as hard on our vehicles. It would also keep the dust and dirt down in the area.

Respectfully submitted,,

Charles White



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## Dripping Springs Road/Baylor Canyon Road Comments

1 message

Dolores DeMers &lt;doloresdemers@gmail.com&gt;

Sun, May 31, 2015 at 1:04 PM

To: blm\_nm\_lcdo\_comments@blm.gov

### Comments:

I support paving both Baylor Canyon Road and Dripping Springs Road for several reasons:

1. It is important to improve the infrastructure for egress to the Organ Peaks National Monument areas so that the economic benefits can be experienced. What is the upside of having a national monument if the roads leading to it challenge the typical family vehicle?
2. The argument against improving Baylor Canyon Road because there will be an increase in its use is **without merit**. The road has to be improved no matter what—either it will have a raised bed pebble surface or it needs to be paved. The whole point of having the road IS TO PROVIDE EGRESS to Dripping Springs Road. It should have been improved years ago.
3. The pavement on Dripping Springs Road should be completed. It makes no sense that the pavement stops abruptly with a difficult transition to a very unfriendly rutted road with large rocks that the driver has to negotiate. The current situation where the pavement starts again, just as abruptly, on the last leg to the Dripping Springs recreational area is just plain stupid. I have to ask why have we put up with this for so long?
4. I support building up both roads to deal with running water during storms. They should NOT be below the grade of the area on either side. They should be paved and striped for bicyclers. They should be user friendly year round. They should be accessible to small cars, bicycles, as well as the 4 wheel drive pickup trucks.
5. Further, the "open range" designation needs to be rethought. Cattle are put at extreme risk when they are not provided proper fencing to protect them from vehicular traffic. I consider the archaic "open range" laws to be animal abuse. On top of that, the damage to vehicles and harm to the passengers can be severe, and potentially fatal. The ranchers get reimbursed for the loss of their animal, but does that even make sense?
6. Everything should be done to make egress to these areas functional for emergency responders. It is imperative that these workers not have to deal with an obstacle course when minutes count.

Dolores DeMers  
575-496-5342 mobile



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Jones Robert** <roberjon@nmsu.edu>

Sun, May 31, 2015 at 12:47 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

Dear Sir or Madam:

We attended the first two information sessions about the project concerned with the paving of Baylor Canyon Road and Dripping Springs Road. Unfortunately we were not able to attend the last session for reasons of health.

It appears to me that the majority of the comments voiced were against the project. Why, then, is the project continuing? Is it because the benefits to those working at the White Sands Complex, White Sands Missile Range and other points East seem to outweigh the negative impact to the ranchers and residents along Baylor Canyon Road caused by increased traffic? Those residents of Telaverde Estates knew what the conditions were when they chose to make their home in that area. They should honor the rights of those that will be adversely affected by the project. We say "No!" to the project.

Respectfully,

Robert H. Jones and Sandra K. Jones  
11205 Sallee Road  
Las Cruces, NM 88011-9513  
575.644.4745  
[stlcard12@bigfoot.com](mailto:stlcard12@bigfoot.com)

Sent from my iPad



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Aline Fister** <royalnm@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 12:36 PM

Please do not pave these roads. NO, no, no, no, no. It will take a huge toll on animals, the peace and quiet of the area, and, probably, human lives destroyed or mangled in car accidents.



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**Jeff guide** <jeffreyguide@gmail.com>

Sun, May 31, 2015 at 12:05 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

Comments regarding the above.....

Pave Dripping Springs Road in its entirety. With a couple Scenic View cut outs as space will allow, both East and West Bound, even if they aren't paved. Leave curves in road to stop raceway driving and speeding.

Canyon Road. No road improvements, however, as space allows add Scenic Views. But do repair wash outs as they occur. Leave curves in the road to stop race track driving and avoid making the road a bypass to the South and SE part of Cruces. There are already signs of drag strip racing closer to the town of Organ. Leave in its natural state to allow wildlife to live in their habitat.

Thank you  
Jeff Guide  
PO Box 802  
Mesilla, NM 88046  
575-520-9325

Sent from Jeff's  iPad 4



## Fwd: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments/Attention Frances Martinez

2 messages

David Ward <dward1955@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 11:44 AM

----- Forwarded message -----

From: David Ward <nonie1107@mail.com>  
Date: Sun, May 31, 2015 at 11:37 AM  
Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments/Attention Frances Martinez  
To: BLM\_NM\_LCDOComments@blm.gov, whancock@donaanacounty.org, dward1955@gmail.com

I vehemently oppose the paving of both of these roads for the following reasons.

1. The county is so strapped for funds that they can not even maintain the roads where I live let alone any new roads.
2. The county is also short on funds for the Sherriffs Department they can not patrol the areas where I live to control speeding and reckless driving let alone this new area.
3. I have been on this road at night and have personally encountered people drag racing on the road which will only increase if more of the road is paved.
4. The impact on the wildlife in the area and the inability of the animal control to remove any injured and dead animals from the area.
5. The paved roads will open up new areas for the dumping of more waste in the area.

These are my main concerns with paving the whole route that you are considering. This area is quite a majestic area and it will be ruined if you follow through with this project.

Respectfully  
David Ward  
9533 Longhorn Drive  
Las Cruces, NM 88012

David Ward <nonie1107@mail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 11:59 AM

Sent: Sunday, May 31, 2015 at 11:37 AM  
From: "David Ward" <nonie1107@mail.com>  
To: BLM\_NM\_LCDOComments@blm.gov, whancock@donaanacounty.org, dward1955@gmail.com  
Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments/Attention Frances Martinez

I vehemently oppose the paving of both of these roads for the following reasons.

1. The county is so strapped for funds that they can not even maintain the roads where I live let alone any new roads.
2. The county is also short on funds for the Sherriffs Department they can not patrol the areas where I live to control speeding and reckless driving let alone this new area.
3. I have been on this road at night and have personally encountered people drag racing on the road which will only increase if more of the road is paved.
4. The impact on the wildlife in the area and the inability of the animal control to remove any injured and dead animals from the area.

5. The paved roads will open up new areas for the dumping of more waste in the area.

These are my main concerns with paving the whole route that you are considering. This area is quite a majestic area and it will be ruined if you follow through with this project.

Respectfully  
David Ward  
9533 Longhorn Drive  
Las Cruces, NM 88012



## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

rporter --given-name <rporter@amigo.net>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Sun, May 31, 2015 at 11:08 AM

RE: Paving Dripping Springs/Baylor Canyon Roads

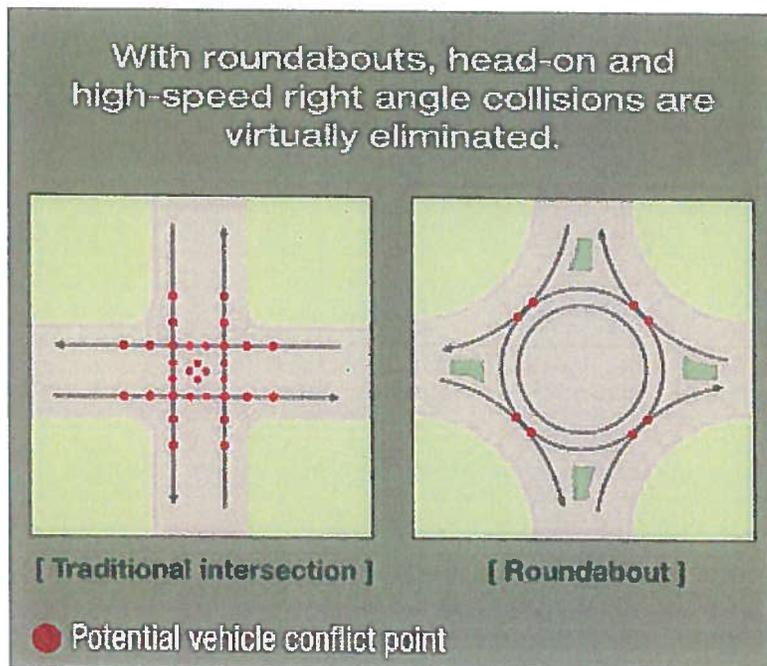
Baylor Canyon Road should be paved. Curves and speed control bumps designed for posted speed limits can control speed of vehicles utilizing the road.

Dripping Springs Road should be paved. Speed limits can be controlled by designing the banking on the curves. Reverse banking of curves can reduce speeds.

For both roads roundabouts should be utilized to control traffic speeds and reduce accidents.

Roundabouts:

- Improve safety
  - More than 90% reduction in fatalities\*
  - 76% reduction in injuries\*\*
  - 35% reduction in all crashes\*\*
  - Slower speeds are generally safer for pedestrians



- Reduce congestion
  - Efficient during both peak hours and other times
  - Typically less delay
- Reduce pollution and fuel use
  - Fewer stops and hard accelerations, less time idling
- Save money
  - Often no signal equipment to install, power, and maintain

- Smaller roundabouts may require less right-of-way than traditional intersections
- Often less pavement needed
- Complement other common community values
  - Quieter operation
  - Functional and aesthetically pleasing

From: <http://safety.fhwa.dot.gov/intersection/roundabouts/fhwas08006/>

--  
Robert Porter  
[rporter@amigo.net](mailto:rporter@amigo.net)  
Mob 970-406-0375  
416 WEST COLLEGE AVENUE  
SILVER CITY, NEW MEXICO 88061-5035



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments.

1 message

**diamondprod.tom@gmail.com** <diamondprod.tom@gmail.com>

Sun, May 31, 2015 at 8:52 AM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" &lt;BLM\_NM\_LCDO\_Comments@blm.gov&gt;

Cc: Dona Ana County &lt;brawson@donaanacounty.org&gt;, "tca@talaveraca.org" &lt;tca@talaveraca.org&gt;

We are in favor of paving Dripping Springs Road and very much opposed to paving Baylor Canyon Road to Highway 70.

Traffic increases, traffic speed, and safety are reasons to not pave Baylor Canyon. We are very disappointed in the inability of BLM to control very excessive speeding, illegal parking, and hours on the easternmost end of Soledad Canyon Road and the Day Use area so believe that adding another potential enforcement need on Baylor Canyon would only make things worse. The Dona Ana County Sheriff's Department has done admirable work in Talavera with their limited resources, but speeding & parking enforcement is not practical with their limited deputy staffing. BLM has not shown enforcement of the Day Use area from what we have witnessed the past five years so we believe adding Baylor Canyon just makes things more difficult for all County and Federal agencies.

Thank you for considering our viewpoints.

Tom & Maureen Lightfoot  
12700 Soledad Canyon Road  
Las Cruces, NM 88011

Sent from my iPad



LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

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## Baylor Canyon/Dripping Springs road Improvement.

1 message

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bluejay1220@yahoo.com <bluejay1220@yahoo.com>

Sat, May 30, 2015 at 8:20 PM

To: "BLM\_NM\_LCDO\_Comments@blm.gov" <BLM\_NM\_LCDO\_Comments@blm.gov>

I favor paving Baylor Canyon and Dripping Springs Roads.

Jerry Wagoner  
5057 Lost Padre Mine Road  
Las Cruces, NM 88011  
Sent from my iPad



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## "Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments"

1 message

**Carol Reynolds** <careynolds40@comcast.net>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Fri, May 29, 2015 at 5:11 PM

I am writing as a private citizen to support the project to complete paving of the Dripping Springs and Baylor Canyon Roads. I believe that paving these roads will enhance opportunities for people to access trail heads in the Dripping Springs and Baylor Canyon areas. However, I would like to see the speed limit reduced from 35 MPH to 25 MPH and that there be liberal (but judicious) use of speed bumps and rumble strips to discourage speeding. Without the lower posted speed limit and use of speed bumps and rumble strips, I fear the paved roads will become speedways for persons wishing to bypass more traveled routes from south Las Cruces to north Las Cruces and/or White Sands. I do not believe the posting of speed limits will be much of a deterrent to speeding and doubt that there will be law enforcement consistently present to enforce the limit. Lowering the limit to 25 MPH may encourage people to drive slower than they normally would and may possibly reduce wildlife fatalities. The speed bumps and rumble strips will, I believe, be effective in curtailing speeders.

Thank you,

Carol Reynolds



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



U.S. Department of Transportation  
Federal Highway Administration



Public Workshop  
May 12, 2015  
6:00 to 8:00 P.M.  
Comment Form

## Dripping Springs/Baylor Canyon Road Project

Please return this form by **MAY 26, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Carol Winkler  
1151 N. Roadrunner Pkwy., #306, LE, NM 88011

**PLEASE READ CAREFULLY**

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.

I have only driven to Dripping Springs once. The hikes are great but I always ride with someone else now. I'm definitely of paving that road. the ride could shake teeth out (in favor)

Baylor Canyon road would be nice, if paved for visitors but I would not favor it if it would provide a speedy shortcut around the city.



U.S. Department of Transportation  
Federal Highway Administration



Public Workshop  
May 12, 2015  
6:00 to 8:00 P.M.  
Comment Form

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

KAY & MARC SURI  
4982 MOTHER LODE TRAIL, LAS CRUCES, NM 88011

**PLEASE READ CAREFULLY**

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.

- This project will make the traffic situation worse. We may have increased number of large trucks and all kinds of undesirable people cruising.  
 & We do not want this paved.



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**C Davis** <cislipdavis@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Mon, Jun 1, 2015 at 4:08 PM

I am a resident living on Baylor Canyon Road. Attached are my opposition comments to the BLM project to pave Dripping Springs Road and Baylor Canyon Road.

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 **Opposition to Paving Dripping Springs Baylor Canyon Road.docx**  
25K

To: [BLM NM LCDO comments@blm.gov](mailto:BLM_NM_LCDO_comments@blm.gov)

Re: "Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments"

Dear Sir/Madam,

As a 7 year resident living right on Baylor Canyon Road, I am not in favor of any paving of the 5 miles through to Dripping Springs Road. There are many reasons why paving this rural road is a bad idea:

1. **You will create "The Las Cruces Autobahn"**

- A fully paved "uninhibited", "unlighted", "straight away" road between Baylor Canyon Road and Dripping Springs Road will create a bypass for drivers to use to loop around Las Cruces. With nothing to slow down the traffic flow, there will definitely be crashes with cattle and wildlife. But the most concerning of this is that these crashes will lead to deaths of the cattle, wildlife, and sadly the motorists. A Facebook user posted: "it will be used as an artery for people to use just to pass through instead of going there with the purpose of enjoying the monument".

But don't take my word, just let a recent Las Cruces Sun News Headline prove my point:

**Crash kills Centennial High teacher, injures wife** (Las Cruces Sun News May 20, 2015)

([http://www.lcsun-news.com/news/ci\\_28153664/crash-kills-centennial-high-teacher-injures-wife](http://www.lcsun-news.com/news/ci_28153664/crash-kills-centennial-high-teacher-injures-wife))

"According to a preliminary investigation by state police, Jerry Welch was driving a Kawasaki motorcycle southbound on N.M. 185 when he stuck a cow. Welch and his wife were ejected on impact. Both were wearing helmets, the state police spokesman, Chad Pierce, said.

Pierce offered few details into the couple's injuries. He only said Welch suffered "fatal injuries," while his wife sustained "internal and external injuries." The cow appeared to survive the crash, Pierce said."

The crash remains under investigation, but Pierce said state police have ruled out speed and alcohol as contributing factors. "

A fully paved straight road, with no lights, stop signs, stop lights, cross-streets, cross-traffic, or speed bumps will cause drivers to speed. So unless these items are included and constructed as part of this proposal, expect to see this headline every day.

2. **Drivers Will Use Baylor Canyon Road/Dripping Springs Road as a Bypass if fully paved**

- The BLM study on travel time using "Google Earth" is incorrect. I live on Baylor Canyon so I am intimately familiar with traffic as I see and watch it daily. The study asserts "the use of the road as a bypass would be unlikely because the travel time nearly doubles as a result of low water crossings and traffic signals along that path." But this statement is

absolutely false. It assumes people will obey 35mph, which they don't now. It also assumes that I25 flow is "with traffic". And when there is any kind of accident or incident such as the current construction on I25, traffic diverts to surface streets. And would absolutely move traffic onto Baylor Canyon Road/Dripping Springs. Take the incident in 2009 when the movie "Due Date" was filmed here:

**Cameras roll for 'Due Date,' traffic doesn't** (Las Cruces Sun News  
10/07/2009 12:00:00 AM MDT)  
[http://www.lcsun-news.com/ci\\_13502935](http://www.lcsun-news.com/ci_13502935)

"LAS CRUCES - The movie "Due Date" is expected to arrive in theaters next fall, but many Las Cruces are feeling labor pains already just trying to get anywhere in the Sonoma Ranch and Rinconada areas of town. Film work Tuesday closed stretches of U.S. Highway 70 and many frontage roads for 12 hours, snarling East Mesa roads on both sides of the highway. Most eastbound and northbound traffic was detoured to Northrise Drive, an east-west street roughly paralleling U.S. 70 to the south. Residents north of the highway are also taking Settlers Pass Road, which connects to Del Rey Boulevard.

Even before rush hour Tuesday, Las Cruces police had investigated five crashes on or near the vicinity of the detours on Highway 70, according to spokesman Dan Trujillo, who said none involved serious injuries or damage.

Dona Ana Sheriff's officers had also responded to several car crashes, said Deputy Tim Sherman, who was directing detoured vehicles at an intersection on Northrise Drive.

"We didn't expect this kind of traffic over here," Sherman said. "We're swamped."

This incident pushed over 1000 vehicles onto the Baylor Canyon Road/Dripping Springs Roads and caused a huge mess. Had there been another north-south outlet after Sonoma Ranch, the traffic problems this created would have been avoided. This will happen again if the paving is allowed due to other accidents and construction currently happening on I25 and I70.

3. **No Long Term Planning for East Mesa? What Happened to the Weisner Bypass?**

What is the long term planning design for the East Mesa area? And what is happening with the Weisner Bypass?

Traffic issues and construction on I25 force drivers to use surface streets to move around. The last north-south route is Sonoma Ranch. And currently this street is experiencing traffic issues at various points, especially at the Lohman intersection. Why is there no consideration of extending Lohman east to connect to Baylor Canyon Road, or Weisner if that is approved?

The idea to pave the last few miles of Baylor Canyon Road to Dripping Springs Road without considering any cross streets in this proposal seem ill-conceived and poorly thought out.

I believe that you must consider at least another parallel road to Baylor Canyon/Dripping Springs Road. At the very least, it would ease traffic on that road by diverting drivers who really don't need to be up in that area but would be forced too without any outlets. A straight paved road encourages speeding. And with this road being so far away from the city, and with no cross traffic, stop signs, speed bumps, lights or stop lights, there is nothing to keep a driver from speeding, nothing. No one will obey a 35mph in a remote dark unlit area.

#### 4. **Wildlife would be greatly affected**

I am very familiar with the wildlife in and around the Baylor Canyon Road area. There are a lot of animals of all sizes. The impact of a fully paved road in this very rural area would greatly affect the wildlife. Vehicles traveling on this road will absolutely end up hitting rabbits, birds, coyote, cattle, horses, and even deer. This will cause accidents, car damage, and loss of life.

As noted from the article "Crash kills Centennial High teacher, injures wife" (Las Cruces Sun News May 20, 2015),:

**"Cattle roaming these rural roads is a hazard and accidents happen often:"**

"Cattle roaming the area near N.M. 185 have been involved in other crashes, raising safety concerns for drivers. In November 2011, a U.S. Border Patrol agent crashed into a cow while traveling north on N.M. 185 toward the agency's checkpoint between Radium Springs and Hatch, according to a previous Sun- News report. The agent wasn't injured, but the agent's Crown Victoria sedan was significantly damaged. The cow was euthanized by its owners after the crash, the report said." (LC Sun News May 20,2015 article)

*Sound Off May 23<sup>rd</sup> comment: Accident >> I drive the Old Hatch Highway quite often, and in that area that the teacher was killed there are quite often cattle on the road.(LC Sun News May 20 sound off section)*

I also can't believe there would be no environmental effect to the area or wildlife with a paved road. This will surely affect how wildlife live and thrive in that area and could affect their existence. I read that the environmental study states "there'd be no effect on federally threatened and endangered species or BLM sensitive species from paving both roads". That may be, but what about the wildlife that is not "federally endangered or sensitive"? We already see coyote's attacking people and dogs in the Sonoma Ranch area. And bobcats have been seen in the Las Cruces area and surrounding arroyos. The paving may disturb the wildlife enough that they begin to move more into the incorporated areas. So these kinds of sightings will be more frequent.

5. **A 35 mph speed limit will never be followed.**

- I live on Baylor Canyon Road and have a direct street view of traffic. I can tell you that the 35 mph speed limit is not followed now. I have seen residential cars and even observed city/county cars, garbage and dump trucks not following the speed limit. Repeated calls to the Sherriff department to enforce the speed limit have seen no response.
- There are many residents that walk, run, bike, horseback ride, and pick up mail along the Baylor Canyon Road stretch. I see drivers still speed past them and do not slow down. Posted speed limit signs are few on the street and are not followed.
- Even the cattle guard on the Baylor Canyon Road side does not slow down drivers.
- Mail delivery is done on Baylor Canyon Road with the mailman having to stop at the mailboxes on the eastern side of the road. Increasing speed and traffic will increase the risk there will be a collision.
- Paving these roads will just cause drivers to go faster and without any stops, undulations, curves or side streets the idea that anyone would follow this speed limit on a fully paved straight away road is absolutely ridiculous.
- The Sherriff Department can't control the 35 mph speed limit now, so why would they say they can after paving the roads and not increasing their manpower?

6. **Arroyo's and Water Control Not Addressed**

- Heavy rains in our area cause gushing arroyos. There are 2+ arroyos on Baylor Canyon Road. After the water passes, there is dirt and sand collected on the street. Sometimes these arroyos are impassible unless you have a 4 wheel drive vehicle. Are you planning on doing anything with these 2 arroyos? If not then you will be creating a significant traffic problem when it rains. Motorists have had to be pulled out after getting stuck, sometimes by Fire and Rescue first responders. And the county does a terrible job of servicing the road after a heavy rain. All the neighbors call and the county takes a very long time to come clear the street. Unless this issue is addressed, traffic will come to a halt completely on the Baylor Canyon Road end when it rains.

**7. Purpose of paving inadequately defined**

- I still haven't heard the real reason why this proposal is being pushed so aggressively. What is the "actual purpose" for this project? If the purpose is to bring "more tourists to the monument", then why pave the entire length all the way to Baylor Canyon? That just creates a straightaway for people to drive faster and use as a bypass around the city. That clearly defeats the purpose of enjoying the area and the monument. The dirt road will cause motorists to slow down and is more in keeping with the natural beauty of the monument. And isn't that what you want people to experience?
- The other reasons I have heard for this project just do not make any sense. I have heard the following:
  - "Improving deputy's ability to respond to incidents".
  - "would improve access to public lands"
  - "improve arroyo function and reduce dust emissions"
- I don't believe these "extra" reasons for this project. If access to the monument is the "real" reason, then Alternative B is the correct option.

**8. Increased Traffic Effect on Zoning**

- The residents on Baylor Canyon Road and surrounding area currently are zoned to have horses. Residents stable their horses on their property, some living directly on Baylor Canyon Road like me. I believe an increase in traffic on our road will impact the horse's welfare as they are so close to the street. In many cases there are only feet from the street. I know horses get spooked easily, but what I don't know is what the increase in traffic will do to them. Has that been considered/studied?

**9. No opposition to paving Dripping Springs Road**

- I have seen very little opposition to the paving of the Dripping Springs Road end. Residents in that area say that it is a good idea. There is virtual no opposition to the project from that end. Opposition to the project is focused on paving the Baylor Canyon Road end and how that would significantly boost traffic. So it makes sense to focus on the Dripping Springs side which is directly next to the monument. Then a "full qualified deliberate long term plan" can be drafted for the east mesa area and traffic pattern flow. I still feel that the county and city have not planned this out. If they have then they have done a poor job communicating that to the public.

Therefore, I submit my opposition to this project entirely. I am not in favor of paving Dripping Springs Road or Baylor Canyon Road at all. I attended several meetings on this project and feel that there has not been enough long term planning of roads and traffic in the east mesa area. Just because funds have been allocated does not mean they have to be spent. Something this large and with significant impact

to the land, environment, residents and wildlife needs to be thoroughly and thoughtfully considered. I feel that the affected residents of this project have not been given adequate notification of this project, nor have they been given the due respect to provide their input.

Thank you for accepting my comments on the "Dripping Springs Road/Baylor Canyon Road Improvement Project". I hope you will purposely evaluate all comments received from concerned citizens on the project and due diligence in evaluating what is the most appropriate option to take.

With regards,

Cathy Davis



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Paving Dripping Springs and Baylor Canyon

1 message

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**Phyllis Smolkin** <phyllisnature@gmail.com>

Mon, Jun 1, 2015 at 3:27 PM

To: BLM\_NM\_LCDO\_Comments@blm.gov

Attn: Francis Martinez

Las Cruces District Office

Paving Dripping Springs Rd to the visitor's center is an excellent idea. Paving Baylor Canyon Rd is a very poor idea. Baylor Canyon Rd will become a narrow busy commuter road greatly increasing traffic on Dripping Springs road near the high school. There is already substantial traffic on Dripping Springs Rd as a result of residential development.

Phyllis and Howard Smolkin

4021 Quail Brush Court

Las Cruces



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

**Attn: Frances Martinez**

1 message

Carolyn Gressitt &lt;canton49@hotmail.com&gt;

Mon, Jun 1, 2015 at 2:57 PM

To: "blm\_nm\_lcdo\_comments@blm.gov" &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

## Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments:

I live in Las Cruces (734 N Reymond St 88005), and I fully supported the establishment of the OM-DP National Monument.

I am opposed to the proposed paving of unpaved portion of Baylor Canyon Road. I also oppose the paving of unpaved portion of Dripping Springs Road. I drive these maintained gravel roads in my 2002 Honda Civic with no adverse consequences. Paving these roads would mean an increase in traffic/speed/trash, because it would be used as a by-pass to/from Hwy 70. There would be dire consequences for wildlife. Paving is also a wasteful use of resources, contaminates the soil and adjacent area, and smothers the soil / organisms beneath it. In addition, an adjacent Wilderness Study Area will be negatively impacted.

There are many unpaved roads in many large National Monuments in the West. That has not kept thousands of people from enjoying their magnificent splendor.

Thank you,

Carolyn Gressitt



LCDO\_Comments, BLM\_NM <blm\_nm\_lcdo\_comments@blm.gov>

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## Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

1 message

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**flowblue26** . <flowblue26@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Mon, Jun 1, 2015 at 2:09 PM

Attn: Francis Martinez, Las Cruces District Office  
1800 Marquess St. Las Cruces NM

Please consider the importance of paving access to the Organ Mountains National Monument if you want to attract visitors to this city.

Laura Spinti  
1230 Villita Loop  
Las Cruces, NM 88007



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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**Baylor Canyon Road should not be paved**

1 message

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**Chris Campbell** <humidermy@gmail.com>  
To: BLM\_NM\_LCDO\_Comments@blm.gov

Mon, Jun 1, 2015 at 8:29 PM

Dear BLM Comment Recipients,

I am opposed to the paving of Baylor Canyon road. Pave Dripping Springs Road to increase access to the monument. Paving Baylor Canyon will result in a great increase in wildlife roadkill and encourage real estate development in the area. Both of these potential outcomes seem to be in direct conflict with the ostensible goal of protecting the area.

Sincerely,

Therese Thomas  
1812 Chaparro St.  
Las Cruces, NM. 88001  
therthom@nmsu.edu



LCDO\_Comments, BLM\_NM &lt;blm\_nm\_lcdo\_comments@blm.gov&gt;

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## Dripping Springs Rd./Baylor Canyon Rd. Improvement Project EA Comments

1 message

GGamm43345@aol.com &lt;GGamm43345@aol.com&gt;

Tue, Jun 2, 2015 at 12:00 AM

To: BLM\_NM\_LCDO\_Comments@blm.gov

Ladies and gentlemen,

We who have signed below are Talavera residents and both spoke at the Farm & Ranch meeting a few weeks ago. At that meeting I queried County Commissioner Ben Rawson about the sheriff's office of Dona Ana County, noting that I had been told by a deputy some months ago that it was a real strain on the Department to have to send deputies out to Talavera, [though that part of Dripping Springs Road had long since been paved, so that was not at issue].

Ben Rawson told me that an experienced DASO deputy at the top of his/her pay range could immediately earn \$10,000 more per year by leaving that department and becoming a Las Cruces police officer!

In response to another question he admitted that 40% of the deputy positions at the DASO are NOT filled!

So we are convinced that spokeswoman Jameson for the DASO is being grossly unrealistic in her remarks about more resources being dedicated to that part of the county if Option A is passed. There aren't any more and fewer than what is considered enough for the whole county already.

We agree with the another commenter about how "you are going to pave it and leave us to the problems that will follow. Unfortunately, those who make the decision to go with option A [rather than Option B, which we both support] will not be the ones who pay the supreme price when Baylor Canyon Road becomes a death trap because of the "authorities" forgetting about the law of unintended consequences.

Gerald H. Gammell

LaDonna H. Gammell

# Dripping Springs/Baylor Canyon Road Project

Inbox x



Terry Denning <terry@tjdenning.com>

May 31 Reply

to me, brawson, jodi

My wife and I have attended all three meetings held to discuss the subject road project. On October 21, 2014, I sent an email to various parties expressing our concerns about the project. We were not pleased to find out that none of our concerns were addressed in the May 12, meeting. When my wife asked a county representative about what was being done to control the increased traffic on the north end of Baylor Canyon road she was informed "they were looking at it". You would think that six months after the October meeting a little more would have been done other than just look at it. My feeling is, that is the kind of statement made when they are putting someone off. Not very reassuring! If you need another copy of our original email I'll be happy to forward it.

Having said all that, we were asked to respond to a request to identify which of four options we would pick. Since option D and option C were taken off the table we were not left with much of a choice. We would have supported option D (do nothing) but in lieu of that we would pick option B (pave Dripping Springs and rock Baylor Canyon). We know that Baylor Canyon will become, in fact, a bypass loop. It's been frustrating to hear the County representatives say it will not be used as a bypass loop. It may not have the word loop or bypass in its name, but when people use a road to loop around Las Cruces, it is a bypass no matter what you call it.

We live in the neighborhood you will be routing this traffic through, and we are very concerned about the safety impacts to our area. At the second meeting, we were told the estimate would be 700 vehicles per day. That is a major concern for those of us who live in this area.

Please keep us informed as this project moves forward. Despite leaving name, phone number, address and email address on every signup sheet at every previous meeting, we only found out about the May 12 meeting from a third party.

Regards,

Terry Denning  
Jodi Denning  
4650 Baylor Canyon

# Fwd: Dripping Springs/Baylor Canyon Paving Project

Inbox x



Childress, William

Jun 1 [Reply](#)

to me, Jennifer

## ***Bill Childress***

**District Manager  
Las Cruces District Office  
1800 Marquess Street  
Las Cruces, NM 88005  
[wchildre@blm.gov](mailto:wchildre@blm.gov)  
Office: 575-525-4499  
Cell: 575-644-8777  
Fax: 575-525-4412  
[FACEBOOK-LCDO](#)**

----- Forwarded message -----

From: **NobleD** <[nobled1@peoplepc.com](mailto:nobled1@peoplepc.com)>  
Date: Sun, May 31, 2015 at 10:05 AM  
Subject: Dripping Springs/Baylor Canyon Paving Project  
To: [wchildre@blm.gov](mailto:wchildre@blm.gov)

Dear Mr. Childress,

This email is to voice my opinion and my wife's opinion on the above referenced paving project. We are opposed to both projects. However, we are very strongly opposed to the Baylor Canyon project.

We are sending this email directly to you in the hopes that you will transmit it to the proper recipient. The BLM email address printed in this morning's Sun News could not be sent due to an "improper address".

Respectfully,  
David & Doris Noble  
2461 El Dorado Ct.  
Las Cruces, NM 88011

# Fwd: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

Inbox x



LCDO\_Comments, BLM\_NM (sent by rgutierr@blm.gov)

May 29

Reply

to me

----- Forwarded message -----

From: **Ryan J Conklin** <[rjconk@gmail.com](mailto:rjconk@gmail.com)>

Date: Thu, May 28, 2015 at 4:33 PM

Subject: Dripping Springs Road/Baylor Canyon Road Improvement Project EA Comments

To: [BLM\\_NM\\_LCDO\\_Comments@blm.gov](mailto:BLM_NM_LCDO_Comments@blm.gov)

To Whom It May Concern:

I wish to put forth two positions regarding the Drippings Springs/Baylor Canyon Paving.

My first position is to push for the implementation of 5-ft shoulders and 11-ft lanes (rather than 4-ft shoulders and 12-ft lanes). My reason for this is to discourage motorists from speeding while consequently offering greater protection to cyclists. A 5-ft shoulder will provide a wider buffer zone to emphasize and reinforce the "share the road" principle and reduce the likelihood of a collision.

My second position is to adopt Plan A and pave both Dripping Springs Road and Baylor Canyon Road (BCR). As Dripping Springs' paving has already been decided, I'll focus on my reasons why paving Baylor Canyon Road is the educated decision: Paving BCR (1) will maximize the benefit of the road construction project for the greatest amount of time, offer the greatest level of improvement, and provide the greatest benefit to those who do or would use it for transportation purposes--relative to resurfacing it; (2) paving BCR will reduce dust, by dust I mean harmful airborne particles harmful to lungs and unpleasant to the eyes, not to mention filthy for cars; (3) paving will offer cyclists a fantastic connection between route 70 and Dripping Springs road and offer incredible opportunities for cyclists to better enjoy this area--as an avid cyclist, I had goosebumps upon first hearing of this paving proposal; (4) paving will encourage motorists to enjoy the Organ Mountain Desert Peaks National Monument (OMDPNM) by means of different vantage points--I'm amazed by the breadth of beauty to behold when viewing the Organ

Mountains from different locations between route 70 and Dripping Springs, every 100ft is a new and unique way of seeing them, and many people will only investigate if the road is paved, (5) paving will ensure we are looking towards the future with our decisions--Doña Ana County's population growth, the ever-increasing interest in outdoor recreation, and the unknown future of the OMDPNM are all reasons why we should invest in maximizing the benefit of this road construction project by paving Baylor Canyon Road and Dripping Springs Road.

Deciding not to pave Baylor Canyon Road is a poor decision for the following reasons: (1) merely resurfacing BCR is a short-sighted approach that does not take the long-term benefits mentioned above into account; (2) Plan B's estimated construction is 11 months, Plan A is 12 months, and Plan B will only achieve half the benefit; (3) not paving ensures the road will return to its present state in a few years' time, this "return" will ensure the continuation of erosion, air quality issues, inconsistent surface, fragmented cycling routes, and a continued disconnection between the city and the full potential of the Organ Mountains; (4) given the amount of resources, time, and planning involved, not to mention the excitement surrounding the project, opting to not pave BCR seems incredibly misguided and does not take the best interests of the city's development into consideration.

If BCR is not paved, I am confident that several years from now we'll look back at the decision with bewilderment and frustration. I believe that real change requires paving Baylor Canyon Road and Dripping Springs, and anything less is short-sighted and will quickly prove to have been a poor use of resources.

Sincerely,

Ryan Conklin  
Las Cruces Resident and Cyclist

# Fwd: Paving Dripping Springs and Baylor Canyon

Inbox x



Childress, William

Jun 1  
Reply

to me, Jennifer

## ***Bill Childress***

**District Manager  
Las Cruces District Office  
1800 Marquess Street  
Las Cruces, NM 88005  
[wchildre@blm.gov](mailto:wchildre@blm.gov)  
Office: 575-525-4499  
Cell: 575-644-8777  
Fax: 575-525-4412  
[FACEBOOK-LCDO](#)**

----- Forwarded message -----

From: **Albert Zahn** <[albertzahn@sbcglobal.net](mailto:albertzahn@sbcglobal.net)>  
Date: Sun, May 31, 2015 at 5:43 PM  
Subject: Paving Dripping Springs and Baylor Canyon  
To: "[wchildre@blm.gov](mailto:wchildre@blm.gov)" <[wchildre@blm.gov](mailto:wchildre@blm.gov)>

Dear Mr. Childress,

My wife and I would like to voice our opinion concerning the proposed paving projects. The two roads are in no way similar and to be fair must be considered and treated separately.

We are residents in University Golf Estates and own a home at the intersection of Jack Nicholas and Tiger Woods Drive; very close proximity to the question at hand.

First Dripping Springs. A paved access to the Dripping Springs visitors area would greatly benefit not only the residents of Las Cruces but also the many visitors who now because of type of vehicle have not wanted to navigate the rutted dirt road. We are in favor of this project and support it fully.

Second Baylor Canyon. First a little background. When we purchased our home in 2006 the traffic on Dripping Springs was very light the road easily crossed. However since the opening of Centennial High School and the paving of Sonoma Ranch Blvd Dripping Springs has become a busy thoroughfare, so much so that crossing the road is at times impossible. Paving Baylor Canyon would just exacerbate this problem; traffic heading for South US 25 or I - 10 West could leave Hwy 70 proceed South on Baylor Canyon and access the mentioned highways. Truckers especially would find this advantages which leads to more traffic on an already over subscribed roadway. As an outdoorsman I have spent a lot of time traversing Baylor Canyon Road and it has been

my experience that even now the speed limit is ignored with the road being unpaved- what will happen when the road is improved is easy to answer.

I strongly encourage you to press for improving our access to the National Monument area and leave Baylor Canyon as it is.

Respectfully submitted,

Albert & Suzanne Zahn  
3987 Tiger Woods Drive  
Las Cruces, NM 88011  
616-546-1606



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



**Public Workshop**  
**May 12, 2015**  
**6:00 to 8:00 P.M.**  
**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

Please return this form by **June 1, 2015**. Additional sheets may be attached if more space is needed. Fold the form so the BLM address is showing and tape or staple the edges together to mail it. No postage is required.

**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  **YES**     **NO**

Name and Address: **(PLEASE PRINT)**

JIM HUFF  
156 HOLLYHOCK LAS CRUCES NM 88005

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

Leave Baylor Canyon Road alone.  
Dripping Spring Road can be paved only if  
the Dripping Springs will pay back the funds  
to do the work and pay for the maintenance of  
the road and area. No Tax Payer money to maintain  
the area.



U.S. Department of Transportation  
Federal Highway Administration



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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

**M** Helga Mendoza & Abraham  
12280 Los Vaqueros Dr  
Las Cruces, NM 88011-9560

### PLEASE READ CAREFULLY

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.

My husband and I moved out here to be away from busy and noisy streets and be more in sync with nature. Baylor Canyon Road is already a raceway without your planned improvements and it will be so much worse with the increased traffic that you predict. The noise and fumes will be terrible and property values will certainly decrease. Last but not least, our beautiful wildlife will suffer the biggest consequences ending up as roadkill.

Whatever happened to the proposed extension of Dunn Road as the by-pass road? At least that location is far enough away from the new Organ Wilderness Area. People leaving wilderness areas do not mind driving a dirt road.  
Keep Baylor Road without major improvements!

Helga & Abraham Mendoza



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



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**May 12, 2015**  
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**Comment Form**

# Dripping Springs/Baylor Canyon Road Project

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**I AM INTERESTED IN RECEIVING FUTURE CORRESPONDENCE FOR THIS PROJECT**  YES  NO

Name and Address: **(PLEASE PRINT)**

Larry + Cheryl FRANCO  
P.O. BOX 249, ORGAN NM 88052

**PLEASE READ CAREFULLY**

*Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, are available for public inspection in their entirety.*

Leave ROAD AS IS. - PAVING IS AN  
UNNECESSARY COST. IT IS FUNCTIONAL TODAY AND  
WILL BECOME A HAZARD IF PAVED. THERE ARE  
MANY MORE ROADS IN NEW MEXICO THAT NEED  
PAVING NOT THIS ROAD THAT WILL BENEFIT A SMALL  
MINORITY... WILDLIFE IN THIS AREA DONT NEED  
ANY MORE UNSAFE CONDITIONS.  
Larry  
FRANCO