

APPENDIX O

Stakeholder Meeting Minutes



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Date: September 25, 2013
 Location: AMEC Denver office
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr
 Growth Fund Real Estate Group: Pat Morrissey, Pat Vaughn

Topics Discussed	Action Items
<p><u>Growth Fund and Three Springs Overview</u></p> <p>Pat Vaughn summarized the Growth Fund, and offered background on the Three Springs development:</p> <p>The Growth Fund Real Estate Group represents the Southern Ute tribe. They own or partially own many diverse kinds of developments all around Colorado, and in several other states</p> <p>The Growth Fund owns a 37 acre commercial parcel in the Crader Subdivision northeast of the Grandview interchange in Durango. The Growth Fund plans to develop large format retail use on the site, which is most easily accessed from the west via the Grandview interchange. The development is part of the several thousand acre Three Springs mixed use development, which is currently growing at a rate of 50 homes per year. Large format retail stores are hesitant to build there until they are certain that US 550 will connect into the Grandview interchange.</p> <p>The growth of the Three Springs development is important to the City of Durango and to the region due to the potential for additional residences, and the potential revenue that can be generated from new retail stores. Many people from La Plata County shop in Farmington or Albuquerque, so revenue leaves the state. Large format retail stores in Three Springs would offer the residents of La Plata County more local options for shopping, and thus more revenue would stay in the county and state.</p> <p>Wilson Gulch Road is planned to connect the Grandview interchange roundabout to the Mercy Hospital area in Three Springs. It will bound the north side of the 37-acre retail parcel. The Wilson Gulch Road project has been selected to receive \$4.28 million in RAMP funding, with an additional \$2 million from Durango and La Plata County.</p> <p>Pat Vaughn emphasized that it is vital to the success of the Three Springs development for US 550 to connect to US 160 at the Grandview interchange. Pat Vaughn stated that he and the Southern Ute tribe will not politically support any option that does not connect there.</p>	



AMEC/Muller Scope Overview

Don Connors summarized AMEC and Muller's scope:

The scope for the AMEC/Muller team is to analyze several different alternatives for the US 550 alignment, including R5 (presented by the Webb Ranch), Revised G Modified (the SEIS preferred alternative), and others in between, then to present to CDOT a final report recommending a preferred alternative. Part of the scope includes meeting with affected property owners to get their input.

Piccoli / Eagle Block

Pat Vaughn has met four times with the Piccoli's (owners of Eagle Block) to understand and address their concerns regarding this project. Below is a summary of Pat's comments regarding Eagle Block:

Eagle Block is a 60 year old, family owned company, and they desire to stay in their current location. Pat Vaughn believes that equitably relocating Eagle Block would be challenging because he thinks that getting a land use permit to manufacture concrete blocks anywhere else around Durango with similar accessibility would be unlikely

Pat Vaughn stated that Chris Webb has shown the R5 alignment to the Piccoli's. Pat said that the Piccoli's are highly opposed to the R5 alignment.

The majority of the Piccoli property is south of CR 220, but there is a small piece to the north of CR 220. The west portion of their property is very steep.

The Piccoli's take care of the house immediately to the southeast of their property, since the owner of that house is there only a few months each year.

Pat Morrissey stated that access to Eagle Block must accommodate a WB-67 design vehicle.

Webb

Pat Vaughn has met three times with Chris Webb to understand and address his concerns regarding this project. Below is a summary of Pat's comments regarding Chris Webb's concerns:

Chris Webb is highly opposed to the Revised G Modified alignment.

Chris Webb desires to keep the irrigated portion of his ranch as-is. The irrigated area is limited by water rights. The existing ponds are an important asset for the ranch, so they need to be preserved or relocated.

He desires to keep the view to the northwest from his house.

There are several other locations on the property with spectacular views that he would like to keep unobstructed.



Chris Webb would like to have US 550 as far west as possible toward the edge of his property.

Community Alignment

Growht Fund Real Estate Group explored the possibility of developing a US 550 alignment that would be acceptable to Chris Webb, the Piccoli's and Growth Fund Real Estate Group. Pat Morrissey with GF Real Estate Group has led the geometric design, and contracted with Russell Engineering to prepare conceptual drawing. Pat Vaughn has named the alignment the Community Alignment.

Pat Vaughn said he has presented the Community Alignment to both the Piccoli's and Chris Webb, who both verbally agreed it is acceptable.

The Community Alignment passes to the northeast of Eagle Block. Access is provided to Eagle Block, and to a remnant of the Webb property west of the alignment via a frontage road with a cul-de-sac to the west of US 550. The access will accommodate a WB-67 design vehicle.

Pat Morrissey presented AMEC/Muller with drawings of the Community Alignment, possible details of the Grandview Interchange connection modifications, and conceptual cost estimates.

The remnant of the Webb property west of the Community Alignment is approximately Seven acres of flat, scenic land. Chris Webb would like to retain this land. It would need access.

Some of the Piccoli property would be impacted, but there is a possibility for the Piccoli's to acquire a remnant of the existing US 550 right-of-way. This would reconnect the Piccoli's parcels that today lie northeast and southwest of US 550. If this trade were to happen, the net loss of acreage for the Piccoli's would be close to zero.

The Community Alignment would impact Chris Webb's ponds, but Pat Vaughn believes the ponds can be relocated elsewhere on the Webb Ranch.

The Community Alignment then curves toward the north. It will impact the archaeological site on the Webb property. Pat Vaughn said that he has spoken with Pathimi Goodtracks, the Southern Ute tribe's archaeological expert, who said that the site has very little historical significance to the tribe. So from the tribe's perspective, the artifacts will only have to be documented, and then can be removed.

From there, the Community Alignment then parallels US 160 and curves into the bridge at the Grandview interchange.

Pat Morrissey stated that the curves at the top of Farmington Hill meet a 55 mph design speed. The curve into the Grandview interchange meets a 40 mph design speed. Pat Morrissey feels this is an appropriate design speed approaching or leaving the interchange area.

Russell Engineering did not have geotechnical data for their cut slope design.



They assumed tiered walls that are each 15 feet tall with 45 feet of 3:1 slope between each tier, so the average overall slope is 1.5:1.

Pat Vaughn believes that the second US 550 bridge across US 160 is not necessary at this time.

Growth Fund Real Estate Group desires grade separated access for the southbound US 550 to eastbound US 160 movement at the Grandview interchange. They believe an at-grade left turn across US 550 will be very dangerous, even with a signal. Pat Vaughn stated that GF Real Estate Group cannot support an at-grade left turn at this location. They have proposed a loop to accommodate this movement.

Chris Webb told Pat Vaughn that if the community alignment (or a very similar alignment) were selected he would most likely only seek mediation for his property value.

Russell Engineering estimates the cost of the Community Alignment to be \$133 million, and the cost of the southbound to eastbound loop and additional \$2 million. These costs do not include the additional bridge over US 160.

Steve Winters is leading this project at Russell Engineering.

Pat Vaughn said that the Community Alignment has political backing from the City of Durango, La Plata County, and the Southern Ute Tribe.

Pat Vaughn has talked with Kerrie Neet and Sydney Zink about the Community Alignment, but has not yet presented it to them, since CDOT directed him to present to the AMEC/Muller team first.



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Date: October 9, 2013
 Location: Piccoli's house
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr
 Piccoli's: Don Piccoli, Jerry Piccoli, Rita Anderson, Wilma Piccoli

Topics Discussed	Action Items
<p><u>AMEC/Muller Scope Overview</u></p> <p>Don Connors summarized AMEC and Muller's scope:</p> <p>The scope for the AMEC/Muller team is to analyze several different alternatives for the US 550 alignment, including R5 (presented by the Webb Ranch), Revised G Modified (the SEIS preferred alternative), and others in between, then to present to CDOT a final report recommending a preferred alternative. Part of the scope includes meeting with affected property owners to get their input.</p>	
<p><u>Piccoli / Eagle Block</u></p> <p>The Piccoli's like the Revised G Modified alignment the best of all the alternatives they have seen, since it has the least impact to their land and business. They are in favor of an alignment that moves the highway further away from their business.</p> <p>The Piccoli's are opposed to the R5 alignment because it would totally eliminate their business and most of their homes. In addition, R5 would cross over a very large, deep ravine on the Piccoli property that would require lots of fill or a very tall (likely over 60 feet) retaining wall.</p> <p>Pat Vaughn has met with the Piccoli's four times regarding the GF alignment (referred to as the "Community Alignment" by Pat Vaughn). The GF alignment is acceptable to the Piccoli's as it is currently designed. The GF alignment would take the northeastern edge of the Piccoli property. To compensate for this loss of land, the GF concept shows a portion of the existing US 550 right of way being granted back to the Piccoli's, which would reconnect a small parcel of land that the Piccoli's own to the north of existing US 550 with the rest of their land.</p> <p>The Piccolis are unsure of the plan to have a shared access road for their property and the Webb remainder parcel as currently shown in the GF alignment, especially since it is much closer to their building than the existing US 550.</p> <p>The Piccoli's expressed that the following items are critical to them, and should be considered in the proposed design of US 550:</p>	



- Preserve their property. They need land in order to run their business.
- Access. The proposed access must accommodate a WB-67 vehicle. They would like to be able to accommodate more than one truck at a time, if possible.
- The Piccolis would like to accommodate large trucks turning around on their property without impacting traffic on US 550.
- Relocation of their business is not feasible. The Piccoli's believe it would be unlikely that they could find a site with similar access and permitted land use.
- The existing access from US 550 is dangerous because the sight distance is poor at the Eagle Block entrance, and the area in front of Eagle Block is often icy. The Piccolis also feel that traffic travels too fast around the curve east of the Eagle Block Driveway.
- The current office location is very noisy due to heavy highway traffic. Separation between the highway and their office is desirable to them.

In the existing condition, only one semi truck with a trailer can be on the property at a time.

The Piccoli's explained the ownership of the houses on and around their property:

- The small green house used to be a garage for the Hillmeyer house. Jerry's daughter now lives in this house.
- The house with the wrap-around deck belongs to the Hillmeyers. The Piccoli's watch over this house since the Hillmeyers do not live there very often.
- There is a foundation to the north of the Cohen house. The house that used to be on it has been removed.

The pond on the Piccoli's property is fed by overflow from a pond on Chris Webb's property. The Piccoli's consider their pond to be wasted space. If the proposed US 550 alignment were to eliminate the pond, or if the connection to its source were cut off by the proposed roadway, that would be acceptable to them.

There is a well to the east of the pond. The Piccoli's would like to keep the well.

The area to the east of the pond between the pond and the right of way line is currently being used by the Piccoli's for storage. If some of this area were occupied by the proposed US 550, that would be acceptable to the Piccoli's as long as they can reclaim the existing US 550 right of way between their parcels. They feel that it would be easier to expand their business to the north due to the flatter topography if they were able to connect their two parcels that are currently divided by US 550.

The Piccoli's signed a permission to enter form to allow the AMEC team access to their property. However, they requested that anybody desiring to access the property call Rita first. Vehicles should be parked so they do not block the driveway.

Call Rita before entering the Piccoli property at 970-247-3636

Craig Limousin Ranch

Don Piccoli said that the Craig Limousin Ranch is owned by Winston Puig.



<p>If we are not able to find contact information for Winston, the Piccoli's suggested that Gary Whalen at the Growth Fund may be able to provide it.</p>	
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PARCEL NUMBER 120 T.A.C. 5255 SCHEDULE NO. 5905-092-00-465 TRANSFERRED TO 5905-092-00-465

Tract in Lot 1 Tract - 84-121
 # 501232 6/26/84
 8% annua.

TRANSFERRED FROM _____

GRANTEE	BOOK	PAGE	DATE	KIND OF INSTRUMENT	REMARKS
799467 1-24-2001 AF	464	559			
Craig Carter to	501	232	6-20-84	Plat	
TOM BRADSHAW TRUSTEE OF FRANKLIN TRUST	513	991	4-3-85	QCD	Ed
Wing, A. Winston	799	468	1-24-2001	WD	77.50



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Meeting Purpose: Project Stakeholder Meeting – City of Durango Staff
 Date: October 10, 2013
 Location: City of Durango office
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr, Kenneth Ryan
 City of Durango: Gregg Boysen, Kevin Hall, Scott McClain

Topics Discussed	Action Items
<p><u>AMEC/Muller Scope Overview</u></p> <p>Matt Andrews summarized AMEC and Muller’s scope:</p> <p>The scope for the AMEC/Muller team is to independently analyze several different alternatives for the US 550 alignment, including R5 (presented by the Webb Ranch), Revised G Modified (the SEIS preferred alternative), and others located geographically in between. The team will then present a final report to CDOT recommending a preferred alternative. Part of the scope includes meeting with affected property owners to get their input.</p> <p>Matt presented the Growth Fund (GF) alignment as presented to the team by Pat Vaughn and Pat Morrissey of the Growth Fund Real Estate Group (GFRE) in a meeting on September 25, 2013. (Pat Vaughn of GFRE refers to this alignment as the Community Alignment.) Gregg stated that the City had previously seen the GF alignment.</p> <p>Matt also presented the AM alignment developed by the AMEC / Muller team during the proposal stage and discussed similarities and differences between the two alignments. Matt emphasized that all alignments must still go through the entire NEPA process before they can be considered the preferred alternative regardless of stakeholder consensus.</p>	
<p><u>City Comments</u></p> <p>The area to the north and east of the intersection of County Road 220 (CR 220) and US 550 is an area of potential development for the City. It is not currently in the City limits, but does lie within the City’s long-range planning boundary shown in the most recent City Comprehensive Plan (2007). The City anticipates significant growth in the area within the next 10 to 20 years. They expect that the SH 172 / CR 220 and US 550 / CR 220 intersections will need to become signalized as this development occurs. (Thus, it is important that the design of the CR 220 / US 550 intersection be able to safely accommodate signalization in the future.) In addition, the City anticipates that some day it may be necessary to extend Three Springs Blvd due south along the property line to intersect with CR 220.</p>	



Gregg said this area is also included in the TRIP 2030 City / County transportation plan. Kenneth requested that the City provide the Trip 2030 traffic numbers to the design team to be shared with Fehr and Peers. Fehr and Peers is conducting an independent review of the projected traffic volumes and information in the Trip 2030 report could impact their findings. Gregg Boysen will send the Trip 2030 traffic volumes to Kenneth.

Kevin stated that long-range plans need to consider for pedestrians and other modes of transportation to connect from the growth area to Three Springs and downtown Durango. Thus, pedestrians and other modes may eventually need access from the CR 220 area to the north side of US 160. Don stated that pedestrian accommodations are not a part of the study scope. Kevin stated that he is unsure if US 550 is an appropriate corridor for pedestrians.

Gregg, Kevin, and Scott mentioned the following reasons why it is very important to the City for US 550 to connect into the Grandview interchange. (They emphasized that this is not to be construed as the City's official position, since that would need to come from a City Council resolution.)

- The City has invested funds in the Wilson Gulch Road project, which will connect to the roundabout at the Grandview interchange.
- Success of the potential retail development at the Grandview interchange is beneficial to the City. A US 550 connection at the Grandview interchange maximizes the potential for this development to succeed.
- The County has plans to potentially develop the existing county gravel pit into fairgrounds once the gravel supply is exhausted. Access to the fairgrounds will tie into the roundabout and it would be beneficial to have convenient access to US 160 and US 550.
- The C&J Gravel pit is planned to be redeveloped once it is closed, and will be accessed from the roundabout.
- The taxpayers have already made an investment into the construction of the Grandview interchange.
- Once Wilson Gulch Road connects to the Grandview interchange, the most direct route for patient and emergency vehicle access to the Mercy Hospital will be via this interchange.
- Allows the City to complete their trail project in a more feasible manner.

Scott stated that the interchange associated with R5 introduces significant challenges to connect their trail system from the Animas River Trail at River Road east to Three Springs. It would require additional wall, structures, and cause the City to incur significant additional costs. Don stated that trail connectivity would be considered with the top two R5 interchange options.

Gregg Boysen stated that a detour on CR 220 during US 550 construction would be unsafe because that would add travel time for emergency vehicles travelling to Mercy Hospital. Kevin stated that CR 220 is a major bicycle corridor which would cause additional safety concerns if CR 220 is used as a detour route. Kenneth stated that an earlier conversation with Jim Davis at La Plata County confirmed that improvements to CR 220 must remain within the existing right-of-way.

The potential connection of US 550 into the Grandview interchange was discussed, specifically the GFRE's proposed loop for the southbound to

City to send Trip 2030 traffic volumes to Kenneth



eastbound movement. Kevin said that he thinks an at-grade left turn would be unsafe.

Gregg stated that he is in support of an alignment similar to AM or GF. He plans to make a recommendation to City Council that the R5 alignment is not as beneficial to the City as other alignments connecting to the Grandview interchange.

Kevin stated that the Piccoli's don't want to relocate their homes and business, as required by the R5 alignment. Don stated that he got a sense of general public support for the Piccoli family from other adjacent landowners.

Kevin stated that his understanding of the Webb's concerns based on previous conversations with Chris Webb include:

- Preservation of his view shed.
- Noise Reduction.
- Protecting irrigated land.
- Not splitting the property.



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Meeting Purpose: Project Stakeholder Meeting – La Plata County
 Date: October 10, 2013
 Location: La Plata County office
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr, Kenneth Ryan
 La Plata County: Jim Davis, Bobby Lieb, Joe Kerby, Damian Peduto

Topics Discussed	Action Items
<p><u>AMEC/Muller Scope Overview</u></p> <p>Don Connors had everyone introduce themselves and then summarized AMEC and Muller’s scope:</p> <p>The scope for the AMEC/Muller team is to independently analyze several different alternatives for the US 550 alignment, including R5 (presented by the Webb Ranch), Revised G Modified (the SEIS preferred alternative), and others located geographically in between. The team will then present a final report to CDOT recommending a preferred alternative. Part of the scope includes meeting with affected property owners to get their input.</p> <p>If R5 were selected as the preferred alternative, then County Road 220 (CR 220) might need to be used as a detour during construction. Matt stated that the reason for the detour would be that it is very challenging to accommodate an elevation change of 35 feet while building on-alignment under traffic. Kenneth stated that it is likely people would use CR 220 as an unofficial detour even if US 550 could remain open to traffic. He stated that an official detour would potentially increase traffic volumes on CR 220 tenfold.</p> <p>AMEC/Muller plan to deliver a report to CDOT recommending a preferred alternative in late March. The report will include information about traffic, environmental resources, NEPA, cost estimates, and a decision matrix. Alternative R5, Revised G Modified, and the most promising alignment(s) in-between will be designed to approximately 30%. The majority of the design work is expected to be completed by the end of 2013.</p>	



Presentation of Alternatives

The County is familiar with the R5 and Revised G Modified alignments.

Matt presented the Growth Fund (GF) alignment as presented to the team by Pat Vaughn and Pat Morrissey of the Growth Fund Real Estate Group (GFRE) in a meeting on September 25, 2013. (Pat Vaughn of GFRE refers to this alignment as the Community Alignment.) The County had previously seen the GF alignment.

Matt also presented the AM alignment developed by the AMEC / Muller team during the proposal stage and discussed similarities and differences between the two alignments. He stated that AM and GF are essentially the same alignment at the south end, just with a slightly different focus in that the Piccoli's specific needs were unknown at the time of the proposal. Don stated that the geotechnical elements of the project are relatively easy for alignments similar to AM that stay on top of the Mesa. Geotechnical issues become more complicated as alignments slide down the side of the Mesa similar to GF.

Matt emphasized that all alignments must still go through the entire NEPA process before they can be considered the preferred alternative, regardless of stakeholder consensus.

Bobby stated his understanding is that Mr. Webb is concerned with high speed tangential access into the bridge as shown in the Revised G Modified design. Matt summarized that the design speeds for the curves approaching the Grandview interchange are 70 mph for Revised G Modified, 55 mph for AM, and 40 mph for GF.

Damien asked if there were significant cost differences between the AM and GF alignments. Don stated that the cost work has not been completed yet and that cost is not a large component in the NEPA decision making process.

Piccoli / Eagle Block

If the R5 alignment were chosen as the preferred alignment, it would require relocation of the Eagle Block business and several of the Piccoli's homes. Don mentioned that some stakeholders have speculated that it would be difficult to find another location in La Plata County where the Eagle Block business could be relocated (due to cost, land use compatibility, permits, etc.). He asked about the feasibility of obtaining a land use permit elsewhere in the county for that business. Damian confirmed the existing Eagle Block business is likely a grandfathered "non-conforming use", but said it is premature to say with certainty that another location could not be found and permitted within La Plata County. Thus, this should be left as an open question. Joe acknowledged that it is probably a non-conforming land use and would be very expensive to permit.



County Comments

Bobby Lieb said that if R5 were selected as the preferred alternative, he would politically advocate against it for the following reasons:

- Farmington Hill is dangerous because it is steep and often icy. He feels that R5 does not adequately address this issue.
- He does not want an existing business (Eagle Block) and several property owners to be relocated, and potentially eliminated.
- The taxpayers have already invested into the Grandview interchange and a connection to it represents good stewardship of these funds. In addition, the interchange went through the proper decision making process.
- The County is investing into Wilson Gulch Road, which is planned to connect to the Grandview interchange roundabout.
- A US 550 connection to the Grandview Interchange allows for economic growth

Jim stated that there have been discussions in the past between CDOT, the County, and Trails 2000 about converting the old US 550 alignment on Farmington Hill to a trail connection if and when US 550 is relocated. (AMEC/Muller pointed out that the Growth Fund Real Estate Group discussed the potential for the existing US 550 right-of-way to be dedicated back to the Piccoli family to mitigate for some of the property loss due to the roadway relocation and to join their two parcels of land together. According to Pat Vaughn, Chris Webb would like to retain the parcel of land near the point above existing US 550 for future development if the GF alignment is selected.) Don stated that there is a sense of support for the Piccoli family among other adjacent landowners. He stated that Richard Cohen is not in support of any project to improve US 550.

Bobby asked what would happen if the Webb's were to withdraw their public comment recommending R5. Don is not sure if Chris Webb can withdraw the comment. He also emphasized that all alignments must still go through the entire NEPA process before they can be considered the preferred alternative regardless of stakeholder consensus.

The County mentioned that Pat Vaughn has asked County representatives to offer a letter of support for the GF alignment. Bobby Lieb asked what the appropriate timing would be for the county to write such a letter. Don Connors said that CDOT will have a public comment period during the NEPA document revision process after AMEC / Muller submits its report. Don does not know the timing of the public comment period or when the County should submit a letter.

Joe stated that Jim should be the primary point of contact for information needed by the AMEC / Muller team. The entire group would like periodic updates from the AMEC / Muller team.



Plans for County Gravel Pit

The County has long-term plans for a multi-use fairgrounds site at the location of the existing gravel pit to the north of the existing US 550 / US 160 intersection.

In negotiations with the BLM, the county believes they can acquire an additional 65 acres of land to the north of the gravel pit.

The County believes the fairground will likely not happen for many years.

Reasons include:

1. C&J Gravel (owned by the Gillelands) does not want access to occur across its property until all its gravel is gone.
2. The need (and process) to acquire land from the BLM.
3. Voters will have to approve \$40 million to build the fairground complex.

The County feels that a connection from the County gravel pit site to the R5 interchange would not be possible due to steep grades.



Meeting Minutes

Project: CDOT R5 SEIS Alternatives Review
 Date: October 10, 2013
 Location: CDOT Region 5 office
 Notes by: JJ Wierema

Attendees:

CDOT: Steven Cross, Tony Cady, Ed Archuleta
 AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr
 Yeh and Associates: Alan Hotchkiss
 SME Environmental: Sean Moore

Topics Discussed	Action Items
<p><u>Schedule Update and CDOT Review Meeting</u></p> <p>Don Connors presented an updated schedule.</p> <p>Don stated that the new schedule proposes that the majority of the design work will be completed by the end of 2013. The CDOT review workshop is shown during the first week of January for five days. Steven said that 1 day is enough. Stephanie Gibson at FHWA should be invited and any review by FHWA should be concurrent with CDOT.</p> <p>The submittal of the final report is currently scheduled to occur on March 26, 2014 and includes the response to the Webb letter. Steven Cross stated that this schedule is acceptable, but he would like an earlier delivery date, if possible.</p>	
<p><u>Growth Fund Alignment</u></p> <p>Matt and Karen presented the Growth Fund alignment as presented to the AMEC/Muller team during a meeting with the Growth Fund Real Estate Group (GFRE) on September 25, 2013. (Pat Vaughn of GFRE refers to this alignment as the "Community Alignment". The AMEC/Muller team will refer to it as the "GF" Alignment.)</p> <p>Tony mentioned that that minimizing impacts to 4(f) properties is important when developing the alignment alternatives.</p> <p>Part of the Growth Fund's plan assumes that ownership of the current US 550 right-of-way adjacent to the Piccoli's property would be transferred to the Piccoli family once the highway is moved. Tony stated that CDOT understands that the City of Durango Parks and Recreation would like the land, if vacated by US 550, to develop a trail. Ed said that it is common practice for CDOT property to revert back to the original or surrounding owners when a roadway is vacated.</p> <p>Tony stated that the GF and the AM alignments could be considered as design variations to the Revised G Modified alignment for within the NEPA process. If one of these alignments is chosen as the preferred alternative, it would likely not</p>	



require a new EIS. Required revisions to the NEPA document may be substantially greater if R5 is carried forward as the preferred alternative.

Matt stated that the Craig Limousin Ranch is also a 4(f) property. He asked CDOT if they could provide any guidance on whether this study should include minimizing impacts to that property as well. (This is relevant where the various alignment options tie into US 550 on the south end of the project.) Tony stated that impacts to the Craig Limousin Ranch were cleared in the SEIS to the extent that the property was impacted by the Revised G Modified alignment. Therefore, it would be desirable to move US 550 to the west if practical, but it is not required. The alignment should not impact the Craig Ranch any more than the Revised G Modified alignment does.

Tony mentioned that in developing our alignments, we should minimize impacts to wetlands and other environmental resources. From the EPA / USACE wetland permitting standpoint, the preferred alignment chosen should be the least environmentally damaging practicable alternative (LEDPA). The GF alignment impacts a large wetland seep, but avoids much of the 4(f) property on the Webb Ranch. In comparison, the AM alignment avoids the wetlands, but impacts a substantially larger portion of 4(f) property. In this case there is a conflict between either impacting wetlands or 4(f) property, which will need to be evaluated in further detail during the alternatives analysis process.

Ed stated that he is concerned about the view from US 160 and the public opinion of the large cut slopes and wall that would be required as a part of the GF alignment. He would like to see renderings of the GF alignment so the size and appearance of the proposed walls will be clear. Views from US 160 near Wilson Gulch and also along the GF alignment itself would both be helpful.

AMEC/Muller mentioned that the Growth Fund emphasized that they can not accept an at-grade left turn for the southbound US 550 to eastbound US 160 movement on the south side of the Grandview interchange. To accommodate this movement, the GF alignment currently shows a small radius loop ramp. Steven does not believe the southbound to eastbound loop ramp at the Grandview interchange is required for CDOT to meet present traffic demands. He mentioned that the Growth Fund will have to build various improvements to the Grandview interchange later as traffic volumes increase, according to their agreement with CDOT. The ultimate geometry of the interchange needs to be dictated by the 30 year traffic needs. Part of the alternatives analysis will include looking at the connections required to handle projected traffic at the interchange.

Stakeholder Meetings

AMEC has sent letters to all adjacent landowners to inform them of the project and the AMEC/Muller team, and to request an information gathering meeting.

AMEC/Muller met with the Piccoli's on October 9th. Meetings with the City of Durango and LaPlata County are scheduled for October 10th. A large group meeting with Growth Fund Real Estate Group, Chris Webb, Don Piccoli, City of Durango, and La Plata County is scheduled for October 11th. Tony Cady will attend this meeting to represent CDOT.

Don has spoken with several of the landowners on the phone:

- Gilleland is in agreement with the Revised G Modified alignment.



- L. Hartley lives in New Mexico. She thinks the Revised G Modified alignment is acceptable and has no other issues or concerns.
- R. Cohen does not support the project or any improvements to US 550. He is unwilling to provide permission to enter his property at this time.
- Hillmeyer finds anything that the Piccoli's are in agreement with acceptable.
- Piccoli family is adamantly opposed to R5. They prefer the Revised G Modified alignment. The family also finds the GF alignment acceptable and has been consulted several times by GFRE on ways to address their needs and concerns.
- Winston Puig (owner of the portion of the Craig Limousin Ranch near US 550 and CR 220) has not returned any phone calls as of the time of this meeting. Steven Cross stated that Winston Puig approached CDOT to let them know that he is in agreement with the project. He does not live on the ranch and stated that he may even find it acceptable to use areas of his land for storage and staging during construction.

Update on Alignments

The design speed memo is under review by AMEC and Muller staff. This review includes an independent review by AMEC staff in the Phoenix office not associated with this project.

R5 Interchange Area

JJ Wierema presented seven different interchange concepts that AMEC has developed. The concepts will be evaluated at a stick-diagram level in a decision matrix to narrow them down to two ideas to carry forward for further development. Steven Cross stated that traffic operations need to be considered as a part of the decision matrix. After further development of those two, the best one will be used as the interchange for the R5 option in the final analysis. Tony Cady stated that each decision point should be well documented.

Grandview Interchange Area

AMEC and Muller have developed four different concepts for the connection of US 550 into the south end of the Grandview interchange.

1. Northbound US 550 traffic goes straight through a signal and onto the bridge over US 160. Southbound US 550 to eastbound US 160 traffic would make an at-grade left-turn. This layout would most likely have a signalized intersection on a curve, or immediately after a curve. (This is essentially the concept shown in the Revised G Modified design.)
2. Same as #1, except that the southbound to eastbound movement would be provided via a loop ramp. This option was presented by GFRE as part of the GF alignment, and will be studied further by AMEC/Muller.
3. US 550 traffic turns left at a signal to cross the bridge over US 160. With this layout, the main northbound to westbound movement would be a left turn. (The through movement would essentially be northbound US 550 to eastbound US 160.)
4. Roundabout. This option will be developed further and assessed based on the traffic volumes once received from Fehr and Peers.

Further concepts may be developed as this connection point is analyzed in a similar fashion to the R5 interchange area.

The memo will be finalized and provided to CDOT for their file at the next progress meeting.



H1 Alignment

H1 is essentially an R5 interchange concept that was presented by the Webb's in December. It would eliminate left turns at the existing US 550/US 160 intersection, making it right-in right-out. The left turn movements would be accommodated through the Grandview interchange, which would be accessed via one-way CD roads. AMEC has developed an Inroads model for H1. Since it is essentially an R5 interchange, AMEC will add it to the interchange concept decision matrix, and evaluate it along with the other R5 interchange concepts.

H2 Alignment

The H2 alignment was also submitted by the Webb's in December. At the top of the mesa, it is the same as R5. Toward the bottom of the mesa, it closely resembles the GF alignment. Instead of analyzing this alignment separately, it may be possible to accurately assess its viability based on analysis of the R5 and GF alignments.

AM Alignment

The AM alignment is similar to the GF alignment near the top of the mesa, but AM is slightly closer to Eagle Block. AM is up higher on the mesa and has a bigger curve sweeping into the Grandview interchange than the GF alignment. During the analysis period, it is possible that AM and GF may merge into a single alignment.

Revised G Modified

No significant work has been done on the Revised G Modified alignment past the work done for the SEIS. This alignment is currently the most developed alignment under review.

R5

Muller has developed an alignment and preliminary profile for the R5 alignment. The profile will be adjusted once AMEC has established the interchange type.

CR 220 Detour

Kenneth is in the process of analyzing the County Road 220 detour route for safety and potential cost considerations. He is meeting with the County to discuss any known safety issues today.

Ed Archuleta emphasized that it is much safer to build a new roadway off of the existing alignment instead of constructing with phasing or detours. Building online is not only a safety concern, but also causes frustration among the travelling public.

Traffic

AMEC/Muller has not yet received the traffic data from Fehr and Peers. Steven Cross stated that he does not know if Fehr and Peers was given a due date.

Steven Cross stated that Don should send a reminder email to Fehr and Peers about this issue. Steven Cross and Mike McVaugh should be cc'd on the email.



<p><u>Survey</u></p> <p>Farnsworth has completed their field work for the as-built survey of the US 160 mainline in the “4th Lane” project area where R5 interchanges are being studied, and is now processing the data. Mapping is expected to be completed the week of October 14</p>	
<p><u>Geotechnical</u></p> <p>Yeh has completed scoping, gathered historical boring data, and completed geologic mapping except in the areas where permission to enter is required.</p> <p>Alan estimated that it takes about one month to complete the mapping once the permission to enter is acquired. Don stated that we now have permission to enter from the Piccoli’s and are hopeful that we will get permission to enter from the Webb’s tomorrow. (Subsequent to the meeting, permission to enter was granted by Chris Webb on October 11th.)</p> <p>Boring along the existing US 550 alignment is scheduled for October 24 and 25. Yeh has permits and MHTs. 4 to 5 holes will be drilled. Steven mentioned that Yeh must coordinate the lane closure with CDOT maintenance.</p> <p>Alan estimates that the geotechnical report will be done in early December.</p>	
<p><u>Environmental</u></p> <p>SME has completed the wetlands investigation along County Road 220.</p> <p>SME still needs to map the wetlands along Wilson Gulch. Permission to enter for the James and Boyer properties is still required to complete this work all the way to the trestle.</p> <p>SME should be able to map the seeps along US 550 from the roadway. Permission from Piccoli’s and Webb’s still needed to complete field work. (Permission to enter from Piccoli’s and Webb’s was obtained on October 9th and 11th respectively.)</p> <p>SME is working on the threatened and endangered species memo. More field work is still required in addition to further coordination with CDOT.</p> <p>CDOT headquarters is not available to help SME with the paleontological and archaeological work. The AMEC/Muller team will accomplish this work. SME will overlay all of the archaeological study areas from CDOT and Loebig, and evaluate the appropriate limits of archaeological sites to use for this project. Sean stated that he has the information from Loebig already.</p> <p>It was decided to map archaeological, historical and paleontological resources along CR 220 in order to have the information for a fair comparison between all alternatives.</p> <p>The AMEC/Muller report should list the number of sites impacted and acreage of site impacted.</p>	<p>Don will assist with obtaining permission to enter forms for James and Boyer properties.</p>



<p>SHPO and the Southern Ute tribe will assess the value of the historic resources at the sites.</p> <p>SME will prepare a map for each resource.</p>	
<p><u>Bridge</u></p> <p>Bridge work has not commenced in earnest yet. Input was provided during R5 interchange concept design.</p>	
<p><u>Hydrology and Hydraulics</u></p> <p>Matt stated that the HEC-RAS modeling is under way for Wilson Gulch. The existing model is completed and the team is starting on the proposed models.</p> <p>The existing channel drops steeply immediately downstream of the box culvert under US 160. In order to provide better clearance under the proposed bridge, the drop likely must be relocated to upstream of US 160. Steven Cross stated that the design in the original EIS planned on a series of drop structures upstream of this crossing, and those drops would wipe out many of the existing wetlands in Wilson Gulch. It is highly desirable to develop a concept that would lessen those wetland impacts if possible.</p> <p>Matt said that Muller's hydraulics engineers expect the bridge span to be in the range of 120 feet, which is smaller than the 160 foot span previously proposed by URS in the EIS structural report.</p> <p>In Muller's current model, the bench for the animal undercrossing will be inundated by the 100 year storm. Matt asked what design storm flow should be contained within the trapezoidal channel, and which ones can overtop onto the wildlife crossing bench. Steven said that it should be acceptable for water to spill onto the wildlife bench in events as frequent as the 10 year storm. Tony asked that consideration be given as to how the surface of the bench be treated to prevent erosion.</p> <p>Matt mentioned that page 221 of the Grandview Structure Selection report from the original EIS shows an ultimate 6-lane section at the US 160 Wilson Gulch / Wildlife Underpass structure. He asked if the design and HEC-RAS modeling should account for an ultimate 6-lane section. Steven said the 6-lane section was planned to accommodate 4 US 160 through lanes plus ramp auxiliary lanes in each direction. When the roundabout concept was developed, the entrance ramp to westbound 160 was moved much farther east. Thus, the westbound acceleration lane is no longer needed over the US 160 Wilson Gulch structure is no longer needed. The structure should accommodate the 4 US 160 through lanes and the eastbound auxiliary lane to Ramp A.</p>	



<p><u>Four Week Look Ahead</u></p> <p>Yeh expects to complete their field investigation work.</p> <p>SME expects to complete their field investigation work for natural resources and possibly cultural resources as well.</p> <p>AMEC and Muller will continue to develop alignments and the R5 interchange.</p>	
<p>Next meeting is November 21.</p>	<p>Don Connors will schedule the January Review meeting and any additional progress meetings not currently scheduled through Cheryl.</p>



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Meeting Purpose: Project Stakeholder Meeting – Multiple Stakeholders
 Date: October 11, 2013
 Location: Growth Fund Real Estate office
 Notes by: Karen Fuhr

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr, Kenneth Ryan, Carlie Campuzano
 CDOT: Tony Cady
 La Plata County: Jim Davis
 City of Durango: Kevin Hall, Greg Hoch, Ron LeBlanc, Gregg Boysen
 Growth Fund Real Estate: Pat Vaughn, Patrick Morrissey, Gary Whalen
 Russell Engineering: Mike Russell, Steve Winters
 Property Owners: Don Piccoli, Chris Webb

Topics Discussed	Action Items
<p><u>Meeting Introduction and AMEC/Muller Scope Overview</u></p> <p>Pat Vaughn began the meeting by introducing himself and everyone present introduced themselves.</p> <p>Pat stated that he is a representative of the Growth Fund Real Estate Group (GFRE). The Growth Fund owns undeveloped retail property near the Grandview interchange and desires that US 550 connect to the existing interchange. GFRE feels this would benefit both development potential there and the Three Springs development overall. GFRE recognized that the SFEIS Preferred Alignment (Revised G Modified) was unacceptable to some stakeholders, and the R5 alignment proposed by the Webb family was unacceptable to other stakeholders. After the public comment period ended for the US 160 SFEIS, GFRE funded a study to develop a compromise alignment in hopes that a solution acceptable to all parties could be developed. GFRE has named their alternative the “Community Alignment”. (Note: The AMEC / Muller team will refer to this alignment as the “GF” alignment.)</p> <p>Don Connors briefly discussed the role of the AMEC/Muller design team to perform an independent alternatives analysis. The study area is limited geographically to areas between the R5 alignment submitted by the Webb family as a comment to the SFEIS and the SFEIS Preferred Alternative (Revised G Modified). The solution that the design team recommends must meet the EIS purpose and need and minimize impact to environmental resources.</p>	



GF (Community) Alignment Discussion

Beginning in January 2013, the GFRE met with Chris Webb and the Piccoli family several times to define collective goals. Goals included protecting the Eagle Block business, providing adequate truck access to the business, avoiding the irrigated portion of the Webb Ranch, minimizing highway noise to the extent practical, and maintaining view sheds from the ranch. Over a 5 month period several meetings were held and several alignment iterations prepared. The result was the current alignment that GFRE presented to the AMEC / Muller design team in late September. GFRE calls this alignment the Community Alignment because they feel that it represents a consensus among the major stakeholders in the community.

GFRE feels that the Community Alignment is safer than the SEIS Preferred Alternative because of the flatter grades and lower design speeds approaching the interchange. GFRE is also concerned about the safety of an at-grade left turn movement for southbound US 550 to eastbound US 160. They feel that the amount of traffic they anticipate to make that movement in the future warrants a grade separated movement. The Community Alignment as drawn shows a tight loop ramp. Pat Vaughn mentioned that the loop ramp design has not been developed to a very high level of design thus far. The AMEC / Muller design team will study the loop ramp more closely to determine if it is viable.

Don Piccoli stated that he is comfortable with the Community Alignment and feels that his business's (Eagle Block) goals are met by that alignment. He thinks that the alignment may even make his business more viable in the future due to the improved truck access. He stated that the existing alignment does not function well today, and widening the existing alignment to 4 lanes won't work.

Chris Webb stated that he feels that the Community Alignment represents a more complete picture than any of the other alternatives (R1-R5, H1, H2) considered before. He also feels that gaining stakeholder consensus on the alignment is an important part of the process. He wants the ultimate solution to be one that will help Durango grow and be the best community it can be. Chris stated that he is pleased that the Community Alignment minimizes harm to his 4(f) property. He also said that it is key to stay off of the irrigated portion (180 acres of total 600 acres) of the ranch. He would also like access provided to the remnant parcel of the ranch property that would lie to the west of the Community Alignment. Chris stated that he is concerned with ensuring that whatever alignment is built is a safe alignment. He is supportive of saving the Eagle Block business. Chris also stated that he will provide the AMEC / Muller team with right-to-enter to aid in the design process. He also stated that he would send an email to Don Connors stating that he is not waiving any of his legal rights (see attachment).

Don Connors stated that although cost will be considered as a part of the analysis, it is a very small part of the overall decision making process. He feels that the Community Alignment is a viable alternative that the independent design team will study in more detail. The final report from the design team will be presented to CDOT in Spring 2014. CDOT will then revise the NEPA document based on the report findings. Any further general public involvement will be done as part of that NEPA document revision process.



Pat Vaughn stated that he is aware that the level of design on the Community Alignment is less than the AMEC / Muller scope requires. He feels that there is a lot of potential for revising the design to minimize cost. Don Connors stated that the design may also need to be revised due to impacted environmental resources. He stated that the alignment traverses 4 of the 5 archaeological sites, crosses existing wetlands, and presents significant challenges building on a loose hillside. All of these issues will be looked at in further detail during the alternatives analysis process.

AM Alignment Discussion

Matt Andrews presented the AM alignment that was developed by the AMEC / Muller team during the proposal process for CDOT. Matt pointed out that the AM alignment is essentially the same alignment as the Community Alignment on the south end of the study area. During the proposal process the team was not able to contact stakeholders for input and developed the AM alignment based on the following goals and assumptions: preserve Eagle Block business, avoid archaeological sites, minimize walls and cuts, flatten grades, and preserve view sheds from US 160 and the Webb Ranch.

Matt stated that the AM alignment generally follows a contour behind the first ridge on the Mesa to hide it from view both on US 160 and the Webb Ranch. Don Connors stated that there are constructability issues associated with constructing on the edge of the Florida Mesa where the Community Alignment is shown. The mesa is prone to unstable, tumbling rock. Chris Webb referenced the geotechnical report by Trautner Geotechnical detailing stability issues related to the R1- R4 alignments that generally follow the existing alignment.

Open Alignment Discussion

Ron LeBlanc (Durango City Manager) stated that although the City of Durango does not currently have jurisdiction over the Farmington Hill area, they have a long term planning interest in what happens. The City will support any alignment that has a consensus among stakeholders. Ron said that City Council has seen the Community Alignment, and is pleased with the promise it provides. Ron stated that he is in support of lowering speed limits as roadways approach City limits and feels that CR 220 will probably be signalized in the future. He also stated that he is in favor of flatter grades approaching the interchange compared to the existing Farmington Hill intersection. Ron would like the design team to place great emphasis on the safety aspects of the new facility. The City will be supportive of reaching a solution and requested to be involved in any further discussions.

Don Connors stated the he recognizes the City's desire to slow traffic but that the project must still comply with AASHTO criteria. Matt Andrews stated that the project goal is to combine AASHTO criteria with safety and that AASHTO has the same goal. Chris Webb stated that he desires the project to meet the appropriate criteria, be safe, and meet CDOT's goals as well.



Ron LeBlanc recognizes AASHTO standards but stated that speed limits are the issue of the governing body and determined politically. He was not in favor of CDOT imposing a high design speed. Don Connors stated that CDOT is not providing any guidance regarding the design speed of the facility. The design speed will be entirely up to the independent design team to determine.

Matt Andrews presented a slide showing an overlay of the AM alignment and Community Alignment. Essentially the alignments are the same at the south end of the project, but the AM alignment is shifted slightly to the west. The alignments diverge near the gas well. The Community Alignment continues parallel to the 4(f) boundary line before two reverse curves just prior to US 160. The AM alignment continues on a different bearing in order to enter into the US 160 interchange on a tangent after only a single curve.

Don Piccoli stated that the AM alignment as drawn does not meet the needs of Eagle Block because it encroaches too much onto their property.

Don Connors also stated that either alignment must connect to US 550 south of CR 220. This connection needs to be looked at more carefully. No additional impacts are permitted to the Craig Limousin Ranch (another 4(f) property) beyond those identified in the SFEIS and the US 550 EA. Don mentioned that each alignment will be documented in accordance with NEPA and there will be an additional public comment period once CDOT releases the revised NEPA document.

Don Connors stated that the AM alignment was pushed further to the west near the point of the Webb property because the AMEC / Muller team did not consider a remainder parcel in this area. Chris Webb stated that he will try to be open-minded about other alternatives but is in favor of the Community Alignment because it threads the needle between several stakeholder constraints. He also stated that he was unaware of the 4(f) issue associated with the Craig ranch and is amenable to an alignment that satisfies the needs of all adjacent landowners. He feels that the Community Alignment is superior to the AM alignment because of the tighter angle, and less property acquisition.

Pat Vaughn asked that the AMEC / Muller team consider utilizing the existing bridge at the Grandview interchange to carry all four lanes of traffic initially until traffic demands warrant a second bridge. That may allow deferment of the approximately \$19 million second bridge for quite some time. The Community Alignment proposed loop ramp is an estimated \$2 million.

Pat Vaughn stated that the Community Alignment was placed closer to US 160 to minimize the right-of-way required from the Webb Ranch. Don Connors pointed out that the alignment impacted nearly all of the archaeological sites in that area of the ranch. Pat responded that the tribe's interest in archaeological sites is high, but that Pathimi Goodtracks with the Ute Tribe told him several years ago that these particular sites were not of high value. Tony Cady stated that his understanding was that these sites were good for data gathering only and not suitable for preservation. Chris Webb referenced the study prepared by Lubig to define more clearly the potential value of the sites. Chris also provided verbal permission to enter for the AMEC / Muller design team and sub-consultants to perform their work. Don stated that Sean Moore with SME Environmental would be on his land within a few weeks to perform the necessary environmental surveys. Representatives from Yeh and Associates will also need



access to complete non-invasive geotechnical work.

Mike Russell stated that the current signal at the bottom of Farmington Hill exhibits many of the same problems that could be expected if a signal were placed on the south side of the Grandview interchange with a large retail center on the north side.

The City will provide the AMEC / Muller design team with their updated 2030TRIP model that was updated during the Wilson Gulch Road design / access permit application process. Pat Morrissey mentioned that the updated numbers reflect the latest short-term and ultimate buildout plans for Three Springs.

Kenneth Ryan stated that Fehr and Peers is responsible for independently verifying the projected 2035 traffic volumes. The AMEC / Muller team will then perform operational analysis based on the single set of numbers provided by Fehr and Peers and that each alternative will be analyzed in a consistent manner. Mike Russell requested that the traffic numbers be shared with the group in attendance at the meeting for their review as well. Pat Morrissey stated that he would also like to see the numbers since he uses forecasted traffic volumes to make development decisions. Tony Cady stated that this was acceptable. Don Connors stated that he did not know when the team would receive the numbers from Fehr and Peers. Tony clarified that the traffic model will not be an entirely new model, but will be updated from the existing model already in place.

Chris Webb stated that his goal is to work towards a consensus during the alternatives analysis period so that he does not need to comment during the public comment period following the release of the updated NEPA document. Tony Cady agreed that this was a desirable goal. Chris stated that he is open to any complete resolutions and asked Tony to share this with Kerrie Neet and others at CDOT.

Pat Vaughn asked Don Connors to clarify the process. Don stated that the AMEC / Muller team will continue to analyze viable alternatives between Revised G Modified and R5, including intersection and interchange configurations. Design work for the various alternatives is expected to be completed at the end of 2013 and the final report to CDOT will be completed in the spring of 2014. CDOT will then revise the NEPA document. Tony Cady is not sure of the timeframe for revising this document. First they will analyze the report to ensure that the identified solutions meet purpose and need. Then CDOT will disclose information to the public. The necessary revisions to the document will depend on which alignments are carried forward and the process could take upwards of 6 months.

Matt Andrews asked if Chris Webb could formally withdraw (if he so desired) his response to the SEIS that identifies the R5 alignment in deference to his preference for the Community Alignment. Tony Cady said that since the R5 alignment option has been identified it must be studied and evaluated equally to the other alternatives. Any discussion of reasonableness for an alternative should use the NEPA definition of reasonable.

Based on the discussion in this meeting, Matt Andrews asked for confirmation of his understanding of the important Community Alignment features that should be

City to provide AMEC / Muller team with 2030 TRIP model updates from the Wilson Gulch Road design / access permit process.



<p>taken into consideration when developing other potential alignments. The goals include: view shed preservation, lessening noise impacts, providing access to the remainder parcel west of the Community Alignment, minimizing harm to 4(f) property, and accommodating access to the Piccoli's business. In addition, Chris Webb mentioned that it would be desirable to save the lagoon, if possible, and to treat the triangular parcel along CR 220 near the barn in such a way to discourage its use as a make-shift park-and ride or loitering location. Don Piccoli stated that the pond on their property is fed from the Webb ponds. He stated that they no longer use their pond and that it is acceptable if it is filled in or goes dry.</p> <p>Tony Cady explained the tradeoffs between the 4(f) requirements (FHWA jurisdiction), and wetland requirements (US Army Corps of Engineer's jurisdiction).</p> <p>Tony also mentioned that the wetlands on the Piccoli property are most likely non-jurisdictional and impacting them would not count as a quantifiable environmental impact from a NEPA perspective. However, the wetlands on the Webb Ranch traversed by the Community Alignment are jurisdictional and will cause an increased impact to that resource above what was identified in the SEIS. He recommended adjusting the Community Alignment slightly to try to avoid the wetlands while still minimizing harm to the 4(f) property. Chris Webb asked if the wetlands could be bridged. Mike Russell stated that they showed a bridge across the wetlands approximately 50 feet high that may also benefit the wildlife corridor. The design team will need to examine whether bridging the wetlands may still cause them harm due to excess shading.</p>	
<p><u>Site Visit</u></p> <p>Following the meeting Don Connors, JJ Wierema, Matt Andrews, and Karen Fuhr accompanied Chris Webb to his ranch for a property tour.</p>	
<p><u>Attachments</u></p> <ol style="list-style-type: none"> 1) Meeting Attendance Sheet 2) Email from Chris Webb 	

US 550 to US 160 SEIS Alternatives Analysis
10-11-13

Name	Company	Phone #	E-mail
Don Connors	AMEC	303 887 8393	don.connors@amec.com
CHRIS WEBB	WEBBRANCH	248.245.0022	cwebb@esd.org
Tony Cady	CDOT	970-385-1430	tony.cady@state.co.us
Steve Winters	Russell	970-385-4546 ^{#19}	stew@russellpe.com
Mike Russell	"	"	michael@russellpe.com
Don Piccoli	Eagle Block	970-247-3636	don@eagleblock.co
GARY WHALEN	GFREG	970-764-6418	GWHALEN@SUGF.COM
Matt Andrews	Muller Eng.	303-988-4939	mandrews@mullereng.com
Karen Fuhr	Muller Eng.	303-988-4939	kfuhr@mullereng.com
Patrick Morrissey	GFREG	970-764-6474	pmorrissey@SUGF.COM
Kevin Hall	CITY OF DURANGO	970 375-7315	Kevin.hall@Durango.gov
Greg Hool	City of Durango	970-375-4859	hool@ci.durango.co.us
Jim Davis	LA PLATA COUNTY	970-382-6372	Jim.Davis@co.laplatamontezuma.us
Carlre Campuzano	Muller Eng	303-988-4939	ccampuzano@mullereng.com
Kenneth Ryan	Muller Eng.	303.988.4939	kryan@mullereng.com
GREGG BOYSEN	CITY OF DURANGO	303 375-4819	GREGG.Boysen@Durango.gov
RON LEBLANC	CITY OF DURANGO	970 375 5005	RON.LEBLANC@DURANGO.CO.US
JJ Wierema	AMEC	303 702 5309	justin.wierema@amec.com
PAT VAUGHN	GF REAL ESTATE	970 749 0863	pvaghne@sugf.com

Karen S. Fuhr

From: Matt D. Andrews
Sent: Friday, October 11, 2013 5:19 PM
To: Karen S. Fuhr
Subject: Fwd: Webb Ranch/Today's Meeting & Background Materials
Attachments: Farmington Hill Technical Memorandum re Compromise Alignment Rev1 (Aldridge Draft 070313).pdf; ATT00001.htm; Farmington Hill Compromise Alignment (Aldridge 070113 Rev1).pdf; ATT00002.htm

Sent from my iPhone

Begin forwarded message:

From: "Christopher J. Webb" <cwebb@webbadr.com>
To: "don.connors@amec.com" <don.connors@amec.com>, "Matt D. Andrews" <mandrews@MULLERENG.COM>
Subject: Webb Ranch/Today's Meeting & Background Materials

Don, Matthew, J. J. and Karen, thank you for today's meeting and your visiting the ranch. As promised I attach "works in progress" from our engineer in Denver, John Aldridge. John's work references the "compromise" alignment from your scope of work document and were prepared before today's rollout of the "community" alignment. I hope you find these attachments useful as you continue your work. Lastly, I personally appreciated our first collaborative steps together and as also promised all with the caveat that this effort is without waiver or prejudice to our legal rights. Regards, Chris

Christopher J. Webb, J.D., FESD
Co-Founder & Director
The Engineering Society of Detroit Institute
20700 Civic Center Drive, Suite 450
Southfield, Michigan 48076 USA
[www.ESDInstitute.net](http://www.esdinstitute.net)<<http://www.esdinstitute.net/>>
248-353-0735, ext. 250
cwebb@esd.org<<mailto:cwebb@esd.org>>
ESDInstitute
Bridges of Innovation

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Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Date: November 21, 2013
 Location: Craig Limousin Ranch
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr
 Phillip Craig

Topics Discussed	Action Items
<p><u>AMEC/Muller Scope Overview</u></p> <p>Don Connors summarized AMEC and Muller’s scope:</p> <p>The scope for the AMEC/Muller team is to independently analyze several different alternatives for the US 550 alignment, including R5 (presented by the Webb Ranch), Revised G Modified (the SEIS preferred alternative), and others located geographically in between. The team will then present a final report to CDOT recommending a preferred alternative. Part of the scope includes meeting with affected property owners to get their input.</p> <p>Don Connors presented a graphic depicting the R5 and Revised G Modified alignments. The graphic also showed a third alignment developed by the Growth Fund Real Estate Group that they refer to as the Community Alignment. Matt Andrews asked Phillip about his opinions on each alignment. Phillip stated that he prefers the “Community Alignment” because he feels that it is important to connect US 550 to the Grandview interchange.</p> <p>Matt also asked Phillip about the EIS intent to hold the western right-of-way line and widen US 550 entirely to the east creating a substantial impact along the Craig property frontage to US 550. Phillip stated that he didn’t have a problem with this, especially in comparison to proposed impacts on his property with earlier eastern alignments under consideration. He also stated that he lives approximately six miles south of the Craig Ranch adjacent to US 550 and that CDOT purchased the required right-of-way to widen US 550 through that stretch from him several years ago.</p>	
<p><u>Craig Properties</u></p> <p>Phillip stated that the original Craig Ranch property has been sub-divided into several properties. He stated that the historic district boundary line was correct, but that the title of Craig Limousin Ranch was incorrect. The Criag Limousin Ranch title actually only applies to one of the parcels at the south end of the historic district. The northernmost property is owned by Winston Puig (pronounced “PWEEG”). The parcel just south of that is owned by Helen Craig, Phillip’s mother. The remaining parcels are owned by Craig Investments, LLP.</p>	



Craig Investments is comprised of Helen, Phillip, and Joel Craig. The parcel south of Helen Craig's has a gravel pit approximately 800 feet east of US 550. Phillip's brother, Joel, runs the Craig Limousin Ranch on the southernmost Craig parcel.

The entire boundary of the original Craig Ranch is protected by Section 4(f).

Phillip stated that there are many known archaeological sites on the Craig properties, including broken pottery and gravesites. CDOT previously mapped the archaeological sites on the Craig properties.

Phillip stated that he and Winston Puig are not opposed to widening US 550 onto their property. Phillip provided the design team with permission to enter the Craig properties as well as the Puig property. He stated that he had the ability to unlock the gate on the Puig property and that he would notify his mother of people entering her property.

Notify Philip Craig prior to entering any of the Craig Ranch properties.



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Meeting Purpose: Progress Meeting Chris Webb and Growth Fund Real Estate
 Date: January 9, 2014
 Location: AMEC office
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr
 CDOT: Tony Cady
 Growth Fund Real Estate: Pat Vaughn, Patrick Morrissey
 Russell Engineering: Steve Winters
 Property Owners: Chris Webb

Topics Discussed	Action Items
<p><u>Meeting Purpose and Objective</u></p> <p>Attendees introduced themselves.</p> <p>Don Connors stated that the purpose of this meeting was to update Chris Webb and the Growth Fund Real Estate Group on the current status of the study.</p> <p>Don stated that the AMEC/Muller team had called CDOT previously to discuss the format of the meeting. During that call, CDOT said we are free to express our opinions at this meeting. However, our opinions are not necessarily the opinions of CDOT.</p> <p>Don requested that nobody distribute any information shared during this meeting to the media or the public.</p> <p>Matt stated that this is an independent study. The Amec/Muller team will provide a recommendation to CDOT, and then CDOT will have to send the results of this study through the NEPA process.</p>	
<p><u>GF (Community) Variation</u></p> <p>On September 25, 2013, Pat Vaughn and Pat Morrissey met with AMEC and Muller to present the Community Alignment design variation. During the weeks that followed, AMEC/Muller received electronic data of the Community Alignment from Russell Engineering, who had initially developed the alignment. For the purposes of this study, we are calling the Community Alignment the GF design variation.</p> <p>The existing topography available to Russell Engineering was stretched compared to our survey. In order to replicate the intent of the GF variation in our survey, Karen matched the curves on the north end based on the location of the existing bridge, and likewise for the curve on the south using the location of existing buildings. Then a long tangent was drawn between the curves. The</p>	



profile was adjusted, keeping the same maximum grades and same design intent, but correcting for a 45 foot elevation difference at the north end to match the existing bridge. AMEC/Muller left the intersection of County Road 220 with US 550 almost exactly as the Growth Fund Real Estate Group presented it to our team.

The profile as designed by Russell has a 5% downgrade into the large gulch and a 5% upgrade out of the gulch, thus minimizing the bridge across the gulch.

The Amec/Muller team geotechnical engineer, Yeh and Associates, has evaluated the geology of the site, and has provided wall and slope recommendations for all of the design variations. These recommendations have been incorporated into the designs presented today. In general, Yeh recommended tiered walls when the roadway is cutting into bedrock, with each tier being 30 feet tall, and the horizontal benches 15 feet wide. Above the bedrock, Yeh recommended 3:1 slopes.

With these slope recommendations, the GF alignment with Russell Engineering Company's profile will have a top of cut that encroaches into the irrigated portion of the Webb Ranch.

Matt pointed out that the intersection of CR 220 and US 550 is not ideal because the intersection occurs on a curve that requires 6% superelevation. Since the City of Durango has intentions to eventually signalize this intersection, and stopping and starting on a 6% superelevation is problematic, AMEC/Muller will investigate alternative configurations to reduce the superelevation at this intersection. This problem exists in all the design variations presented. The design team is beginning to look at ways to improve the intersection.

The ponds on Webb Ranch will be impacted by all of the design variations discussed. They are considered jurisdictional wetlands because they connect to the Animas River.

At the north end on the GF variation, there is a 740 foot radius curve with a 6% superelevation tying into the existing bridge, which has a 4000 foot radius and a 2.6% superelevation. There is insufficient room to properly transition the superelevation before the bridge.

The two reversing curves at the north end of the GF variation, in combination with the tall cut walls on both sides of the alignment would make it difficult for drivers to see the upcoming interchange.

Some of the cut walls along the alignment will be in excess of 100 feet tall. In comparison, the existing walls along Ramp A are approximately 30 feet tall.

In order to reduce the amount of cut, Muller revised the GF profile, still keeping the 5% grades into and out of the gulch, but moving the initial downgrade into the gulch several hundred feet north. The profile at north end is almost identical to Russell's corrected profile. This revised profile would require a longer bridge across the gulch, but the design team feels that the reduction in earthwork and walls would more than offset this cost. Despite the revised profile, the superelevation transition at the existing bridge and the limited sight distance approaching the interchange still remain a concern.



Pat Morrissey asked about the possibility of using fill instead of bridges over the gulches, since there will be material available from the excavations. Tony pointed out that the large gulch needs to remain as an animal undercrossing, so a bridge or large box culvert is required there. The fill is not a viable option as it would likely be unstable and impact additional wetlands. The smaller gulch on the GF variation was filled in with embankment material to prevent animals from crossing under, since the GF variation is so close to US 160, and animals would likely run onto US 160.

With either profile, the GF variation crosses jurisdictional wetlands at the large gulch.

The GF variation presented by the Growth Fund Real Estate Group in September featured a loop for southbound US 550 to eastbound US 160 traffic. At that time, Pat Vaughn said the Growth Fund would not support an at-grade left turn for this movement. That is still the case. Although the original loop ramp merged directly onto US 160 near the existing bridge, this is not feasible due to maximum allowable grade. AMEC/Muller has developed a modified loop that works with the GF alignment. The proposed loop design has a 180 foot radius curve with 7.8% superelevation, which accommodates a design speed of 25 mph. This loop merges with the existing eastbound on-ramp, so traffic from the loop and ramp merge together onto US 160. The loop profile goes down from US 550 at 5%, passes under the bridge, then goes back up at 5% to tie into the existing eastbound on-ramp, which is in a sag vertical curve. This creates an undesirable roller-coaster profile. This loop design requires 60 foot high fill walls adjacent to US 160. Although the loop meets minimum design criteria, it is undesirable due to the combination of steep downgrade on a sharp curve, rollercoaster profile, and tall walls.

Compromise-Intersection Variation Discussion

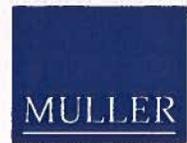
Matt Andrews presented a design variation that addresses the concerns of the limited sight distance and the superelevation transition at the Grandview Interchange. The variation is identical to the GF variation at the south end, up to the large gulch. The Compromise-Intersection variation provides adequate room to properly transition the superelevation before the bridge over US 160. It has less wetland impacts compared to the GF variation, and more impact to the 4(f) portion of the Webb Ranch. The Compromise-Intersection variation provides good sight distance approaching the interchange. Based on a visual assessment of the cross sections, it would most likely be less expensive than the GF variation because the amount of walls required is significantly reduced. An added benefit of this design variation is that all profiles grades are 3% or less.

Since this variation is further to the southeast, it is possible to fit a larger loop for the southbound to eastbound movement. The large loop ties directly into US 160 under the bridge, and provides an adequate acceleration lane for traffic to enter US 160 before the existing eastbound on-ramp. The loop has a horizontal curve with a radius of 260 feet and a superelevation of 7.8%, which meets a 30 mph design speed. The profile has a 7% maximum grade, which is the maximum allowed by CDOT criteria. There is a wall adjacent to the existing Ramp A, which is around 40 feet tall. There are no walls adjacent to US 160.

Matt pointed out that both the GF or Compromise-Intersection loop ramps create



<p>an additional weave condition for southbound US 550 traffic based on the geometry of the current roundabout.</p>	
<p><u>Compromise-Roundabout Variation Discussion</u></p> <p>Matt Andrews presented a design variation that has a roundabout at the south side of the Grandview interchange. The variation is identical to the GF alignment at the south end, up to the large gulch. Replacing a standard intersection with a roundabout allows US 550 the flexibility to approach the existing bridge over US 160 at a sharper angle. Thus, this variation is further to the northwest than the previous variation, further minimizing impacts to the 4(f) portion of the Webb Ranch. The Compromise-Roundabout variation closely follows the historic boundary from the gulch up to the Grandview interchange. It does not impact the wetlands at the gulch. This variation has less cut and shorter walls than any of the other variations studied so far. The profile grades for this design variation are all 3% or less.</p> <p>The Compromise-Roundabout variation was preferred by Chris Webb and the Growth Fund Real Estate Group.</p> <p>Chris Webb said that this variation has value for the community.</p> <p>Don Connors said that the bridge over the smaller gulch could possibly be fill in order to minimize costs.</p>	
<p><u>R5</u></p> <p>AMEC and Muller continue to work on the R5 alignment and interchange, as required since it is a viable alternative.</p>	
<p><u>Next Steps</u></p> <p>AMEC and Muller have a couple of months to complete the report for CDOT. The report will include tabulations of impacts and costs for the different design variations, and will recommend a preferred alternative to CDOT.</p> <p>After receiving the report, CDOT will write an environmental clearance document for the FHWA. Any of the variations presented at this meeting would be considered a variation of Revised G Modified. R5 would be considered a variation of the original T alignments.</p> <p>The FHWA can then issue a record of decision.</p> <p>Chris Webb wants to meet again to see the proposed solution to the superelevated intersection at US 550 and CR 220.</p> <p>AMEC and Muller have a meeting scheduled for January 29 to present our findings to CDOT. Most likely we will follow that meeting with presentations to the City of Durango and La Plata County staff on January 30.</p> <p>CDOT will probably ask the City, County, and Southern Ute Tribe for letters supporting the recommended alternative.</p>	



Meeting Sign-in Sheet

Project: CDOT R5 SEIS Alternatives Review
 Purpose: Progress Meeting with Growth Fund and Webb
 Date/Time: 9:30AM, January 9, 2014
 Location: AMEC Denver

Name	Organization	Phone Number	E-mail Address
JJ Wiseman	AMEC	303 742 5309	justin.wiseman@amec.com
Patricia Dunning	GF REG	970-764-6474	pdunning@sgf.com
Tony Cady	CDOT	970-385-1430	tony.cady@state.co.us
PAT VAUGHN	GF REAL ESTATE	970 764 6464	pv Vaughn@sgf.com
Matt Andrews	Muller	303-988-4939	mandrews@mullereng.com
Karen Fuhr	Muller Engineering	303-988-4939	kfuhr@mullereng.com
CHRIS WEBB	WEBB RANCH LLC	248.215.0022	cwebb@webbranch.com
DON CONNORS	AMEC	303 881 8393	don.connors@amec.com
Steve Winters	Russell P&E	970-799-5179	stuew@russellpe.com



Meeting Minutes

Project: CDOT R5 US 550 SEIS Independent Alternatives Analysis
 Meeting Purpose: Alternatives Presentation to CDOT
 Date: January 30, 2014
 Location: La Plata County
 Notes by: JJ Wierema

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews, Karen Fuhr
 CDOT: Tony Cady, Steven Cross
 City of Durango: Gregg Boysen, Greg Hoch, Scott McClain
 La Plata County: Jim Davis, Damian Peduto

Topics Discussed	Action Items
<p><u>Introductions and Project History</u></p> <p>Attendees introduced themselves.</p> <p>Matt Andrews stated that the Webb Ranch and the Craig Limousine Ranch are 4(f) properties. The ponds on Webb Ranch are wetlands, and there are archaeological sites on the Webb Ranch.</p> <p>Jim Davis stated that the edge of roadway must be at least 200 feet from the oil well head. This is a state and county regulation</p>	
<p><u>R5</u></p> <p><u>Mainline:</u> The curve at the upper part of R5 meets a 55 mph design speed. The northernmost curve near the interchange meets a design speed of 35 mph.</p> <p>The R5 alignment crosses the gulch near Eagle Block. A bridge will be required to span the gulch.</p> <p>R5 takes the Hillmeyer house, the Piccoli's homes and Eagle Block.</p> <p>The profile grade is generally a constant 5% down from County Road 220 to the interchange at US 160. There is up to a 20 foot vertical difference between existing and proposed US 550, which makes construction difficult.</p> <p>Yeh and Associates recommended 30 foot tall walls with 15 foot wide terraces.</p> <p><u>Interchange:</u> Our design team has developed a modified diamond interchange to connect US 550 to US 160.</p> <p>The eastbound to southbound ramp (Ramp K) has a maximum profile grade of</p>	



<p>6.5%. The tight curve on Ramp K has a minimum radius of 125 feet with a superelevation of 8%. Walls are required along both sides of most of the ramp.</p> <p>The eastbound on-ramp (Ramp L) is braided with the existing eastbound off-ramp for the Grandview interchange (Ramp A) because there is inadequate room for a weave between the traffic entering and exiting US 160.</p> <p>The westbound ramps are mostly straight with moderate profile grades. There are walls on the north side for nearly the entire length of the ramps, with a maximum height of about 50 feet. The westbound ramps will overlap the existing access to the gravel pit, so the gravel pit access will need to be relocated to tie into the roundabout at the Grandview interchange.</p> <p>The property where Enterprise is and its entrance would be impacted by the westbound acceleration lane.</p> <p>The location of the 160 Smart Trail becomes difficult if the R5 interchange is constructed. The trail should be considered as part of this design.</p> <p>C&J Gravel would have access to the roundabout at the Grandview interchange. An improved access road will be part of the design.</p> <p><u>Phasing:</u> AMEC has developed a phasing plan to construct the R5 US 550 alignment and the interchange under traffic.</p> <p>Due to the vertical difference between existing and proposed US 550, the construction phasing will require extensive amounts of shoring and detour pavement.</p> <p><u>County Road 220 Detour:</u> As an alternative to constructing R5 under traffic, all of the US 550 traffic could be detoured onto County Road 220 to County Road 172 to US 160. Muller has investigated the condition of County Road 220, and has assessed the safety impacts of using it as a detour.</p> <p>In order to bring CR 220 up to the requirements for a detour in the CDOT Roadway Design Guide, the shoulder would have to be increased to 4 feet on both sides, and a 16 foot clear zone would have to be provided. Jim Davis concurred that CR 220 would have to be improved to meet current county criteria if it were used as a detour, and the required shoulder width is 4 feet.</p>	<p>AMEC/Muller should add the trail to the R5 interchange.</p>
<p><u>GF (Community) Variation</u></p> <p>Pat Vaughn and Pat Morrissey of the Southern Ute Growth Fund met with AMEC and Muller to present their alignment to our design team. The alignment was called the Community Alignment. For the purposes of this study, we are calling it the GF design variation.</p> <p>The existing topography available to Russell Engineering was stretched compared to our survey. In order to replicate the intent of the GF variation in our survey, Karen matched the curves on the north end based on the location of the</p>	



existing bridge, and likewise for the curve on the south using the location of existing buildings. Then a long tangent was drawn between the curves. The profile was adjusted, keeping the same maximum grades and same design intent, but correcting for a 45 foot elevation difference at the north end to match the existing bridge. AMEC/Muller left the intersection of County Road 220 with US 550 almost exactly as the Growth Fund Real Estate Group presented it to our team.

The GF design variation provides access to the Piccolis, Cohen, Hillmeyers, and to a remnant of Webb's property via a frontage road.

The profile as designed by Russell has a 5% downgrade into the large gulch and a 5% upgrade out of the gulch, thus minimizing the bridge across the gulch.

The Amec/Muller team geotechnical engineer, Yeh and Associates, has evaluated the geology of the site, and has provided wall and slope recommendations for all of the design variations. These recommendations have been incorporated into the designs presented today. In general, Yeh recommended tiered walls when the roadway is cutting into bedrock, with each tier being 30 feet tall, and the horizontal benches 15 feet wide. Above the bedrock, Yeh recommended 3:1 slopes.

With these slope recommendations, the GF alignment with Russell Engineering Company's profile will have a top of cut that encroaches into the irrigated portion of the Webb Ranch and the ditch.

Matt pointed out that the intersection of CR 220 and US 550 is not ideal because the intersection occurs on a curve that requires 6% superelevation. Since the City of Durango has intentions to eventually signalize this intersection, and stopping and starting on a 6% superelevation is problematic, AMEC/Muller will investigate alternative configurations to reduce the superelevation at this intersection. This problem exists in all the design variations presented. The design team is beginning to look at ways to improve the intersection.

At the north end on the GF variation, there is a 740 foot radius curve with a 6% superelevation tying into the existing bridge, which has a 4000 foot radius and a 2.6% superelevation. There is insufficient room to properly transition the superelevation before the bridge.

The two reversing curves at the north end of the GF variation, in combination with the tall cut walls on both sides of the alignment would make it difficult for drivers to see the upcoming interchange.

In order to reduce the amount of cut, Muller revised the GF profile, still keeping the 5% grades into and out of the gulch, but moving the initial downgrade into the gulch several hundred feet north. The profile at the north end is almost identical to Russell's corrected profile. This revised profile would require a longer bridge across the gulch, but the design team feels that the reduction in earthwork and walls would more than offset this cost. Despite the revised profile, the superelevation transition at the existing bridge and the limited sight distance approaching the interchange still remain a concern.

With either profile, the GF variation crosses jurisdictional wetlands at the large gulch.



There is no warrant for a signal or a loop at the intersection of US 550 with Ramp B; however, Pat Vaughn has stated that the Growth Fund Real Estate Group will not support a design that has an at-grade left turn for southbound US 550 to eastbound US 160 traffic.

The GF variation presented by the Growth Fund Real Estate Group in September featured a loop for southbound US 550 to eastbound US 160 traffic. Although the Growth Fund's original loop ramp design merged directly onto US 160 near the existing bridge, this is not feasible due to maximum allowable grade. AMEC/Muller has developed a modified loop that works with the GF alignment. The proposed loop design has a 180 foot radius curve with 7.8% superelevation, which accommodates a design speed of 25 mph. This loop merges with the existing eastbound on-ramp, so traffic from the loop and ramp merge together onto US 160. The loop profile goes down from US 550 at 5%, passes under the bridge, then goes back up at 5% to tie into the existing eastbound on-ramp, which is in a sag vertical curve. This creates an undesirable roller-coaster profile. This loop design requires 60 foot high fill walls adjacent to US 160. Although the loop meets minimum design criteria, it is undesirable due to the combination of steep downgrade on a sharp curve, rollercoaster profile, and tall walls.

This variation would require construction of the second bridge over US 160 because the deceleration lane for the loop would extend onto the bridge.

Compromise-Intersection Variation Discussion

Matt Andrews presented a design variation that addresses the concerns of the limited sight distance and the superelevation transition at the Grandview Interchange. The variation is identical to the GF variation at the south end, up to the large gulch. The Compromise-Intersection variation provides adequate room to properly transition the superelevation before the bridge over US 160. It has less wetland impacts compared to the GF variation, and more impact to the 4(f) portion of the Webb Ranch. The Compromise-Intersection variation provides good sight distance approaching the interchange. The profile grade is always 3% or less, and closely follows the contour of the mesa. It is just below the top of the mesa, so vehicles on US 160 would not be visible from Webb Ranch, and since the roadway is on the top of the mesa, it would not be visible from US 160. The bridge over the large gulch is approximately 450 feet long.

This variation has more excavation than Revised G Modified, but all the variations require a large amount of excavation because the existing bridge over US 160 at the Grandview interchange leads into a hillside.

Since this variation is further to the southeast, it is possible to fit a larger loop for the southbound to eastbound movement. The large loop ties directly into US 160 under the bridge, and provides an adequate acceleration lane for traffic to enter US 160 before the existing eastbound on-ramp. The loop has a horizontal curve with a radius of 260 feet and a superelevation of 7.8%, which meets a 30 mph design speed. The profile has a 7% maximum grade, which is the maximum allowed by CDOT criteria. There is a wall adjacent to the existing Ramp A, which is around 40 feet tall. There are no walls adjacent to US 160.



Compromise-Roundabout Variation Discussion

Matt Andrews presented a design variation that has a roundabout at the south side of the Grandview interchange. The variation is identical to the GF alignment at the south end, up to the large gulch. Replacing a standard intersection with a roundabout allows US 550 the flexibility to approach the existing bridge over US 160 at a sharper angle. Thus, this variation is further to the northwest than the previous variation, further minimizing impacts to the 4(f) portion of the Webb Ranch. The Compromise-Roundabout variation closely follows the historic boundary from the gulch up to the Grandview interchange. It does not impact the wetlands at the gulch. This variation has less cut and shorter walls than any of the other variations studied so far. The profile grades for this design variation are all 3% or less. Another benefit of this variation is that no additional bridge will be required across US 160; the existing bridge is 56 feet wide, which allows 4-12 foot lanes with 4 foot shoulders on each side, which is adequate between two roundabouts. All the other variations require an additional bridge because of left turn or deceleration lanes.

Tony stated that bicycle and pedestrian movements are a concern with this design because the shoulder width on the bridge over US 160 will be only 4 feet. Don stated that a new pedestrian structure could be constructed much cheaper than the roadway bridge required for the other variations.

Trail

Scott McClair stated that the City would like to use the vacated US 550 corridor as a bike trail.

Jim Davis stated that the triangle at the intersection of CR 220 and US 550 is used as an informal park and ride. Jim would like to formalize it as part of this design, and use it as bicycle trail parking.

Tony stated that Chris Webb wants the triangle to go away.

Scott stated that the outcome of this study affects the location of the trail bridge over US 160. If R5 is selected, then the crossing will most likely be to the west of the interchange. If another variation is selected, then it makes more sense to cross between the Grandview interchange and the existing US 550/US 160 intersection, to avoid out of direction bicycle travel.

General Discussion

Matt stated that Chris Webb and the Growth Fund find the compromise-intersection variation acceptable, but they prefer the compromise-roundabout variation because it has less 4(f) impacts and eliminates the left turn or loop.

Tony stated that CDOT is not in favor of R5. The compromise-roundabout variation has more wetland impacts than Revised G Modified, so it is difficult for him to sell the idea to the Corps of Engineers. The FHWA likes the compromise-roundabout variation because of the reduced impacts to 4(f) property.

Greg stated that Tony can solicit support from local government if the Corps is



not willing to concede on the compromise-roundabout variation

Damien asked if there are wetland banks available for this project. Tony said that the banks are outside of the consideration of the permit the Corps has already issued for this project.

Tony stated that there will be a public process. Elected officials should comment on the proposal and they should also express their desire to keep the vacated US 550 corridor as a multi-modal facility.

Tony expects the draft SEIS to be done in August or September of 2014. Tony is planning to send a newsletter, and then allow a public comment period.

The statute of limitations is 180 days after the record of decision.

The archaeological sites on Webb ranch are valuable for data gathering only. An archaeologist has to be on site during excavations. Finds are submitted to the Ute museum.

Jan 30, 2014
US 550 SEIS Alternative Analysis
Presentation to City and County

Attendees:

Don Connors	AMEC	303 887 8392	don.connors@amec.com
Karen Fuhr	Muller	303-988-4939	kfuhr@mullereng.com
Matt Andrews	Muller	303-988-4939	mrandrews@mullereng.com
Steven Cross	CDOT	970-385-1440	steven.cross@state.co.us
Scott McChain	City of Durango	970-375-7322	mccain@ci.durango.co.us
Jim Davis	La Plata County	970-382-6372	Jim.Davis@co.laplatama.co.us
Greg Hoch	City of Durango	970-375-4859	greg.hoch@ci.durango.co.us
Justin Wierema	AMEC	303 887 8393	justin.wierema@amec.com
GREGG BOYSEN	City of Durango	970-759-4340	gregg.boyesen@Durango.gov
DAMIAN PEROTO	La Plata Co.	(970) 382-6271	damian.peroto@co.laplatama.co.us



Meeting Minutes

Project: US 550 South Connection to US 160: Independent Alternatives Analysis (IAA)
 Meeting Purpose: Project Stakeholder Presentation and Meeting
 Date: November 21, 2014
 Location: CDOT Region 5 Office, Durango
 Notes by: Don Connors

Attendees:

AMEC: Don Connors, JJ Wierema
 Muller Engineering: Matt Andrews
 SME: Kerriane Zdimal, Sean Moore
 CDOT: Steven Cross, Nancy Shanks, Ed Archuleta, Tony Cady, Kerrie Neet,
 City of Durango: Kevin Hall, Gregg Boysen
 Growth Fund Real Estate Group: Pat Vaughn, Patrick Morrissey, Gary Whalen
 Eagle Block: Jerry Piccoli
 MJW Ranch: Chris Webb

Topics Discussed	Action Items
<p>The IAA team made a presentation of the study process that included:</p> <ul style="list-style-type: none"> • History and purpose of the study • Study scope • All alternatives considered • Preliminary design of three alternatives (R5, RGM, RGM6, a variation of RGM) • Pro and cons of the three alternatives including environmental impacts • Costs of each alternatives <p>The IAA team stated that all three alternatives are feasible but that alternative R5 is not prudent due to cost, environmental impacts, safety, impacts at Eagle Block, and impacts to motorists during construction.</p> <p>The IAA team recommends RGM6. CDOT concurs that RGM6 is CDOT's new preferred alternative.</p> <p>There was unanimous support among the stakeholders for RGM6. There was unanimous support to connect US 550 to the Grandview interchange.</p> <p>Chris Webb stated his support for RGM 6 and noted that the collaboration during the preliminary design resulted in the right solution. Chris Webb believes that R5 is feasible and prudent.</p> <p>CDOT discussed the plan for moving the project forward. The IAA team will publish the final version of the IAA report. The environmental document should be done in the early spring. CDOT could proceed with design but there is no money currently earmarked for construction.</p> <p>The Army Corps of Engineers will need to certify that RGM6 is the least environmentally damaging practicable alternative. RGM6 impacts more wetlands than RGM; however, the wetlands are stock ponds and therefore very low</p>	



quality. CDOT will try to demonstrate to the Corps that RGM6 is better than RGM with regard to impacts to 4(f) properties. Tony expects the LEDPA sign-off to happen in January or February.

The FHWA has determined that R5 is not prudent.

Nancy Shanks noted that the cost estimate has increased since the 2012 SFEIS. AMEC and Muller explained some possible reasons for the cost increase:

- The IAA estimate is conservative
- Construction costs have increased sharply in the last two years
- The IAA includes water quality features
- The 2012 SFEIS does not include the US 160 bridge over Wilson Gulch.

A public meeting is scheduled for December 1, 2014 at the Durango library.

In order to get the Record of Decision, we need Section 106 compliance (including sign-off by SHPO), a revised Section 4(f) Evaluation and a reevaluation of the revised SFEIS. Tony expects the ROD to be signed in February.

See attachments:

- Sign in sheet
- Presentation