

Appendix G
DEIS Public Hearing

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADT	average daily traffic
As	arsenic
AUM	Animal Unit Months
AVC	animal-vehicle collisions
BA	Biological Assessment
BE	Biological Evaluation
BLM	Bureau of Land Management
BMP	best management practice
CBM	Coal Bed Methane
Cd	cadmium
CDOT	Colorado Department of Transportation
CDOW	Colorado Division of Wildlife
CDPHE	Colorado Department of Public Health and Environment
CEQ	Council on Environmental Quality
CNHP	Colorado Natural Heritage Program
CO	carbon monoxide
Cr	chromium
CR	County Road
Cu	copper
CWA	Clean Water Act
dBA	A-weighted decibel
DEIS	Draft Environmental Impact Statement
DOI	Department of Interior
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
Fe	iron
FEIS	Final Environmental Impact Statement
FWS	Fish and Wildlife Service
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
Mn	manganese
MP	mile post
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
NCHRP	National Cooperative Highway Research Program

List of Acronyms

NEPA	National Environmental Policy Act
NO _x	nitrogen oxide
NSJB	Northern San Juan Basin
Pb	lead
PCA	potential conservation area
ROD	Record of Decision
ROW	Right-of-Way
SH	State Highway
SJCA	San Juan Citizens Alliance
SREP	Southern Rockies Ecosystem Project
STIP	Strategic Improvement Investment Program
SWWF	Southwestern Willow Flycatcher
TDS	total dissolved solid
TPR	Transportation Planning Region
TSS	total suspended solids
US 160	US Highway 160
US 550	US Highway 550
US	United States
USACE	US Army Corps of Engineers
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
VOCs	volatile organic compounds
Zn	zinc

A public hearing on the US 160 Draft Environmental Impact Statement (DEIS) was held on October 13, 2005. This appendix addresses comments made by the public and governmental agencies during the DEIS comment period. All comments are included in Section 2, Comments and Responses.

As they were received, each comment was assigned a number. If there were several points, questions, or topics in a comment, each received a letter. Each numbered and lettered comment has an associated response, also included in Appendix G, Public Hearing. Based on the comment and associated response, changes to the DEIS were made as necessary. These changes are shown in this Final Environmental Impact Statement (FEIS); new text is shown with a double underline and deleted text is shown with a “strike-out.” A summary of changes and their location are shown in Table 1.1, Comment Index, in Appendix G, Public Hearing.

**Table 1.1
Comment Index**

Comment Number	Page No.	Commentor	Category	Comment	Change Location
Federal Agency					
47A	G2-50	BLM	BLM	Send copy of cultural resources report for additional survey	N/A
48A	G2-51	BLM	BLM	Better describe existing ROW width	Section 3.1
48B	G2-51	BLM	BLM	Management plan names are incorrect	Sections 3.1 and 3.1.2
48C	G2-51	BLM	BLM	Is number in table acres or parcels?	Tables 4.1.1 and 4.1.2
48D	G2-51	BLM	BLM	Add acreage of additional BLM ROW needed	Sections 4.1.3 and 4.1.5.1
48E	G2-52	BLM	BLM	Describe two parcels separately in BLM table	Sections 3.4 and 4.1.3.1 and Table 4.20.1
48F	G2-52	BLM	BLM	Add BLM permit to Section 4.24 Permits	Section 4.24
48G	G2-52	BLM	BLM	Identify BLM areas outside of 300 ROW	Sections 3.1, 4.1.2.2, 4.20, 4.1.3, and 4.1.5
49A	G2-52	BLM	BLM	Maps show conceptual ROW on BLM land	All figures
49B	G2-53	BLM	BLM	Same as 48D	Sections 4.1.3 and 4.1.5, Table 4.20.1, and all figures
49C	G2-53	BLM	BLM	Add specific acreages and impacts	Sections 4.1.3 and 4.1.5, and Table 4.20.1
49D	G2-54	BLM	BLM	Changes to Table 4.20.1	Sections 4.1.3.1, 3.4, and 4.1.5, and Table 4.20.1
49E	G2-55	BLM	BLM	Amendment to existing ROW will be needed	Section 4.24
49F	G2-55	BLM	BLM	Are there any temporary use impacts?	N/A
49G	G2-56	BLM	BLM	Send draft BA to BLM	N/A
53A	G2-73	DOI	Water Resources	Real-time data is available from USGS station in Ignacio	Section 3.8.2
53B	G2-74	DOI	Water Resources	Present modelling results in concentrations and analyze more constituents	N/A
53C	G2-75	DOI	Wildlife	Same as 24A, 24B, and 24C	See responses to comments 24A, 24B, and 24C
53D	G2-75	DOI	Section 4(f)	Concurs with Section 4(f) evaluation	Sections 5.6 and 5.7
53A	G2-26	USACE	Wetlands	Need additional alternatives/reasons for impacts to high quality wetlands at Dry Creek	N/A
53B	G2-29	USACE	Cumulative Impacts	Wants more comprehensive discussion of impacts, possible access restrictions	See response to comment 52I
53C	G2-30	USACE	Wetlands	USACE may require mitigation areas be protected in a conservation easement	Section 4.7.8
53D	G2-30	USACE	Wetlands	Wants additional mitigation commitments	Section 4.7.8.5 and Table 4.25.2
51A	G2-58	USACE	Water Resources	Use of medians to treat stormwater runoff	N/A
51B	G2-59	USACE	Wetlands	Requests impacts to high quality wetlands in corridor and at Dry Creek	N/A
52A	G2-61	USEPA	General	DEIS is well-organized and thorough, but we have concerns	N/A
52B	G2-62	USEPA	Alternatives	Document decision process for eliminating a no-median alternative	N/A
52C	G2-63	USEPA	Alternatives	EPA rates preferred alternative as EC-2	N/A
52D	G2-63	USEPA	Alternatives	Same as 52B	See response to comment 52B
52E	G2-64	USEPA	Wetlands	Need to avoid and reduce wetland impacts now, not in final design	Sections 4.7.2.1 and 4.7.7.5, and Table 4.25.2
52F	G2-64	USEPA	Wetlands	Document avoidance and minimization of impacts to Dry Creek area	See response to comment 33A
52G	G2-64	USEPA	Wetlands	Conservation easements and wetland mitigation should be done prior to construction	Section 4.7.8 and Table 4.25.2
52H	G2-65	USEPA	Cumulative Impacts	Put total acres of wetland impacts into overall context	Section 4.23.10.3
52I	G2-65	USEPA	Cumulative Impacts	Wants specific analysis for all private parcels adjacent to corridor	Section 4.23.10.2 and Figure 4.23.3
52J	G2-66	USEPA	Cumulative Impacts	Include impacts of worst case access scenario on wetlands	See responses to comments 33D and 52I
52K	G2-66	USEPA	Section 404 Permit	Need details of mitigation plan before signing ROD	N/A
52L	G2-67	USEPA	Air Quality	Include background concentrations from NSJB CBM EIS	Section 4.23.9.1
52M	G2-67	USEPA	Air Quality	Show emission trends for alternatives	Section 4.5 and Appendix I
52N	G2-67	USEPA	Air Quality	A quantitative air quality analysis should be done	See response to comment 52M
52O	G2-68	USEPA	Cumulative Impacts	Better consider NSJB CBM project in impacts	Section 4.23.9.3
52P	G2-69	USEPA	Air Quality	Discuss potential MSAT receptors, formaldehyde emissions	See response to comment 52M
52Q	G2-69	USEPA	Air Quality	Need supporting analysis or reference for claims of emission reduction	Section 4.5.3.1
52R	G2-69	USEPA	Air Quality	Remove statements about assessment methods and health impacts	N/A
52S	G2-70	USEPA	Cumulative Impacts	Better identify indirect impacts to sensitive resources	Section 4.23.6.2 and Figure 4.23.2
52T	G2-70	USEPA	Cumulative Impacts	Add mitigation techniques for induced growth	Section 4.23.17 and Table 4.25.2

**Table 1.1
Comment Index**

Comment Number	Page No.	Commentor	Category	Comment	Change Location
52U	G2-71	USEPA	Water Resources	Identify which de-icers will be used and their heavy metal concentrations:	Section 4.8.2.3
52V	G2-72	USEPA	Water Resources	Consider sediment basins or swales at Florida and Los Pinos Rivers	N/A
52W	G2-72	USEPA	Water Resources	Monitor pollutants at outlet structures (particularly Wilson Gulch)	N/A
52X	G2-73	USEPA	Water Resources	Coordinate SW3P with City of Durango	N/A
52Y	G2-73	USEPA	Environmental Justice	Good job on outreach	N/A
24A	G2-22	USFWS	Wildlife	Monitor crossings after construction	Section 4.11.7 and Table 4.25.2
24B	G2-22	USFWS	Wildlife	Number, location, and design of crossings should be reevaluated in final design	Section 4.11.7
24C	G2-23	USFWS	Wildlife	Requests table and maps of impacts to SWWF habitat	Section 4.12 and Appendix H
Tribes					
3A	G2-2	Pueblo of Laguna	Cultural Resources	Notify Laguna Pueblo if items are discovered	N/A
State Agency					
46A	G2-48	CDOW	Wildlife	US 160 bisects diverse wildlife habitat	N/A
46B	G2-48	CDOW	Wildlife	Likes mitigation, add perch pole replacement at 1:1 ratio	Section 4.11.7
46C	G2-49	CDOW	Wildlife	Prairie dogs should be relocated or humanely killed prior to construction	N/A
46D	G2-49	CDOW	Wildlife	Quickly remove carrion from roadway	N/A
46E	G2-50	CDOW	Noxious Weeds	Cleaning program for vehicles in addition to washing before use	N/A
Local Agency					
39A	G2-37	City of Durango	Alternatives	Alternatives are reasonable, analyses is thorough, agree with conclusion	N/A
39B	G2-37	City of Durango	Alternatives	Wants park and ride locations added	N/A
39C	G2-38	City of Durango	Alternatives	Same as 35A	See response to comment 35A
39D	G2-38	City of Durango	Engineering	Wants ramp and access road modifications	Figures 2.5.6 - 2.5.8 and 2.5.14 - 2.5.16
39E	G2-39	City of Durango	Visual Resources	Wants tree spacing and planting regime to enhance visual resources	N/A
39F	G2-40	City of Durango	Construction	Wants Grandview improvements first	N/A
39G	G2-40	City of Durango	Traffic	Pursue environmental investigations for US 160 west of US 550	N/A
7A	G2-6	Town of Bayfield	Access	Same as 4A	See response to comment 4A
7B	G2-6	Town of Bayfield	Access	Same as 4A	See response to comment 4A
7C	G2-7	Town of Bayfield	Access	Same as 4A	See response to comment 4A
7D	G2-7	Town of Bayfield	Access	Pedestrian crossing	N/A
7E	G2-8	Town of Bayfield	Engineering	Eight corners roundabout	N/A
7F	G2-8	Town of Bayfield	Access	Full movement access to Little Pine River Park	Figure 2.5.37
Independent and Advocacy Organizations					
35A	G2-33	SICA	Alternatives	Wants more commitment for shared use path	Figures 2.5.5 and 2.5.13
35B	G2-34	SICA	Wildlife	Bridges instead of culverts, additional crossing at Florida River	Figures 2.5.18 and 2.5.21
35C	G2-34	SICA	Wildlife	Wants commitment to routine fence maintenance program	Section 4.11.7
35D	G2-35	SICA	Cumulative Impacts	Add Four Corners Air Quality Task Force	Sections 4.23.9.3 and 4.23.17
45A	G2-42	SREP	Wildlife	Likes consideration of wildlife movements in corridor	N/A
45B	G2-43	SREP	Wildlife	Number, location, and size of crossings is good	N/A
45C	G2-43	SREP	Wildlife	Same as 35B	See response to comment 35B
45D	G2-44	SREP	Wildlife	Wants fencing for small animal crossings, including herpetofauna in wetlands	Section 4.11.7
45E	G2-44	SREP	Wildlife	Same as 24A	See response to comment 24A
45F	G2-45	SREP	Wildlife	Want wildlife BMPs added	N/A
45G	G2-45	SREP	Wildlife	Wants continued coordination between biologists and roadway designers	N/A
45H	G2-45	SREP	Wildlife	Maintenance of crossings should be a priority	N/A
45I	G2-46	SREP	Wildlife	Manage habitat in approaches to crossings	N/A
45J	G2-46	SREP	Wildlife	Escape ramps in fencing	Section 4.11.7
45K	G2-47	SREP	Wildlife	Fencing should taper at ends and direct animals away from the highway	N/A

**Table 1.1
Comment Index**

Comment Number	Page No.	Commentor	Category	Comment	Change Location
45L	G2-47	SREP	Wildlife	Posters are available for distribution	N/A
45M	G2-47	SREP	Wildlife	Wants migratory bird surveys conducted prior to construction, during nesting season	N/A
45N	G2-48	SREP	Wildlife	Revegetate abandoned US 550 alignment on Farmington Hill	N/A
45O	G2-48	SREP	General	Offers assistance in planning crossings	N/A
Business and Commercial					
30A	G2-25	Bayfield A&W	Access	Same as 4A	See response to comment 4A
26A	G2-24	Bayfield A&W employees	Access	Same as 4A	See response to comment 4A
4A	G2-2	Bayfield Chamber of Commerce	Access	Opposed to closure of Commerce Drive	Section 2.2.4 and Figure 2.5.39
28A	G2-25	Bayfield Liquor	Access	Same as 4A	See response to comment 4A
4C	G2-4	Bayfield Realty	Access	Opposed to closure of Commerce Drive	
4D	G2-4	Bill W. Morlong, Jr., E.A. LLC	Access	Opposed to closure of Commerce Drive	
38A	G2-37	Copper Rose Café	Access	Same as 4A	See response to comment 4A
4B	G2-3	Lewis True Valine Mercantile	Access	Opposed to closure of Commerce Drive	
25A	G2-23	Mini Merc	Access	Same as 4A	See response to comment 4A
29A	G2-25	Mini Merc employees	Access	Same as 4A	See response to comment 4A
4E	G2-4	Pack & Ship Express	Access	Opposed to closure of Commerce Drive	
41A	G2-41	Pine River Pawn	Access	Same as 4A	See response to comment 4A
6A	G2-5	Pine River Public Library	Access	Same as 4A	See response to comment 4A
5A	G2-5	Pine River Valley Bank	Access	Same as 4A	See response to comment 4A
18A	G2-20	Pine Valley Mortgage	Access	Same as 4A	See response to comment 4A
43A	G2-42	Pine Valley Mortgage	Access	Same as 4A	See response to comment 4A
21A	G2-21	Sower Properties	Access	Same as 4A	See response to comment 4A
Individuals					
1B	G2-1	Dora Jaramillo	Engineering	Flyover at existing US 550/US 160	N/A
1A	G2-1	Dora Jaramillo	Traffic	Install signal at US 160/CR 232 west, eliminate FR	N/A
2A	G2-2	Ellen Dunaway	Access	Access consolidation question	N/A
8A	G2-9	Brett Boyer	Access	Same as 4A	See response to comment 4A
8B	G2-10	Brett Boyer	Engineering	Same as 7E	See response to comment 7E
9A	G2-10	Carol McWilliams	Access	Same as 4A	See response to comment 4A
9B	G2-10	Carol McWilliams	Socio-economics	Property Values	N/A
10A	G2-11	Neil Gonzalves	Engineering	Prefers Florida Mesa and Valley Alternative C (Preferred Alternative)	N/A
10B	G2-11	Neil Gonzalves	Engineering	Trucks are also a concern on US 160	See response to comment 10A
11A	G2-12	Harry Goff	Wetlands	Wants to avoid if possible, mitigate on site if not	N/A
11B	G2-12	Harry Goff	Access	Raised median cuts off access	N/A
12A	G2-13	Jerry Brush	Engineering	Same as 7E	See response to comment 7E
12B	G2-13	Jerry Brush	Wildlife	Concerned about animal/vehicle collisions, likes fencing	See response to comment 10A
12C	G2-13	Jerry Brush	Access	Just add FR to existing highway	N/A
12D	G2-14	Jerry Brush	Construction	Reconstruct longer stretches at one time	N/A
13A	G2-15	Wally White	Engineering	Same as 7E	See response to comment 7E
13B	G2-15	Wally White	Traffic	High Liama Lane	N/A
13C	G2-16	Wally White	Construction	Dirt and gravel on road	N/A
14A	G2-16	Jan Neely	Wetlands	Wants to avoid if possible, mitigate on site if not	N/A
15A	G2-17	Antonia Clark	Traffic	Concerned about traffic in Bodo Park	N/A
15B	G2-18	Antonia Clark	Engineering	Same as 1A	See response to comment 1A
15C	G2-18	Antonia Clark	Land Use	Wants to save open space, limit development on Florida Mesa	See response to comment 1A
16A	G2-19	Tom Mills	Engineering	Same as 1A	See response to comment 1A

**Table 1.1
Comment Index**

Comment Number	Page No.	Commentor	Category	Comment	Change Location
17A	G2-19	Harry Goff	Bike and Ped	Concerned that peds, bikes, etc. will use wildlife crossing	Figures 2.5.40 and 2.5.44
19A	G2-20	Vernon Sower	Access	Same as 4A	See response to comment 4A
20A	G2-20	Terry Sower	Access	Same as 4A	See response to comment 4A
22A	G2-22	Christie Roberts	Access	Same as 4A	See response to comment 4A
23A	G2-22	Name illegible	Access	Same as 4A	See response to comment 4A
27A	G2-24	James Ellis	Access	Same as 4A	See response to comment 4A
31A	G2-26	Petition	Access	Same as 4A	See response to comment 4A
32A	G2-26	Name illegible	Access	Same as 4A	See response to comment 4A
34A	G2-32	Ron Klatt	Engineering	Same as 1A	See response to comment 1A
36A	G2-35	William and Cathy Gothard	Socio-economics	Preferred alternative takes most of pasture	N/A
36B	G2-36	William and Cathy Gothard	Access	Will CDOT maintain irrigation access?	N/A
36C	G2-36	William and Cathy Gothard	Access	Will not have access to property	N/A
36D	G2-36	William and Cathy Gothard	Noise	How will noise to existing homes be controlled?	N/A
37A	G2-36	Daryl Yost	Access	Same as 4A	See response to comment 4A
40A	G2-41	Name illegible	Engineering	Wants US 160/US 160B west intersection to stay at existing location	N/A
42A	G2-41	Shannon Bennett	Alternatives	Opposes Alternative F Modified and rerouting of CR 220	N/A
42B	G2-42	Shannon Bennett	Engineering	Same as 1A	See response to comment 1A
44A	G2-42	Simone Crouchelli	Access	Same as 4A	See response to comment 4A
50A	G2-56	Otten Johnson (Webb Ranch)	Alternatives	Would prefer more time to comment on US 160/US 550 I/C location	N/A
50B	G2-57	Otten Johnson (Webb Ranch)	Traffic	2025 No-build, 6% growth rate	N/A

Comment 1A (Dora Jaramillo)

The most feasible and practical solution to US 550 is a flyover on the existing US 550/US 160 intersection. The right-of-way purchase would be minimal to none.

Response 1A

A flyover, or an interchange at the existing intersection location was evaluated in the Environmental Impact Statement (EIS) as Preliminary Alternative A. This alternative was eliminated due to construction logistics and poor geometry, and could not be considered the least environmentally damaging under the Clean Water Act (CWA). Because traffic could not be maintained on the existing United States (US) Highway 550 (US 550) during construction, an alternative at this location would require detouring of traffic onto County Road (CR) 220. CR 220 parallels US Highway 160 (US 160) approximately 1 mile to the south and is a narrow county road with poor sight distance, no shoulders, and numerous access points for residential driveways. Under Preliminary Alternative A, CR 220 would have to be reconstructed and new signals would have to be installed where CR 220 intersects US 550 and State Highway (SH) 172. Conflicts with through-moving traffic and residential driveways on CR 220 would create unsafe conditions during construction. In addition, Alternative A would not be considered to be the least damaging to the environment because it has greater impacts to wetlands than several of the other alternatives. Alternative A was also not considered to be a reasonable alternative because it has very poor geometry which combines 6 percent grades, sharp curves and maximum super-elevation on a north-facing slope which will create icing conditions and hazards in the winter. Flattening these grades and curves and cutting away the slope enough to prevent icing would impact a large portion of the hillside, while still requiring the detour described above. It also requires excavation in an area of known subsurface water problems, which may create drainage and possible slope instabilities. For these reasons, Alternative A was not considered to be reasonable or practicable and was dismissed from further consideration. (See Section 2.4.2.2, Grandview Section Screening, and Table 2.4.2, Summary of Preliminary Alternative Screening Criteria.)

Comment 1B (Dora Jaramillo)

The intersection of (west) CR 232 should NOT be eliminated, but a traffic light should be installed. This intersection will eventually become one of the major traffic flows from future businesses, residences, South Fork Ranch, and existing businesses that are on or near (west) CR 232. Skyway Auto now uses this road for their deliveries, as does Whisper Creek Log Home, Enterprises Rental, and the new transmission business. The (east) CR 232 intersection only serves one business, which is Frito Lay warehouse, and this business primarily uses the (west) CR 232 intersection. Future businesses that will establish close to (west) CR 232 should have to pay for their own frontage road or whatever they might need to access this intersection.

A traffic light on (west) CR 232 can definitely eliminate the cost of a frontage road for ¼ or more miles. There is somewhat of a frontage road from Sonoco to the CR 233 intersection. In the past, CDOT has been against building frontage roads. This section doesn't justify the expense of a frontage road.

Response 1B

Intersections with stoplights were evaluated at several locations in Grandview to determine if they would meet the capacity needs of the highway in 2025. Intersections were evaluated based on the average time a vehicle would be required to stop at the intersection. The analysis showed that the intersections in Grandview would operate at a Level of Service (LOS) F, which means vehicles would have to stop for more than 80 seconds. Therefore, an intersection at US 160/CR 232 (west) would not meet the capacity need. Additionally, the intersection would be located too close to the proposed interchange of US 160/US 550 (south) and would create safety conflicts between vehicles entering and exiting US 160 in the short distance between the intersections. Businesses near CR 232 (west) will access US 160 from either the access road south of the main lanes, or one between the Three Springs Development and the US 160/US 550 (south) interchange.

Comment 2A (Ellen Dunaway)

The other day there were two gentlemen here, and they told me that no one in this mobile home park would be able to turn off to the left, and that we would have to turn off at the light and take County Road 233 and follow it around (and come back out on 160 and go back west and then turn right into the park). I would like to know why.

Response 2A

The leading cause of accidents in the Grandview area of US 160 is the number of closely spaced direct accesses to the highway. The number of vehicles turning in and out of these accesses conflicts with traffic on the highway and creates a safety problem. In order to move traffic as safely and efficiently as possible, US 160 will have a raised center median in Grandview, which will limit direct access to the highway to interchange locations. This will require some local traffic to drive a short distance “out-of-direction” to get to its destination.

Comment 3A (Pueblo of Laguna)

The Pueblo of Laguna appreciates your consideration of possible interests that your project may have on traditional religious or cultural properties. Laguna Pueblo has determined that the proposed project WILL NOT have an affect at this time, but in the event that any items are discovered, we would like to be notified for review of items.

Response 3A

The Pueblo of Laguna will be notified if any cultural remains are identified during construction. In addition to the Pueblo of Laguna, two other consulting tribes (Hopi, Southern Ute) will also be appropriately notified should Native American artifacts or potential items of cultural patrimony be encountered during construction.

Comment 4A (Bayfield Chamber of Commerce)

I am writing to strongly protest CDOT showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely

compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Response 4A

Colorado Department of Transportation (CDOT) is committed to working with the Town of Bayfield and leaving the Commerce Drive access to US 160 as a full movement access as long as it meets the State Highway Access Code (CDOT 2002) requirements and does not become a safety hazard. CDOT will also work with the Town of Bayfield on identifying street system circulation options that will lessen the impact to the intersection and decrease the potential for safety hazards if a change to the access from Commerce Drive to US 160 is required.

The following order of access movements will be considered pending access control and safety requirements in conformance with the State Highway Access Code, State Highway Access Law and Freeway Statutes:

- *Full movement intersection*
- *Local street system circulation improvements*
- *Three-quarter movement intersection*
- *Right-in/right-out only*

Closure of Commerce Drive will be considered only as a last resort. See changes to Section 2.2.4, Four Lane Typical Section, and Figure 2.5.39, Bayfield Section Alternative B (Preferred Alternative).

Closure of Commerce Drive would not eliminate access to local businesses. Patrons could access Commerce Drive from East Colorado or would exit US 160 at the CR 501 intersection to access the retail district. According to the State Highway Access Code, reasonable access to US 160 must be provided if access cannot be obtained from the local street system.

Comment 4B (Lewis True Value Mercantile)

I am writing to strongly protest CDOT showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Response 4B

See response to Comment 4A.

Comment 4C (Bayfield Realty)

I am writing to strongly protest CDOT showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Response 4C

See response to Comment 4A.

Comment 4D (Bill W. Morlong, Jr EA LLC)

I am writing to strongly protest CDOT showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Response 4D

See response to Comment 4A.

Comment 4E (Pack & Ship Express)

I am writing to strongly protest CDOT showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Response 4E

See response to Comment 4A.

Comment 5A (Pine River Valley Bank)

I attended the open house last week and reviewed the displays. I noticed that they were very similar if not identical to a public hearing I attended in 2000 on the same project with one major difference; the Commerce Drive closure in Bayfield.

I have been very involved in this issue for over a decade. I thought we had this resolved when the Solutions Committee in Bayfield concluded six months of meetings in December 1999. That 12-member committee included Bryan Foote from URS as well as three CDOT employees: Ed Demming, Mark Mehalko and Carl Watson. Specifically, CDOT stated as part of the final solution that they would “legitimize” the Commerce Drive access to Hwy 160. Furthermore your own newsletter of March 2000 states that “Commerce Drive will remain open until such time when a significant safety/operational problem arises...”

Commerce Drive is the life blood of our community. Several businesses including our bank are positioned for access to the highway. Our only grocery store and a major gas station would surely suffer if Commerce Drive were closed. Business owners made serious financial decisions based upon the CDOT commitment to the Solutions Committee. As a major land owner I recognize that some improvements will eventually need to be made and as one of the major land holders affected I will participate in a reasonable solution. However, closing Commerce Drive is not acceptable to the business community of Bayfield.

Response 5A

In response to the Town of Bayfield (see comment and response 4A) and similar comments, CDOT has committed to maintaining the Commerce Drive access as a full movement access as long as it meets the State Highway Access Code (CDOT 2002) requirements and does not become a safety hazard. This is consistent with the March 2000 newsletter.

Comment 6A (Pine River Public Library)

The Pine River Public Library District used to be in an old building in downtown Bayfield. We accumulated enough money to build a beautiful new library that opened in 2004. Our decision to build the library on the north part of town was partly because Commerce Drive offers good accessibility for our patrons. We had several choices but a survey from the community gave us the input that building near Commerce was most centrally located. Also, the Solution Committee that met two years before our land purchase had a commitment from CDOT to keep the access open by issuing a permit for the Commerce access.

We now have a \$2 million commitment to the community that is very much tied to the accessibility through Commerce Drive to the highway. Why would CDOT make that decision and then, five years later start making plans to close the intersection? We may have made a very different decision on where to build our new library if we had known that previous CDOT

(decision) was not final. Please consider the negative effect that the closure of Commerce would have on the library as well as all the local business interests.

Response 6A

See response to comments 4A and 5A.

Comment 7A (Town of Bayfield)

The main objection to the EIS document centers around the Commerce Drive Intersection. On figure 2.5.39 (CDOT preferred alternative) as well as page 2-14 and 2-23 and other areas in the document it shows or discusses the future closure of Commerce Drive to Highway 160. This currently is and will be in the future, the most important access to the Town of Bayfield. Our core business area is primarily accessed by this intersection. The nearest access point is off of CR 501. You have to travel .5 (miles) back to the eight corners intersection and north to the round-about at the entrance to the business park, and then back .5 miles to get to the core businesses. It would be one mile and a half to get back to the same point if Commerce Dr. were closed. Having businesses that do not have an obvious and easy access discourages and frustrates customers. There is another access planned to the east, north of US 160/US 160B (east) intersection. It is approximately the same distance as mentioned above and even a worse east/west connection back to Commerce Dr. The intersection has great sight distance and is very level and should be able to support some changes to keep Commerce Dr. open. There are access points similar to our current situation on Commerce that remain open in Pagosa Springs and Mancos. There should be accommodation for this intersection because of the significant business, economic, social and transportation impacts to the area.

Response 7A

Every access situation is unique and requires individual assessment. Mancos has an Access Control Plan and has developed frontage roads and right-in/right-out access points to ensure safe access to and from the highway. Bayfield does not have extensive frontage roads to provide access control alternatives or medians along US 160 to limit uncontrolled access. Pagosa Springs has been coordinating with CDOT to develop an Access Control Plan. An access control plan identifies acceptable access points and types of movement. This solution could also be used in Bayfield if local agencies express an interest. See response to comment 4A.

Comment 7B (Town of Bayfield)

The Town requests that the language and figures in the EIS for the Commerce Dr. intersection be changed to represent an intersection that will remain open permanently. The EIS should show that in the long term because of safety or traffic issues that the intersection might need to be modified with something like a signalized intersection or a right-in/right-out at Colorado Dr. but do not show a closed access. CDOT should be looking at ways to keep Commerce Dr. open because of the significance to the town, as opposed to saying it should be or may be closed. In the six years since I have been here there has not been a serious accident and only one minor fender bender at that intersection. There is a left turn lane onto Commerce Dr. and a deceleration and acceleration lane on the north side that serve the access well. No major access is planned to the south of the intersection.

Response 7B

See response to comment 4A.

Comment 7C (Town of Bayfield)

The “Expressway” categorization was given to US 160 through Bayfield in 2000 over objections by the Town. The “Expressway” categorization normally requires access points no less than one mile apart. The categorization, however, does allow for access every half mile on public access points when no reasonable alternative access to the general street system exists. In this case that exception can be met. To allow the Town of Bayfield only one access to US 160 on the far east side of the Town is definitely not reasonable, especially when looking at the access points all along the US 160 corridor. In addition, when looking at the businesses that would be affected it is not reasonable. I have spoken personally with almost every business owner that would be affected, and they are seriously concerned about any proposal to close Commerce Dr. intersection. The Town requests that the discussion of business impacts on page 4-21 be changed to represent an accurate discussion of the impacts to businesses on the north side. For example, the grocery store, fast food, liquor store, gas station and others all rely on good access and visibility from the highway and would be hurt severely if Commerce Dr. were to close.

Response 7C

The State Highway Access Code does allow for exceptions down to one-half mile for roadways with the expressway categorization, and then only when there is no reasonable alternative access to the local street system. The distance between the CR 501 and Commerce Drive intersections on US 160 is approximately 2,000 feet, or 0.4 miles. CDOT is committed to maintaining the Commerce Drive access to US 160 as a full movement access as long as it meets the State Highway Access Code (CDOT 2002) requirements and does not become a safety hazard. Also see response to comment 4A.

As part of the EIS, a survey of local business owners was conducted to assess the impacts the proposed US 160 would have on local businesses in Bayfield. The results of this survey, which had mixed opinions concerning business impacts, are described in Section 4.3.2.7, Bayfield Section, on page 4-21.

Comment 7D (Town of Bayfield)

The Colorado Cohesion component is important. The connection of an under-highway pedestrian trail between north and south would make the crossing much safer and needs to be highlighted. The Town would request clarification of the language on page 4-22 concerning safer crossings. The east and west need not be safer than a well planned crossing at Commerce Dr. If CDOT planned a crossing at Commerce Dr. south across US 160, whether it was in a tunnel or above ground, it could be engineered to be safer at Commerce Dr. rather than trying to encourage people to go out of their way to the west or east ends of Bayfield.

Response 7D

CDOT will work with the town of Bayfield to provide safe crossing across US 160 in Bayfield. An underpass at Mountain View will be evaluated as an option if Commerce Drive is ever closed. This is consistent with the Bayfield Solutions Committee Final Report, dated February

2000, which states “If Commerce Drive is ever closed, the Mountain View underpass alternative may be constructed. The town should reserve the existing right-of-way (ROW) south of US 160 for the underpass, either vehicular or pedestrian, to preserve the option of constructing the underpass at some point in the future. Responsibility for funding the construction of the underpass would be determined at that time.”

Comment 7E (Town of Bayfield)

The EIS plan under the Alternative Plan B mentions reconstructing the intersection as a round-about. The Town requests on page 2-34 and/or any other place that is mentioned, that the language include an option to the Town that the intersection be designed either as a standard intersection or round-about depending on preliminary design information and Town desires. The Town may not want a round-about in the future. The Town’s desire for a round-about is still mixed.

Response 7E

The roundabout performs better than intersection alternatives at this location. This location is approximately 400 feet away from US 160. Because of the proximity to US 160, an intersection at this location under stopped conditions would cause vehicles to back up onto US 160 creating safety and congestion problems on US 160. The roundabout avoids the safety problems of traffic stacking onto US 160, US 160B, or CR 521. The roundabout was designed to accommodate semitrailer trucks that may need to access the south part of Bayfield.

Comment 7F (Town of Bayfield)

It appears that the entrances to the “Road Side Park” have been included in the preferred plan. They do need to be included as remaining open. The east portion of the park is used in the summer as a swimming hole and picnicking area for people in the area. On the west entrance we have the new Chamber building with restrooms. The Chamber provides information to visitors about the area. An access to the north needs to be maintained and should be combined with a good access to the south. The intersections need to remain full movement but if some modifications need to be made, CDOT needs to design the intersection to stay open. The following comments were previously sent to CDOT and are included below in their entirety and need to be included as part of the EIS.

“The Little Pine River Park is located immediately east of the Los Pinos River and adjacent to US 160 on the south. The park is owned by the Town of Bayfield and occupies approximately 16 acres. Developed facilities include a Chamber of Commerce graveled trails, two unpaved parking lots, a pedestrian bridge over the Los Pinos River, and several picnic tables. There are two entrances to the park, with the eastern entrance leading to a smaller parking area and a picnic table and a western entrance leading to a Chamber of Commerce building and restrooms. A pedestrian trail and bridge provide access between the two parking areas. The public can use the park as a rest stop and picnic area while also enjoying a natural resources observation area. Reasonable access to the Little Pine River Park will be maintained under the no action and build alternatives. The type of access will be evaluated during final design and ranges from full movement access at both the eastern and western entrance areas to right-in/right-out only at the eastern

entrance. In coordination with the Town of Bayfield, the following order of access movements will be considered pending access control and safety requirements in conformance with the State Highway Access Code, State Highway Access Law and Freeway Statutes:

- Full movement at both the eastern and western entrances
- Full movement at the eastern entrance and three-quarter movement at the western entrance
- Full movement at the eastern entrance and right-in/right-out at the western entrance
- Three-quarter movement at the eastern entrance and right-in/right-out at the western entrance
- Right-in/right-out at both entrances and
- Right-in/right-out only at the east entrance.

Under all scenarios, adequate parking at Little Pine River Park would continue to be available and access to US 160 from the park would be maintained.”

Response 7F

The suggested language is included in the EIS in Section 5.3.1, Recreation Areas. Figure 2.5.37, Bayfield Section Alternative B (Preferred Alternative), has been modified to show full movement access at both entrances to Little Pine River Park.

Comment 8A (Brett Boyer)

I want to mention the Commerce Drive access that you showed there for long term, it shows it closed as a preferred alternative. And I wanted to for the record strenuously object to that, that instead of looking to close that, that you look for ways for engineers to keep that open. The intersection would be a high impact closure for the community.

As you mentioned with Gem Village, that we have a lot of our commercial center right there. We are growing east and west from that area. But the other intersections that are proposed, one to the east, it would be a half mile either way, you would have to go all the way around to get to the key business areas.

For example, Colorado which is the frontage road right there, that perhaps that's riding right out or perhaps that's closed, but you keep Commerce Drive open. I would like to see a lighted intersection there.

I appreciate your staff who worked on some issues to the west on the parks and got some language in on that. So continue to do that.

Response 8A

See response to Comment 4A.

Comment 8B (Brett Boyer)

The roundabout at eight corners. Perhaps some language that that is looked at as either a roundabout or another appropriate intersection. The intersection we currently have there that's a roundabout has mixed response in the community. And a future roundabout may be looked upon negatively, I can't say at this point. So I would like to leave that open to another appropriate intersection or a roundabout.

Response 8B

See response to comment 7E.

Comment 9A (Carol McWilliams)

I live on County Road 509 just southwest of Bayfield. But mainly I want to comment to echo what Brett Boyer just said with the concern about possibly closing the Commerce Drive access. I was the president of the Bayfield Area Chamber of Commerce I think in 1999 and 2000. So I was seriously involved with it then because of the impact this would have on our businesses and on the ability of residents to circulate from the north side and south side of the town.

The highway through Bayfield was designated as an expressway I believe in October of 1999. And that was over the very strenuous objection from the town. And that's one of the justifications for ultimately closing this I believe, because that requires a one-mile space in between accesses.

And I would note that then Mancos which also has the expressway designation and has been through an awful lot of the same concerns with their Highway 84 intersection, that they seem to have full access on the east end of town and west of the town, both of which are well within a mile of that Highway 84 stoplight. And so I would like serious consideration to keeping that intersection open and the town would prefer a full movement intersection for that.

Response 9A

See response to comments 4A, 7A, and 7C.

Comment 9B (Carol McWilliams)

And another concern I have that I know has been expressed in the past is, when properties are designated for ultimate acquisition, that that affects the property values of those even though that actual acquisition might not happen for years. And it becomes a major problem for the property owners.

Response 9B

The National Environmental Policy Act (NEPA) process requires that impacts to private property for the proposed alternatives be shown in the EIS. Because the improvements are known well in advance of a project, it can cause property values to increase, decrease or stay the same, depending on the perception of the impact.

All ROW acquisition will follow the procedures outlined under the Uniform Relocation Amendments of 1987 (Public Law 10-17) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646). When private property required

for construction is appraised, the appraiser evaluates a project's influence and adjusts the value accordingly. If values decline and the property must be sold prior to appraisal, it may be difficult for an owner to consummate a market value transaction. When funding is available and evidence of adverse market conditions is provided, there is an allowance to purchase property in advance of a project.

Comment 10A (Neil Gonzalves)

I live on County Road 222 and actually was involved in designing a lot of these alignments years ago during the feasibility. I'm quite surprised that alternative A is even still up on the board. The grades to get from 223 up to the top and 222 are pretty severe.

I get cars in my yard every year because I live right up against 222, my house is backed up against it. When we bought that house seven years ago, I never dreamed that cars would come off that road. Consistently we have about one car a year coming off that.

Years ago I asked Mike Russell who was the county engineer to please put a guardrail up there. And there's been no action. Alternative A would be, you know, funneling cars from on top of the hill coming right around that corner and they will end up on my property.

However, that corner is a little north of my house, you know, luckily. So I'm just really surprised that alternative is still there other than, if you only had alternative C up, it wouldn't be an alternative, it would be, you know, the selected choice.

The grade and everything else on the highway coming around the corner, 222 freezes up instantly when the sun goes down. People come off the highway, the highway is wet, they think everything is okay, they come around that corner. And we've had head-ons.

And I actually had a car in my yard this year this spring, (and) the weather wasn't even an issue. The car came off the road and almost took my garage out. And so I just really very strongly suggest that that alternative be done away with and that alternative C which seems to be much more practical be adopted.

Response 10A

Florida Mesa and Valley Section Alternative C is the preferred alternative in this area. Under this alternative, a new intersection with US 160 would be created approximately 4,500 feet east of the existing CR 222/CR 223 (west) intersection with US 160. CR 222 and CR 223 would be realigned and connect to access roads on both sides of US 160. The realigned intersection would be located in the Florida Valley, providing improved sight distance and intersection geometry over the existing intersection location at the top of Florida Mesa.

Comment 10B (Neil Gonzalves)

Did I mention trucks? You know, I was talking about cars on 222. Since the use of putting in the concrete plant and there are subdivisions going in between 172 and 160 along 222, it's only a matter of time before a cement truck or a semitruck pulling a lowboy or a track hoe or any of the other construction equipment that is coming up and down that hill regularly goes off that hill and causes some serious damage or loss of life. I mean cars are not the only concern.

Response 10B

See response to comment 10A.

Comment 11A (Harry Goff)

I live here in Durango, but my wife and I own property just east of Bayfield. In fact, it's the very last tract where this project terminates. And you have a transition I guess is the right word from four lane back to two lane.

My concern there is there is a wetlands on the property which I'm interested in keeping. And the widening there apparently will cut into that wetlands. And I recognize from one of the earlier statements that one of the things you can do is try to avoid them by walls and so forth.

And I would like to have you consider if that's a possibility. But secondly, if it isn't, I would like to have the mitigation or replacement or enhancement or whatever it is done on the property. I know sometimes you go buy lands other places and try to do it all in one place. But I would prefer it be done on the property.

Response 11A

As detailed plans for highway improvements are developed for this area, CDOT will pursue opportunities for avoidance and minimization of impacts to wetlands through use of walls, guardrails, steepened slopes or other practicable options. Providing compensation for wetland impacts on your property would be an opportunity for CDOT to replace wetlands at a nearby location within the same watershed and landscape if favorable conditions exist to support future wetlands. Appropriate real estate instruments (e.g., deed restrictions, conservation easements, access agreements, etc) would likely be required outside CDOT ROW to protect wetlands into perpetuity and assure their successful development. During the development of ROW and engineering plans, CDOT will coordinate with you to identify potential options for mutually beneficial solutions for wetland protection and compensation.

Comment 11B (Harry Goff)

The other consideration I have, and I'm not sure, I guess it belongs in tonight's discussion. But, as far as I can tell, it shows a raised median, even though it is transition. And what that does is cut off three accesses that I have on that property. And there is no frontage road shown to take the place of getting to those three accesses.

So either I'd like to have you remove the median or provide another way to get to those accesses.

Response 11B

Allowing full turning movements at closely spaced accesses on US 160 compromises the safety and functionality of the highway, which is designed to consolidate closely spaced accesses and/or limit movements to them. Right-in/right-out is considered reasonable access by the State Highway Access Code (CDOT 2002).

Comment 12A (Jerry Brush)

I teach at Bayfield, I live up on the Grandview area. And, having driven this corridor for 20 years, I've got a lot of observations and insights. The preferred alternatives look very good for the most part.

I can echo what the former person said about the roundabout. Bayfield, I teach at the high school. And the kids love bailing right over the top of it when they cannot get caught. But everybody seems to think that it is not the best alternative.

And particularly when you look at the eight corners intersection and buck highway, a roundabout there could be very much a worst case scenario. The roundabout that we have works.

But I think one at eight corners would be a lot more congested and a lot more difficult to negotiate on a busy morning unless it's made wide enough to handle big trucks. And I don't think that you have space to make a wide roundabout right there without taking out the Baptist church.

Response 12A

See response to comment 7E.

Comment 12B (Jerry Brush)

The other issues I looked at, the wildlife movement. I have only hit one deer in my 20 years going through that corridor. And knowing that you're going to mitigate wildlife movement is really important and making room for the wildlife is essential. And the fencing is much appreciated. I love watching the elk in there, but I hate thinking about hitting one of those animals.

The intersections for 222/223, again to echo what someone formerly said, I have witnessed several accidents at the top of the hill where people are coming off of one of those roads onto the highway. We've got to find an alternative to that intersection. And getting it down by the river is much, much preferred. That's also going to impact the wildlife and wetlands.

Response 12B

See response to comment 10A.

Comment 12C (Jerry Brush)

Access for all the residents on the road who currently have a driveway right onto the road, the current Grandview project has very heavily impacted my personal access and access for Florida Baptist church.

At one point in the design phase of the Grandview corridor, the hill between the church and the KOA campground was going to be cut down. There was one more meeting held after we pretty well nailed down that alternative of cutting down the hill. I was in the midst of a church construction project and didn't make it to that meeting. And the hill changed into a widening of the hill which has been completed and the paving is about done there. But it created some -- well, it didn't fix any of the current problems that we have.

And I'm interested in how, because I haven't heard how that process happened, that that hill widening alternative came to be instead of cutting the hill down. And I'm really interested in what is going to happen at the fourth -- or the third stage of this process, when you actually get down to designing the actual road. Will people be informed if these kinds of changes are made at a meeting after the fact?

The other thing that I think is really crucial is just a comment. And that is that I was told that CDOT is not in the business of building frontage roads. And many of these drawings here show frontage roads.

When did CDOT get in the business of building frontage roads? And why didn't the frontage roads happen in Grandview? That would have been much better alternative to just build frontage roads, leave the highway the way it was, and get the school buses and people who are turning left to get into their driveway off the road. That still seemed to make a whole lot more sense.

Response 12C

The recently completed work on US 160 in Grandview was an interim project to address safety issues and is not a part of the proposed US 160 project addressed in this EIS. All of the EIS Grandview alternatives use an access road to access properties located south of US 160 and east of the CR 233 (east) crossing. This access road system would be constructed in the future as part of the US 160 improvements.

Prior to construction, CDOT staff will meet with affected property owners to discuss changes made during final design. CDOT staff is always available to answer questions from property owners regarding the project status and design.

The purpose and need of the US 160 project is to increase travel efficiency, improve safety, and control access. Reducing the number of access points reduces the number of potential conflict points, thereby reducing the number of accidents. Access roads were used in certain locations throughout the corridor to consolidate access points. Frontage roads were not used in Grandview or other sections of the corridor because of the potential business and residential impacts.

Comment 12D (Jerry Brush)

One thing I forgot to say earlier, one of the things that frustrates me about highway construction projects, and I understand budgets is a big piece of it, but it seems that we do a piece of road and we get it done pretty nicely and we stop and we move all the equipment off somewhere else and do another piece of road somewhere else.

The C and D proposal that you guys gave us so generously tonight reflects that. You know, you do four miles between Bondad and Durango. And we need to do about 24 miles, don't we, to finish the whole thing.

And it seems like, when you pull in a construction crew, that costs a lot of money. They bid that as part of their cost. You do four miles and you move them out. Five or ten years later you come back and do four more miles. And you're paying that moving expense every time.

And there are some environmental impacts every time you move all that equipment. Especially the fuel costs going up. It seems like, when we've got them here, let's get the job done, finish it

completely, and then get them out of here. And let's don't see anybody back in here for ten years until we need to re-veneer the road.

Response 12D

Constructing longer or larger sections of a project would be more cost-effective. However, funding availability and other statewide priorities often require projects to be constructed in parts.

Comment 13A (Wally White)

The roundabout in Bayfield to me is a disaster. I've driven a lot back East. And they do have roundabouts back there that you can actually get around. If you drive anything larger than a Volkswagen, it's incredibly difficult.

I happen to have a large pickup. And you can hardly drive around in the kind of vehicles we have here. So I'm not sure that the other proposed roundabout would be adequate as the gentleman just commented on. The wildlife crossings is something we've needed here for a long time.

Response 13A

See response to comment 7E.

Comment 13B (Wally White)

I want to comment briefly on a couple of things that are going on right now in the Grandview area. I don't know if they can be addressed in the long term. But I notice that you don't have them here on the alternatives.

And one happens to be a stoplight that has been talked about at South Fork Ranch if and when that property is annexed by the city. The proposal is to bring High Llama Lane east from its present location and then up south to the present entrance of South Fork Ranch and have a stoplight there.

I did not see that addressed and I'm wondering how that's going to figure in the short term because we're looking at probably within the next couple of years that project getting underway.

The other thing is that some of the accesses along I would say the north side of the highway, and I'm obviously familiar with the one at High Llama Lane as they're constructing it right now, has some what I consider complications.

The grade coming up on High Llama Lane is quite steep. So, when you get up to the highway, there's going to be a very, very small area to stop and try and get out on the highway during severe weather. I'm afraid that any of the residents up there are going to have a heck of a time trying to pull out onto the highway.

The turn lane there is a wonderful safety factor. And I really commend you on that. I don't have to look in my rear-view mirror anymore all the time. It's a real pleasure, it takes the pressure off a lot.

Response 13B

The High Llama Lane access to US 160 was constructed in 2005 as part of an upgrade project for the highway to address safety deficiencies. The grade on High Llama Lane approaching US 160 meets current CDOT standards, but was not intended as a permanent solution. With construction of any of the interchanges shown in the EIS, High Llama Lane will access that interchange and no longer have direct access to US 160.

Comment 13C (Wally White)

Also I know that everybody has been really busy out there. But I'm wondering, you have built an access for C&J gravel there or a turn lane. But right now it looks like a dirt road. I know we've had a lot of moisture recently.

But there is a tremendous amount of gravel and dirt being carried onto the highway both in the turn lane and the downhill lanes. And, as much problem as we have with windshields and other issues, I'm wondering when we might see some sweeping of that area and if that's -- I don't know how that will be continuing in the future because obviously the gravel operations will be continuing there.

And, you know, if you see that type of deposits of gravel and dirt out on the highway on a continual basis, I think it will create a safety issue. I don't know how you might consider that. But I encourage you to take a look at it.

Response 13C

Construction of the US 160/US 550 (south) interchange under the preferred alternative would move the C&J gravel access to the northeast, where it would connect to the Three Springs Development. Improvements are currently underway on the C&J gravel property at the existing access to remove the sharp vertical curve (and its steep approach to US 160) and pave further onto the property. This is intended to minimize the amount of material coming from trucks entering US 160 at this location.

Comment 14A (Jan Neely)

I would just ditto a number of things said about the roundabout.

The other comments are on my own property. You showed that slide on Dry Creek and commented on the wetlands as being very high quality. They're mine on both sides of the road and that whole length there.

And I have a real interest in what you do. If you widen the road at all, you're in the wetlands. And the way that you have sketched out realigning the county road coming in looks dangerous from where I look at it every day. So I think wetlands are a major consideration. I would like them replaced to the extent possible on the same tract of land.

The highway, when it was rearranged from where it used to be on 243 changed the piping of Dry Creek under Highway 160. Highway 160 was extended there. And that changed the drainage of that whole area south of the road very substantially. And it has continued to change for the years I've been there.

And so that's one where I would really like to personally meet with the people who are considering what to do and take a good look at what has changed in these years and what is possible.

The highway -- I've been to a number of these meetings. And basically I approve of most of the changes that are being made. I used to be able to drive home half asleep and enjoy the country. And now it sometimes takes me 15 minutes to get out of my driveway. So I care that we're fixing this highway.

Response 14A

The EIS shows conceptual mitigation sites on portions of your property subject to approval by the property owner and US Army Corps of Engineers (USACE). CDOT will welcome opportunities to mitigate wetland impacts within the same watershed and landscape context through agreements with landowners. Any mitigation sites created outside CDOT ROW are subject to restrictions on future development that would be recorded on appropriate real estate instruments (e.g., deed restrictions, conservation easements, access agreements, etc.) to protect wetlands into perpetuity. During the development of ROW and engineering plans, CDOT will coordinate with you to identify potential options for mutually beneficial solutions for wetland protection and compensation.

Comment 15A (Antonia Clark)

My biggest concern is, although my offices are in Grandview, my biggest concern is the realignment of Farmington Hill.

And I would think -- first of all I would think a much bigger priority would be the increased number of lanes coming through Grandview at the bottom of Farmington Hill and then the traffic flow from the bottom of Farmington Hill into town especially through Bodo.

I think you've got some huge traffic issues there that are a lot more important than Farmington Hill. I left my house this morning at 8:15, I was at the city limits at 8:25. I drove down Farmington Hill. I waited for one stoplight.

If I'm trying to get to town at eight o'clock, I leave five minutes early because it's a little more congested at eight o'clock. But Farmington Hill is not a big deal as far as people having to wait, certainly not worth putting millions of dollars to save people five minutes of sitting at a traffic light. So I don't think the time and congestion coming down from Farmington Hill is a huge issue.

Often I hear the argument, well, we're talking 20 years in the future, we're really thinking forward. And I think, if we had been making our traffic plans for today 20 years ago which I'm sure we did, but I think we would find things much different five years ago if you look at the City of Durango's comprehensive plan which was adopted I guess 1995, 1997. Things have changed vastly. So I don't know how you can set in concrete a plan that is 20 years off.

Response 15A

The section of US 160 from Farmington Hill west into Durango has been identified as a priority by the Southwest Transportation Planning Region (TPR), but there is currently no identified funding source for improvements (URS Corporation [URS] 2004). CDOT is proposing to resurface these sections of US 160 and US 550 in 2007.

Regarding the need for improvements at Farmington Hill, this intersection is expected to be congested and have LOS F conditions during peak hours in 2025. Therefore, leaving it in its current configuration will not meet the purpose and need of the project. CDOT plans into the future because improvements, once made, will need to last many years.

Comment 15B (Antonia Clark)

I hear a lot of people say or a lot of the arguments is that the cost -- I wonder why you're not going to look at a flyover coming down the current alignment or some alignment that's very close. And look at some sort of a flyover that brings you into 160.

And I hear, oh, that's way, way too expensive. But I can't imagine that it's more expensive than buying that ranch from an owner who is determined not to sell it who wants to preserve it and buying all that property, doing all that roadwork, and digging enormous trenches that you're going to have to dig to get your slopes from the top of the mesa down to 160.

I can't imagine that a flyover from the top of Farmington Hill down to the bottom of the hill is that much more expensive than going through all that construction.

And one more comment is I think that who knows what's going to happen to Grandview. But it's pretty clear that there's going to be a lot of growth in Grandview and there's going to be a lot more traffic coming through Grandview because of Bayfield, Pagosa Springs, the enormous amount of growth that's going to happen out there, the commercial development that's going to happen out there.

A friend of mine used to say Durango is going to become a suburb of Grandview. I don't think that's quite going to happen. But it's the growth there is going to be substantial. There's traffic issues that are going to be substantial.

So I don't quite understand why you take traffic coming from Farmington, take the people that want to go west and take them east and drop them right into the middle of all the growth that's going to happen in that area to bring them back down past Farmington Hill instead of just realigning Farmington Hill itself.

Response 15B

See response to comment 1A.

Comment 15C (Antonia Clark)

And then I guess my last comment is that I think that the general consensus in this county is that people want to preserve open space, they want to preserve their quality of life, they want to preserve agriculture.

And so -- and we've spent a lot of time, people in this county spent a lot of time fighting developers who took their own land and wanted to subdivide it. And we have -- the community in general has fought a lot of that growth and development.

And I think, when you've got a landowner who does not want to develop his property and has wanted to keep their name and wanted to keep it an open space at the very entrance of Durango, and I think it would be a travesty to then take that property away from him and put a four-lane

highway through it; because I guess I just think that it would be an unfortunate thing to take a piece of property that somebody wants to preserve and develop it or destroy it.

I think that, with all the planning and growth that we're trying to do in the county, I think it's very clear that Grandview is going to have a lot of growth. And hopefully people voice all the time that they want to maintain the rural character of the La Plata County as much as possible.

I think, by having the mesa and Grandview at two different levels, that's possible. I think, when you take a four-lane highway from the top of that mesa and drop it into Grandview which is an exploding area, you're just going to bring all that growth and we're just going to be one great big sprawl from Durango to Farmington.

Response 15C

See response to comment 1A. Also see comment 50A.

Comment 16A (Tom Mills)

I would just like to echo one of the previous speakers about Farmington Hill. Just to add another voice towards keeping the hill where it is but refiguring it so that it works. I like the flyover and merged lanes.

As much dirt that has to be moved to build highways, you could move it all in one place right there at the hill, regrade it, and make it flyover and merge more gently. I think traffic could go to Grandview real easily from there.

Drivers from the south don't need to go east to go west, they just need to turn through the gulch and get to town with, you know, easy right lane merge going up to Grandview so that there's access to the hospital, the all new commercial zone that's there. There's no denying that there needs to be access to that commercial zone. But I think it could be easily done more closely to where it is right now.

Response 16A

See response to comment 1A.

Comment 17A (Harry Goff)

I wish to enter one more comment into the public record; that is in regard to a proposed wildlife underpass shown to be constructed at MP 103.9 (which is right at my west entrance). I am not opposed to placing a safe passageway for wildlife near this location (as long I can review the design and it doesn't interfere with my entrance), but I am very concerned that such an opening could become an indiscriminate passage for pedestrians, cyclists, hunters, house pets, livestock and others all funneling out on to our property as it may become attractive and handy as a playground for the new residential areas being constructed across the highway. Therefore, I am asking that such design of a wildlife passage preclude the other uses I have mentioned. Perhaps it would be a good idea to have Paul call me back to discuss how this might be accomplished.

Response 17A

The wildlife underpass at mile post (MP) 103.9 will be signed at the southern portal to warn pedestrians that the underpass is located on private property with no access to public lands.

Smooth wire fencing will be added if warranted to limit access from livestock. Figures 2.5.40 and 2.5.44 have been modified to remove references to pedestrians and stock crossing (drainage and wildlife only).

Comment 18A (Pine Valley Mortgage)

I strongly disagree with your plan to close off Commerce Dr. at 160 — that road is a major intersection in this town and it would cause major disruption with all business located in this area. The proposed route you have chosen is not thought out at all, nor does it have any consideration for the future of Bayfield. This idea is not only wrong — I am sure the business owners will be joining forces to file a lawsuit to stop this insanity that you perceive as progress. You have run roughshod through this town once with the eight corners mess and I don't think this town will stand by and watch you try to turn this town into a ghost town.

Response 18A

See response to comment 4A.

Comment 19A (Vernon Sower)

In opposition to CDOT's proposal addressing the Commerce Drive Intersection, Cecil W. Sower was granted by the Department of Highway, on November 18, 1971 a deed to convey 60.0 feet of access, which was to be used for commercial property.

Since 1971, the commercial development of Mountain View Subdivision in Bayfield has been using this access and the numbers are significant. There are a large number of people using this access including at least 37 businesses, one Public Library, and the School District 10R Mid-School, as well as a great number of residences. This a main access to Highway 160 for a large group of people.

The 1971 Deed set a significant precedent for growth of the Bayfield Community and the Colorado Division of Highway needs to make provisions to keep Commerce Drive a full movement intersection.

It's true that CDOT has Expressway Rules to hide behind, but CDOT has exceptions available which in this case, should be used for the fact that Bayfield has a significant public need for this access to remain a fully open access where it is.

Response 19A

See response to comments 4A and 7C.

Comment 20A (Terry Sower)

I am writing in opposition to any plans which would change the Commerce Drive access to Highway 160 other than the present access.

The previous agreement and conveyed deed granted to Cecil W. Sower dated November 18, 1971 is of the utmost importance when evaluating this discussion. The Town of Bayfield has used this access for 34 years. The community has made business decisions in buying and developing property based upon that deed granting full access.

The impact of any changes to the present Commerce Drive access will create hardships and be deeply felt by a number of people and the community's (sic) independence will be affected.

The hardships on the present businesses, approximately numbering 36, will probably result in some having to close their doors resulting in a number of jobs being lost by people in our community. This in turn will definitely impact tax revenue to the Bayfield School District and the new Bayfield Public Library. Yes, even to LaPlata County and the State of Colorado.

I myself own several businesses. One business presently employees about 50 people. Can you justify loss of businesses, jobs, tax revenue and the independence of a small growing community by closing a long established access of 34 years? You set a precedent for that 34 years. The communities of Pagosa Springs, South Fork, and Mancos in Colorado have faced similar growth with the resulting issues as we have, yet CDOT did not close off existing access and allow those communities to have only 1 access to service their communities. Durango has recently expanded their community with new Highway 160 accesses to NEW businesses this year. Why is Bayfield not as valuable as a community as the above mentioned towns served by the same Highway 160? Can you justify to our community that old existing businesses can not be accessed in our town, but four other communities were able to retain old accesses and yet even gain new accesses on the same Highway?

Business owners depend on good access and visibility to maintain their often times life savings investments and therefore provide tax revenues for the town, county and state. My business provides 50 jobs, Health Insurance and Retirement Plans for the citizens of Bayfield.

It is of the utmost importance to the people and community that Commerce Drive be retained as an east-west intersection just as it has been for 34 years. It is vital, we do not want our town to lose businesses, jobs, security and a sense of morale and pride.

Response 20A

See response to comments 4A, 7A, and 7C.

Comment 21A (Sower Properties)

Sower Properties owns and operates property which is directly accessed to Highway 160 by Commerce Drive.

There will be a significant hardship on our Tenants if CDOT chooses to close the Commerce Drive access to Highway 160. Our Tenants include 7 businesses and another 7 office businesses. Two Tenants have relayed to us that they will be forced to close their businesses as the highway traffic drives their business with the resulting loss of 32 employees losing their jobs and impacting 32 families means of earning support for their families.

The impact of loss of businesses and loss of jobs will create further hardships on the Bayfield 10r School District and the new Bayfield Public Library in tax revenue losses.

Therefore, it is very necessary to keep Commerce Drive access open fully to Highway 160 where it is presently located.

Response 21A

See response to comment 4A.

Comment 22A (Christie Roberts)

It has come to my attention that there is a plan in Bayfield to close off Commerce Drive at Hwy 160. I would like to see the proposed plan on map before arriving at a firm opinion. Will you please fax it to me at 884-1051, email me at christie@crgraphicdesign.com, or call 844-2937 if the other options are not possible.

My current opinion is that intersection needs to be improved, not closed off. The businesses located there will suffer dramatically. Traffic will be very congested on the 501 and in the residential neighborhood streets (like Sossaman) unless there is an alternative plan in place to improve the traffic circulation in that area, and provide additional access to the neighborhood from the 160.

Response 22A

See response to comment 4A.

Comment 23A (name illegible)

Since Bayfield is divided by the highway, same as Pagosa Springs, we should be allowed a little consideration about this 1 mile interval between exits from Hwy 160. Since traffic has slowed for the stoplights at 8 corners, (US 160 and CR 501) and this exit is convenient for the whole town, and since there are a dozen or more exits in the Grandview area, why break up our community with a ruling that would be of better use somewhere else? Why not make Grandview put in frontage roads and space their exits 1 mile apart...Bayfield should have the same system they have...If it works there, it will work here...

Response 23A

See response to comment 4A. As a part of the US 160 project, access control will be implemented along US 160 from Durango to Bayfield, including the Grandview area.

Comment 24A (USFWS)

We support your efforts to address wildlife crossings and in particular the number proposed. A considerable amount of effort has been expended to ensure that the crossings will work in terms of proper size and location. The crossings should however, be monitored for several years to further determine their effectiveness as it takes animals a few years to become accustomed to using them.

Response 24A

CDOT is committed to implementing effective mitigation for wildlife and will monitor installed crossings for a minimum of 3 years post-construction to evaluate the use of the crossings by target wildlife species. See changes to Section 4.11.7, Mitigation.

Comment 24B (USFWS)

The document indicates that wildlife crossings will definitely be constructed. However, because it will be some time before the project is built, the number, locations and design should be reevaluated in the final design just as the project is to be implemented in case minor changes are

needed to ensure maximum benefit to wildlife. It would help if the following sentence found on page 4-100, "The number, locations, and type of crossings that will be constructed will be identified during the final design," were changed to reflect the Colorado Department of Transportation's commitment to construct wildlife crossings, but that these final details regarding number, location, and design will need to be determined at the time of project implementation.

Response 24B

In order to reduce animal-vehicle collisions and increase habitat connectivity for wildlife species in the area, CDOT is committed to construct, at a minimum, the wildlife crossings described in the document. The referenced text has been changed to reflect this commitment. See changes to Section 4.11.7, Mitigation and Table 4.25.2, Summary of Mitigation Measures.

Comment 24C (USFWS)

A table of impacts to the federally listed Southwestern Willow Flycatcher would be useful. Maps showing the locations and delineations of the affected habitat patches before and after construction would help to visualize the effects to the birds.

Response 24C

See additions to Section 4.12, Threatened, Endangered, and Sensitive Species. Habitat maps are included in Appendix H, Biological Assessment, Biological Evaluation, and Biological Opinion.

Comment 25A (Mini Merc)

As a business owner and resident of Bayfield I have several concerns regarding the closing or restricting of access of Commerce Drive. First, Mini Merc along with several other businesses in this subdivision, were established with the knowledge that there was a 60-foot deeded access from Highway 160 into the subdivision. Second, many of the newer buildings and businesses made business decisions based on the Solutions Committee's final decision to keep the intersection of Commerce Drive open. The closing or restricting of Commerce drive would create a significant economic impact on this business.

The decision to close Commerce Drive not only affects business owners but it changes the lives of many employees. Mini Merc is a viable business that provides sales tax revenue for the town and state. It also employs 9 full-time and 3 part-time workers. If Commerce Drive were to close or be restricted to a right-in/right-out, Mini Merc would lose the majority of its customers and these employees would be without a job.

I would like to see the EIS for Commerce Dr. reflect that the intersection remain open permanently. It is my understanding that the "Expressway" categorization can allow for this when no reasonable alternative access to the general street system exists.

Response 25A

See response to comments 4A and 7C.

Comment 26A (Bayfield A&W employees)

As employees of Bayfield A&W and Long John Silvers, Inc. we will be negatively impacted by the proposed road closure at Commerce Drive in Bayfield. Commerce Drive is the main access to our fast food restaurant. We draw customers off the highway to enjoy a meal at our restaurant; without access for these customer, we would not have enough sales to continue operating. We enjoy living and working in this community, however jobs are required to do this. Closing down the intersection would destroy at least 20 jobs in our restaurant alone. Please consider the significant economic impact closing Commerce Drive would have on us and our community.

Response 26A

See response to comments 4A and 7C.

Comment 27A (James Ellis)

Why has CDOT taken it upon itself to take the life blood of 25 plus businesses away, by closing the intersection of Highway 160 and Commerce Drive? Is it the lack of funds to construct a controlled intersection or is it another blunder like the infamous round-a-bout built on County Road 501? If this intersection is closed, it will be the death of the businesses that rely on the traffic from Highway 160. It will be like cutting the main artery to the heart and trying to keep it alive by feeding it through a small vein from the foot.

Are we to believe that diverting traffic to County Road 501 and the infamous round-a-bout and east on the sub-standard Center Street, which was not designed or constructed to carry any more traffic than it does now? Or maybe CDOT is planning some of the traffic to be diverted to Sossaman and overload a residential area already overloaded.

Apparently your engineers are insensitive to the dependency of us owning property and the business owners trying to make a living in the Bayfield area.

The businesses that rely on Commerce Drive have been here long before the new commercial subdivision was built and should not be considered less important to Bayfield than the new subdivision.

I cannot understand why it would be so different to construct a controlled intersection similar to the intersection on Highway 550 and Colorado Highway 3. With through traffic going east, controlling left hand turns only and controlling the west bound traffic to accommodate Commerce Drive traffic.

The businesses on Commerce, Colorado Drive and Mountain View have relied on this intersection for years and are the life blood of Bayfield. To close it should be looked at as a criminal act and be dealt with in a court of law.

Response 27A

See response to comments 4A, 7A, and 7C.

Comment 28A (Bayfield Liquor)

I am writing in regard to the proposed closing of the intersection of Highway 160 and Commerce Dr. in Bayfield.

As owner of the Colorado Building located at 455 E. Colorado Dr. I have the La Plata County Clerk's branch office as tenants. Closing the intersection would make it more difficult for their customers to have a direct access to this office.

Also, being the owner of Bayfield Liquor for over twenty-five years, I am very opposed to closing this intersection. It would drastically hurt business and lower sales tax collected for the town, county and state.

Please take into consideration all of the many businesses in this area that depend on traffic flow of Highway 160. WE do not want this access closed or altered.

Response 28A

See response to comments 4A, 7A, and 7C.

Comment 29A (Mini Merc employees)

As employees of Mini Merc, Inc. (Phillips 66) we will be negatively impacted by the proposed road closure at Commerce Drive in Bayfield. Along with several other businesses, this is the main access to the business. Without this access customers would not take the time & effort to drive out of the way to visit our location. The lack of customers would force the gas station to close & we would lose our jobs. Please consider the significant economic impact closing Commerce Drive would have on our community.

Response 29A

See response to comments 4A, 7A, and 7C.

Comment 30A (Bayfield A&W)

We are very concerned about the Draft EIS for the Bayfield Area. The Bayfield A&W and Long John Silvers was opened 1½ years ago. We depend on easy customer accessibility and the motorist from Highway 160 for success in our fast-food restaurant. Part of the business decision to locate our restaurant where it is, was based on the information published in CDOT newsletters stating that part of CDOT and the Solutions Committee decisions was to leave Commerce Drive open. Closing this intersection would reduce our customer base, and would likely lead to the closure of A&W and Long John Silvers. This is a significant impact on us as business owners.

Also, Bayfield A&W and Long John Silvers employs from 12-18 full-time employees and 8-10 part-time employees. These employees live in the Bayfield community and depend on jobs being available in this area. If access to Commerce Drive were to be eliminated or greatly restricted, these 20 to 25 workers would be out of work.

Closing Commerce Drive would have a negative impact economically and socially on the Business owners, Employees and Community Members north of Highway 160 in Bayfield. We would like to see the EIS to reflect a plan that would allow Commerce Drive to remain open permanently.

Response 30A

See response to comments 4A, 7A, and 7C.

Comment 31A (Petition)

CDOT wants to close Commerce Dr. at the intersection of 160. If you think this is wrong please sign this petition; name, address, phone #.

Response 31A

See response to comment 4A.

Comment 32A (name illegible)

Comment for Hwy. 160 and Commerce Dr. intersection. I am a property owner, business owner and landlord at this location. I have worked all my life to get to this point. Closure of this intersection would destroy everything that I have worked for. This property is my retirement program. The closure would also effect all businesses on this side of the hwy. because we depend on the hwy. and access to our businesses. A signal at this location would be a good fix in the future — not closure. In addition to the above, it would restrict traffic flow and access to the school and neighborhoods on the north side of the hwy. Also it makes emergency access to this area difficult because there is no good east to west corridor.

Response 32A

See response to comment 4A.

Comment 33A (USACE)

The DEIS should contain additional alternatives and/or explanations for the purpose and need for impacts within special aquatic sites, which have been determined high quality, such as Dry Creek.

Response 33A

Early coordination with USACE and the Environmental Protection Agency (EPA) led to optimizing the US 160 alignment and cross-section in the Dry Creek area to avoid and minimize wetland impacts. Moving the access point for CR 223 (east) and evaluating options for narrowing the US 160 cross-section resulted in a significant reduction of the highway footprint in Dry Creek valley wetlands. The following width reduction strategies were evaluated:

- *Narrowing US 160 in Dry Creek to the (existing) No-build 2-lane width. Because of the hilly and curvy terrain, there would be little opportunity for passing in this section to clear traffic. This would result in a LOS of E in the westbound direction at AM peak traffic, and an LOS of E in the eastbound direction for the PM peak and would fail to meet the travel efficiency and capacity portion of the project purpose and need. Also, reducing the number of lanes for a short distance along US 160 would not meet driver expectations on an improved, 4-lane highway. This condition could increase accidents and fail to meet the safety portion of the project purposes and need.*

- *Construction of a 3-lane section in the Dry Creek valley. CDOT evaluated 3-lane sections with and without a center median, which would result in a single lane eastbound or westbound. Because of the hilly and curvy terrain, there would be little opportunity for passing in this section to clear traffic in the single-lane direction. This would result in an LOS of E in either the westbound direction at AM peak traffic, or an LOS of E in the eastbound direction for the PM peak and would fail to meet the travel efficiency and capacity portion of the project purpose and need. Also, reducing the number of lanes for a short distance along US 160 would not meet driver expectations on an improved, 4-lane highway. This condition could increase accidents and fail to meet the safety portion of the project purposes and need.*
- *Narrowing the median width to 36 feet, and using retaining walls and guardrail at the shoulders. This left the majority of wetlands 22-2a, 22-4, 23-5, 23-6, and 24-2 undisturbed as compared to the original design (Figure 3.7.9, Wetlands and Waters of the US) and resulted in a savings of more than 2 acres of wetlands.*
- *Narrowing the median width below 36 feet, requiring the use of a median barrier. There are many options for median barriers, including cable barrier, W-beam barrier (metal beam guard fence), and concrete barrier in at least two forms (the common “Jersey” barrier and the less common “single slope” barrier). Each barrier has been tested by the National Cooperative Highway Research Program (NCHRP) and is rated according to the size of vehicle impact it will withstand without encroaching into the opposing traffic lanes. CDOT design criteria require that a median barrier be able to withstand a semi-trailer impact. With the high percentage of truck traffic on US 160, this is necessary to meet the safety criteria in the project purpose and need. According to the American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide, the largest vehicle a 3-strand cable barrier can withstand is a pickup truck. Recent testing has shown that a high-tension cable barrier can withstand a large truck/delivery van, but has not been proven to withstand a semi-trailer. If a cable barrier were to be used, it would require, at a minimum, a 34-foot wide, relatively flat (likely paved) median. Because the cable barrier will not stop a large vehicle from crossing into the oncoming traffic lanes, additional median width would be required to allow for “deflection” of the barrier, or the horizontal distance that a large vehicle would encroach into the opposing direction of travel. Median cable barrier has been installed in Colorado on roadways with median widths substantially greater than the 36 feet proposed here, or retrofitted to high accident areas on existing highways.*

The only barrier type capable of withstanding a semi-trailer crash is a 42-inch high concrete barrier. This type of barrier would put severe limitations on site distance in this stretch of highway and at the US160/CR223 (east) intersection. Because of the hill and the curved roadway on US 160, the barrier would prevent drivers from seeing obstructions on the roadway ahead. In addition, CR 223, a major county thoroughfare, approaches US 160 at the bottom of the Dry Creek valley. Because it is on a curve and at the bottom of a hill, a concrete median barrier on US 160 would obstruct vision of oncoming vehicles to traffic turning left and/or right from CR 223 (east) onto US 160, as well as traffic turning onto CR 223 (east) from US 160. This would create a safety hazard and would violate Section 4.3(2)(Highway Sight Distance) and 4.3(3)(Entering Sight Distance) of the State Access Code. This would diminish safety and fail to meet the required sight distances. AASTHO and the State Access Code allow for the shortening of the entering, decision, and stopping

sight distances by reducing the highway speed limit. The curvature of the highway, combined with the hill, would likely reduce the US 160 speed limit in this section by 15 to 25 miles per hour below the existing limit. However, reducing the speed limit to increase the sight distance has limitations. According to Section 42-4-1102 of the Colorado Revised Statutes, speed limits should be set at the “prima facie” limit, or a reasonable and prudent speed under normal conditions. This is typically defined as the 85th percentile speed, or the speed at or below which 85 percent of the traffic is moving. Studies have shown that a lowering or increasing the “posted” speed limit does not change the speed of the traffic – drivers will travel at the “prima facie” speed, or what they believe is appropriate for the situation. CDOT does not believe that drivers would lower their speeds on this highway section, especially with the proposed improvements of multi-lanes, wider shoulders, and flatter curves. See the CDOT brochure “Establishing Realistic SPEED LIMITS” for more information on lowering speed limits.

(http://www.dot.state.co.us/Traffic_Manuals_Guidelines/Informational_Brochures/Establishing_Realistic_Speed_Limits_Brochure.pdf)

Other reasons for not using a median barrier include:

- The barrier itself would be a hazard to traffic due to the curvy roadway alignment and the proximity of the barrier to traffic within the highway clear zone (AASHTO 2002). (See response to comment 52B).
- The barrier would cause shading of the westbound lanes, which would contribute to unsafe icing conditions on the roadway and would create additional snow removal problems in winter.
- Wildlife fencing along the ROW is proposed in numerous locations along US 160. Fencing is proposed on US 160 from the Florida River to Gem Village, including the Dry Creek area. Two wildlife crossings are proposed in the area, one just west of the US 160/CR 223 (east) intersection, and one at milepost 98.4, between CR 223 and Gem Village. These crossings were selected based on the high number of animal-vehicle collisions at these locations. Although escape ramps and double cattle guards would be installed to prevent animals from being trapped inside the fencing, this does occasionally occur. In these instances, a median barrier would further limit any trapped animals.
- CDOT safety standards for a narrow median/barrier combination would require paving the US 160 median. The use of a paved median, as required by the barrier scenario (regardless of type), would preclude the use of the otherwise depressed median for treatment of highway runoff. The paved area would increase the volume and rate of runoff containing sand and de-icing chemicals, as well as trash and debris trapped by the barrier. Although this issue by itself does not drive the impracticability of the barrier option, it is another reason to avoid using it.

For these reasons, reduction of the median to less than 36 feet in the Dry Creek area would create safety problems and fail to meet the purpose and need for the project.

Other strategies evaluated include:

- Make the US 160/CR 223 (east) intersection right-in/right-out only and eliminate the turnaround east of the intersection. Making the US 160/CR 223 (east) intersection right-in/right-out only and eliminating the turnaround would reduce the above-mentioned safety

concerns and decrease wetland impacts. However, CR 223 is used by oil and gas trucks to access nearby wells, the solid waste disposal station, and local ranches. Traffic counts in 2004 showed the percentage of truck traffic on US 160 in this location at 5.4 percent. In traffic projections, truck traffic was estimated to be 5 percent. The projected traffic volume on US 160 in this area is 25,800 vehicles per day, or 1,290 trucks per day. Turning movements at the US 160/CR 223 (east) intersection or the turnarounds were not modeled. Obviously, not all trucks on US 160 will be turning onto CR 223 or using the turnarounds. However, in other corridor intersections where turning movements are known, an estimated 1-2 percent of vehicles divert onto county roads. Using this number, there would be approximately 13-26 trucks per day on CR 223. Right-in/right-out access at CR 223 would force these trucks, as well as other vehicles using CR 223, a distance of 2 to 5 miles in out-of-direction travel. The nearest county road access would be CR 508 in Gem Village (approximately 2.5 miles to the east) or the realigned CR 222/223 (west) intersection with US 160, approximately 3.5 miles to the west. Neither La Plata County nor CDOT has any long-range plans for changing or adding access near the US 160/CR 223 (east) intersection, other than the relocation proposed in the EIS, which was done in part to minimize wetland impacts. In fact, CDOT has committed to obtaining access control lines along the entire US 160 corridor, which would prohibit additional access.

- *Geometric design modifications, such as “flattening” the large curve at milepost 98 and shifting the alignment to the north to avoid wetland 22-4 in the Dry Creek area. These modifications have many engineering and environmental constraints, such as the irrigation ditch (a Section 4[f] property) and steep hillside located immediately north of the highway, opposite wetland 22-4 (see Figure 3.7.9, Wetlands and Waters of the US). Geometric constraints also impose design limitations in this area. If the large curve at milepost 98 were flattened so that the alignment shifted to the north and avoided wetland 22-4, it would then impact wetland 22-2a, just to the west of the existing US 160/CR 223 (east) intersection (see Figure 2.5.33, Dry Creek and Gem Village Section Alternative C). The preferred alternative minimizes impacts to wetland 22-2a which is the largest high quality wetland in the Dry Creek and Gem Village Section (see response to comment 51B).*

CDOT will evaluate shifting the tangent section between mileposts 98 and 99 slightly to the north during final design to avoid impacts to wetlands, particularly high quality wetlands (e.g., eastern portion of wetland 22-4). Documentation of these measures will be provided in project-specific Mitigation and Monitoring Plans submitted to the USACE for approval that will demonstrate protection of high quality wetlands. Minor alignment shifts will be considered to optimize avoidance of higher quality wetlands over lower quality wetlands.

Comment 33B (USACE)

The cumulative impact section should be more comprehensive regarding impacts associated with the proposed project, along with proposed methods to reduce or prevent these impacts from occurring, such as access restrictions within special aquatic sites, weed control, etc...

Response 33B

See responses to comments 33D and 52I.

Comment 33C (USACE)

Since there are no current mitigation banks within this region, this office suggests that the Mitigation Section (4.7.8) contain language regarding CDOT's goal to establish a compensatory mitigation area in an attempt to compensate for the direct and indirect impacts prior to construction. In addition, you should be careful when designating wetland mitigation areas within CDOT right-of-way. According to *Sacramento District's Mitigation Proposal and Monitoring Guidelines*, December 2004, the Corps may require that the mitigation area be protected in a conservation easement or restriction. This office understands that it is contradictory to CDOT's policy to implement restrictions within right-of-ways.

Response 33C

CDOT's goal is to establish a compensatory mitigation area prior to construction for the entire corridor. However, because CDOT cannot condemn properties for wetland mitigation, there would have to be a property owner who has the right property with the right characteristics who is willing to sell their property (see response to comments 11A and 14A). CDOT will set up a project specifically for wetland mitigation with funding in 2007 or 2008, and will seek local input from conservation organizations or agencies to find the best mitigation sites. At a minimum, CDOT will establish mitigation areas concurrent with each phase of construction.

Mitigation sites for replacement of jurisdictional wetland impacts will generally be developed outside the existing CDOT ROW, whenever possible. Properties purchased for mitigation will be acquired as permanent conservation easements and recorded in the local County Clerk and Recorder's Office. CDOT will pursue the purchase of properties on a willing seller basis to provide favorable locations for wetland impact compensation or purchase credits in an existing mitigation bank, where available. Mitigation sites may also be developed on remnant parcels that are not required for transportation purposes but are still part of CDOT ROW. These sites will be protected in accordance with the Sacramento District's Mitigation and Monitoring Proposal Guidelines, dated December 30, 2004. Section F, Long-Term Site Management, of these guidelines states that, "The mitigation and monitoring plan must include the identification of a long-term manager/owner (usually a non-profit or a governmental agency), and should include a conservation easement or other documentation of long-term protection and a well-designed long-term management plan." Non-jurisdictional wetland mitigation may be conducted within CDOT ROW without restrictions to replace non-jurisdictional impacts. Language has been added to Section 4.7.8, Mitigation, explaining CDOT's goal to establish a compensatory mitigation area for the corridor prior to construction and to clarify the long-term protection of jurisdictional wetland mitigation sites. See also responses to comments 52G and 52K.

Comment 33D (USACE)

This office recommends that additional measures taken to reduce indirect impacts to the aquatic resources, such as access restriction within special aquatic sites, permanent stormwater management, weed control measures, etc..., should be listed in the Additional Mitigation Measures Section (4.7.8.5).

Response 33D

CDOT will incorporate additional measures to protect wetlands areas from indirect impacts associated with highway construction and operation including limitations on access, stormwater controls, and control of invasive weed species. Each of these items is discussed below. Section 4.7.8.5, Additional Mitigation Measures and Table 4.25.2 Summary of Mitigation Measures, have been revised to incorporate the protection of wetlands from the indirect impacts as described below.

Access - CDOT will obtain access control lines along the entire corridor during ROW acquisition. Access control lines designate where individual properties can be accessed along highways. An access point cannot be placed across an access control line. Access control lines will restrict the available locations where future development can access the highway. CDOT commits to avoiding wetlands and waterways when acquiring access control lines for the project. Locations of access points have been preliminarily identified in the EIS. Refinement of these access points during final design will be based on property rights, safety, and need and will include environmental considerations such as wetlands. An access control line currently exists east of the existing US 160/CR 223 (east) intersection and will serve to protect the Dry Creek wetlands in that area. These access control lines will prevent future random development access to the highway.

Stormwater - As required by Colorado Department of Public Health and Environment (CDPHE) regulations for CDOT's Municipal Separate Stormwater Sewer System (MS4) Permit, CDOT will implement the use of permanent best management practices (BMPs) as outlined in our New Development and Redevelopment Program. The program requires the consideration of permanent BMPs during the planning and development of highway construction projects that have potential to impact sensitive waters including wetlands. Maximum design criteria for BMP Management Levels provide for treatment of 100 percent of the Water Quality Capture Volume or 80 percent removal of the average annual total suspended solids (TSS) loading from the average storm event.

Depending on the type of permanent BMP selected, removal efficiencies for TSS and other pollutants may be achieved through construction of a single BMP at stormwater discharge locations into wetlands. In certain instances, multiple BMPs in series may be required to achieve the desired design criteria for pollutant removal. BMP considerations for post-construction stormwater treatment will include detention ponds, shallow wetlands, infiltration trenches and basins, sand and other filters, swales, and other treatments as listed in the CDOT MS4 Permit New Development and Redevelopment Program (CDOT 2003). Reference to these BMPs has been added to Section 4.7.8.5, Additional Mitigation Measures.

Noxious Weeds - CDOT maintenance crews will provide for control of noxious weeds within the CDOT ROW on an as needed basis. The Maintenance Unit has a dedicated Weed Control Specialist that oversees weed control operations. Once problem areas are identified internally or through complaints from outside citizens, appropriate control measures are identified and the problem areas are treated. The Weed Control Specialist is made aware of potential sensitive areas near wetlands and open waters where applications of herbicides are carefully controlled.

The project-specific Noxious Weed Management Plan will address specific contractor requirements for cleaning vehicles and equipment prior to arriving on the construction site to

prevent the spread of noxious weeds. Section 4.10.7, Mitigation, states that contractors will be required to wash their vehicles prior to arriving at the project site.

Wetland Buffers - During final design, CDOT will develop practicable measures to reduce indirect impacts to high quality wetlands (based on the functional assessment presented in response to comment 51B) by establishing upland buffers in areas where highway construction encroaches or is adjacent to wetland areas. Existing upland buffers will be protected or new buffers developed to protect wetlands from indirect impacts associated with highway runoff, maintenance activities, and roadside pollutants. This may include minor alignment shifts away from wetland areas to allow sufficient area for establishment of upland buffers. If establishment of an upland buffer is not practicable, permanent BMPs will be implemented that replace the lost function. This mitigation measure has been added to Section 4.7.8.5, Additional Mitigation Measures.

Comment 34A (Ron Klatt)

Thanks for the opportunity to comment. Generally, I am very pleased that the traffic capacity will be increased for this highway segment. As population has increased, the volume of traffic has increased. Public safety is now significantly compromised. Having four lanes of traffic with the proper access and egress points engineered appropriately will make life safer and more enjoyable for all travelers, local and visiting.

The only portion that I find objectionable is the alignment of the Farmington Hill segment from C.R. 220 to Highway 160. I have driven and looked at this segment for many years (25+) and feel like your preferred alternative for this segment is more elaborate and costly than it needs to be. It also encroaches on valuable farm and ranch land more than necessary. Archeological resources are also present on the ridge to the south of Grandview that could be avoided more easily with a change in alignment. Disturbance to and occupation of valuable wildlife habitat could be minimized also.

There are already two lands of highway existing in this segment. Use what is there and expand on it. By excavating into the hillside immediately east of the current alignment, you could straighten the two curves that currently exist and add two more lanes. The borrow from this excavation would be used to raise the existing portion to decrease the grade as you proceed northward so that the entire four lanes could be elevated over Highway 160 at a point close to the current intersection of 550/160. Then the distribution of traffic could occur similar to the scenario you presented in your preferred alternative. I can't imagine that it would not be less expensive to shorten the segment length and use part of the existing road prism. It certainly would decrease the environmental disturbance, loss of farm/ranch land, open space, archeological mitigation, etc. You might even have some \$ left to put toward the planning, acquisition or construction of another segment.

Response 34A

See response to comment 1A.

Comment 35A (SJCA)

We are pleased that the DEIS analyzed means other than construction for achieving this purpose in its Transportation Demand Management Alternative (DEIS at 2-7). We strongly endorse meeting transportation needs by reducing traffic demand through a variety of alternative means including transit, rideshare, and multi-modal alternatives. It is unfortunate that public transit alternatives are not yet well enough established in La Plata County to provide more reliable reductions in demand for individual automobile travel.

We strongly support providing for multi-modal alternatives in all highway construction alternatives. As noted in the DEIS:

- When reconstructed, US 160 would have 10-foot shoulders that would provide a multi-modal route for experienced cyclists.
- CDOT would work in collaboration with SMART 160 and local agencies on a shared use path between Dominguez Drive, approximately 1.2 miles west of the US 160/US 550 (south) intersection, and Grandview. The path would link the Animas River Trail system and Escalante Middle School area with the Grandview area. Another entity would be responsible for ROW acquisition, design, and construction of the path.
- Where additional ROW is available, CDOT would allow another entity to fund, construct, and maintain a shared path in the US 160 ROW. Shared use path undercrossings would also be located along the project corridor, and bicyclists and pedestrians could use these undercrossings. (DEIS at 2-8)

However, these are rather vague promises of cooperation in the DEIS. In order to make multi-modal alternatives a reality, particularly in the critical link from Grandview to Escalante Middle School, CDOT needs to take affirmative action to plan for a shared use path. Leaving ROW acquisition, design and construction to others is probably unrealistic, particularly given CDOT's expertise in these matters. A shared use path between Grandview and Escalante is one of the most substantial mitigations that CDOT can require to compensate for the increased traffic flow, and associated increased danger, to bicyclists and pedestrians attempting to transit from Grandview to Escalante.

It also makes the most sense financially and in terms of traffic disruptions to construct a shared use path while other construction activities are occurring, certainly if they entail undercrossings and other intersections with CDOT's roadway.

Response 35A

The City of Durango is actively pursuing ROW for a shared use path from Escalante Drive to east of the C & J gravel pit approach on US 160, located in the EIS study area. From here, the path continues on CDOT ROW to the Three Springs Development, where it will tie into the roadway system throughout Grandview. The preferred alternative makes provision for the path through the US 160/US 550 (south) interchange and Wilson gulch. Where the shared use path uses CDOT ROW, CDOT has provided the environmental clearances through the EIS process. (See Figure 2.5.5, Grandview Section Alternative G Modified [Preferred Alternative], and Figure 2.5.13, Grandview Section Alternative F Modified). These portions of the path will be designed during the final design of the project by CDOT.

Comment 35B (SJCA)

We strongly support CDOT's commitment to mitigate animal vehicle collisions through the construction of wildlife crossing structures. This was the focus of our previous comments in January, 2000. Specific mitigation measures are noted in the DEIS:

“Wildlife crossings and fencing will be incorporated into the roadway design to mitigate connectivity impacts for multiple species. Multi-span and single-span bridges over waterways will decrease impacts to all wildlife including deer, elk, and black bears.” (DEIS as ES-6)

As the DEIS notes, crossing structures need to maximize their openness to wildlife, and be appropriately sized in terms of width and height. We support the wildlife crossings detailed in Table 4.11.1. However, the DEIS needs to demonstrate that the culvert dimensions detailed in DEIS will actually be utilized by deer and elk and thereby provide realistic mitigation. Span bridges seem more appropriate for achieving the goal of big game movement across the highway.

One of the highest percentages of animal-related accidents occur in the Florida River crossing segment. According to the DEIS, “The data indicate that lack of wildlife crossings, insufficient shoulders, steep grades, and steep embankments are contributing factors to accidents in this section.” (DEIS at 1-9)

These facts highlight the need for additional crossings in the long, fill slope west of the Florida River. This is the most substantial fill slope in the project area and creates an imposing barrier to wildlife. The Highway 160 project needs to incorporate a significant crossing structure for deer and elk through this fill slope given the importance of the Florida River valley for movement by big game, and the documented high number of animal vehicle collisions.

Response 35B

The FEIS incorporates the use of span-type bridges, box culverts, and/or reinforced steel arches to accommodate large animal movements across the highway. The selection of the type of feature was made based on engineering and cost feasibility analyses.

The bridge crossing at the Florida River was designed with a longer span than required for engineering purposes in order to accommodate deer and elk movements under the bridge. The planned bridge structure will have an openness factor exceeding 2.0 feet, which is sufficient for both mule deer and elk passage under the bridge. When combined with adequate wildlife fencing, this structure should accommodate the need for large mammal movements in the area. Nevertheless, the placement of an additional wildlife crossing structure in the large fill slope identified will be re-examined during final design to determine the need and feasibility of adding an additional crossing in this heavily used area.

Figure 2.5.18, Florida Mesa and Valley Section Alternative C (Preferred Alternative), and Figure 2.5.21, Florida Mesa and Valley Section Alternative A, have been revised to show this as a potential crossing.

Comment 35C (SJCA)

Experience elsewhere has documented the crucial contribution of reliable fence maintenance to the success of wildlife crossing structures. Data collected by Arizona Fish and Game for the

Highway 260 project near Payson, Arizona has shown that fences are critical to the utilization of crossing structures by deer and elk. CDOT must make a strong commitment to fence maintenance in order to prove the efficacy of crossing structures as a wildlife mitigation measure. We encourage you to incorporate discussion about the importance of fences into the DEIS, and commit to a program of routine maintenance of wildlife fencing.

Response 35C

Deer and elk fencing will also double as ROW fencing wherever it is installed. CDOT maintenance crews typically provide routine maintenance of ROW fencing as part of their level of service budgeting process. Fencing, gates, and cattle guards will be maintained to assure that animals are not bypassing fences and creating hazardous situations inside the ROW. In cases where animals accidentally become trapped within the ROW, earthen escape ramps will be constructed to allow passage of animals to areas outside the ROW. See Section 4.11.7, Mitigation, for changes.

Comment 35D (SJCA)

Residents of the Four Corners have expressed growing concern about the impacts of growth and energy development on air quality. State, tribal and federal agencies have recently created an interagency Four Corners Air Quality Task Force to discuss options for addressing regional air quality issues. The first meeting was held on November 2 in Farmington. One of the Task Force charges is to address air pollution caused by automobile traffic. The DEIS should reference the Task Force and incorporate its charge into the discussion of cumulative impacts to air quality and potential mitigation measures.

Response 35D

Reference to the task force and it's charge has been added to Section 4.23.9.3, Air Quality, and Section 4.23.17, Mitigation.

Comment 36A (William Gothard)

We own the property at 39740 HWY 160. The property is directly across from the General Store in Gem Village. In the preferred alternative H for that section of the Highway the Highway would be realigned to cut through the middle of our property.

Putting the highway through the middle of this property takes almost all of the usable pasture. The pasture is currently leased and provides income and keeps the property as agricultural for tax purposes.

Response 36A

CDOT makes an effort to minimize the amount of property required for proposed highway improvements. Leases are given consideration in the valuation of property value and are an important element in the income approach to market value, one of the three approaches evaluated. La Plata County controls ad valorem property taxation and may reclassify the remaining property on its use.

Comment 36B (William and Cathy Gothard)

Irrigation to the remaining pasture would have to come from the King ditch which would then be on the other side of the highway xxx are you going to provide irrigation access.

Response 36B

CDOT coordinates with ditch companies and owners to provide irrigation water when it is reasonably adapted within our highway facility. If irrigation water is required at a new location because of changes in the highway location, generally it can be installed under the roadway in a cross culvert. During final design there will be an opportunity to discuss particular needs and requests.

Comment 36C (William and Cathy Gothard)

We would no longer have access the property on the south side of the highway and across King Ditch. You would need to provide us access to this portion of the property.

Response 36C

CDOT intends to provide reasonable access to all property adjoining the roadway. In instances where a road approach is unsafe or undesirable, access is restricted. If this causes a loss of value, this may be included in the compensation provided to the property owner. In some instances, the property owner may be fully compensated for a severed ownership that is uneconomic.

Comment 36D (William and Cathy Gothard)

There are currently two homes on this property, what will be done to control the highway noise for the homes.

Response 36D

The noise level for the Preferred Alternative at this receiver (R623) is projected to be 63.3 A-weighted decibels (dBA). The 63.3 dBA is below the CDOT noise abatement criteria of 66 dBA for residential outdoor use areas. However, this receiver is projected to have an increase of more than 10 dBA over the existing level of 51.7 dBA. Mitigation was considered but was not cost effective for this property.

Comment 37A (Daryl Yost)

I would like Commerce Dr. in Bayfield to remain open to Hwy. 160. I do not agree with misleading the public by calling this closure “environmental impact statement.” When you want to close access points that serve the town of Bayfields business and residents, you should inform them of your plans without deception. You should be working on plans for improving the intersection not closing it. You do work for us your CO taxpayers.

Response 37A

See response to comment 4A.

Comment 38A (Copper Rose Café)

Regarding this impact statement my husband and I object greatly to the closure of the access from Hwy. 160 at E. Colorado Drive. Our Copper Rose Café Coffee Shop business along with all the other businesses currently accessed by E. Colorado Dr. and the frontage road would lose a great deal of traffic and business should that access be closed. We chose to buy our business because of the traffic pattern we now have, which allows easy access to all the businesses and Pine River Valley Park for our customers. Our businesses would suffer great loss if our customers lost the easy access now available. We realize traffic will be increasing on Hwy. 160 and we recommend a traffic signal be installed at the intersection of Hwy. 160 and E. Colorado Drive.

Response 38A

See response to comment 4A.

Comment 39A (City of Durango)

We have reviewed the DEIS for US Highway 160 from Durango to Bayfield dated September 2005. We appreciate the opportunity to have worked with you and your consultants and the CDOT staff in the development of the document. We agree with the general conclusion of the EIS that the highway system between Durango and Bayfield must be improved to meet the growing traffic volumes and to assure improved transportation efficiency and safety. The alternatives you have evaluated are reasonable and the analyses you have performed seem thorough.

Response 39A

Comment noted.

Comment 39B (City of Durango)

Page 2-7. Rideshare as an alternative fails to satisfy the purpose and need is the conclusion of the EIS. Rideshare alone will not satisfy the purpose and need. However, rideshare opportunities may postpone the need for some vital yet expensive portions of the project. We suggest that rideshare, including park and ride facilities at strategically located areas, provides an interim solution and can be accommodated on properties that may later be converted to roadways, such as the location of planned interchanges in the Grandview area.

Response 39B

Prior to final design, CDOT will make all efforts to acquire available ROW in the US 160 corridor that may be used for park-and-ride facilities. Likely locations for these facilities would be at the following locations on US 160:

- *SH 172/CR 234 intersection*
- *CR 233 (west) intersection*
- *US 160/US 550 (south) interchange*

Comment 39C (City of Durango)

Page 2-8. Multi-modal alternative fails to satisfy purpose and need because “there would be no safety or access improvements” is the conclusion of the EIS. We suggest that multi-modal alternatives will significantly affect the safety of the highway if adequate opportunities are provided in the heavily populated areas. The EIS concludes that “another entity would be responsible for ROW acquisition, design, and construction of the path.” We suggest that construction plans and right-of-way requirements be modified to include the Smart 160 proposed alignment and that the Smart 160 construction be included in the environmental clearance proposed in this EIS.

Response 39C

See response to comment 35A.

Comment 39D (City of Durango)

Figures 2.5.5 through 2.5.8. The plans generally follow the City of Durango Comprehensive Plan Amendment of 2004. However, we recommend some changes to either more closely conform to the adopted local land use plan or provide for a safer traffic network.

- a. Figure 2.5.5. Provide a connection between the access road on the north side of the highway and the Ramp E. Direct access will result in fewer vehicles passing through what will become a congested intersection connecting ramps A and D.
- b. Figure 2.5.5. Provide a connection between ramp B and the frontage road to the east of ramp B. This connection will result in fewer vehicles entering onto the highway only to exit at the next exit to access what will be substantial development on the south side of Highway 160 in Grandview.
- c. Figure 2.5.6. Provide a westbound off ramp near MP 89.44 to allow traffic to exit onto the relocated High Llama Lane. An off ramp to the north before the interchange will allow westbound traffic to access proposed large box retail properties without passing through a congested intersection where ramps A and D meet.
- d. Figure 2.5.6. Provide an eastbound off ramp near MP 89.44 to allow traffic to exit onto CR 232 which will have been signalized prior to the interchange construction. An exit will prevent traffic from having to make a U-turn at CR 233 (west) and returning more than a mile to a destination in southwest Grandview.
- e. Figure 2.5.6. Provide an extension (800') of the north side frontage road to provide access to the several properties that presently have access only from the State Highway near the Three Springs Blvd. Intersection.
- f. Figure 2.5.7. Provide an extension (400') of the north side frontage road to provide access to the several properties that presently have access only from the State Highway near the CR 233 underpass.

Response 39D

a) Figure 2.5.5 Connection between C&J gravel access and westbound Ramp E: The interchange ramps are access restricted to preserve the traffic handling capacity and safety that the interchange system was designed for. For this reason, the current C&J gravel access onto

US 160 will be closed when the interchange (Ramp E) is constructed. To preserve the capacity of the intersection where ramps A and E meet, the C&J gravel access would be moved to the north side of the road accessing Grandview from the north end of the interchange. Part of this revised access is shown at the top of Figure 2.5.5, Grandview Section Alternative G Modified (Preferred Alternative).

b) Figure 2.5.5 On-ramp from US 550 to eastbound US 160 on Ramp B: The interchange ramps are access restricted to preserve the traffic handling functionality of the interchange system. The system, as designed, meets the purpose and need of the project. A small reduction in traffic on US 160 would result from those vehicles not using the US 160/CR 233 (west) (Three Springs Blvd.) interchange to access the southwest access road. This traffic would not appreciably affect the functioning of the interchange, but would degrade the capacity of Ramp B. Additionally, allowing this access would create a conflict between traffic slowing to exit at the cul-de-sac and traffic accelerating on Ramp B to merge with US 160, which could create an unsafe weaving condition. In addition, this access configuration is a result of coordination with John's Homestead Mobile Home Park. This coordination resulted in fewer relocations and reduced social impacts to the Mobile Home Park.

c) Figure 2.5.6 Westbound off-ramp to High Llama Lane: The interchanges on US 160 are spaced at 1 mile intervals to allow traffic to safely access the interchanges and provide free flow conditions on US 160. An intersection, or any access to US 160 between these interchanges, such as near High Llama lane, would create unsafe weaving conditions on US 160. Weaving problems would be created by conflicting traffic queues moving westbound on US 160, those entering westbound US 160 from Three Springs Blvd., and those exiting from westbound US 160 on closely spaced on/off ramps at Three Springs Blvd., CR 232 (High Llama Lane) and the US 160/US 550 (south) interchange. Traffic accessing Grandview using the eastbound off-ramp from US 160 (Ramp D) has access to a free-flow right turn at the Ramp E/Ramp A intersection (see Figure 2.5.5, Grandview Section Alternative G Modified (Preferred Alternative). Traffic turning north toward Grandview from the off-ramp has a dedicated lane and would not stop. This system performs at LOS C or better using the maximum traffic projections in the FEIS.

d) Figure 2.5.6 Eastbound off-ramp to CR 232 (west): Providing an eastbound off-ramp from US 160 near High Llama lane would create a similar condition as that identified in 3c, above. In addition, the ramp would conflict with the access road just south of US 160 in this area.

e, f) Figures 2.5.6, 2.5.7 Frontage road extensions: CDOT is required to give reasonable access to all properties currently accessing US 160. Figures 2.5.6 – 2.5.8 and Figures 2.5.14 – 2.5.16 have been modified to show access to these properties.

Comment 39E (City of Durango)

Page 4-189. The impact to the visual resources is described as being significant. The replacement program for trees and other vegetation is broadly described in the EIS as replacement of the existing vegetation. The Comprehensive Plan for the City of Durango describes a proposed environment that requires substantial buffering of the visual impacts in the Grandview area. More appropriately the EIS should describe a tree spacing and planting regime along the frontage road system that enhances the visual resources along the roadway since there will be no way to restore the visual resources lost.

Response 39E

CDOT is committed to working with the City of Durango to replace trees and vegetation where possible. Due to clear zone restrictions along roadways and near intersections, planting trees in certain locations along the frontage roads may not be permitted. CDOT will work with the City of Durango during final design to establish a landscaping plan that will enhance the area's visual resources.

Comment 39F (City of Durango)

The EIS does not speak to the phasing of construction of the improvements. We wish to reiterate our concern that the portion of the improvements that will provide the greatest benefit in terms of improved safety and reduced congestion are the improvements in the Grandview area. We note that all of those improvements do not need to be made at once. There are substantial opportunities to improve traffic flow by: (1) adding a fourth lane through the Farmington Hill intersection, (2) providing a grade separated entrance into the hospital for eastbound traffic and (3) providing an underpass at CR 233 (east) intersection.

Response 39F

Because of safety and capacity issues on US 160 in Grandview, the fourth lane between Grandview and Farmington Hill will remain CDOT's top priority in this corridor. Following this, the other Grandview improvements will still be a CDOT priority. However, because CDOT is constrained by the type and amount of funding it receives at any given time, it cannot commit to a specific phasing program for US 160 improvements. CDOT will take your suggestions into consideration when funding becomes available.

Comment 39G (City of Durango)

We urge you to pursue environmental investigations to allow for the improvements to the reach of Highway 160 which is also Highway 550 and that we believe will carry more than four times its current traffic volume within 25 years.

The EIS includes prediction of traffic volumes along the Highway 160 East corridor between Farmington Hill and Bayfield. Improvements to this reach of highway are reasonably separated from other portions of the highway system because of the geographic limitations and the origin and destination of future populations. Improvements to the highway system west of this project will be warranted in the near future. We urge you to pursue environmental investigations to allow for improvements to the highway system west of the study area within the next several years.

Response 39G

The section of US 160 from Farmington Hill west into Durango has been identified as a priority by the Southwest TPR but there is currently no identified funding source for improvements (URS 2004). In order for CDOT to pursue environmental investigations for this stretch of US 160/US 550, funding for the study would need to be identified in the fiscally constrained portion of the long range plan, and ultimately funded in the Strategic Improvement Investment Program (STIP), CDOT's six-year implementation plan. The city is a participant in the Southwest TPR and can pursue this environmental study through the planning process.

Comment 40A (name illegible)

Comment for the Hwy 160 intersection between Bayfield and Gem Village. I think the intersection should be moved or planned to be directly across from the 160B intersection. I and other property owners are willing to donate this land that would connect Hwy. 160 to County Road 506. This would enable the closure CR 501 and 506 at the water pipe and river. Also this intersection would offer good visibility, not require heavy excavation, and a money savings to the county and state. If I gain commercial use of this property I would be a heavy contributor to the development of this intersection.

Response 40A

The geometrics of the existing US 160/US 160B (west) intersection create a safety problem for large vehicles negotiating the curve in US 160B so close to the intersection. The current location of the crossing would also violate the 1-mile intersection spacing called for in the expressway designation for the new construction. The preferred alternative would move the US 160/US 160B (west) intersection to the east, and align it on US 160 opposite the realigned CR 502 coming from the north. This design would close the existing CR 506 intersection at the waterline as well as the existing CR 502 intersection at the river. This scheme would also make for a shorter length of realignment of CR 502 than moving it to the existing US 160/US 160B (west) intersection.

Comment 41A (Pine River Pawn)

I have just become aware of your proposed plans to close off Commerce Drive and Colorado Drive from direct access to Colorado Hwy 160 at The Market Place in Bayfield.

I feel that if this takes place it would have an extremely disastrous effect on all the businesses that depend on the current access to provide for an efficient flow of customers to their businesses.

In addition it would make it far more difficult for emergency services to reach the residential community and Mid-school located north of Hwy. 160.

Please consider this proposal. I personally consider it very ill-advised.

Response 41A

See response to comment 4A.

Comment 42A (Shannon Bennett)

I adamantly oppose Figure 2.5.10 Grandview Section Alternative F Modified. This proposal slices the back ¼ on my property and Antonia Clarks property. I have plans to build a very expensive house on this part of the property in the next few years. I also oppose rerouting CR 220 (to) begin right in front of my present home.

Response 42A

Grandview Section Alternative G Modified (Preferred Alternative) provides less out-of-direction travel, fewer relocations and two access points to Grandview as compared to Grandview Section

Alternative F Modified. For these reasons, Grandview Section Alternative G Modified is the preferred alternative.

Comment 42B (Shannon Bennett)

Stay on Farmington! Widen it out. This section is only 1 mile long and will save the tax payers a lot of money. If you worry about ice, pipe in some gas from one the wells on the mesa and put an ice melt system in the road.

Response 42B

See response to comment 1A.

Comment 43A (Pine Valley Mortgage)

Your plan to shut down Commerce Drive at 160 will cause a massive disruption to my business. Your “Plan” needs to be better thought out. Your 8 Corners project has caused Conoco to loss (sic) 1/3 of their business. Your Plan will probably cause me to lose over 50% of my business, which will cause me to go out of business.

Response 43A

See response to comment 4A.

Comment 44A (Simone Crouchelli)

I am writing in regard to the proposed closing of the intersection at Hwy 160 East and Commerce Drive in Bayfield. Please reconsider this choice.

That intersection is the easiest access to the businesses in that area. I live and work northeast of Bayfield and would find the proposed changes a huge inconvenience when needing access to that area for either business or personal needs. I am speaking not only for my self but all the other families who would be affected by these changes. School traffic and other high traffic times would be a severe mess on CR501 if these changes were to take place. It would hurt the economy of the Mini Merc, The Grocery Store, and the other surrounding businesses in that area. Places that have faithfully served our community for years. Have you not messed with Brenda’s Restaurant enough?

I realize you probably feel you have some sound ideas regarding these proposed changes. However in the big picture I really wish you would listen to the community that this affects. We are speaking out loud and clear and we do not want the changes. Don’t waste our tax money. Leave a good thing alone.

Response 44A

See response to comment 4A.

Comment 45A (SREP)

As you may know, Sec. 6001. Transportation Planning; (f) Long-Range Statewide Transportation Plan (Title VI, p.38) of the recently authorized transportation bill, SAFETEA-LU, requires that the preparation of state transportation long-range or 20 year plans include:

- Consultation with state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation;
- Comparison and consideration of conservation plans or maps and inventories of natural or historic resources; and
- A discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

SREP commends CDOT's efforts to mitigate for the environmental impacts of the US 160 project, and in particular we commend the thorough consideration of the impacts that this reconstruction will have on wildlife movements in the highway corridor. With this new provision in SAFETEA-LU, we also hope to work with CDOT to develop a long-range plan that aids in the development of highway projects at the local level to integrate conservation planning well into the future. Ultimately, our hope is that this provision will ensure sound and effective transportation decisions that provide appropriate mitigation measures by integrating existing conservation knowledge and plans of the surrounding and ever-changing landscape into the transportation planning process early on.

Response 45A

Comment noted.

Comment 45B (SREP)

The DEIS recommends a substantial number of wildlife crossings to increase habitat connectivity for wildlife and reduce animal-vehicle collisions (AVCs).

The number of wildlife crossings recommended in the preferred alternative is commendable. The locations and dimensions of these structures are thoughtful and consistent with current standard and practices. Structures are spaced at regular intervals throughout the corridor, especially in high AVC areas in order to increase habitat connectivity and reduce the number of AVCs along US 160 and 550.

Response 45B

Comment noted.

Comment 45C (SREP)

However, a few additional comments on the DEIS will further improve landscape permeability for wildlife and increase safety:

1. An additional crossing structure is recommended at approximately mp 93.5, west of the Florida River. The area west of the Florida River and east of the CR 222/223 intersection contains a massive fill slope that when reconstructed could provide an additional opportunity for wildlife movement by constructing an underpass large enough for deer and elk (e.g., a minimum 14 ft. high concrete box culvert; underpass with an openness ratio of .9, span bridge over the entire drainage keeping the landscape intact).

Response 45C

See response to comment 35B.

Comment 45D (SREP)

The DEIS recommends small mammal culverts every 500 to 1,000 feet (pg.4-99), but small mammal guideways and fencing also need to be installed to ensure that these crossing structures are utilized. Fencing that is effective for large mammals is often ineffective for smaller species that can pass through the meshing or dig under fences. Fencing with a smaller mesh size that penetrates deep into the soil should be installed in order to prevent small mammals from breaching the fence and entering into the highway Right of Way. These same measures should be taken for herpetofauna (toads, frogs, lizards etc.) in wetland areas. There is no mention in the DEIS of accommodating these species.

Response 45D

CDOT recognizes that standard deer fencing may not be adequate to guide smaller mammals and herpetofauna to the small mammal culverts that will be installed as part of the roadway improvements. Prior to each phase of construction CDOT will coordinate with the Colorado Division of Wildlife to identify specific areas along the highway that may be problematic crossing areas for small mammals and herpetofauna. Appropriate fencing for small mammals and/or herpetofauna will be installed in these areas (see changes to Section 4.11.7, Mitigation).

Comment 45E (SREP)

Pre- and post-construction monitoring should be integrated into this project in order to evaluate the effectiveness of the proposed wildlife crossings and provide recommendations and improvements for future wildlife crossings. 40 CFR §1508.20 requires that this analysis identify the feasibility and effectiveness of mitigation measures. Numerous federal courts have concluded that NEPA requires agencies to discuss the likely effectiveness of proposed mitigation measures in reducing adverse impacts. Because the construction of wildlife crossings is a relatively new endeavor for most highway projects, and especially because this DEIS makes such commendable and substantial recommendations in this 18 mile segment, monitoring wildlife movement pre- and post-construction of these structures will provide an excellent opportunity to 1) evaluate their effectiveness, and 2) provide data of national import to guide future highway projects.

Response 45E

See response to comment number 24A.

Comment 45F (SREP)

In order to ensure consistent mitigation of wildlife mortality due to AVCs, we recommend that CDOT adopt BMPs that are applied to the US 160 projects and all future highway projects. BMPs of this nature would address the spacing of wildlife crossings, species-specific needs from small mammals to large carnivores, as well as practical engineering solutions to facilitate wildlife movement. An example of such BMPs are provided in Appendix A of these comments.

Response 45F

CDOT recognizes the need to consistently mitigate wildlife mortality due to AVCs where roadkill and other sources of data indicate that it is warranted. CDOT is currently evaluating BMPs similar to those provided and has generally followed these practices when designing the proposed improvements for this project. Until such measures are adopted statewide, CDOT will continue to implement these practices where needed on a project-by-project basis.

Comment 45G (SREP)

Integrating expertise from CDOT biologists and engineers via personal communication and coordinated site visits should be a priority to ensure that wildlife crossings are designed, constructed, and maintained properly. Often in transportation planning, the engineering and biological considerations are developed and implemented on separate tracks. Integrating these two expertise will provide the most effective wildlife crossings on US 160 and 550 from a biological and engineering standpoint.

Response 45G

Biologists and engineers worked together to develop the wildlife mitigation measures contained in the EIS. Certainly, this arrangement will continue as the project moves forward.

Comment 45H (SREP)

Maintenance of wildlife crossings should be a priority to ensure their effectiveness. Often well placed and well designed structures become ineffective due to lack of maintenance. Coordination with the maintenance department to conduct regular maintenance checks of wildlife crossings will ensure that the structures are effective in the long-term. This was one of the overarching points made at the *Rockies Wildlife Crossing Field Course* hosted by SREP and held in Payson, AZ in April of 2005.

The course drew a total of 138 participants from 16 U.S. states and three Canadian provinces, including biologists, engineers, consultants, agency officials, non-profits and foundations, as well as delegates from FHWA headquarters, division offices and state transportation agencies. CDOT's R5 wildlife biologist, Jon Holst, attended this course. For more information and proceedings of the course, go to http://itre.ncsu.edu/CTE/gateway/rockies_index.asp.

Response 45H

CDOT maintenance personnel currently maintain existing culverts and will maintain the culvert-type crossing structures installed for this project. CDOT has a process to review and rank the structure and function of large concrete culverts and bridge structures every 2 years to ensure

that they are replaced as soon as possible when they become structurally or functionally obsolete.

Comment 45I (SREP)

Habitat leading up to crossing structures in the “linkage approaches” should be managed appropriately so that the structures are effective and useful in perpetuity. If land management does not protect wildlife habitat in linkage approaches, the structures will be completely useless because no wildlife will be able to access the structures. CDOT should engage with local, regional and state governments as well as private landowners to ensure that critical habitat in the linkage approaches is protected in perpetuity. This is a role that SREP would be happy to assist with as an NGO.

Response 45I

Large crossing structure locations were selected partly based on land ownership (as well as problem crossing locations). While CDOT cannot control private developments adjacent to the highway corridor, where proposed crossing structures do not border public lands managed for wildlife habitat, CDOT will contact the adjacent landowners prior to installing the crossing structures to evaluate opportunities to maintain structure approaches and improve the long-term effectiveness of the proposed crossing structure. Where necessary and appropriate, CDOT may work with other non-governmental organizations as you describe.

Comment 45J (SREP)

The installation of fencing with multiple crossing structures along the US 160 Corridor is commendable. Scientific research states that in order to effectively increase landscape permeability for wildlife and reduce AVCs, multiple crossing structures in addition to wildlife fencing is necessary. Fencing is recommended by several investigators and shown to reduce road mortality, preventing animals from crossing roads, directing animals to cross at grade in specific locations, or directing wildlife to overpasses and overpasses (Lyren and Crooks 2002, FHWA 2000). Fencing has been shown to reduce roadkill by 80 percent in Banff National Park (Guterman 2002).

In order to prevent animals from breaching the fence, the DEIS should recommend regular maintenance. Holes and damage to wildlife fencing will make wildlife crossings completely ineffective as animals will be able to make their way into the highway. If animals are caught in the highway, escape ramps are recommended. The DEIS recognizes the importance of escape ramps on page 4-91. Again, the importance of maintaining wildlife fencing was one of the overarching points made at the *Rockies Wildlife Crossing Field Course* hosted by SREP and held in Payson, AZ in April of 2005 (http://itre.ncsu.edu/CTE/gateway/rockies_index.asp).

Response 45J

Once constructed, CDOT will have a program of regular maintenance for the proposed wildlife fence. CDOT recognizes that maintenance of wildlife fencing is essential to maintain the effectiveness of crossing structures, and that regardless of the condition of the wildlife fence, some animals will get inside the fence. To deal with this, one-way earthen escape ramps will be constructed at regular intervals inside the fenced area to allow trapped animals to escape (see changes to Section 4.11.7, Mitigation). Additionally, crash gates or sections of removable fence

will be spaced between underpass locations to allow the fence to be opened up in the event that an extreme weather event traps migrating animals in areas on one side of the fence where they can't cross at underpass locations (see changes to Section 4.11.7. Mitigation).

Comment 45K (SREP)

When a stretch of fencing ends, it should taper off into the landscape and guide animals out of the highway Right of Way. Fencing that ends along the highway can create a safety hazard as animals stack along the fence and then cross at grade at the fence's end. Tying fences into existing landscape features, or "Linear Wildlife Guideways" (drainage, berms, etc.), will guide animals out of the highway and into habitat.

Response 45K

Current plans provide for fence ends to taper off into the landscape or tie into existing landscape features. CDOT recognizes that even with these features, some animals will choose to travel along the fence and cross at grade where the fence terminates. Additional features, such as rip-rap type material, may be used between fence ends and the roadway to discourage animals from entering the ROW at these locations and getting trapped within the fenced area.

Comment 45L (SREP)

CDOT's collection of AVC data along US 160 is commendable, and we support CDOT's initiative to continue collecting this invaluable data into the future. SREP has also developed education and outreach tools for drivers about wildlife on the move. To date, we have distributed 58,000 driver safety tip sheets and posters throughout Colorado. Some of these posters are hanging in your R5 office. If CDOT R5 would like additional posters or safety tip sheets for distribution we would be happy to provide them to you.

Response 45L

CDOT may request more posters or safety tip sheets in the future.

Comment 45M (SREP)

The DEIS addresses compliance with the Migratory Bird Treaty Act (MBTA), which states that it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the Service. Most migratory bird nesting activity occurs during the period of April 1 to August 15. We would like to reiterate the US Fish & Wildlife Service's letter recommending that "if the proposed construction project is planned to occur during the primary nesting season or at any other time which may result in the take of nesting migratory birds, (the Service recommends) that the project proponent (or construction contractor) arrange to have a qualified biologist conduct a field survey of the affected habitats and structures to determine the absence or presence of nesting migratory birds. Surveys should be conducted during the nesting season." The Service's Colorado Field Office should be contacted immediately for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided by the planned construction activities.

Response 45M

Comment noted. In accordance with CDOT policy, if active migratory bird nests are identified during construction the USFWS will be contacted immediately.

Comment 45N (SREP)

We commend the revegetation of Farmington Hill with the eastern realignment of US 550 in the preferred alternative. This revegetation will provide much needed habitat for wildlife that will be displaced by the new US 550 route.

Response 45N

Comment noted.

Comment 45O (SREP)

In conclusion, we would like to commend CDOT for its thoughtful and thorough recommendations to reduce the barrier effect on wildlife. We would also like to reiterate our commitment to lend our support and expertise in long-range planning as well as the construction of crossing structures on US 160 and 550.

Response 45O

Comment noted.

Comment 46A (CDOW)

Roads affect wildlife directly and indirectly by creating barriers to movements and facilitating mortality through vehicle collisions and due to habitat fragmentation, habitat loss, displacement and habitat avoidance. This 16-mile stretch of highway bisects winter and severe winter range for elk and mule deer and crosses two riparian corridors, the Pine and Florida. Habitat types within the highway corridor include pinyon-juniper woodland, sagebrush shrubland, riparian and wetland. These habitat types support a diverse wildlife resource including: mule deer, elk, mountain lion, black bear, coyote, bobcat and a variety of songbirds, raptors and small mammals.

Response 46A

Comment noted.

Comment 46B (CDOW)

Deer and elk are wide-ranging ungulates, crossing Highway 160 going to and from summer and winter range during seasonal migrations. Further, as Highway 160 bisects what CDOW has defined as winter range, these large ungulates cross the highway during the winter as part of their daily movements. Deer and elk are essential to economy of the State and are particularly important to the rural economy. Long term sustainability of deer and elk herds in Southwest Colorado is important. We appreciate CDOT's careful examination of natural landscape features, roadkill and CDOW data to determine where wildlife crossings would minimize the "barrier effect" of the highway. CDOT's preferred alternatives call for 19 wildlife crossings and limited use of exclusion fencing. Where exclusion fencing is used, it is associated with crossings

to facilitate movement, and ramps, should animals become trapped on the highway-side of the fence. Crossings are designed with sufficient size to encourage wildlife movement.

Riparian corridors and wetlands are extremely valuable wildlife habitat types in the arid west. Both habitats provide nesting cover for migratory birds, moist conditions and associated vegetation for amphibians. Additionally, riparian corridors provide large roost trees and perches for raptors, movement corridors for large and medium sized mammals and fish habitat within the river channel. Wetlands perform important environmental functions, such as improving water quality, in addition to the wildlife habitat they provide. We noted and appreciate CDOT's consideration and mitigation for impacts to riparian areas and wetlands, including reducing the width of the median from milepost 98-99, shifting alignment to avoid wetlands and using appropriate design criteria. Further compensatory mitigation and CDOT's policy to replace all permanently impacted wetlands, regardless of their jurisdictional status under the CWA will minimize impacts to wildlife.

We recommend leaving as many tall trees and snags as possible for raptor use. As proposed in the DEIS, CDOT will replace individual raptor perch trees at a 2:1 ratio. Additionally, they will place perch poles at a 1:1 ratio to mitigate for the loss of perching opportunities until replacement perch trees mature.

Response 46B

CDOT will avoid taking of tall trees and snags to the extent possible (see changes to Section 4.11.7, Mitigation), and will replace individual raptor perch trees and place perch poles as described in your comment.

Comment 46C (CDOW)

Timing of construction is particularly important to some species, such as migratory birds that might nest in or near the highway corridor. Displacement of birds during the nesting season could result in nest abandonment.

Where Gunnison's prairie dogs exist along the highway corridor, they will be affected during construction. We recommend that the prairie dogs be relocated or humanely killed before any earth-moving occurs.

Response 46C

See Section 4.11.7, Mitigation, for CDOT's commitment to remove vegetation in construction areas outside of the nesting season for migratory birds and avoid potential impacts to nesting migratory birds. It is CDOT policy to relocate or humanely kill Gunnison's prairie dogs before any earth-moving occurs.

Comment 46D (CDOW)

Bald eagles are opportunistic feeders and can be seen feeding on roadkill deer along the highway in winter. Likewise, smaller raptors will feed on smaller roadkill, such as rabbits. CDOT maintenance crews can minimize impacts to eagles and other raptors by quickly removing carrion from the traveled portion of roadway.

Response 46D

CDOT maintenance crews typically remove roadkill deer and elk from the highway within 24 hours. This practice will continue once the highway improvements are constructed. Smaller animals are often not removed as quickly, however, CDOT anticipates that the deer fencing and small mammal fencing that will be installed will reduce the amount of roadkill in general and reduce impacts to eagles and other raptors (see response to Comment 45D).

Comment 46E (CDOW)

Uncontrolled infestations of noxious weeds permanently alter native plant communities upon which wildlife depends. Studies have proven that bird populations suffer due to lack of food and increased predation when aggressive non-native plants infest native habitats. We appreciate that CDOT will develop a project-specific noxious weed management plan that includes early detection and initial control of weed infestations. Such a plan is critical to successful weed control. Further a cleaning program for all work vehicles, construction and drilling equipment to remove seeds and/or pieces of noxious weeds helps minimize the introduction and spread of noxious weeds, as well as the need for costly weed control, later. We also appreciate the preventive measures taken to reduce the spread of noxious weeds including reclaiming disturbed areas as soon as construction is finished, using weed-free topsoil and certified weed-free mulch for reclamation. CDOT's continued commitment to monitoring wildlife crossing use, roadkill, noxious weeds and other habitat changes will ensure the least impact to wildlife along the Highway 160 corridor.

Response 46E

As stated in the FEIS, the project specific Noxious Weed Management Plan will address contractor requirements for cleaning vehicles and equipment prior to arriving on the construction site to prevent the spread of noxious weeds. Contractors that arrive on location with dirty equipment will be required to clean their equipment at an offsite location at no cost to CDOT as stated in Section 4.10.7, Mitigation.

Comment 47A (BLM)

The comments I made in June 2005 have been addressed in the DEIS you gave me today. The DEIS stipulates that design modifications occurred after the initial fieldwork that incorporated unsurveyed land, and that those new portions of the project would be surveyed prior to the Final EIS. CDOT will need to send a copy of the cultural resource report for any additional survey that includes BLM lands.

Response 47A

The additional unsurveyed area includes a small piece of Bureau of Land Management (BLM) land along Wilson Gulch. CDOT cultural resources staff performed a survey in this area in November 2005. A copy of this report has been provided to the BLM.

*Comment 48A (BLM)*Sec. 3.1 “Land Use”

Add info on existing BLM Right-of-way is 300’ in total width. Areas identified as “Conceptual” ROW will require that CDOT apply to the BLM to Amend the existing BLM ROW to include the additional areas needed for the CDOT project.

Response 48A

A sentence was added at the end of Section 3.1, Land Use, to describe the total width of the existing ROW on BLM land.

Comment 48B (BLM)

3.1.2. The BLM is administered under the 1985, San Juan/San Miguel Resource Management Plan, and the 2000 Grandview Ridge Coordinated Resource Management Plan.

Response 48B

The titles of the plans noted in Section 3.1, Land Use, have been updated based on the comment. Also, descriptions of these plans have been incorporated in Section 3.1.2, Land Use Plans Within and Adjacent to the Highway Corridor.

Comment 48C (BLM)

In Table 4.1.1, list Number of Parcels on BLM as “3”. Is this 3 acres? And is this 3 acres outside of the existing ROW on BLM? Or is this 3 new acres which are currently outside of the existing ROW on BLM?

Response 48C

To clarify, the BLM and La Plata County parcels have been placed in separate rows in Table 4.1.1, Grandview Section Alternative G Modified (Preferred Alternative) Land Use Impacts, and the number of BLM parcels has been entered as 1. This change was also applied to Table 4.1.2, Grandview Section Alternative F Modified Land Use Impacts. These tables do not list acreage, but rather just list the number of parcels by Land Use Type.

Comment 48D (BLM)

4.1.5.1., Table 4.1.5, The table lists “1” BLM parcel which makes sense. I think you need to describe how much of the new work is within the existing BLM ROW, and how much is outside of the ROW and which would require additional ROW from BLM.

Response 48D

Changed Section 4.1.5.1, Alternative H (Preferred Alternative), to indicate the additional ROW required, and to note the impact to BLM land that would be taken out of production as an animal unit month (AUM). In addition, Section 4.1.3, Grandview Section, was updated as appropriate to indicate the amount of additional ROW required.

Comment 48E (BLM)

Table 4.20.1 “Recreation Resources.” Split out the 2 BLM parcels. The Grandview parcel is small (approx 20 acres) and has limited use due to its location and lack of good access; it is not grazed or used for wood gathering or recreation.

Response 48E

The text in Table 4.20.1, Summary of Impacts to BLM Lands, has been updated to discuss the BLM parcels separately and to include the information provided regarding the parcel in the Grandview section. In addition, changes have been made in Section 3.4, Recreation, and Section 4.1.3.1, Alternative G Modified (Preferred Alternative), to incorporate the information provided.

Comment 48F (BLM)

4.24 Permits. Identify the existing BLM ROW with 300’ width. Any CDOT activities outside of that ROW will require that CDOT apply to the BLM to Amend the ROW to include the additional use areas.

Response 48F

Text added to Section 4.24, Permits, per the comment.

Comment 48G (BLM)

In general, we need to indicate the existing ROW from BLM as being 300’ in width, and identify those areas which are outside of that ROW, and for which CDOT will have to get additional BLM authorization.

Response 48G

Text has been added to the following sections to indicate the existing ROW from the BLM is 300 feet wide: Section 3.1, Land Use, per comment number 48A; at the end of Section 4.12.2 Impacts Common to All Alternatives; and in Section 4.20, Impacts to BLM Land, in response to comment numbers 48F and 49E. Sections 4.1.3, Grandview Section, and 4.1.5, Dry Creek and Gem Village Section, have been updated to indicate the additional ROW acreage required. This information has also been incorporated into Section 4.20, Impacts to BLM Land.

Comment 49A (BLM)

If BLM is to rely upon this EIS as adequate NEPA documentation for future approvals to CDOT for ROW expansion/amendment, those impacts of expansion need to be clearly distinguished, described and analyzed within the EIS. I am satisfied that any construction or expansion of the highway within the existing ROW across BLM parcels is adequately analyzed, however, there are several specific locations where maps show a conceptual ROW that extends onto BLM beyond the existing ROW. These locations are:

Highway Section	Figure	Description of Location
Grandview Section	Figure 2.5.5	South of highway at Ramp B entrance, west of John's Homestead Mobile Home Park; and north of highway at Ramp C entrance
Grandview Section	Figure 2.5.13	North side between highway and Wilson Gulch, across highway from John's Homestead Mobile Home Park
Dry Creek Section	Figures 2.5.24 and 2.5.31	North of highway at west BLM boundary; and both sides of highway at drainage just east of Piñon Compressor access road
Dry Creek Section	Figure 2.5.25 <i>(Note figure number is listed incorrectly as 2.2.25 on the map)</i> and 2.5.32	One location south of the highway at west BLM boundary at Mayhan Gate; and one location north of highway just west of Matchline C
Dry Creek Section	Figures 2.5.26 and 2.5.33	At CR223 proposed intersection both sides of the highway – it is unclear to me exactly where the BLM boundary is located, but the conceptual ROW appears to extend onto BLM

Response 49A

In response to specific notes made in comments 48 and 49, all figures have been updated to show the boundaries of the BLM land, and the text has been updated/clarified to describe the additional ROW required for the project, as well as the impacts that would occur within the new ROW.

Comment 49B (BLM)

The mapping of the BLM parcel boundaries in Figures 1.2.1 and 1.2.3 is an excellent addition from the Administrative DEIS. (It would also be helpful for the BLM boundaries to be shown on all the Figures.) But beyond the maps, further disclosure of new BLM impacts is also required in the narrative. How many acres of additional ROW on BLM will be required under each alternative? Are there specific impacts to wetlands, T&E habitat, archeological sites, etc. within these expanded areas?

Response 49B

The BLM boundaries have been incorporated in all applicable figures. Resource-specific impacts are discussed in Table 4.20.1, Summary of Impacts to BLM Lands. The Land Use part of Table 4.20.1, Summary of Impacts to BLM Lands, has been updated to indicate the acreage of additional ROW required, as have sections 4.1.3, Grandview Section, and 4.1.5, Dry Creek and Gem Village Sections.

Comment 49C (BLM)

The addition of Table 4.20.1 is also excellent, and seems that the information I am asking for could easily be added to, or clarified in this table. What do the acreage figures found throughout this table refer to? Are they new surface disturbance within the existing ROW, or are they the

total acreage of the new conceptual ROW, or are they new surface disturbance in both the existing and conceptual ROW, or do they reflect some other calculation? From the BLM's perspective, anything that CDOT carries out within the existing ROW is already authorized under the old ROW – so what BLM is most concerned about at this time are additional authorizations needed beyond the ROW, and that those impacts are clearly differentiated from impacts within the existing ROW.

Response 49C

Text has been added at the end of the paragraph preceding the table to note that all acreages presented in the table represent impacts associated with expanding the conceptual ROW beyond the existing ROW. The Land Use part of Table 4.20.1, Summary of Impacts to BLM Lands, has been updated to indicate the acreage of additional ROW required, as have Section 4.1.3, Grandview Section, and Section 4.1.5, Dry Creek and Gem Village Sections.

Comment 49D (BLM)

Alternative G – Land Use – how many acres of additional ROW?

Response

Information provided per comment.

Visual Resources – no mention is made of the impacts of the new entrance ramps that would be located on BLM.

Response

Information provided per comment, both in Table 4.20.1, Summary of Impacts to BLM Lands, and Section 4.1.3.1, Alternative G Modified (Preferred Alternative).

Recreation Resources – The description of this parcel at Grandview is incorrect. There is no grazing or recreational use on this parcel that is bisected by the highway. It is not really used for anything.

Response

Information provided per comment, both in Table 4.20.1, Summary of Impacts to BLM Lands, and Section 3.4, Recreation.

Alternative F – Land Use – Figure 2.5.13 shows conceptual ROW on BLM north of the highway, but the table says there would be no effect to BLM. How many acres of additional ROW?

Response

Information provided per comment.

Visual Resources – The impacts would not be the same as Alt. G because the entrances ramps do not exist in this alternative.

Response

Table 4.20.1, Summary of Impacts to BLM Lands, revised per comment.

Recreation Resources – The description of this parcel at Grandview is incorrect. There is no grazing or recreational use on this parcel that is bisected by the highway. It is not really used for anything.

Response

Information provided per comment, both in Table 4.20.1, Summary of Impacts to BLM Lands, and Section 3.4, Recreation.

Alternatives H & C – Land Use – how many acres of additional ROW?

Response

Information provided per comment.

Water Resources – The table says none of the crossings would occur on BLM, but I would like the boundaries to be re-investigated, because I was under the impression that the Dry Creek crossing is (barely) on the BLM corner.

Response

Information provided per comment.

Visual Resources – The new CR 223 intersection would impact the same corner of BLM and should be discussed. Again, the exact boundaries of the BLM in this location need to be determined.

Response

Information provided per comment, both in Table 4.20.1, Summary of Impacts to BLM Lands, and Section 4.1.5, Dry Creek and Gem Village Section.

Comment 49E (BLM)

Section 4.24, p. 4-182 – Permits — doesn't mention that amendments to the existing ROW from BLM will be needed.

Response 49E

Text added to Section 4.24, Permits, per the comment.

Comment 49F (BLM)

I also did not read anything about Temporary Use Areas on BLM that may be needed during construction. If truly none are to be required, that is fine, but if they will be needed they should be included in the EIS at this time instead of asking for them at a later date when construction is imminent. If they are not included in the EIS, then BLM would have to conduct another NEPA analysis at that time.

Response 49F

Temporary Use Areas will not be located on BLM land. No changes have been made.

Comment 49G (BLM)

It appears as if the Wildlife Report or Biological Assessment (BA)/BE is not written yet. BLM would also like to review that document when it is prepared to ensure that it will suffice for BLM wildlife analysis, including all categories of species that BLM must analyze.

Response 49G

BLM will be provided a copy of CDOT's BA and the Biological Opinion from US Fish and Wildlife Service (USFWS). The BA follows CDOT's standard format for BAs, which addresses only potential effects to Federally-listed Threatened and Endangered Species. Potential impacts to BLM sensitive species and migratory birds are analyzed in the EIS itself. A Biological Evaluation (BE) has been prepared for BLM sensitive species and migratory birds and is included in Appendix H, Biological Assessment, Biological Evaluation, and Biological Opinion. Thus, the conservation measures for Federally-listed Threatened and Endangered Species are contained in the BA and Biological Opinion, while the EIS and BE contain the mitigation commitments for BLM sensitive species and migratory birds.

Comment 50A (Otten Johnson, Webb Ranch)

As we discussed in our meeting several weeks ago, I represent the owners of the Webb ranch, the parcel most of which is located immediately south and east of the present interchange between highways 160 and 550. The draft EIS references above contemplates a long-considered relocation of the interchange between those highways, a relocation which potentially can have profound implications for the Webb Ranch and its development. Please consider this letter the owners' response to the draft EIS.

As we discussed, after long contemplation, the owners have come to the conclusion that, given the recent growth in the City of Durango and surrounding areas, their ranch is in a prime location, suitable for significant development. Although the ranch was home to them in their childhood, they realize that its best possible future will probably be realized through responsible development. They have viewed this draft EIS -- including the so-called "preferred alternative" - - from that perspective.

As I also mentioned to you, to explore the various options for development of their property, the owners are in the process of assembling a team of development consultants, including a land planning firm. In ideal terms, before responding to the draft EIS and its preferred alternative, they would have liked to have finished that planning exercise and understood from their planners the optimum location for a relocated interchange.

I understand from you, however, that given planning and budget constraints, the final configuration for a relocated interchange and its construction are, in all likelihood, four or more years off, and that a supplementary EIS for that interchange may be required. That leaves a great deal of time for the owners to do their planning, and for their planners to explore preferable solutions for the interchange and the roads leading to it. On behalf of the owners, therefore, I ask that CDOT keep an open mind as to possible interchange locations and configurations, with the caveat that the owners understand that any solution chosen will have to work for CDOT as well as for them and their plan. My understanding from our meeting is that this type of flexibility is, indeed, possible.

In additional response to the draft EIS, I pass along a letter from the owners' traffic engineer raising questions about the necessity for a relocated interchange under any circumstances. I pass the letter along for informational purposes and in a collaborative spirit and not to change the owner's basic position. They are operating under the assumption that the interchange will continue to be a priority for CDOT and an item of discussion, and their plan, if it is acceptable to CDOT, is to coordinate their land planning with CDOT's need to find a solution that works for both parties. In light of yesterday's voting results, we believe that a continuation of our cooperative dialogue is the best approach and in everyone's best interests.

Response 50A

Your willingness to work together is appreciated. All parties involved agree to work toward the best solution that provides reasonable access from your property in accordance with state statutes and rules in place at the time you are ready to request access.

With regard to the US 160/US 550 (south) intersection, otherwise known as Farmington Hill, eight intersection/interchange configurations and locations were evaluated at the US 160/US 550 (south) intersection. Grandview Alternative G Modified is the preferred alternative because it meets the capacity, safety, and access control purpose and need; has less out-of-direction travel, less wetland impacts, less irrigated farmland impacts and has the least residential and business relocations compared to Alternative F Modified, the other alternative evaluated in detail in the EIS.

A supplemental EIS would be required if it is determined that (1) changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS, or (2) new information or circumstances relevant to environmental concerns and bearings on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS (23 CFR §771.130). In the event a supplemental EIS is required, CDOT will work with you, other members of the public, and local, state and federal agencies to come up with a solution that meets the purpose and need for the project while taking into account the social, economic, and environmental impacts of the project, and requirements of other environmental laws and regulations.

Comment 50B (Otten Johnson, Webb Ranch)

It was good to talk to you yesterday. As we discussed I have reviewed the EIS as it pertains to the intersection of 160/550. My review indicates there are a number of deficiencies with the operational analysis, including the fact that I could not find the Year 2025 analysis for the no-build scenario. Of particular concern is the use of a 6 percent annual growth rate to project traffic volumes on US 160 in the Year 2025. In fact, CDOT counts at the intersection of 160/550 indicate that a 2 percent annual growth factor has occurred between 1995 and 2000. Assuming this annual growth rate until the Year 2025, the Farmington Hill intersection will operate at Level of Service C in the Year 2025, not LOS F as indicated in the EIS. This discrepancy calls to question the very need to relocate US 550 and construct a very expensive interchange. I should call to your attention that the CDOT 20 year growth factor for this section of US 160 as shown on their web page is also a 2 percent annual growth rate.

While I am hopeful that a reasonable compromise will be reached for the Farmington Hill Intersection, I think it is important to preserve your opportunity as an impacted land owner to question the justification for any major highway improvements at this location.

Response 50B

The No Action intersection analyses for the intersection of US 160/US 550 is included in Attachment E-1 (2025 Grandview Section, No Action Alternative, Intersection Analyses) of Appendix A in the EIS.

The CDOT website you reference and the percentage growth rates on the website are based on traffic data from the last 10 to 15 years and a linear projection of that data. This data is useful for general traffic volume predictions but does not provide an accurate prediction of traffic volumes in areas where there is a change in land use and growth such as the Farmington Hill intersection and Grandview. The land use in Grandview is currently agricultural, light industry and low density residential. In the next 20 years, the Grandview area is expected to have 2,536 new housing units, a hospital, associated medical facilities, commercial facilities, parks and schools. Traffic volumes related to growth and this change in land use cannot be accurately predicted using a straight line projection based on historic traffic volumes. The EIS uses a sophisticated traffic model which more accurately predicts the traffic volumes because it is based on land use projections and the expected growth in Grandview. Through coordination with the City of Durango and La Plata County, the trips generated by the Grandview development in the next 20 years were estimated using background volumes, and proposed land uses, and based on the Institute of Transportation Engineer's Trip Generation Manual. Traffic engineers use this manual to estimate the number of trips generated by a particular land use, which is supported by data collected over many years and in numerous locations throughout the U.S. Within each planning sub-area of the Grandview Area Plan, land uses in the proposed Grandview development were identified by type (e.g., commercial, single family, etc.). The Trip Generation Manual was then used to estimate the number of trips generated by the Grandview development.

In addition to the number of trips generated, the traffic model included an estimate of the internal capture rate within Grandview. Internal capture is the number of trips that would stay within the development instead of making a trip outside of the development. With the variety of land uses available, a resident may be able to go from their home to shopping, entertainment, or restaurants without leaving Grandview. This reduces the number of trips on US 160. Based on the planned land use, an internal capture rate was assumed for each sub-area, with the overall internal capture rate of the Grandview development being approximately equal to State Highway Access Code recommendations.

The number of trips generated by the Grandview development was added to the background volume to estimate the total number of trips. The background volume is the number of trips generated by overall growth and development in the project area. A typical background volume of 2 percent is reflected in the 2 percent growth rate shown on the CDOT web site. Due to the amount of development expected in the Grandview area over the next 20 years, the analysis described above was used to estimate the total number of trips on US 160. This project specific information was used to estimate impacts in this EIS.

Based on these estimates, the Grandview development is expected to generate 101,000 daily trips by 2025. When compared to existing traffic volumes, this reflects a 6 percent growth rate in the

Grandview area. The proposed improvements (an interchange, additional lanes, signalized intersections, and access roads) at the US 160/US 550 (south) intersection and along US 160 would accommodate this increase in trips and meet the purpose and need of the project.

Comment 51A (USACE)

I wanted to emphasize item number 4, of my November 7, 2005 letter, regarding the implementation of permanent stormwater features, such as depressional medians which would be designed to capture and treat stormwater runoff. If the medians could not be used in this fashion, we recommend that CDOT design other stormwater facilities to be located outside wetland areas.

Response 51A

CDOT will incorporate appropriate BMPs into detailed construction plans as required under our MS4 Permit for New Development and Redevelopment projects. The use of vegetated depressed medians provides an effective BMP for treatment or pretreatment and discharge of roadway runoff. The design of vegetated, depressed medians, with or without storm drain outlets will be dependant on the hydraulics and capture volume analysis. In areas where the medians require an outlet drain, the discharge will be directed to allow additional treatment (vegetated swales, rip rap, or basins) before entering wetlands or surface waters. (See response to comment 33D for additional details on stormwater management.)

Comment 51B (USACE)

Please also provide me with the calculation of the overall impacts to “high quality” wetlands within the CDOT corridor. I believe most of the impacts to high quality wetlands will occur within the 1 mile stretch of Dry Creek as discussed in our meeting last week. CDOT did not have the impact calculation for that distinct area during our conversation. Could you provide me, along with USEPA, with the quantity of impact your preferred alternative would have to the Dry Creek wetland complex, along with the overall impacts to wetlands designated as “high-quality.” Your DEIS should also explain what special precautions you will be taking to avoid and minimize direct and indirect impacts to these areas.

Response 51B

Two characteristics were used to define high quality wetlands in the corridor; wetlands with two or more high functions that were larger than 0.05 acre (total area), and wetlands with one high function and four or more moderate functions, that were larger than 0.5 acre (total area) or part of a large riparian complex. Using this definition, approximately half (11 acres) of the wetlands in the corridor are considered high quality. Of these, approximately half (5 acres) occur in the Dry Creek and Gem Village section. The next highest area of impact (approximately 3.5 acres) occurs in Wilson Gulch in the Grandview section. The table below shows the high quality wetlands and the acres impacted.

Summary of Impacts to High Quality Wetlands

Wetland Number	Location	Rationale for High Quality				Impacts (Acres)	
		Number of High Functions	Number of Moderate Functions	Total Size (Acres)	Upgrade for size or part of complex?	Preferred Alternatives	Other Alternatives
Grandview Section							
1a-1	Lower Wilson Gulch	2	4	0.38		0.09	0.03
1b-2	Lower Wilson Gulch	3	3	0.82		0.82	0.82
1b-8	Lower Wilson Gulch	3	3	1.14		0.62	0.62
2-3	Lower Wilson Gulch	3	4	1.06			0.02
3-1a	Middle Wilson Gulch	2	2	0.43		0.04	
3-4	Artesian Valley	1	4	17.18	Yes	0.42	0.42
4-4	Middle Wilson Gulch	3	3	1.38		1.00	1.00
4-5	Upper Wilson Gulch	3	3	0.33		0.12	0.15
5-5	Upper Wilson Gulch	2	4	0.13		0.13	0.13
G-3	Middle Wilson Gulch	1	4	NA	Yes	0.32	0.32
Subtotal						3.56	3.51
Florida Mesa and Valley Section							
12-4	West slope of Florida Valley	2	4	0.83			0.23
13-1	Florida River	5	2	0.08		0.01	0.01
13-2	Florida River	3	3	0.01		0.01	0.01
13-4	Florida River	3	4	0.16		0.07	0.07
13-12	Long Hollow	3	1	0.08		0.01	
Subtotal						0.10	0.32
Dry Creek and Gem Village Section							
14-2	Long Hollow	3	3	1.09		0.59	0.59
15-2	Tributary of Long Hollow	2	4	0.35		0.10	0.10
22-2a	Upper Dry Creek Valley	1	5	6.47	Yes	0.17	0.17
22-4	Upper Dry Creek Valley	1	5	4.8	Yes	1.75	1.75
22-5	Upper Dry Creek Valley	1	5	0.63	Yes	0.24	0.24
23-5	Upper Dry Creek Valley	1	5	2.05	Yes	0.51	0.51
23-6	Upper Dry Creek Valley	1	5	1.05	Yes	0.69	0.69
24-2	Upper Dry Creek Valley	1	5	1.06	Yes	0.42	0.42
29-5	Valley of Unnamed Tributary of Dry Creek	1	5	2.46	Yes	0.66	0.25
Subtotal						5.13	4.72

Summary of Impacts to High Quality Wetlands

Wetland Number	Location	Rationale for High Quality				Impacts (Acres)	
		Number of High Functions	Number of Moderate Functions	Total Size (Acres)	Upgrade for size or part of complex?	Preferred Alternatives	Other Alternatives
Bayfield Section							
30-2	Valley of Unnamed Tributary of Dry Creek	1	6	10.82	Yes	1.31	1.31
31-1	Los Pinos River Valley	5	2	0.23		0.15	0.15
31-9	Los Pinos River Valley	3	3	0.44		0.05	0.05
31-10	Los Pinos River Valley	3	4	2.35		0.28	0.5
31-13	Los Pinos River Valley	1	5	0.32	Yes	0.07	0.06
32-2	Los Pinos River Valley	1	4	6.01	Yes	0.02	0.83
32-12	Los Pinos River Valley	1	4	1.48	Yes	0.29	0.21
Subtotal						2.17	3.11
Total						10.96	11.66

High quality wetlands in Wilson Gulch and Dry Creek were avoided and impacts minimized through the use of bridges instead of box culverts, locating intersections to minimize impacts to the larger wetland complexes, use of guardrail and retaining walls to minimize the roadway disturbance, narrowing the highway median to the extent possible without compromising safety, and through the purchase of access control lanes to limit future development impacts (See Section 4.7.7.5, Avoidance and Minimization Measures). During final design, the roadway embankment and retaining walls will be designed to maintain the groundwater hydrology of the remaining wetlands. These designs will be evaluated in project-specific Mitigation and Monitoring Plan submittals. In addition, Table 4.25.2, Summary of Mitigation Measures, in the FEIS presents a summary of wetland mitigation commitments that include measures to avoid and minimize impacts during construction.

Comment 52A (USEPA)

The DEIS analyzes 17.4 miles of improvements, divided into four sections (Grandview, Florida Mesa and Valley, Dry Creek and Gem Village, and Bayfield), with three alternatives, including the no-action alternative, studies for each section. Preferred alternatives are indicated for each section. Overall, the DEIS is well-organized and thorough in the information it provides. However, EPA has concerns regarding how the highway improvement design impacts wetlands, during and after construction, indirectly as a result of induced growth, and cumulatively. EPA is also concerned about cumulative impacts to air quality from projected increased traffic flows, and the foreseeable emissions from oil and gas development on the Southern Ute Reservation.

Response 52A

CDOT and FHWA have coordinated with EPA to address their comments. See below for detailed responses. EPA has indicated these responses adequately address their comments.

Comment 52B (USEPA)

As the DEIS states, the NEPA/404 merger process is intended to demonstrate to the USACE that the Least Environmentally Damaging Practicable Alternative is the Preferred Alternative (2.1.1). Throughout this process, EPA provided extensive comments on design changes that would have reduced wetland impacts, especially in the Dry Creek area. These comments warranted evaluation of an alternative that avoided wetlands losses, which is preferable to the wide-scale mitigation suggested in the DEIS, and required for a CWA Section 404 permit. EPA recommends that the decision process for eliminating a no-median alternative be documented in the final EIS.

Response 52B

Median barrier is a measure of last resort in highway design. The existence of median barriers does not mean they are a desirable condition, or one that CDOT would wish to create on a newly re-designed and re-constructed roadway. However, they are necessary in certain conditions. AASHTO's Roadway Design Guide (2002) states that "...a median barrier should be installed only if the consequences of striking the barrier are expected to be less severe than if no barrier existed." Providing a "clear zone" outside the travel lanes for errant vehicles to recover from loss of control without striking an object is one of the most important aspects of highway safety. Placing a solid object, such as a barrier, tree, sign, etc., within this clear zone creates a potential hazard; nearly 11,000 people die each year in collisions with such objects (AASHTO 2002). Roadway curves aggravate the situation because loss of driver control is more likely. In addition, a solid barrier reduces the ability of a driver to see objects on the roadway ahead around a curve, reducing the decision and stopping sight distances prescribed by AASHTO.

In light of these requirements, only a raised median was used on the project, and then only where necessary. A barrier or raised median was not considered as an alternative for the entire length of the corridor primarily because it would require a controlled access facility along the entire corridor. Instead of providing right-in/right-out access throughout the corridor and full movement access at approximately 1-mile intervals, on a controlled access roadway access is provided through a series of frontage roads and/or ramps. This typical section (roadway with ramps and/or frontage roads) would be wider (approximately 300 feet) and require more ROW than the proposed typical sections, which are a maximum of approximately 190 feet.

According to the AASHTO Roadside Design Guide (AASHTO 2002), a median barrier should be installed only if striking the barrier is less severe than the consequences that would result if no barrier existed. Typically, a median barrier is installed in areas with high traffic volumes (greater than 20,000 average daily traffic [ADT]), narrow medians, or a history of crossover accidents.

In addition, the public has expressed their desire to maintain the rural character of US 160 and stated that they preferred a wide median for this project.

Also see response to comment 33A.

Comment 52C (USEPA)

EPA's policy is to rate the preferred alternative(s), which in this case includes ratings for each section. EPA rates each of the preferred alternatives an EC-2 (environmental concerns, insufficient information). The EC rating is recommended because the review has identified environmental impacts that should be avoided in order to adequately protect the environment. These are described in the attached comments. EPA has concerns with Dry Creek and Gem Village Section Alternative H because the preferred alternative does not include a practicable alternative that is designed to avoid wetland losses, as EPA recommended during the negotiation process.

For all four sections' preferred alternatives, the review finds that the DEIS provides insufficient information on cumulative impacts to wetlands, wildlife, and habitat from growth from improved highway construction. The DEIS also fails to provide all available, relevant monitoring data that assesses the cumulative impacts from the project on air quality. In particular, the DEIS does not discuss or analyze impacts from the anticipated emissions from this highway project and the future North San Juan Basin Coal Bed Methane Project, which will add significant amounts of carbon monoxide and nitrogen oxides to the air, impacting area ozone levels.

Thank you for considering these comments, which are provided to assist FHWA in designing a highway improvement project that protects resources while meeting the purpose and need for action. EPA's review and participation in the US Highway 160 from Durango to Bayfield project will be coordinated by Jody Ostendorf (303 312-7814) of my staff. Please feel free to contact her regarding these comments or future EPA involvement in this project.

Response 52C

Comment noted. See below for detailed responses.

*Comment 52D (USEPA)*Chapter 2 (page 2-3) NEPA/404 Merger Process:

This section identifies the "pilot" use of a NEPA/404 merger process on the US Highway 160 DEIS. This process is designed to ensure that agencies give early consideration to 404(b)(1) Guidelines and avoid holding up the project. This involved frequent communication with federal and state agencies regarding Clean Water Act Section 404 requirements for both the NEPA documentation and highway design. The effort was intended to provide adequate documentation by FHWA/CDOT to ensure the USACE's CWA Section 404 NEPA analysis is taken into account early in the process. Despite these efforts, EPA concludes that the analysis for determining the least damaging practicable alternative is not adequately documented in the DEIS. While we agree that the existing alignment is likely a less damaging alternative conceptually, we do not agree that the highway design in the preferred alternative is the least damaging alternative due to the exceptionally wide footprint associated with the "rural" highway design.

Response 52D

See responses to comments 33A and 52B.

Comment 52E (USEPA)

Chapter 4 (page 4-5) Environmental Consequences and Mitigation:

The document does state however, that the preferred highway footprint is based on conceptual design and that there could be changes with final design to avoid and reduce wetland impacts. Throughout the NEPA/404 merger process we have made known our concern that this assertion in the DEIS does not provide enough assurance that impacts to aquatic resources will be further avoided or minimized. Because this is a requirement of the Section 404(b)(1) Guidelines, it would be prudent to provide this documentation in the DEIS for public comment and review.

Response 52E

The conceptual design incorporates avoidance and minimization measures for impact areas where the greatest reduction in impacts could be achieved. Additional avoidance and minimization measures will achieve smaller increments in impact reduction because the most obvious areas of impact reduction have been incorporated into the conceptual design. Further avoidance and minimization cannot be achieved on a conceptual design level. For this reason, estimated wetland impacts represent the worse-case impact scenario subject to further reduction during detailed design.

CDOT has committed to further avoid or minimize impacts during final design. This is stated in the last sentence of the third paragraph of Section 4.7.2.1, Direct Impacts, in Section 4.7.7.5, Avoidance and Minimization Measures, and in Table 4.25.2, Summary of Mitigation Measures.

Comment 52F (USEPA)

We are particularly concerned about the wetlands impacts proposed at the Dry Creek area (approximately eight acres) just west of Gem Village (Figure 3.7.9). CDOT is proposing wetland mitigation in the Dry Creek wetland vicinity (i.e., expanding the existing wetlands, page 4-61) which may be adequate, but avoidance and minimization of adverse impacts must be documented before mitigation can be considered. The DEIS does not provide documentation clearly demonstrating that the highway design in the Dry Creek area could not be designed without a median to reduce wetlands impacts.

Response 52F

See response to comment 33A.

Comment 52G (USEPA)

Mitigation commitments for unavoidable wetland impacts should include CDOT's role in constructing, monitoring and preserving wetlands in perpetuity. Mitigation for the highway project should be constructed *prior* to wetland impacts to avoid lag times and delays in wetland function. Conservation easements should be in place prior to wetland construction activities to ensure wetlands remain for the life of the project.

Response 52G

In Section 4.7.8, Mitigation, CDOT commits to constructing wetlands prior to or concurrently with impacts, monitoring the wetlands, and to protecting those wetlands in perpetuity. These commitments have been added to Table 4.25.2, Summary of Mitigation Measures. CDOT's

intent and goals for wetland mitigation will be to purchase property or enter into agreements with wetland banking institutions prior to construction of projects that impact wetlands. Without a formal Record of Decision (ROD) on the FEIS, FHWA cannot release available funds to be used for purchase of property or mitigation credits. Once a ROD is authorized, CDOT will pursue mitigation opportunities for the entire corridor in advance of construction (also see responses to Comments 11A, 14A, and 33C).

Comment 52H (USEPA)**Page 4-163 Present and Future Wetland Cumulative Impacts:**

As discussed at the 11-9-2005 meeting, EPA finds the cumulative impacts summation for wetlands could be improved by putting it into context. Where it estimates 700-800 total acres of wetlands disturbed from activities occurring within the last 5-10 years and those activities occurring in the next 20 years, that number would be more meaningful if it were stated as a percentage of total wetlands in the corridor.

Response 52H

The 700-800 acres is the total of all the projects listed in the cumulative impacts wetland section. Detailed wetland data do not exist for La Plata County as was available for the SH 9 Frisco to Breckenridge EIS. Although this information is not available for La Plata County, the Colorado Natural Heritage Program (CNHP) has conducted a survey in the county to identify Potential Conservation Areas (PCA). In identifying a PCA, the goal of the CNHP is to identify a land area that can provide the habitat and ecological needs upon which a particular element or suite of elements depends for their continued existence. PCAs may not provide the best context for cumulative impacts to wetlands because surveys were limited to one growing season, and a PCA was only surveyed if the landowner provided access. Therefore, there may be some PCAs that exist on private land but were not surveyed because landowners denied access. Additionally, not all of the PCA may be considered a wetland. However, because supporting wetland data are not available for this project, the PCAs were used to put the wetland impacts into context. The Colorado Natural Heritage Program estimates there are 16,166 acres of potential conservation areas within La Plata County. This number has been added to the discussion in Section 4.23.10.3, Overall Wetland Cumulative Impacts.

Comment 52I (USEPA)

Early in the NEPA/404 merger process we asked for an analysis that considered reasonably foreseeable development impacts for private parcels in the corridor (including access to the highway from these developments). Instead, the DEIS speculates (pg 4-163) that community expansion would not likely result in substantial wetland losses based on Section 404 permitting. The federal permitting program does not protect all wetlands and significant wetland losses can occur from unregulated activities, including removing irrigation water for residential development, filling isolated (unregulated) wetlands for any purpose, unauthorized filling of wetlands, dredging wetlands for ponds, and draining wetlands. The EIS should include specific analysis that identifies private parcels and potential worst-case development impacts on wetlands. As an example, refer to the Highway 9 Frisco to Breckenridge DEIS, pages 4-105 to 4-110, <http://www.dot.state.co.us/HWY9f2b/>.

Response 52I

The SH 9 Frisco to Breckenridge EIS methodology was modified slightly to allow for differences between that project and US 160. Unlike the US 160 project, SH 9 is located in a single watershed, with detailed wetland and land use data readily available. Despite these differences, a similar methodology was used for US 160 as the best available option to evaluate cumulative impacts to wetlands. Using La Plata County planning data, a list of “reasonably foreseeable” projects within three miles of US 160 was created. Using mapping of Potential Conservation Areas from the Colorado National Heritage Program, impacts to wetlands in La Plata County from this future development was estimated. Of the estimated 16,166 acres of wetlands in La Plata County, approximately 543 acres (3.4 percent) would be impacted by the listed “reasonably foreseeable” projects. This information and analysis has been added to Section 4.23.10.2, Present and Future Wetland Cumulative Impacts.

In addition, a discussion of induced growth and effects has been added to Section 4.23.6.2, Present and Future Land Use Cumulative Impacts. Potential growth rates, development densities, and conversion of agricultural/rural land to residential/commercial land uses are discussed in this section.

Comment 52J (USEPA)

The DEIS does not adequately address cumulative impacts to wetlands resulting from reasonably foreseeable development and associated access points along Highway 160. CDOT has stated that they will be looking at their procedures and policy on the approval of access roads. EPA considers the appropriate scope of analysis in this case and under the Section 404 permit to include all aquatic resource impacts under federal control and responsibility which, when viewed cumulatively, are significant. Because future access points can result in additional wetland impacts, we recommend that an analysis be completed that discloses potential worst-case impacts to wetlands (with appropriate mitigation) or that CDOT commit to no additional wetland impacts associated with this project, including future access. Without these assurances, a single and complete project will not be presented for 404 permitting purposes. Access restrictions in wetland areas would be considered for mitigation for indirect adverse impacts associated with the roadway expansion.

Response 52J

See responses to comments 33D and 52I.

Comment 52K (USEPA)

All the analysis needed for a 404 permit should be done in conjunction with the FEIS process, and completed prior to the signing of a ROD. For this project, we will need the details of a wetlands mitigation plan coordinated through all the appropriate agencies, prior to the signing of the ROD.

Response 52K

CDOT will apply for a Section 404 permit and obtain approval from the USACE prior to signature of the ROD. The EIS shows areas of conceptual mitigation based on site selection in areas that are suitable and contiguous with other wetland areas while providing the greatest

benefit to the ecosystem on a watershed basis. CDOT does not currently own these properties although some of the property owners have expressed a desire to mitigate wetlands on their property (see response to comments 11A and 14A). As stated in response to comment 52G, it is not possible to purchase these properties in advance of the ROD. Although CDOT may negotiate certain terms of purchase or use of properties for mitigation, it may not be possible to investigate and evaluate these properties for detailed mitigation design in advance of the ROD. Without access to a registered wetland mitigation bank in this region, it is also not possible to work out agreements and purchase credits in advance of the ROD. CDOT's discussions with the USACE have indicated that prior to construction, detailed mitigation plans would be developed for USACE approval to assure appropriate and functional replacement of wetland impacts (see Section 4.7.8, Mitigation, for a list of items to be included in these detailed mitigation plans). The USEPA could also be included in this effort to allow a review and approval process of CDOT's mitigation measures in advance of impacts.

Comment 52L (USEPA)***Section 3.5 and Table 3.5.1:***

EPA recommends that the FEIS include all available and relevant air monitoring data, such as data from the DEIS for the Northern San Juan Basin Coal Bed Methane Project (NSJB CBM Project) which is related to this project. In Table 4-1, page 31 of that DEIS, the Air Quality Impact Assessment Technical Support Document may be used for this project to estimate background concentrations expected in the highway project area in the future.

Response 52L

The suggested table, which contains air quality measurement data from the monitoring station in Ignacio, has been added to Section 4.23.9.1, Past Air Quality Cumulative Impacts.

Comment 52M (USEPA)

The air impacts (consequences) section is relatively incomplete. Although the emissions from this project do not cause or contribute to a violation of the National Ambient Air Quality Standards, EPA requires that the impacts of the project be assessed. The analysis only compares the impacts as they relate to each alternative and, in this project, all alternatives have nearly the same VMT and thus emissions. The analysis should show the emission trends for the alternatives, including the no-build compared to the current air quality status and estimated emissions.

Response 52M

In response to this comment, an analysis of emission trends for volatile organic compounds (VOCs), nitrogen oxide (NOx), and formaldehyde was prepared for existing conditions (2001), 2025 No-Action, and 2025 Preferred Alternatives. This analysis is included in Appendix I, Air Quality and the results discussed in Section 4.5, Air Quality.

Comment 52N (USEPA)

The analysis asserts that EPA regulations will eventually result in a much cleaner vehicle fleet and therefore all the alternatives will result in a decrease in emissions. A quantitative analysis

should be done to support this assertion considering the very large increase in traffic anticipated. In one location, US 160 west of CR 222/223 west, daily traffic counts are expected to quadruple. This analysis could be done using MOBILE6.2 and estimated VMT. While specific vehicle fleet information may not be available for this project area to determine the emission factors, an EPA default fleet or an analogous fleet such as a Colorado Springs or Denver vehicle mix used with MOBILE6.2 to estimate emission factors could be used to estimate the emission trends for this project.

Response 52N

Using MOBILE6.2, an analysis of volatile organic compounds (VOCs), nitrogen oxide (NO_x), and formaldehyde was prepared for existing conditions (2001), 2025 No-Action, and 2025 Preferred Alternatives. This analysis demonstrates that emissions would be reduced in all the action alternatives. Due to increased traffic volumes, decreasing travel speeds, and increasing intersection delay, formaldehyde and VOC emissions increase in the No Action Alternative. NO_x emissions are lower in the No Action Alternative because of the larger decline in NO_x emission rates and because the NO_x emission rates are not as sensitive to speed. This analysis is included in Appendix I, Air Quality and the results discussed in Section 4.5, Air Quality.

Comment 52O (USEPA)

The major issue not addressed in this DEIS is some discussion and analysis of the cumulative impacts resulting from the anticipated emissions of this highway project and the NSJB CBM Project. The coal bed methane project will add significant amounts of nitrogen oxide (up to 2,087 tons per year) and carbon monoxide (over 2,100 tons per year), depending on the final project alternative. These additional emissions are important for assessing impacts to the ozone levels in the area. The most recent monitoring data included in the DEIS indicate current ozone concentration at 80 percent of the standard. This is a high level considering the low density of urban development and population distribution for the area. In addition, the project will add mobile source air toxics (MSATs) to those estimated to be emitted from the coal bed methane project. In particular, the NSJB CBM Project DEIS analyzed formaldehyde emissions. In any case, this DEIS should consider the air quality impacts of the NSJB CBM Project when considering long-term emission trends in and around the highway facility.

Response 52O

The US 160 project is expected to reduce emissions, including formaldehyde. Projected emission levels from the NSJB CBM EIS, Southern Ute Indian Reservation Oil and Gas Development EIS, and the US 160 analysis have been added to Section 4.23.9.3, Overall Air Quality Cumulative Impacts.

The issue of NSJB CBM carbon monoxide (CO) emissions was raised in the context of their potential contribution to higher ozone levels in the area. CO is not typically analyzed as a precursor to ambient ozone formation; however, an analysis of project-related VOC and NO_x ozone precursor emissions was prepared. Finally, the 2,100 tons per year (or 6 tons per day) of CO emissions from the NSJB CBM project, taken with any CO emissions from US 160, would not be expected to lead to violations of the CO standard in the area. Denver currently experiences approximately 1,900 tons of CO emissions each day during the winter season but has not monitored violations of the CO standard.

Comment 52P (USEPA)

This DEIS offers a good qualitative discussion of MSATs and the potential impacts of most highway projects. More analysis for this specific project would be helpful, such as discussion of potential MSAT receptors including homes, businesses and schools within 100 yards of the highway. As stated above, specific attention should be given to formaldehyde emissions from this project as these were estimated to be increasing as a result of the NSJB CBM Project.

Response 52P

An analysis of volatile organic compounds (VOCs), nitrogen oxide (NOx), and formaldehyde was prepared for existing conditions (2001), 2025 No-Action, and 2025 Preferred Alternatives. This analysis included information from the NSJB CBM EIS that shows increasing formaldehyde emissions. While cumulative impacts to air quality may result in localized increases in MSATs, the proposed US 160 Action Alternatives would cause a decrease in MSAT levels for sensitive receptors near the highway. Specifically, formaldehyde emissions would be reduced, resulting in no impacts to sensitive receptors. See Appendix I, Air Quality, and Section 4.5, Air Quality, for the air quality analysis and a detailed discussion of the results.

Comment 52Q (USEPA)

Statements regarding the general decrease in air toxics should be referenced. For example, a reference should be given in the second paragraph page 4.33 relating to “reduce MSAT emissions by 67 to 90 percent.” This type of statement should be expanded to explain how, despite the quadrupling (US 160 west of CR 222/223 west) of traffic, emissions will be reduced. If there are receptors such as homes, businesses or schools that could be impacted by MSATs, then MOBILE6.2 emission factors should be used to estimate the quantitative change in MSAT emissions. While it is true that the MSAT emissions of the vehicle fleet in general, will be reduced, increases in traffic and congestion may cause MSAT to increase. General statements that MSATs will be reduced under all alternatives require some supporting analysis.

Response 52Q

Using MOBILE6.2, an analysis of volatile organic compounds (VOCs), nitrogen oxide (NOx), and formaldehyde was prepared for existing conditions (2001), 2025 No-Action, and 2025 Preferred Alternatives. This analysis is included in Appendix I, Air Quality and the results discussed in Section 4.5, Air Quality. The 67 to 90 percent reduction in MSAT emissions reflected national trends. This text has been changed to reflect data from the project-specific analysis (a 30 percent reduction). In addition, text throughout Section 4.5.3.1, Project Level MSAT Discussion, has been changed to reflect the project-specific analysis and provide supporting information.

Comment 52R (USEPA)

EPA disagrees with some statements in this DEIS regarding air toxics. For example, on page 3-20 the DEIS states that “...accurate and reliable estimates of actual human health or environmental impacts from transportation projects and mobile source air toxics are not scientifically possible at this time,” and in the first sentence in the second paragraph on page 4-33 the DEIS states that “...reliable quantitative methods do not exist to accurately estimate the health impacts of MSATs.” While a full assessment is not required in every case and is not

necessary for this project, EPA contends that methods do exist to fully assess the human health risk from MSATs associated with transportation projects. In addition, the health impacts of MSATs are widely accepted. This concept should be clarified in the page 3-20 citation noted above.

Response 52R

FHWA acknowledges that EPA and FHWA disagree on the availability and appropriateness of available tools for MSAT impact analysis. FHWA's Mobile Source Air Toxics Interim Guidance, issued by FHWA on February 3, 2006, identifies several reasons why MSAT health risk assessment is not likely to produce meaningful results given the present state of the science. FHWA and EPA will continue to work on a way to resolve these differences.

Comment 52S (USEPA)

As the DEIS states in 4.23.4.1, La Plata County's population increased 36.1 percent between 1980 and 2000. While it is true that the populations of Grandview, Gem Village and Bayfield – the three communities along the project's corridor – would be increasing regardless, the induced growth and changes to land values and use caused by this project should be evaluated for their indirect effects. In addition to the wetlands and air quality impacts mentioned above, this includes induced residential, commercial and industrial growth and land use changes that affect wildlife habitat loss and fragmentation, and loss of rural character and farmland. Specifically, the EIS should better identify sensitive environmental resources that may be impacted by the eventual build-out around access points along the highway corridor.

Response 52S

In response to this comment, a discussion of induced growth and effects has been included in the FEIS. Due to land use plans that allow higher densities of development and the availability of centralized water and sewer systems, growth along the US 160 corridor is expected to occur primarily in Grandview and Bayfield. The conversion of agricultural/rural land to residential/commercial land in these areas would cause loss of sensitive environmental resources, such as wetlands and winter habitat for mule deer and elk, to occur faster than expected. Impacts from this development would be mitigated through access control measures, existing land use planning, and growth management policies. See Section 4.23.6.2, Present and Future Land Use Cumulative Impacts for the complete analysis, and Section 4.23.71, Mitigation, for proposed mitigation measures.

Comment 52T (USEPA)

Council on Environmental Quality (CEQ) regulations require the EIS to describe the “means to mitigate adverse environmental impacts” (40 CFR 1502.16(h)). Much of the mitigation for indirect effects may be subject to the authorities of affected cities and La Plata County. If analysis of indirect induced growth effects occurs before the highway project is completed, the cities/county will be better able to plan effectively for future growth and develop mitigation measures for impacts from induced growth.

While the DEIS identifies some mitigation techniques, it focuses mainly on the inevitability of growth in La Plata County, stating in 4.23.5.2 that the current mix of agricultural, rural, suburban and urban land in the project corridor is projected to become entirely urbanized in the next 20

years. It further states that residential properties closest to the project corridor are likely to become converted to commercial uses.

By offering the cities/county adequate notice of the foreseeable environmental consequences of this project, the EIS can give city and county officials the opportunity to better plan and implement protective and corrective measures. It is unclear from the DEIS what mitigation techniques are currently employed by the affected cities and La Plata County, but the EIS might identify possibilities such as:

- Access controls (location of interchanges)
- Context sensitive designs
- Local land use plans that affect or regulate new development
- Zoning controls
- Transfer of development rights
- Growth management regulation (public facilities ordinances, development moratoria, urban growth boundaries, extraterritorial zoning/annexation)
- Resource management and preservation regulations
- Land acquisition and conservation easements
- Incentives for brownfield/infill development
- Development fees and exactions.

Response 52T

A new section, 4.23.17, Mitigation, has been added to the text. Where appropriate, these mitigation measures have been added to that section and Table 4.25.2, Summary of Mitigation Measures.

Comment 52U (USEPA)

Use of liquid deicers may negatively impact drinking water sources through contamination of shallow groundwater connections and through direct input to the specified receiving waterbodies, all of which are designated as drinking water sources. Therefore, corrosion inhibitors present in liquid deicers proposed for use along the project corridor should be evaluated for the presence of chemical constituents which exceed drinking water MCLs. Known contaminants in corrosion inhibitors include arsenic (As), cadmium (Cd), chromium (Cr), iron (Fe), manganese (Mn), lead (Pb), and copper (Cu). Because metals associated with liquid deicer use are persistent and/or bioaccumulative, significant chronic or cumulative impacts to aquatic life may also result where other sources of metal pollution are present (Source: “Storm and Ground Water Impacts of Chemical Deicers in Missoula, MT.” www.co.missoula.mt.us/wq/FAQ/deicer.pdf).

To determine whether this project will negatively impact groundwater, the EIS should identify which deicers will be used on the highway and the heavy metals concentration in each, similar to the table below. While it may be impossible to accurately model the destination and transport of all of the chemicals in the deicer with enough accuracy to determine whether there will be an

exceedance of MCLs in a USDW (underground source of drinking water), the EIS should disclose what chemicals will be applied to the road and in what amount.

Table is illegible

Response 52U

CDOT uses several types of solid and liquid chloride and acetate deicers depending on temperatures, location, traffic, equipment availability, and other factors. A discussion of these deicers and their chemical constituents has been added to the water quality section in Section 4.8.2.3, Impacts Common to All Action Alternatives.

Comment 52V (USEPA)

Temporary sediment basins or infiltration swales should be considered where US 160 crosses the Florida and Los Pinos rivers to decrease the contaminant (e.g., sediment, total dissolved solids [TDS]) loading in stormwater runoff and to reduce the erosive potential of stormwater runoff from newly developed impervious surfaces.

Response 52V

The use of permanent BMPs will be considered during all phases of the US 160 Durango to Bayfield improvements as required by CDOT's MS4 Permit. As stated in Section 4.8.2.8, Mitigation, permanent BMPs, including grass swales and detention basins, will be considered as mitigation for the US 160 project. Preliminary assessment of the Florida River bridge improvements indicates that installation of settling ponds or basins would require the removal of wetlands and riparian vegetation for construction of permanent BMPs and access roads for maintenance. Shallow groundwater and location within the 100-year floodplain also precluded the use of settling basins. Practicable measures for permanent BMPs at the Florida River include bridge deck drains that discharge into vegetated swales and use of natural vegetation and undisturbed areas to promote groundwater recharge. Additional measures will be explored for the Florida and Los Pinos rivers during final design.

Comment 52W (USEPA)

Limited water quality data is available for Wilson Gulch, the Animas River, the Florida River, and Los Pinos River downstream of US Highway 160. Structures and/or automated sampler devices which enable the monitoring of pollutants of concern (TDS, Cu, Zn, TSS, Pb, As, Cd, Cr, Mn) at outlet structures may be appropriate for ascertaining water quality impacts from stormwater runoff. Areas where monitoring should be considered include the mouth of Wilson Gulch as it enters the Animas River and any major stream crossings throughout the project corridor.

Response 52W

CDOT used the Driscoll model to calculate potential pollutant loadings from roadway runoff at existing crossings under current and future conditions (Table 4.8.6 Required Removal for No Increase in Mass Loading of Pollutants). The increase between current and future loadings was used to estimate the required pollutant removals necessary to maintain existing pollutant loadings. The results of the Driscoll model were compared to various BMP removal efficiencies

and showed that structural BMPs can be effective in reducing pollutants from roadway runoff. Depending on the BMPs utilized, pollutant loading reductions to preconstruction levels may be accomplished. Adherence to CDOT's MS4 permit, Stormwater Quality Guide, and Specifications 208 and 107.25 assure that effective structural and non-structural BMPs will be implemented and maintained during construction as well as post-construction and will be addressed in the detailed design. This in turn will ensure compliance with the CWA.

Monitoring of the permanent BMPs is an effective way to ascertain the water quality impacts from stormwater runoff. Other monitoring methods, such as automated sampler devices at major stream crossings, would monitor pollutant levels at these locations. However, these levels would be a result of many other factors and projects, not a measure of the US 160 BMP effectiveness. Section 4.8.2.8, Mitigation, includes CDOT's commitment to implementation and monitoring of permanent BMPs.

Comment 52X (USEPA)

We recommend that the details of the stormwater pollution prevention plan be reviewed and/or coordinated with the city of Durango's municipal stormwater program.

Response 52X

Portions of the Grandview area are or will be annexed into the City of Durango as development of Three Springs Development and Mercy Medical Center continues. The City of Durango currently has a Qualifying Local MS4 Program approved by CDPHE to address Phase II Stormwater Regulations. Projects disturbing greater than 0.5 acre within the city limits of Durango are required to obtain coverage under a separate Stormwater Permit and comply with the conditions of the city's program including preparation and approval of a stormwater management plan and installation of permanent BMPs for projects within city limits. Project construction within the city limits of Durango will be coordinated with the city as required.

Comment 52Y (USEPA)

The DEIS documents that CDOT did a thorough job of conducting outreach to minority and low-income, and tribal populations. These groups were identified and involved early in the scoping process. Furthermore, EPA commends the use of bilingual outreach materials and interpreters at public meetings, and early coordination with the Southern Ute Indian Tribal government.

Response 52Y

Comment noted.

Comment 53A (DOI)**Page 3-31 [pdf page 118], Section 3.8.2 Water Quality, last sentence**

The sentence states that none of the United States Geological Survey (USGS) stations has real-time data as of 2003; data for station 09353800, Los Pinos River near Ignacio, Colorado, continues to be collected and are now available in real-time on the internet at: http://nwis.waterdata.usgs.gov/co/nwis/uv?site_no=09353800.

Response 53A

The sentence has been changed to reflect that real-time data is available for this station.

Comment 53B (DOI)**Page 4-73, Section 4.8.2.1 Driscoll Method and Results**

The use of the Driscoll method as a screening tool for identifying potential water-quality concerns is appropriate; however, the presentation of the modeling results could be improved by including predicted EMCs (event mean concentration) for all constituents that can be estimated using this methodology, including oil and gas, BOD, nutrients, and other trace elements, and comparing those estimated concentrations with applicable State water-quality standards for each potentially-affected stream segment. Further, it would be beneficial if the rationale for the assumptions that “total copper and total zinc provide an overall picture of the water quality impacts associated with the proposed roadway improvements,” that the “relative water quality impact of TSS would be similar to the impact of these two heavy metals,” and that “oil and grease are minor when compared to TSS and heavy metals” also be included in the draft EIS.

Response 53B

A review of the Driscoll model by a CDOT Environmental Specialist states that, “Except in highly mineralized areas, the metals (Cu and Zn) are the best indicators of highway pollution runoff. TSS and phosphorous have other sources and should not be considered unless there are site-specific data for highway runoff” (Huyck 2004). Toxicants that may be estimated using the Driscoll method include Cu, Pb, and Zn; however, the data used to develop lead runoff from highways were collected while leaded gasoline was commonplace and is estimated to over-predict impacts by a factor of hundreds of times given today’s gasoline (Huyck 2004). Therefore, only copper and zinc were used as an indication of impacts from the proposed project.

The same review also states that, “The Driscoll model assumes that 100% of the dissolved metals that enter the receiving stream from highway runoff remain dissolved. Common chemical reactions...may sequester the dissolved metals, particularly in the case of copper. Thus, the Driscoll model significantly overpredicts the concentrations of dissolved metals in the receiving stream” (Huyck 2004). In addition, the model assumes that the receiving stream is pristine. If site-specific data for ambient conditions in the receiving stream are available, they can be input into the model to account for this assumption. However, if site-specific data are not available (the case on the US 160 project), the Driscoll model may underpredict concentrations. Contaminants that are analyzed in this EIS are specific to roadway runoff, are quantifiable, and allow for comparison of alternatives.

Loadings allow for comparison among alternatives without making assumptions about in-stream chemical reactions or pre-existing conditions. Using event mean concentrations creates the temptation to compare them with State Water Quality Standards, which is unreliable for the reasons noted above. Also, these are for storm- or snowmelt-related runoff, which is an acute event, not a chronic condition. For these reasons, the model results are reported as loadings rather than concentrations.

*Comment 53C (DOI)***Endangered Species Act**

We appreciate the coordination between Fish and Wildlife Service (FWS), CDOT and Federal Highway Administration throughout the development of this DEIS, and value the efforts made to address FWS concerns.

We support your efforts to address wildlife crossings and in particular the number proposed. A considerable amount of effort has been expended to ensure that the crossings will work in terms of proper size and location. The crossings should however, be monitored for several years to further determine their effectiveness as it takes animals a few years to become accustomed to using them.

The document indicates that wildlife crossings will definitely be constructed. However, because it will be some time before the project is built, the number, locations and design should be reevaluated in the final design just as the project is to be implemented in case minor changes are needed to ensure maximum benefit to wildlife. It would help if the following sentence found on page 4-100, “The number, locations, and type of crossings that will be constructed will be identified during the final design,” were changed to reflect the Colorado Department of Transportation’s commitment to construct wildlife crossings, but that these final details regarding number, location, and design will need to be determined at the time of project implementation.

A table of impacts to the federally listed Southwestern Willow Flycatcher would be useful. Maps showing the locations and delineations of the affected habitat patches before and after construction would help to visualize the effects to the birds.

Response 53C

See responses to comments 24A, 24B, and 24C.

*Comment 53D (DOI)***Section 4(f) Comments**

The Department recognizes and appreciates the coordination conducted with Federal, State, and local agencies, and the general public. We acknowledge that you have consulted with the Colorado State Historic Preservation Office, who concurred with your determinations of eligibility and effect. We also appreciate that you have stepped outside the box to incorporate creative mitigation measures into this project to minimize adverse effects to the historic ditches, specifically the Public Information Notice describing the role of irrigation in the settlement of the region. The Department of the Interior appreciates when agencies go above and beyond incorporating typical mitigation measures for the preservation of historic properties.

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We appreciate the opportunity to review this document and look forward to reviewing the final document once a Preferred Alternative has been selected.

Response 53D

This letter has been included in the Addendum to Appendix E, Historic Preservation Correspondence. A reference to the letter has been added to Section 5.6, Coordination, and the conclusion is described in Section 5.7, Section 4(f) Determination.

AASHTO. 2001. *A Policy on Geometric Design of Highways and Streets*.

AASHTO. 2002. *Roadway Design Guide*.

Colorado Department of Transportation. *State of Colorado, State Highway Access Code, Volume 2, Code of Colorado Regulations 601-1*. March 2002. Denver, CO.

_____. 2003.

Driscoll, E.D., P.E. Shelley and E.W. Strecker. 1990a. *Pollutant Loadings and Impacts from Highway Stormwater Runoff, Volume I: Design Procedure*. FHWA-RD-88-006.

_____. 1990b. *Pollutant Loadings and Impacts from Highway Stormwater Runoff, Volume II: Users Guide for Interactive Computer Implementation of Design Procedure*. FHWA-RD-88-007.

_____. 1990c. *Pollutant Loadings and Impacts from Highway Stormwater Runoff, Volume III: Analytical Investigation and Research Report*. FHWA-RD-88-008. April.

Huyck, H.L.O. 2004 (draft). *Review of the Driscoll Model and Other Possible Models for Evaluating Water Quality Impacts from Highway Construction for EAs and EISs*. CDOT Region 1, Denver, CO.

URS. *Southwest TPR 2030 Regional Transportation Plan*. November 2004. Colorado Springs, CO.

Attachment A
Comments Received

RECEIVED BY:
OCT 18 2005
PROGRAM ENG.

October 14, 2005

Dora Jaramillo
154 CR 232
Durango, CO. 81303-7928

Kerrie E. Neet, CDOT
3803 North Main Ave.
Durango, CO. 81301

Ms. Neet:

Enclosed are my comments:

- A [1. The most feasible and practical solution to 550 is a fly over the existing 550/160, intersection the right-of-way purchase would be minimal to none.
- B [2. The intersection of (west) CR 232 should NOT be eliminated, but a traffic light should be installed. This intersection will eventually become one of the major traffic flow from future businesses, residences, South Fork Ranch and existing businesses that are on or near (west) CR 232. Skyway Auto now uses this road for his deliveries, Whisper Creek Log Home, Enterprises Rental, and the new Transmission business. Intersection (East) CR 232 only serves one business which is Frito Lay warehouse and this business uses most of the time (west) CR 232 intersection. Future businesses that will establish close to (West) CR 232 should have to pay for their own frontage road or whatever it might need to access this intersection.

A traffic light on (West) CR 232 can definitely eliminate the cost of frontage road for $\frac{1}{4}$ or more mile. There is somewhat of a frontage road from Sonoco to the CR 233 intersection. CDOT has in the past been against building frontage roads this section doesn't justify the expense of a frontage road.

I hope these comments can be utilize to the best use of taxpayers monies.

Thanks,



Dora Jaramillo

10-18-09

Kerrie E Neet;

The other day there were two gentlemen here, and told me that no one with mobile Home Bank, would not be able to turn off to the left, that we would have to turn off at the light and take County Road 133 and follow it around and come back out on 160 and go back west and then turn "right" into the park. I received like to Bruce Ludwig.

Ellen Dunaway

259-0244 - after 12:00 noon

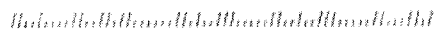
A



Ellen Dunaway
 29251 Highway 160 Tr. 8
 Durango, CO 81301



Kerrie E. Neet
 CDOT 3803 North Main Ave
 Durango, CO 81301





PUEBLO OF LAGUNA

P.O. BOX 194

LAGUNA, NEW MEXICO 87028



(505) 552-6598
(505) 552-6654
(505) 552-6655

Office of:

The Governor
The Secretary
The Treasurer

September 20, 2005

Mr. Joseph Duran
Operations Engineer
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Dear Mr. Duran:

RE: US Highway 160 from Durango to Bayfield

A [The Pueblo of Laguna appreciates your consideration of possible interests that your project may have on traditional religious or cultural properties. At this time Laguna Pueblo has determined that the proposed project WILL NOT have an affect at this time, but in the event that any items are discovered, we would like to be notified for review of items.

Sincerely,

Roland E. Johnson, Governor
Pueblo of Laguna

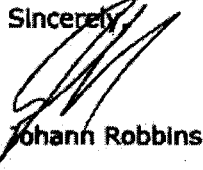
Colorado Department of Transportation
Attn: Kerrie Neet
3803 N. Main, Suite 300
Durango, CO 81301

To Whom It may Concern:

A

I am writing to strongly protest CDOT showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Sincerely,


Johann Robbins
Vice President,
Bayfield Chamber of Commerce



311 BAYFIELD CENTER DRIVE, P.O. BOX 349 BAYFIELD, CO 81122 (970) 884-9502 FAX (970) 884-4376

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OCT 26 2005

PROGRAM ENG.

October 24, 2005

Colorado Dept of Transportation
Attn: Kerrie Neet
3803 N. Main, Suite 300
Durango, CO 81301

To Whom It May Concern:

A

I am writing to strongly protest CDOT's showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

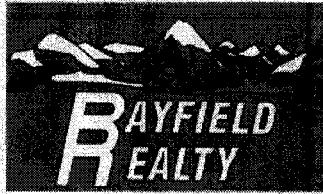
While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Sincerely,

Travis S. Hayden
General Manager

4c

823 CR 501
P.O. Box 710
Bayfield, CO 81122
www.bayfieldrealty.com



Bus. (970) 884-9517
FAX (970) 884-2854
Vallecito Office (970)-884-9777
email: Dave@BayfieldRealty.com

"PERSONALIZED, NOT FRANCHISED"

Colorado Department of Transportation
Attn: Kerrie Neet
3803 N. Main, Suite 300
Durango, CO 81301

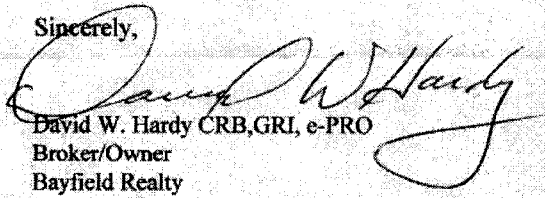
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OCT 25 2005
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To Whom it may Concern:

A [I am writing to strongly protest CDOT's showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Sincerely,


David W. Hardy CRB, GRI, e-PRO
Broker/Owner
Bayfield Realty

4d

Bill W. Morlong, Jr., E. A. LLC
Accredited Business & Tax Accountant

PO Box 30
1327 Hwy. 160B #B;
Bayfield, Colorado 81122
Phone: (970) 884-5106 Fax: (970) 884-5107 Email: bill@billmorlong.com www.billmorlong.com

ENROLLED AGENT TO PRACTICE BEFORE INTERNAL REVENUE SERVICE

October 24, 2005

RECEIVED BY:

Colorado Department of Transportation
Attn: Kerrie Neet
3803 N. Main, Suite 300
Durango, CO 81301

OCT 26 2005
PROGRAM ENG.

To Whom it may Concern:

A [I am writing to strongly protest CDOT's showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included. However, this will cause a financial hardship to my company, as well as, clients of mine located in this area.

Sincerely,



BILL W MORLONG JR EA LLC
Accredited Business and Tax Accountant

4e

Colorado Department of Transportation
Attn: Kerrie Neet
3803 N. Main, Suite 300
Durango, CO 81301

To Whom it may Concern:

A

I am writing to strongly protest CDOT's showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

Sincerely,

Tracy Watson
Tracy Watson

Pack & Ship Express
611 E Colorado Dr
Bayfield, CO 81122
970-884-4442



Pine River VALLEY BANK

301 N. COMMERCE DR. • BAYFIELD, COLORADO 81122
970-884-9583 • FAX 970-884-0214
1-877-550-9583 • dan@prvb.com

DAN R. FORD • *President & CEO*

RECEIVED BY:

OCT 21 2005

PROGRAM ENG.

October 19, 2005

Colorado Department of Transportation
3803 North Main Ave, Suite 300
Durango, CO 81301
ATTN: Kerrie E. Neet

Dear Ms. Neet,

This is a comment for Project No. 91050, the US 160 Durango to Bayfield project.

I attended the open house last week and reviewed the displays. I noticed that they were very similar if not identical to a public hearing I attended in 2000 on the same project with one major difference; the Commerce Drive closure in Bayfield.

I have been very involved in this issue for over a decade. I thought we had this resolved when the Solutions Committee in Bayfield concluded six months of meetings in December, 1999. That 12-member committee included Bryan Foote from URS as well as three CDOT employees: Ed Demming, Mark Mehalko and Carl Watson. Specifically CDOT stated as part of the final solution that they would "legitimize" the Commerce Drive access to Hwy 160. Furthermore your own newsletter of March, 2000 states that "Commerce Drive will remain open until such time when a significant safety/operational problem arises..."

Commerce Drive is the life blood of our community. Several businesses including our bank are positioned for access to the highway. Our only grocery store and a major gas station would surely suffer if Commerce Drive were closed. Business owners made serious financial decisions based upon the CDOT commitment to the Solutions Committee. As a major land owner I recognize that some improvements will eventually need to be made and as one of the major land holders affected I will participate in a reasonable solution. However, closing Commerce Drive is not acceptable to the business community of Bayfield.

In conclusion, I hope CDOT will check its records and recognize its commitments to Bayfield through a laborious effort six years ago. Since CDOT is insulated from public scrutiny the only recourse is for citizens to vote against funding. I submit to you that the reason Referendums C&D are marginal to the Colorado voters is because of unfulfilled promises or commitments by CDOT.

Thank you.

Sincerely,

Dan R. Ford
President & CEO

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

6

RECEIVED BY:

OCT 24 2005

PROGRAM ENCL

Pine River Public Library
395 Center Dr.
P.O. Box 227
Bayfield, CO 81122

October 20, 2005

Colorado Department of Transportation
3803 North Main Suite 300
Durango, CO 81301

Dear Kerrie E. Neet,

A

The Pine River Public Library District used to be in an old building in down town Bayfield. We accumulated enough money to build a beautiful new library that opened in 2004. Our decision to build the library on the north part of town was partly because Commerce Drive offers good accessibility for our patrons. We had several choices but a survey from the community gave us the input that building near Commerce was most centrally located. Also, the Solution Committee that met two years before our land purchase had a commitment from CDOT to keep the access open by issuing a permit for the Commerce access.

We now have a \$2 million commitment to the community that is very much tied to the accessibility through Commerce Drive to the highway. Why would CDOT make that decision and then, five years later start making plans to close the intersection? We may have made a very different decision on where to build our new library if we had known that previous CDOT was not final. Please consider the negative effect that the closure of Commerce would have on the library as well as all the local business interests.

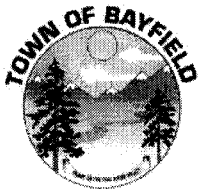
Sincerely,



Donnalee Baxstrom
Director

7

RECEIVED BY:
OCT 26 2005
PROGRAM ENG.



11 West Mill St.
P.O. Box 80
Bayfield, CO 81122
(970) 884-9544

October 21, 2005

Kerrie E. Neet CDOT
3803 North Main Avenue, Suite 300
Durango, CO 81301

Re: US 160 Durango to Bayfield, Draft Environmental Impact Statement
Project No. FC NH(CX) 160-2(048), 91050

Dear Kerrie:

On behalf of the Town of Bayfield, I wish to submit comments concerning the draft EIS for the Durango to Bayfield corridor. While we are pleased that the EIS is moving forward and will soon be completed, there are some important changes that we are requesting be made to the document.

Commerce Dr. Intersection

A

The main objection to the EIS document centers around the Commerce Drive Intersection. On figure 2.5.39 (CDOT preferred alternative) as well as page 2-14 and 2-23 and other areas in the document it shows or discusses the future closure of Commerce Drive to Highway 160. This currently is and will be in the future, the most important access to the Town of Bayfield. Our core business area is primarily accessed by this intersection. The nearest access point is off of CR 501. You have to travel .5 back to the eight corners intersection and north to the round-about at the entrance to the business park, and then back .5 miles to get to the core businesses. It would be one mile and a half to get back to the same point if Commerce Dr. were closed. Having businesses that do not have an obvious and easy access discourages and frustrates customers. There is another access planned to the east, north of US 160 B/east intersection. It is approximately the same distance as mentioned above with even a worse east/west connection back to Commerce Dr. The intersection has great sight distance and is very level and should be able to support some changes to keep Commerce Dr. open. There are access points similar to our current situation on Commerce that remain open in Pagosa Springs and Mancos. There should be accommodation for this intersection because of the significant business, economic, social and transportation impacts to the area.

B



The Town requests that the language and figures in the EIS for the Commerce Dr. intersection be changed to represent an intersection that will remain open permanently. The EIS should show that in the long term because of safety or traffic issues that the intersection might need to be modified with something like a signalized intersection or a right-in/right-out at Colorado Dr. but not show a closed access. CDOT should be looking at ways to keep Commerce Dr. open because of the significance to the town, as opposed to saying it should be or may be closed. In the six years since I have been here there has not been a serious accident and only one minor fender bender at that intersection. There is a left turn lane onto Commerce Dr. and a deceleration and acceleration lane on the north side that serve the access well. No major access is planned to the south of the intersection.

C



The "Expressway" categorization was given to US 160 through Bayfield in 2000 over objections by the Town. The "Expressway" categorization normally requires access points no less than one mile apart. The categorization, however, does allow for access every half mile on public access points when no reasonable alternative access to the general street system exists. In this case that exception can be met. To allow the Town of Bayfield only one access to US 160 on the far east side of the Town is definitely not reasonable, especially when looking at the access points all along the US 160 corridor. In addition, when looking at the businesses that would be affected it is not reasonable. I have spoken personally with almost every business owner that would be affected, and they are seriously concerned about any proposal to close Commerce Dr. intersection. The Town requests that the discussion of business impacts on page 4-21 be changed to represent an accurate discussion of the impacts to businesses on the north side. For example, the Grocery store, fast food, liquor store, gas station and others all rely on good access and visibility from the highway and would be hurt severely if Commerce Dr. were to close.

D



The Community Cohesion component is important. The connection of an under-highway pedestrian trail between north and south would make the crossing much safer and needs to be highlighted. The Town would request clarification of the language on page 4-22 concerning safer crossings. The east and west need not be safer than a well planned crossing at Commerce Dr. If CDOT planned a crossing at Commerce Dr. south across US 160, whether it was in a tunnel or above ground, it could be engineered to be safer at Commerce Dr. rather than trying to encourage people to go out of their way to the west or east ends of Bayfield.

Intersection at Hwy. 160B and CR 521

E



The EIS plan under the Alternative Plan B mentions reconstructing the intersection as a round-about. The Town requests on page 2-34 and/or any other place that is mentioned, that the language include an option to the Town that the intersection be designed either as a standard intersection or round-about depending on preliminary design information and Town desires. The Town may not want a round-about in the future. The Town's desire for a round-about is still mixed.

Road Side Parks

F



It appears that the entrances to the "Road Side Park" have been included in the preferred plan. They do need to be included as remaining open. The east portion of the park is used in the summer as a swimming hole and picnicking area for people in the area. On the west entrance we

F
CONF

have the new Chamber building with restrooms. The Chamber provides information to visitors about the area. An access to the north needs to be maintained and should be combined with a good access to the south. The intersections need to remain full movement but if some modifications need to be made, CDOT needs to design the intersection to stay open. The following comments were previously sent to CDOT and are included below in their entirety and need to be included as part of the EIS.

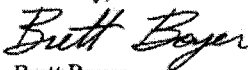
"The Little Pine River Park is located immediately east of the Los Pinos River and adjacent to US 160 on the south. The park is owned by the Town of Bayfield and occupies approximately 16 acres. Developed facilities include a Chamber of Commerce, graveled trails, two unpaved parking lots, a pedestrian bridge over the Los Pinos River, and several picnic tables. There are two entrances to the park, with the eastern entrance leading to a smaller parking area and a picnic table and a western entrance leading to a Chamber of Commerce building and restrooms. A pedestrian trail and bridge provide access between the two parking areas. The public can use the park as a rest stop and picnic area while also enjoying a natural resources observation area. Reasonable access to the Little Pine River Park will be maintained under the no action and build alternatives. The type of access will be evaluated during final design and ranges from full movement access at both the eastern and western entrance areas to right-in/right-out only at the eastern entrance. In coordination with the Town of Bayfield, the following order of access movements will be considered pending access control and safety requirements in conformance with the State Highway Access Code, State Highway Access Law and Freeway Statutes:

- o *Full movement at both the eastern and western entrances*
- o *Full movement at the eastern entrance and three-quarter movement at the western entrance*
- o *Full movement at the eastern entrance and right-in/right-out at the western entrance*
- o *Three-quarter movement at the eastern entrance and right-in/right-out at the western entrance*
- o *Right-in/right-out at both entrances and*
- o *Right-in/right-out only at the east entrance.*

Under all scenarios, adequate parking at Little Pine River Park would continue to be available and access to US 160 from the park would be maintained."

The Town is appreciative of the opportunity to respond on these very important issues concerning the EIS through Bayfield. The Town requests that the above requested changes be made and included in the EIS. If you have any questions, please contact me at 884-2620.

Sincerely,



Brett Boyer
Bayfield Town Manager

Brett Boyer

I wanted to hear what you had to said first. I'll put a lot of my comments written down and give them to you. But I think I do want to mention the Commerce Drive access that you showed there for long term, it shows it closed as a preferred alternative.

And I wanted to for the record strenuously object to that, that instead of looking to close that, that you look for ways to engineer to keep that open. The intersection is -- would be a high impact closure for the community.

As you mentioned with Gem Village, that we have a lot of our commercial center right there. We are growing east and west from that area. But the other intersections that are proposed, one to the east, it would be a half mile either way, you would have to go all the way around to get to the key business areas.

A

So I want to object to any closure of that and (unintelligible) that would say that we work to keep that open. For example, Colorado which is the frontage road right there, that perhaps that's riding right out or perhaps that's closed, but you keep Commerce Drive open. I would like to see a lighted intersection there.

There should be plenty of right-of-way there to make that work. So the long term I want to keep that open. I appreciate your staff who worked on some issues to the west on the parks and got some language in on that. So continue to do that.

But I was disappointed to see on the preferred alternative that Commerce Drive is closed because that is key to our community. We have the grocery store there, the bank right there, the gas station, a lot of other things. And so, instead of working to close it, work to keep it open.

B

The roundabout at eight corners. Perhaps some language that that is looked at as either a roundabout or another appropriate intersection. The intersection we currently have there that's a roundabout has mixed response in the community.

And a future roundabout may be looked upon negatively, I can't say at this point. So I would like to leave that open to another appropriate intersection or a roundabout. So those are my comments. Thank you.

Carol McWilliams

I live on County Road 509 just southwest of Bayfield. But mainly I want to comment to echo what Brett Boyer just said with the concern about possibly closing the Commerce Drive access.

Currently that is the primary access for the entire north side of our town. It's been an issue for several years as we've been discussing these proposed highway improvements. I've been involved with that process all along. I was the president of the Bayfield Area Chamber of Commerce I think in 1999 and 2000.

So I was seriously involved with it then because of the impact this would have on our businesses and on the ability of residents to circulate from the north side and south side of the town.

The highway through Bayfield was designated as an expressway I believe in October of 1999. And that was over the very strenuous objection from the town. And that's one of the justifications for ultimately closing this I believe, because that requires a one-mile space in between accesses.

And I would note that then Mancos which also has the expressway designation and has been through an awful lot of the same concerns with their Highway 84 intersection, that they seem to have full access on the east end of town and west of the town, both of which are well within a mile of that Highway 84 stoplight. And so I would like serious consideration to keeping that intersection open and the town would prefer a full movement intersection for that.

And another concern I have that I know has been expressed in the past is, when properties are designated for ultimate acquisition, that that affects the property values of those even though that actual acquisition might not happen for years. And it becomes a major problem for the property owners. So that (unintelligible).

A

B

Neil Gonzalves

I live on County Road 222 and actually was involved in designing a lot of these alignments years ago during the feasibility. I'm quite surprised that alternative A is even still up on the board. The grades to get from 223 up to the top and 222 are pretty severe.

I get cars in my yard every year because I live right up against 222, my house is backed up against it. When we bought that house seven years ago, I never dreamed that cars would come off that road. Consistently we have about one car a year coming off that.

A Years ago I asked Mike Russell who was the county engineer to please put a guardrail up there. And there's been no action. Alternative A would be, you know, funneling cars from on top of the hill coming right around that corner and they will end up on my property.

However, that corner is a little north of my house, you know, luckily. So I'm just really surprised that alternative is still there other than, if you only had alternative C up, it wouldn't be an alternative, it would be, you know, the selected choice.

The grade and everything else on the highway coming around the corner, 222 freezes up instantly when the sun goes down. People come off the highway, the highway is wet, they think everything is okay, they come around that corner. And we've had head-ons.

And I actually had a car in my yard this year this spring, the weather wasn't even an issue. The car came off the road and almost took my garage out. And so I just really very strongly suggest that that alternative be done away with and that alternative C which seems to be much more practical be adopted. That's it.

That's it.

B Did I mention trucks. You know, I was talking about cars on 222. Since the use of putting in the concrete plant and there are subdivisions going in between 172 and 160 along 222, it's only a matter of time before a cement truck or a semi truck pulling a lowboy or a track hoe or, you know, any of the other construction equipment that is coming up and down that hill regularly goes off that hill and causes some serious damage or loss of life. I mean cars are not the only concern. That's it. Thank you.

Harry Goff

I live here in Durango, but my wife and I own property just east of Bayfield. In fact, it's the very last --

We own property east of Bayfield. In fact, it's the very last tract where this project terminates. And you have a transition I guess is the right word from four lane back to two lane.

A My concern there is there is a wetlands on the property which I'm interested in keeping. And the widening there apparently will cut into that wetlands. And I recognize from one of the earlier statements that one of the things you can do is try to avoid them by walls and so forth.

And I would like to have you consider if that's a possibility. But secondly, if it isn't, I would like to have the mitigation or replacement or enhancement or whatever it is done on the property. I know sometimes you go buy lands other places and try to do it all in one place. But I would prefer it be done on the property.

B The other consideration I have, and I'm not sure, I guess it belongs in tonight's discussion. But, as far as I can tell, it shows a raised median, even though it is transition. And what that does is cut off three accesses that I have on that property. And there is no frontage road shown to take the place of getting to those three accesses.

So either I'd like to have you remove the median or provide another way to get to those accesses. Thank you.

Jerry Brush

I teach at Bayfield, I live up on the Grandview area. And, having driven this corridor for 20 years, I've got a lot of observations and insights. The preferred alternatives look very good for the most part.

I can echo what the former person said about the roundabout. Bayfield, I teach at the high school. And the kids love bailing right over the top of it when they cannot get caught. But everybody seems to think that it is not the best alternative.

And particularly when you look at the eight corners intersection and buck highway, a roundabout there could be very much a worst case scenario. The roundabout that we have works.

A But I think one at eight corners would be a lot more congested and a lot more difficult to negotiate on a busy morning unless it's made wide enough to handle big trucks. And I don't think that you have space to make a wide roundabout right there without taking out the Baptist church.

The other issues I looked at, the wildlife movement. I have only hit one deer in my 20 years going through that corridor. And knowing that you're going to mitigate wildlife movement is really important and making room for the wildlife is essential.

B You cannot do that. And the fencing is much appreciated. I love watching the elk in there, but I hate thinking about hitting one of those animals.

The intersections for 222/223, again to echo what someone formerly said, I have witnessed several accidents at the top of the hill where people are coming off of one of those roads onto the highway. And that is -- we've got to find an alternative to that intersection. And getting it down by the river is much, much preferred. That's also going to impact the wildlife and wetlands.

Access for all the residents on the road who currently have a driveway right onto the road, the current Grandview project has very heavily impacted my personal access and access for Florida Baptist church.

C At one point in the design phase of the Grandview corridor, the hill between the church and the KOA campground was going to be cut down. There was one more meeting held after we pretty well nailed down that alternative of cutting down the hill. There was one more meeting.

I was in the midst of a church instruction project and didn't make it to that meeting. And the hill changed into a widening of the hill which has been completed and the paving is about done there. But it created some -- well, it didn't fix any of the current problems that we have.

C
(cont.)
And I'm interested in how, because I haven't heard how that process happened, that that hill widening alternative came to be instead of cutting the hill down. And I'm really interested in what is going to happen at the fourth -- or the third stage of this process, when you actually get down to designing the actual road. Will people be informed if these kinds of changes are made at a meeting after the fact.

It was really upsetting when I found out the hill would be cut down and I couldn't make it to the meeting where that decision was made.

The other thing that I think is really crucial is just a comment. And that is that I was told that CDOT is not in the business of building frontage roads. And many of these drawings here show frontage roads.

When did CDOT get in the business of building frontage roads. And why didn't the frontage roads happen in Grandview. That would have been much better alternative to just build frontage roads, leave the highway the way it was, and get the school buses and people who are turning left to get into their driveway off the road. That still seemed to make a whole lot more sense. And that's all I have to say.

D
One thing I forgot to say earlier, one of the things that frustrates me about highway construction projects, and I understand budgets is a big piece of it, but it seems that we do a piece of road and we get it done pretty nicely and we stop and we move all the equipment off somewhere else and do another piece of road somewhere else.

The C and D proposal that you guys gave us so generously tonight reflects that. You know, you do four miles between Bondad and Durango. And we need to do about 24 miles, don't we, to finish the whole thing.

And it seems like, when you pull in a construction crew, that costs a lot of money. They bid that as part of their cost. You do four miles and you move them out. Five or ten years later you come back and do four more miles. And you're paying that moving expense every time.

And there are some environmental impacts every time you move all that equipment. Especially the fuel costs going up. It seems like, when we've got them here, let's get the job done, finish it completely, and then get them out of here. And let's don't see anybody back in here for ten years until we need to reneer the road.

Wally White

Thank you. Wally White on High Llama Lane. And my comments are strictly private. I'm going to echo a couple of things that I've heard.

A

The roundabout in Bayfield to me is a disaster. I've driven a lot back East. And they do have roundabouts back there that you can actually get around. If you drive anything larger than a Volkswagen, it's incredibly difficult.

I happen to have a large pickup. And you can hardly drive around in the kind of vehicles we have here. So I'm not sure that the other proposed roundabout would be adequate as the gentleman just commented on. The wildlife crossings is something we've needed here for a long time.

And in light of the fact that this is really a long-term project and we are facing actually cutbacks if we don't pass C and D, which I encourage everybody here to support because without C and D we aren't going to see any improvements in Farmington Hill in addition to a lot of other problems that we'll be facing.

But I do want to comment briefly on a couple of things that are going on right now in the Grandview area. I don't know if they can be addressed in the long term. But I notice that you don't have them here on the alternatives.

And one happens to be a stoplight that has been talked about at South Fork Ranch if and when that property is annexed by the city. The proposal is to bring High Llama Lane east from its present location and then up south to the present entrance of South Fork Ranch and have a stoplight there.

B

I did not see that addressed and I'm wondering how that's going to figure in the short term because we're looking at probably within the next couple of years that project getting underway.

The other thing is that some of the accesses along I would say the north side of the highway, and I'm obviously familiar with the one at High Llama Lane as they're constructing it right now, has some what I consider complications.

The grade coming up on High Llama Lane is quite steep. So, when you get up to the highway, there's going to be a very, very small area to stop and try and get out on the highway during severe weather. I'm afraid that any of the residents up there are going to have a heck of a time trying to pull out onto the highway.

The turn lane there is a wonderful safety factor. And I really commend you on that. I don't have to look in my rear-view mirror anymore all the time. It's a real pleasure, it takes the pressure off a lot.

Also I know that everybody has been really busy out there. But I'm wondering, you have built an access for C&J gravel there or a turn lane. But right now it looks like a dirt road. I know we've had a lot of moisture recently.

C

But there is a tremendous amount of gravel and dirt being carried onto the highway both in the turn lane and the downhill lanes. And, as much problem as we have with windshields and other issues, I'm wondering when we might see some sweeping of that area and if that's -- I don't know how that will be continuing in the future because obviously the gravel operations will be continuing there.

And, you know, if you see that type of deposits of gravel and dirt out on the highway on a continual basis, I think it will create a safety issue. I don't know how you might consider that. But I encourage you to take a look at it. Thank you.

Jan Neely

I'm Jan Neely from the general Bayfield area. And I would just ditto a number of things that Carol said and people have said about the roundabout which I find very (unintelligible).

The other comments are on my own property. You showed that slide on Dry Creek and commented on the wetlands as being very high quality. They're mine on both sides of the road and that whole length there.

And I have a real interest in what you do. If you widen the road at all, you're in the wetlands. And the way that you have sketched out realigning the county road coming in looks dangerous from where I look at it every day. So I think wetlands are a major consideration. I would like them replaced to the extent possible on the same tract of land.

A

The highway, when it was rearranged from where it used to be on 243 changed the piping of Dry Creek under Highway 160. Highway 160 was extended there. And that changed the drainage of that whole area south of the road very substantially. And it has continued to change for the years I've been there.

And so that's one where I would really like to personally meet with the people who are considering what to do and take a good look at what has changed in these years and what is possible.

The highway -- I've been to a number of these meetings. And basically I approve of most of the changes that are being made. I used to be able to drive home half asleep and enjoy the country. And now it sometimes takes me 15 minutes to get out of my driveway. So I care that we're fixing this highway. Thank you very much.

Antonia Clark

My name is Antonia Clark. I live at 589 County Road 220. And my biggest concern is, although my offices are in Grandview, my biggest concern is the realignment of Farmington Hill.

And I would think -- first ever all I would think a much bigger priority would be the increased number of lanes coming through Grandview at the bottom of Farmington Hill and then the traffic flow from the bottom of Farmington Hill into town especially through Bodo.

A

I think you've got some huge traffic issues there that are a lot more important than Farmington Hill. I left my house this morning at 8:15, I was at the city limits at 8:25. I drove down Farmington Hill. I waited for one stoplight.

If I'm -- if I'm trying to get to town at eight o'clock, I leave five minutes early because it's a little more congested at eight o'clock. But Farmington Hill is not a big deal as far as people having to wait, certainly not worth putting millions of dollars to save people five minutes of sitting at a traffic light. So I don't think the time and congestion coming down from Farmington Hill is a huge issue.

I hear -- often I hear the argument, well, we're talking 20 years in the future, we're really thinking forward. And I think, if we had been making our traffic plans for today 20 years ago which I'm sure we did, but I think we would find things much different five years ago if you look at the City of Durango's comprehensive plan which was adopted I guess 1995, 1997. Things have changed vastly. So I don't know how you can set in concrete a plan that is 20 years off.

I hear a lot of people say or a lot of the arguments is that the cost -- I wonder why you're not going to look at a flyover coming down the current alignment or some alignment that's very close. And look at some sort of a flyover that brings you into 160.

And I hear, oh, that's way, way too expensive. But I can't imagine that it's more expensive than buying that ranch from an owner who is determined not to sell it who wants to preserve it and buying all that property, doing all that roadwork, and digging enormous trenches that you're going to have to dig to get your slopes from the top of the mesa down to 160.

B

I can't imagine that a flyover from the top of Farmington Hill down to the bottom of the hill is that much more expensive than going through all that construction.

And one more comment is I think that who knows what's going to happen to Grandview. But it's pretty clear that there's going to be a lot of growth in Grandview and there's going to be a lot more traffic coming through Grandview because of Bayfield, Pagosa Springs, the enormous amount of growth that's going to happen out there, the commercial development that's going to happen out there.

A friend of mine used to say Durango is going to become a suburb of Grandview. I don't think that's quite going to happen. But it's the growth there is going to be substantial. There's traffic issues that are going to be substantial.

So I don't quite understand why you take traffic coming from Farmington, take the people that want to go west and take them east and drop them right into the middle of all the growth that's going to happen in that area to bring them back down past Farmington Hill instead of just realigning Farmington Hill itself.

And then I guess my last comment is that I think -- not that maybe the state of Colorado really cares. But I think that the general consensus in this county is that people want to preserve open space, they want to preserve their quality of life, they want to preserve agriculture.

And so -- and we've spent a lot of time, people in this county spent a lot of time fighting developers who took their own land and wanted to subdivide it. And we have -- the community in general has fought a lot of that growth and development.

C And I think, when you've got a landowner who does not want to develop his property and has wanted to keep their name and wanted to keep it an open space at the very entrance of Durango, and I think it would be a travesty to then take that property away from him and put a four-lane highway through it; because I guess I just think that it would be an unfortunate thing to take a piece of property that somebody wants to preserve and develop it or destroy it.

So that you -- and oh, sorry, one more. I think that, with all the planning and growth that we're trying to do in the county, I think it's very clear that Grandview is going to have a lot of growth. And hopefully people voice all the time that they want to maintain the rural character of the La Plata County as much as possible.

I think, by having the mesa and Grandview at two different levels, that's possible. I think, when you take a four-lane highway from the top of that mesa and drop it into Grandview which is an exploding area, you're just going to bring all that growth and we're just going to be one great big sprawl from Durango to Farmington. Thank you.

Tom Mills

My name is Tom Mills. I would just like to echo one of the previous speakers about Farmington Hill. Just to add another voice towards keeping the hill where it is but refiguring it so that it works. I like the flyover and merged lanes.

A

As much dirt that has to be moved to build highways, you could move it all in one place right there at the hill, regrade it, and make it flyover and merge more gently. I think traffic could go to Grandview real easily from there.

Drivers from the south don't need to go east to go west, they just need to turn through the gulch and get to town with, you know, easy right lane merge going up to Grandview so that there's access to the hospital, the all new commercial zone that's there. There's no denying that there needs to be access to that commercial zone. But I think it could be easily done more closely to where it is right now.

October 28, 2005

Kerrie E. Neet
Colorado Department of Transportation
3803 North Main Avenue, Suite 300
Durango, CO 81301

RE: US 160 Durango to Bayfield Draft EIS Public Comment

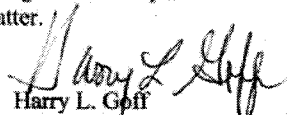
Dear Kerrie Neet:

My wife and I own property just east of Bayfield on the north side of US 160. It is the last property on the north just before the "End of Project" line on your drawings. I attended the open house and public hearing held on the subject project on October 13, 2005. At the hearing I entered two comments concerning wetlands and maintaining the three accesses we have. I have since talked to Paul Jankowski further about my concerns on those two issues. I understand he will be following up with a response in the final document.

A

I wish to enter one more comment into the public record; that is in regard to a proposed wildlife underpass shown to be constructed at MP 103.9 (which is right at my west entrance). I am not opposed to placing a safe passageway for wildlife near this location (as long I can review the design and it doesn't interfere with my entrance), but I am very concerned that such an opening could become an indiscriminate passage for pedestrians, cyclists, hunters, house pets, livestock and others all funneling out on to our property as it may become attractive and handy as a playground for the new residential areas being constructed across the highway. Therefore, I am asking that such design of a wildlife passage preclude the other uses I have mentioned. Perhaps it would be a good idea to have Paul call me back to discuss how this might be accomplished.

Thank you for your consideration in this matter.


Harry L. Goff
1824 Eastlawn, Durango, CO 81301
(970) 247-1153
hgoff@frontier.net

-----Original Message-----

From: Dickinson, Patty
 Sent: Wednesday, November 02, 2005 8:02 AM
 To: Neet, Kerrie
 Subject: FW: Form posted from Microsoft Internet Explorer.

Here it is, Kerrie...

-----Original Message-----

From: Jim Black [mailto:pinevalley@animas.net]
 Sent: Tuesday, November 01, 2005 3:25 PM
 To: Dickinson, Patty
 Subject: Form posted from Microsoft Internet Explorer.

firstName=Kevin
 lastName=Connor
 email=bayfieldkid@yahoo.com
 Organization=Pine Valley Mortgage
 address=307 Forest Lakes Dr.
 city=Bayfield
 state=CO
 zip=81122

A comment=I strongly disagree with your plan to close off Commerce dr. at 160 that road is a major intersection in this town and it would cause major disruption with all business located in this area. The proposed route you have chosen is not thought out at all, nor does it have any consideration for the future of Bayfield. This idea is not only wrong I am sure the business owners will be joining forces to file a lawsuit to stop this insanity that you perceive as progress. You have run roughsod through this town once with the eight corners mess and I don't think this town will stand by and watch you try to turn this town into a ghost town Thank You kevin Connor

list=checkbox
 submit=Submit

Vernon Sower
P.O. Box 91
Bayfield, Colorado 81122
(970) 884-9413

November 1, 2005

Kerrie E. Neet CDOT
3803 North Main Avenue, Suite 300
Durango, CO 81301

Re: US 160 Durango to Bayfield, Draft Environmental Impact Statement
Project No. FC NH(CX) 160-2(048), 91050

Dear Kerrie:

In opposition to CDOT's proposal addressing the Commerce Drive Intersection, Cecil W. Sower was granted by the Department of Highway, on November 18, 1971 a deed to convey 60.0 feet of access, which was to be used for commercial property.

Since 1971, the commercial development of Mountain View Subdivision in Bayfield has been using this access and the numbers are significant. There are a large number of people using this access including at least 37 businesses, one Public Library, and the School District 10R Mid-School, as well as a great number of residences. This a main access to Highway 160 for a large group of people.

The 1971 Deed set a significant precedent for growth of the Bayfield Community and the Colorado Division of Highway needs to make provisions to keep Commerce Drive a full movement Intersection.

It's true that CDOT has Expressway Rules to hide behind, but CDOT has exceptions available which in this case, should be used for the fact that Bayfield has a significant public need for this access to remain a fully open access where it is.

A

Sincerely,
Vernon Sower
Vernon Sower

Terry Sower
P.O. Box 91
Bayfield, Colorado 81122

November 01, 2005

Kerrie E. Neet CDOT
3803 North Main Avenue, Suite 300
Durango, Colorado 81301

Re: US 160 Durango to Bayfield, Draft Environmental Impact Statement
Project No. FC NH(CX) 160-2(048), 91050

Dear Ms. Kerrie and Committee:

I am writing in opposition to any plans which would change the Commerce Drive access to Highway 160 other than the present access.

The previous agreement and conveyed deed granted to Cecil W. Sower dated November 18, 1971 is of the utmost importance when evaluating this discussion. The Town of Bayfield has used this access for 34 years. The community has made business decisions in buying and developing property based upon that deed granting full access.

The impact of any changes to the present Commerce Drive access will create hardships and be deeply felt by a number of people and the community's independence will be affected.

The hardships on the present businesses, approximately numbering 36, will probably result in some having to close their doors resulting in a number of jobs being lost by people in our community. This in turn will definitely impact tax revenue to the Bayfield School District and the new Bayfield Public Library. Yes, even to LaPlata County and the State Of Colorado.

I myself, own several businesses. One business presently employees about 50 people. Can you justify loss of businesses, jobs, tax revenue and the independence of a small growing community by closing a long established access of 34 years? You set a precedent for that 34 years. The communities of Pagosa Springs, South Fork, and Mancos in Colorado have faced similar growth with the resulting issues as we have, yet CDOT did not close off existing access and allow those communities to have only 1 access to service their communities. Durango has recently expanded their community with new Highway 160 accesses to NEW businesses this year. Why is Bayfield not as valuable as a community as the above mentioned towns served by the same Highway 160? Can you justify to our community that old existing businesses can not be accessed in our town, but four other communities were able to retain old accesses and yet even gain new accesses on the same Highway?

A

CONFIDENTIAL

Business owners depend on good access and visibility to maintain their often times life savings investments and therefore provide tax revenues for the town, county and state. My business provides 50 jobs, Health Insurance and Retirement Plans for the citizens of Bayfield.

It is of the utmost importance to the people and community that Commerce Drive be retained as an east-west intersection just as it has been for 34 years. It is vital, we do not want our town to lose businesses, jobs, security and a sense of morale and pride.

Sincerely,



Terry Sower

Sower Properties
P.O. Box 1614
Bayfield, Colorado 81122

November 01, 2005

Kerrie E. Neet CDOT
3803 North Main Avenue, Suite 300
Durango, Colorado 81301

Re: Us 160 Durango to Bayfield, Draft Environmental Impact
Statement Project No. FC NH(CX) 160-2(048), 91050

Dear Kerrie:

Sower Properties owns and operates property which is directly accessed to Highway 160 by Commerce Drive.

There will be a significant hardship on our Tenants if CDOT chooses to close the Commerce Drive access to Highway 160. Our Tenants include 7 businesses and another 7 office businesses. Two Tenants have relayed to us that they will be forced to close their businesses as the highway traffic drives their business with the resulting loss of 32 employees losing their jobs and impacting 32 families means of earning support for their families.

The impact of loss of businesses and loss of jobs will create further hardships on the Bayfield 10r School District and the new Bayfield Public Library in tax revenue losses.

Therefore, it is very necessary to keep Commerce Drive access open fully to Highway 160 where it is presently located.

Sincerely,



Vernon Sower,
President, Sower Properties

A

A

Dear Kerrie Neet,

It has come to my attention that there is a plan in Bayfield to close off Commerce Drive at Hwy 160. I would like to see the proposed plan or map before arriving at a firm opinion. Will you please fax it to me at 884-1051, email me at christie@crgraphicdesign.com, or call 884-2937 if the other options are not possible.

My current opinion is that intersection needs to be improved, not closed off. The businesses located there will suffer dramatically. Traffic will be very congested on the 501 and in the residential neighborhood streets (like Sossaman) unless there is an alternative plan in place to improve the traffic circulation in that area, and provide additional access to the neighborhood from the 160.

Thank you,
Christie Roberts

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PROGRAM ENG.

Colorado Department of Transportation
Attn: Kerrie Neet
3803 N. Main, Suite 300
Durango, CO 81301

To Whom it may Concern:

I am writing to strongly protest CDOT's showing a closure at Commerce Drive and Highway 160 in Bayfield on its draft EIS plan. This closure is unnecessary, will have detrimental effects on a number of businesses, and add inconvenience to everyone else. Bayfield is already challenged with having 160 run right through its middle, and closing this vital intersection will severely compound the problem. As a local business owner, I also see this planned closing as incredibly unfair to the businesses that depend directly on this intersection. This will devalue locations that our neighbors have spent millions of dollars developing and improving, many recently.

While I understand this is only a plan, and CDOT has said it may not be implemented anytime soon, plans have a way of establishing their own momentum, and this closure, with all of its negative consequences, ought not to be included.

NOTE →

A

Since Bayfield is divided by the highway, same as Pagosa Springs, we should be allowed a little consideration about this 1 mile interval between exits from Hwy 160. Since traffic has slowed for the stoplights at 8 corners, (US 160 and CR 501) and this exit is convenient for the whole town, and since there are a dozen or more exits in the Grandview area, why break up our community with a ruling that would be of better use somewhere else. Why not make Grandview put in frontage roads and space their exits 1 mile apart....Bayfield should have the same system they have...If it works there, it will work here...

Sincerely



FWS/R6
ES

October 26, 2005

Memorandum

To: Regional Environmental Coordinator, Intermountain Support Office,
National Park Service (Attn: Cheryl Eckhardt)

From: Assistant Regional Director, Ecological Services, Region 6 /s/ Julie Lyke (Acting)

Subject: Draft Environmental Impact Statement and Section 4(f) for US-160, from Durango to
Bayfield, ER 05/0822

The following comments are provided by the U.S. Fish and Wildlife Service (Service) for inclusion in the Department of the Interior's comments on the subject Draft Environmental Impact Statement (DEIS) and Section 4(f) evaluation pursuant to section 7(a) (2) of the Endangered Species Act of 1973 (ESA), as amended (50 CFR 402.13), the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321, and the Fish and Wildlife Coordination Act, 48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*

Endangered Species Act

We appreciate the coordination between the Service and Colorado Department of Transportation (CDOT) and Federal Highway Administration throughout the development of this DEIS, and value the efforts made to address our concerns.

- A [We support your efforts to address wildlife crossings and in particular the number proposed. A considerable amount of effort has been expended to ensure that the crossings will work in terms of proper size and location. The crossings should however, be monitored for several years to further determine their effectiveness as it takes animals a few years to become accustomed to using them.
- B [The document indicates that wildlife crossings will definitely be constructed. However, because it will be some time before the project is built, the number, locations and design should be reevaluated in the final design just as the project is to be implemented in case minor changes are needed to ensure maximum benefit to wildlife. It would help if the following sentence found on page 4-100, "The number, locations, and type of crossings that will be constructed will be

B identified during the final design," were changed to reflect the Colorado Department of Transportation's commitment to construct wildlife crossings, but that these final details regarding number, location, and design will need to be determined at the time of project implementation.

C A table of impacts to the federally listed Southwestern Willow Flycatcher would be useful. Maps showing the locations and delineations of the affected habitat patches before and after construction would help to visualize the effects to the birds.

Conclusion

We appreciate the opportunity to provide these comments. If you need further assistance, please contact Alison Michael, CDOT Liaison in the Service's Colorado Field Office, at (303) 275-2378.

bcc: FWS, Colorado Field Office, Lakewood (A. Michael)
FWS, Colorado Field Office, Grand Junction (A. Pfister)
FWS-WO, Branch of Federal Activities (S. Nash)
FWS-ES, Regional NEPA Coordinator (C. Young-Dubovsky)
ES file, rf

ES:CYoung-Dubovsky:men:10/26/05:{I:\WP\CYD\ER
2005\ER_05_0822_US160_Durango_Bayfield_cyd.doc}

NOV 04 2005

PROGRAM ENG.

**Mini Merc, Inc.**

487 E. Colorado Drive ◦ P.O. Box 915 ◦ Bayfield, CO 81122

970-884-9904 ◦ 970-884-8077 fax



November 3, 2005

Kerrie E Neet
Colorado Department of Transportation
3803 North Main Ave, Suite 300
Durango, CO 81301

Dear Ms. Neet:

A [As a business owner and resident of Bayfield I have several concerns regarding the closing or restricting of access of Commerce Drive. First, Mini Merc along with several other businesses in this subdivision, were established with the knowledge that there was a 60 foot deeded access from Highway 160 into the subdivision. Second, many of the newer buildings and businesses made business decisions based on the Solutions Committee's final decision to keep the intersection of Commerce Drive open. The closing or restricting of Commerce drive would create a significant economic impact on this business.

The decision to close Commerce Drive, not only affects business owners, but it changes the lives of many employees. Mini Merc is a viable business that provides sales tax revenue for the town & state. It also employs 9 full-time and 3 part-time workers. If Commerce Drive were to close or be restricted to a right-in/right-out, Mini Merc would lose the majority of it's customers and these employees would be without a job.

I would like to see the EIS for Commerce Dr. reflect that the intersection remain open permanently. It is my understanding that the "Expressway" categorization can allow for this when no reasonable alternative access to the general street system exists.

Sincerely,

Michelle A Nelson
President

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October 27, 2005

Colorado Department of Transportation
3803 North Main Ave, Suite 300
Durango, CO 81301

Dear Kerrie Neet:

A [As employees of Bayfield A&W and Long John Silvers, Inc. we will be negatively impacted by the proposed road closure at Commerce Drive in Bayfield. Commerce Drive is the main access to our fast food restaurant. We draw customers off the highway to enjoy a meal at our restaurant; without access for these customers, we would not have enough sales to continue operating. We enjoy living & working in this community, however jobs are required to do this. Closing down the intersection would destroy at least 20 jobs in our restaurant alone. Please consider the significant economic impact closing Commerce Drive would have on us and our community.

Sincerely,

Bayfield A&W and Long John Silvers' Employees

- Carrie Lucero, 1359 Tamarack Dr. ~~Carrie Lucero~~
~~and W. Anderson 5940 CR 516 Bayfield and W. Anderson~~
- Michelle Nelson, PO Box 1503, Bayfield ~~Michelle Nelson~~
- GERARD BURKH PO. BOX #44 ~~Gerard Burk~~
EGGARS, CO.
- Stevy Humboldt 600 Fox Fy Rd ~~Stevy Humboldt~~
Bayfield
- Chris Pellow Mountain View Apt ~~Chris Pellow~~
Rm # 9 Bayfield
- Gloria Valencia EST 10 Bayfield ~~Gloria Valencia~~
- ROSE DICKINSON 151 MILLET BAYFIELD ~~Rose Dickinson~~
- Emily Moiseve 463 San Moritz Drive ~~Emily Moiseve~~
- Shelby Williamson 4705 CR 500 ~~Shelby Williamson~~
- Robert Farnum 838 Gem Lane ~~Robert Farnum~~
- Susan Shirley 421 W. 10th St ~~Susan Shirley~~
- Bailey Tate Granite Peaks Ranch ~~Bailey Tate~~
- Jess Hess 55 SOUTH RIDGE CIRCLE ~~Jess Hess~~ (970) 905-9690
Bayfield, CO 81122 cell phone

LEWIS JOHN Box #811 Barfield, CO 81122

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PROGRAM ENG.

James & Marilyn Ellis
3661 County Road 502
Bayfield, CO 81122
(970) 884-4211

Ms. Kerrie Neet
Colorado Department of Transportation
Fax: (970) 385-1410

REF: Closure of intersection at Highway 160 and Commerce Drive, Bayfield, CO

Dear Ms. Neet:

Why has the Colorado Department of Transportation (CDOT) taken it upon itself to take the life blood of 25 plus businesses away, by closing the intersection of Highway 160 and Commerce Drive? Is it the lack of funds to construct a controlled intersection or is it another blunder like the infamous round-a-bout built on County Road 501? If this intersection is closed, it will be the death of the businesses that rely on the traffic from Highway 160. It will be like cutting the main artery to the heart and trying to keep it alive by feeding it through a small vein from the foot.

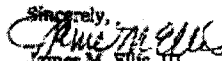
Are we to believe that diverting traffic to County Road 501 and the infamous round-a-bout and east on the sub-standard Center Street, which was not designed or constructed to carry any more traffic than it does now? Or maybe CDOT is planning some of the traffic to be diverted to Sossaman and overload a residential area already overloaded.

Apparently your engineers are insensitive to the dependency of us owning property and the business owners trying to make a living in the Bayfield area.

The businesses that rely on Commerce Drive have been here long before the new commercial subdivision was built and should not be considered less important to Bayfield than the new subdivision.

I cannot understand why it would be so different to construct a controlled intersection similar to the intersection on Highway 550 and Colorado Highway 3. With through traffic going east, controlling left hand turns only and controlling the west bound traffic to accommodate Commerce Drive traffic.

The businesses on Commerce, Colorado Drive and Mountain View have relied on this intersection for years and are the life blood of Bayfield. To close it should be looked at as a criminal act and be dealt with in a court of law.

Sincerely,

James M. Ellis, III
Property Owner

A

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Bayfield Liquor
P.O. Box 243
Bayfield, Colorado 81122
Phone (970) 884-2243

11-02-05

To: Kerri E. Neet C.D.O.T.
3803 N. Main Ave. Suite 300
Durango, Colo. 81301

Dear Kerri Neet,

I am writing in regard to the proposed closing of the intersection of Highway 160 and Commerce Dr. in Bayfield.

As owner of the Colorado Building located at 455 E. Colorado Dr. I have the La Plata County Clerk's branch office as tenants. Closing the intersection would make it more difficult for their customers to have a direct access to this office.

A

Also, being the owner of Bayfield Liquor for over twenty-five years, I am very opposed to closing this intersection. It would drastically hurt business and lower sales tax collected for the town, county and state.

Please take into consideration all of the many businesses in this area that depend on traffic flow off of Highway 160. WE do not want this access closed or altered.

Thank you for your kind attention,
Carol A. Marinsek
Carol A. Marinsek

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October 27, 2005

Colorado Department of Transportation
3803 North Main Ave, Suite 300
Durango, CO 81301

Dear Kerrie Neet:

A

As employees of Mini Merc, Inc. (Phillips 66) we will be negatively impacted by the proposed road closure at Commerce Drive in Bayfield. Along with several other businesses, this is the main access to the business. Without this access customers would not take the time & effort to drive out of the way to visit our location. The lack of customers would force the gas station to close & we would lose our jobs. Please consider the significant economic impact closing Commerce Drive would have on our community.

Sincerely,

The Employees of Mini Merc, Inc.

- ~~Michelle Nelson, P.O. Box 1503, Bayfield~~ *Michelle Nelson*
- ~~Jennifer Daugherty, P.O. Box 1961, Bayfield, CO~~ *Jennifer A. Daugherty*
- ~~Mary Tuller, P.O. Box 144 Bayfield~~ *Mary Tuller*
- ~~Christina Campbell, P.O. Box 257 Bayfield~~ *Christina Campbell*
- ~~Robert Jacob Bradley, P.O. Box 2012 Bayfield~~ *Robert Jacob Bradley*
- ~~Deaf Island, 7613 L.R. 228 Bayfield, Colorado~~
- ~~Katherine Parmiter 4652 CR 514 Ignacio, CO~~ *Katherine Parmiter*
- ~~Brenton Vaupe 322 Alpine Forest Dr. Bayfield, CO~~ *BV*
- ~~Desiree Terry, P.O. Box 1441 Bayfield CO~~ *Desiree Terry*



Bayfield A&W and Long John Silvers, Inc.

271 N. Mountain View Dr, PO Box 1426, Bayfield, CO 81122
970-884-4911 * 970-884-8077 fax



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November 3, 2005

Kerrie E Neet
Colorado Department of Transportation
3803 North Main Ave, Suite 300
Durango, CO 81301

Dear Ms Neet:

A

We are very concerned about the Draft EIS for the Bayfield Area. The Bayfield A&W and Long John Silvers was opened 1 1/2 years ago. We depend on easy customer accessibility and the motorist from Highway 160 for success in our fast-food restaurant. Part of the business decision to locate our restaurant where it is, was based on the information published in CDOT newsletters stating that part of CDOT and the Solutions Committee decisions was to leave Commerce Drive open. Closing this intersection would reduce our customer base, and would likely lead to the closure of A&W and Long John Silvers. This is a significant impact on us as business owners.

Also, Bayfield A&W and Long John Silvers employs from 12-18 full-time employees and 8-10 part-time employees. These employees live in the Bayfield community and depend on jobs being available in this area. If access to Commerce Drive were to be eliminated or greatly restricted, these 20 to 25 workers would be out of work.

Closing Commerce Drive would have a negative impact economically and socially on the Business owners, Employees and Community Members north of Highway 160 in Bayfield. We would like to see the EIS to reflect a plan that would allow Commerce Drive to remain open permanently.

Sincerely,

Terry Sower
President

Vernon Sower
Vice President

Michelle Nelson
Secretary/Treasurer

**CDOT WANTS TO CLOSE COMMERCE
DR. AT THE INTERSECTION OF 160
IF YOU THINK THIS IS WRONG
PLEASE SIGN THIS PETITION
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A

Buddy Newton	960 Twilight Lane.	
Janyar Prince		
Donna Co	7054 CR 521 Bayfield	884-0537
Edgar Mayhew	1907 CR 502, Bayfield, CO	884-5143
Stephen	25811 HWY 160 BAYFIELD CO	731-1828
Bessie Haddock	418 West North Bayfield CO	884-2744
Jan Schnott	251 Emerald Heights Ln	884-1090
Fred Lopez	250 Mast	946-4709
Chel McMillan	111. CR 507 Bayfield	884-4476
Jean Koch	172 Drive De Bayfield	
Priscilla Kirkpatrick	18987 Cr. 501	884-0131
Beth Vance	27360 Hwy 160	884-2635
Sylvia Stang	486 Church St	903 8337
Jessie Stewart	39570 Hwy 160	884-4387
Gamie Burns	292 Shorter Ln	375-1896
Jane Kohl	13570 D R 073	217-0398
Jim & Bin	330 Beaver Creek	884-0758
Merwin Monroy	74 Beaver Creek Pr.	884-0273
Jessica Johnson	1591 CR 500 #3	884-4487
Nolly McClinton	82 Deer Ridge Rd.	970 769-5314
Darin Becken	173 W. Mill St.	4-9589
W. Malm	CR 516	563-4458

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Stephanie Wernan FLC 7187 1000 Cim Dr Dgo 81301 884-8097
 Corina Tobias BK 914 Ignacio, CO 81137 303-4121
 Kaye Stephens ~~PO Box~~ 4146 Durango, Colo. 81302 884-4019
 Deborah Reese 167 Arroyo Seco 81122 884-2777
 Debra Deland 131 Beaver Meadows 81122 884-4000
 Edna Tallock -605 C.R. 501 Bayfield CO 884-2698
 Linda Barnes 42471 Hwy 160 Bayfield 884-2202
 Jean Lyon 1009 Pine Wly Rd Bayfield 884-2814
 Frank Zito 595 Forest Lakes Dr Bayfield 4-6150
 Marge Carter 490 Forest Lakes Dr. Bayfield 803-7847
 Don Kelly 496 Forest Lakes Dr. Bayfield 903-7847
 Shelly Ann Tate 653 East Cedar Bayfield 884-9631
 Mikki Hohl 914 Blue Ridge ✓ 884-0255
 Jill O'Daniel 7809 Hwy 160 Bayfield 884 2322
 Thomas L Howard 321 W North St Bayfield 946-9142
 James Garcia 1591 CR 524 Bayfield
 Patricia Griffin 915 N Wilmer Dr Bayfield 884-0398
 Mark 250 Homestead Cir Bayfield 884-9817
 Melanie Wells 888 E Tanager Dr. Bayfield 884-2883
 Gale Burns 583 Deer Run R Bayfield 884-4417
 Geoff Laughton PO box 1612 Bayfield

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Yvonne Lashmett 164 S Las Pinos Bayfield 8840463

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<i>Wagner</i>	40039 US Hwy 160
<i>Missy White</i>	151 S - Laplata Rd #7
<i>Todd</i>	1968 CR. 526
<i>Michael Mt. Cook</i>	137 RICHARDS DR BAY
<i>Karen Hefner</i>	39766 Highway 160
<i>Amy Bridges</i>	PO Box 2113 Bayfield
<i>Janice Sue Tringali</i>	P.O. Box 1332, BAYFIELD 884 9609
<i>Debbie Dugg</i>	896 Beaver Creek Dr. Bayfield 8112
<i>John</i>	399 Mountain View Dr #15
<i>John</i>	1722 Hwy 160 B 884-5168
<i>John</i>	750 Westview Dr Bayfield
<i>Richard Foster</i>	1921 ER 500 BAYFIELD, 884 8325
<i>John</i>	1907 CR 502 Bayfield 884-5143
<i>John</i>	3,861 Hwy 160, Bayfield
<i>Michael</i>	Avenue 37 Deer Park 1769-1925
<i>John</i>	42 Clinton Ln Bayfield
<i>Andrew Jackson</i>	7791 CR 510 Bayfield
<i>J Jackson</i>	7791 CR 510 Bayfield
<i>John</i>	250 S. MESA AVE Bayfield
<i>John</i>	1698 PINE VALLEY RD BAYFIELD
<i>Hamed Khelik</i>	151 S MESA AVE Bayfield
<i>Susan Garcia</i>	1591 CR 526 Bayfield

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Cole Harding	1400 Deer Ridge Dr Bayfield	884-8887
Henry Wommer		884-9737
Steven & Vicki Matney		884-9700
Betty Matney		884-2248
Shane Clancy	2829 CR 516, Bayfield	749-3425
John Fitapelli		884-5196
John Mellocco		884-5229
Margaret Jakes		884-9581
Kat Carlson		884-2998
Jocetta Meushaw		884-9181
Mary Swapp		884-0155
Robert Smith		5296
John Z. Johnson		884-7915
Patricia McDonald	39639 Hwy 160	884-4318
Dillon R. McDonald	" "	884-4318
Ma Perras	485 W North Bayfld	884-4167
John Bunch	PO Box 3909	731-0951
Sharon Martin	PO B 1003 Bayfield	884-0786
Mary K. Fein	4337 CR 502	884-9401
M. J. Miller	257 Skyview Dr	884-0466
Delissa Miller	215 S. Mesa Ave	4-7440

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Moami Rivers	80 Rio Pinos Bay.	884-0137
Mike Heron	10.1964 Bayfield	259-9698
Ellen Frahm	233 Violet Ln Bayfield	884-1876
Norman Manett	262 Tamaralane Bayfield	884-2388
Jandra Zude	7036 County Road 521	884-9245
Christine Rege	927 CR 502 Bayfield	884-2461
Wendy	2014 CR 501 Bayfield	884-2917
Janet Van Camp	150 PINETOP BAYFIELD	884-5065
Kathy Downs	4512 CR 509 Bayfield	-2194
Jay Walker	440 Lanat Bayfield	884-9223
Joni W. J. J.	359 W North Bayfield	884-9227
Dygg Yessu	243 Glenn Lane Durango	259-9099
James Yessu	" " " "	"
Leaf Decker		
Cathy Gray	1330 Fremont Bayfield	2470440
Tom Root	154 Concho Cir Bayfield	884-8623
Jay Katz	1399 mutian v. Bayfield	884-9658
William H. Miller	1351 Caster Dr Bayfield	884-9161
Rusty Connor	8622 CR 502 Bayfield	884-9678
Alan McConroy	8622 CR 502 Bayfield	884-7678
Barbara Wideman	900 Pine River Ranch Cde Bayfield	884-7050

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Bayfield Co	
Roberta Decker	Po Box 1392 884-5414
Julie Ruddy	307 Forest Lakes Dr Bayfield Co 884-9670
Jim Blunk	328 PINE CONE DR BAYFIELD CO 81122 884-6110
Kevin Cowder	307 FOREST LAKES DR BAYFIELD CO 81122 - 884-9670
Jacquelynn Johnson	6850 CR 523 Bayfield CO 81122 884-4412
John M. Decco	P.O. BOX 1082 BAYFIELD, CO 81122 884-5229
Blaze Wald	343434 Hwy 160 Bayfield Co. 81301 385-4384
Bonnie S. Cotton	34344 Hwy 160 #37 DURANGO, CO 81303 385-4384
Marilyn Ellis	8661 CR. 502 Bayfield Co 81122 884-4811
CAOIMHAGH SWANEY	815 Cedar Bayfield Co 81122 884-4410
Phil Hall	P.O. Box 1069 Bayfield 81122 884-6045
KYLE	RICHARD S. ARBERRY 17432 CR 501 BAYFIELD 884-4443
Ginger Domingos	Ginger Domingos 1576 Beaver Creek Dr Bayfield 884-4780
Sarah Murrey	795 Wilton Rd Bayfield 884-9241
Phil Curtis	P.O. Box 1932 Bayfield Co. 81122
Ulad A. Jovic	336 Meadows Cir Bayfield CO 81122
Michael Spawent	1398 N Center Dr. Bayfield CO 81122 884-4517
Jean Brown	2014 CR 501 Bayfield CO 81122 2915
Tray Kuley	412 Meadowbrook Bayfield CO 769-0032
Jamie Fitzgerald	1030 CR 505 Bayfield CO 884-0627

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Kurt Luyt *107 E South St. Bayfield* *8844337*

**CDOT WANTS TO CLOSE COMMERCE
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Melissa Sorenson	P.O. Box 992 Bayfield	884-0691
Ann Johnson	142 Pine Pl Bayfield	884-0367
Jenna Reising	1594 Cactus Dr.	884-9206
Edward Ludwig	4200 E 621	884-9311
Murray Ludwig	8347 Co. Rd 521	884-2785
Jaclyn Doherty	P.O. Box 1099	884-6055
Patricia Lopez	P.O. Box 1639	884-7625
Scott Pope	1072 Cedar Bayfield	884-0487
PATTY CRIBLER	360 C.R 504 BAYFIELD	884-9110
Justin Donaldson	478 San Moritz	884-2519
DAVID ZAUBERIS	18275 C.R 501	884-0441
Scott Strickland	28445 US Hwy 160	884-0023
Debra K Nelson	934 Deer Ridge Dr	884-2600
Jon Bagley	18201 CR Bayfield CO 81122	884-4043
Curtis F. PR	215 TJ Road	884-7668
James Hill	888 E. Tamarack Drive Bayfield	884-0883
William G. Hill	7453 CR 510 Bayfield	884-4132
Debra Hill	390 Dakota Dr #35	884-4552
Natalie Ward	742 Tamarack Dr.	884-4378
Judith	P.O. Box 1432 Bayfield	884-9039
Chanda Hill	860 E Tamarack	884-9890

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NAME ,ADDRESS, PHONE #

John R. Cebot 194 CR 520 Bayfield CO 81122
884-4139

Richa Bengtson 3856 Hwy 160 Bayfield 81122
884-207

Linda Allenbaugh 2161 C.R. 505 Bayfield
884-2144

Tracy J. Tuller P.O. Box 1721 Ignacine
883-4118 ~~Bayfield~~, Co 81137

Rick Lott P.O. Box 62
884-9750 Bayfield, Co. 81122

Carole McWilliams PO Box 693
884-2331 Bayfield CO 81122

Bende Bessko 1769 Gem Ln. 884-2024
Bayfield, CO 81122

Brian Walker 759-2951

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NAME ,ADDRESS, PHONE

JPLandry	30580 Hwy 160	970-884-0465
R Merrill	390 Dakota Dr #14	970-884-9529
Frank	414 MESS DR. Bayfield	970-884-8103
Lan Hogtip	4245 CR 509 Bayfield CO 81122	946 2559
S MOTTIN	49 LAKEVIEW CR BAYFIELD CO 81122	970 884-7101
Jim ROBINETT	Box 82 Charming Rock CO 81127	970-731-2531
Steph. Sell	655 CR 501 Bayfield, Co. 81122	884-1390
Loli Cole	655 CR 501 Bayfield, Co. 81122	884-2367
Alpe Byp	Q.O. Bor 9441 " "	884-6137
Terri Holt	4316 CR 516 Bayfield Co.	—
Kenneth E. White	424 Penn Ln.	884-2598
Dave Phelps	US 160 Bayfield Co	884-8129
H Bergman	612 Ludmig Dr	884 9547
Jenny Lin	582 Spruce	749-3311
Gene Miller	215 JJ Road	
Jim Mays	282 Valley View Dr.	946-1218
BILL SZILWA	48447 Hwy 160	884-0959
TERRI LUCERO	6957 CR 521	884 5267
Peggy Mosberger	1506 N. Tamarack Dr Bayfield 81122	884-0876
E. Patchard	795 E. East Ct. Bayfield	4-4497
Steve Jones	295 Forest Lakes Drive	970-946-6201

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Charley Bidava	186 Drumrose Ln	884-2984
Bud DeVore	412 Forest Lakes Dr.	884-4711
Susan Palmer		884-2686
James Campbell	157 pine Ln.	884-6040
ADAM R SMITH	771 DEBARK DR	749-3602
Bob Conness	904 Tamarack	884-6002
Kyle Marshall	160 cr 507	928-978-4372
Tom Little	490 E Cedar Dr.	749-2495
Kathryn Johnson	5488 CR 509	884-7129
Dime McCutchie	2000 cr 501	884-9423
Tom Wells	8482 CR 510	884-2905
Harold Heath	976 Old Rd	
THOMAS W. DAY	883 5466	4421 Hwy 151
Maureen	P.O. Box 1273	884-7612
Marlene Baker	645 General Rd	884-2618
John Gordon	1690 CR 526	884-4314
Steve Walsh	980 Pine Tree	884-7194
Greg Richards	1460 Cr 500	884-6041
Lynn K. Lutton	71 South ST	799-1747
Brenda Jefferson	310 CR 570	759-8570
Richard Hall	3123 CR 334	563-4062
	3123 CR 334	563-4062

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<i>Neil Schuyler</i>	51057 Hwy 160 Bayfield	884-8190
<i>Dan Huppert</i>	126 Bear Run Durango Co 81301	
<i>Ralph C. Bowler</i>	445 W. VALLEJO	884-2025
<i>F. Todd Moon</i>	211 RIDGE TOP CIRCLE	884-0454
<i>[Signature]</i>	265 Bear Creek Dr	884-5285
<i>[Signature]</i>	NUNYA SWISS	555-1212
<i>[Signature]</i>	215 JS Rd Bayfield	884-7668
<i>[Signature]</i>	7024 P.O. Bayfield	884-5285
<i>[Signature]</i>	140 E Forest Lakes Bayfield CO	884-0747
<i>[Signature]</i>	2117 BEAR CREEK RD BAYFIELD	884-9451
<i>Meredith Dunham</i>	25 Dove Rdg Ln Bayfield	884-7215
<i>Al. Garcia</i>	3338 C.R. 330 Allison Co.	
<i>[Signature]</i>	485 SAN MAURITZ DR. Bayfield	
<i>Richard Dunbar</i>	1071 CR 505	884-9157
<i>Julie Baird</i>	34344 Hwy 160 E #7 Dgo	375-0166
<i>Ed Holley</i>	2179 C.R. 524 BAYFIELD	884-2462
<i>[Signature]</i>	915 BLUE RIDGE BAYFIELD	884-2594
<i>[Signature]</i>	860 Pine Valley Rd	719-4660
<i>Ben Bivens</i>	61 Arroyo Seco Blvd	884-0223
<i>Danny Vallejo</i>	118 W. Mill	884-0599

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Jackie Williams	1196 Kinon Circle	884-2363
Grenada Hunt		884-4199
Dale Lutz	Po Box 983 Ignacio	
Pat Cummings	Bayfield	
Bob [unclear]	Box 112 BF	7-119-
Dana Hest		
Heather Kmailub	Bayfield CO 81122	884-0250
Neil [unclear]	Bayfield	
Heather Vagbottan	138 Extreme Drive Bayfield CO	884-7191
Jerry W. [unclear]	P.O. Box 737 Bayfield	
Ted G. [unclear]	P.O. Box 1404 Bayfield	884-7913
Timothy [unclear]	Bayfield 134 [unclear]	
[unclear]	PO Box 351 BAYFIELD CO	709-5017
Marilyn Thompson	Box 142 Ignacio 81137	2470254
[unclear]	301 Star Crossing #2 Bayfield 81122	884-0124
Walt Delstrom	80 Oxford Pl Durango Co	2479716
Mary Belman	420 CR 306 Durango Co	81303
Julia Wilkerson	2953 CR 514 Ignacio	81137
Mike List	49312 Hwy 160 Bayfield	81122
Neil Ladner	800 Heartwood Ln #12 Bayfield	81122
Les [unclear]	291 [unclear] Bayfield	81122
Janet [unclear]	1539 CR 302 Durango 27588	7303

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Phillip Briscoe	5207-B cr 509	769-4789
ROBERT WATSON	325 FOREST LAKES DR.	884-6150
Judith D. Gatten	1420 C.R. 526	884-1338
Louis Watson	" " "	" "
W.S.	790 D-K DR	749-9301
Tammy Burns	11009 Hwy 172	884-4243
Lauri Jandorsky	PO Box 692	884 4712
Mickey Pears	PO Box 692	819-4716
Jennifer Chamblee	P.O. Box 2144	884-9713
Jonna Webster	PO BOX 271	563-9079
JOHN + TERRY BEEBE	445 Elk Valley Rd	884-9192
ByB Cooper	7024853	884-2655
Steve Johnson	283 Meadow Cir	884-4974
Steve Johnson	283 meadow Cir.	884-4974
Opimful Lotherback	1460 Paloverde, Bayfield	884-4880
Callie Thomas	68 Hillcrest Rd Bayfield	884-1031
Mike Ballard	68 Hillcrest Rd Bayfield	884-1031
Daron Chamblee	P.O. Box 2144 Bayfield	8849713
Maryn Englishman	34538 Hwy 160 E	247-9524
Wilson	1591 C.R. 526 Bayfield	884-6145
Jessica Naylor	14 Hillside Dr. Bayfield	884-9885

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Oraig Vasgiri	PO Box 1416 Bayfield	759-8205
Theodore B Binn	704 Pine Tree Dr. Bayfield	884-7584
Nancy Eisenhauer	704 Pine Tree Dr. Bayfield	884-7504
DALE KULLICK	837 S 4th Bayfield	884-5416
Rick Aho	P.O. Box 1385 Bayfield	884-4710
Connie Cummins	7351 CR 525 Bayfield	884-6114
Ed B.	2939 CR 526 Bayfield, CO	884-2933
Ely Morris	48 Pine Pl CR 504 Bayfield	884-2267
Mike Clark	24910 Hwy 160 Bayfield	884-9900
Jim Sbo	1598 Pine Spring Drive	884-2801
James McKinnon	5752 CR 501 Bayfield	884-2184
Tom Boyard	531 Ludwig Dr. Bayfield	884-2736
Connie Baker	1600 P.O. Box 10016 Bayfield	884-9718
Billy Joel Steyer	39742 Hwy 160 Corn Village	884-8490
Nixin Chuley	131 GREEN RIDGE	884-4225
Sto White	260 Rodco Dr	884-1326
Anastis	517 CR 520 Bayfield	749-8356
Sharon Tate	520 CR 525 Bayfield	884-9457
Philip Kechowski	522 CR 525 Bayfield	884-9457
Willie Lee	1921 CR 500 - Bayfield	884-9325
Maichel Vallero	221 Vallecito Dr Bayfield	884 7467
David Wainch	221 Vallecito Dr Bayfield	884 7467

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Paula Long	72 Chateau Ln Bayfield	884-9642
Carol Elton	PO Box 1044 Bayfield	
David Lee	456 Bear Creek Cir Bayfield	884-2605
Alma Leach	15682 Hwy 172 #13 Ignacio	759-6540
JEFF McQuostory	1294 JUNIPER	884-0100
Barbara Mathy	111 CR 507 Bayfield Co	884-4476
Cathy Rhodes	798 S East St. Bayfield Co	884-9682
Willie Jack	P.O. 1932 Ignacio Colo 81135	883-2780
Melissa Strand	Box 163	884-2391
Crissy Strand	PO BOX 163, BAYFIELD	884-2391
Clara Byrni	881 Pine River Runer	8844532
Arthur Watkins	P.O. Box 1164 Bayfield Co	884-9338
Douglas B. Jones	541 Deer Ridge Dr. Bayfield	884-0888
Suzanne Hoffman	1600 Helman Canyon Rd	8122 884-7700

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Steve Folk	388 E. Sossaman	Bayfield	984-9778
Roberta Newman	450 Buck	Bayfield	884-0496
Harry Thomas	49247 Hwy 160	Bayfield	920-884-0279
Cynthia Bell	501 Windsong Ln	Bayfield	884-0401
Jim [unclear]	1386 [unclear] Dr	Bayfield	884-7191
Vivian Frost	PO Box 761	Bayfield CO	81137 884-5778
Susan Folk	PO Box 134	Bayfield CO	81122
Thomas [unclear]	PO Box 1351	Bayfield CO	81122
Lynne Steiner	150 Hill Top Dr	Bayfield CO	81122
Alicia Corson	84 Little Bear Dr	Bayfield CO	81122
[unclear]	82 Alpine Forest Dr #13	Bayfield CO	81122
Tricky Mullins	667 Ludwig Dr	Bayfield CO	81122
[unclear]	72 W. Apples Ln	Bayfield CO	81122
Carolyn Hill	PO Box 48	Bayfield	81122
Ray Kissel	33 Snowbird Ct	Bayfield	81122
Robert [unclear]	1927 CR 505	Bayfield	81122
Diane Englander	4333 CR 502	Bayfield	81122
Christie Roberts	374 Tamara Lane	Bayfield	81122
Philip Powell			946-7503
David Wehner	56 Meadowbrook Dr	Bayfield CO	
Susan Folig	875 Westview	Bayfield	

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M P Huen	94 Stagecoach Bayfield	884-4372
D J [unclear]	5574 CR 311 Ignacio	563-3160
[Scribbled out signature and information]		
Janet Murray	795 Wilmer	884-9201
Dr. [unclear]	891 Deer Ridge Dr.	884-4262
James [unclear]	271 NAT. Virgin Rd	884-4111
[unclear]		884 2593
Judith [unclear]	POB 734 Ignacio	884-2369
Chris Schuchart	300 Commerce St	884-1118
[unclear]	615 E. Ritz	884-4582
Amy Vognie		759-520
Ashleigh MacLachlan	28644 Hwy 160	884-3281
Pats [unclear]	100 Tradewinds	884-8728
Amber Ortiz	804 CR 526	884-0957
Willel [unclear]	660 US HWY 160 B	884-9616

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Tracy A. Wehner	56 meadowbrook Dr Bay.	784-9300
Breanne Meyers	644 Blue Ridge Dr.	884-7417
Robin Cole	7406 C.R. 501 Bay	884 4784
Kirk & Paula James	1806 N. Juniper.	884-0259
Marilynne Burton	1455 Pine Valley Rd	884-2518
Benny Costelloe	357 Tamara Lane Bayfield	884-0636
Russell Mac	Po Box + 1371 Bayfield	884-8066
Wynn Larkin	PO Box 742	884 4767
John Callow	200 CR 216 Durango Co	884-7152
Nate Hiatt	Box 292 Bayfield	884 7356
David King	239 Homestead Cir Bayfield	884-0581
Patti Harman	370 1/2 W.W St Bayfield	884-2170
Lynn Brither	510 C.R. 520 Bld	884 2379
Henry Bayton	658 CR 501 Bayfield	884-2617
Sandra Michiesez	260 Pearl St. Bayfield	884-7015
Jackie Moran	1168 No. Oak Dr Bayfield	884-9023
Elee Aguilar	PO BOX 1101	884-9502
Stuart Brown	P.O. BOX 155 BAYFIELD	884 4659
John	1294 JUNIPER BAYFIELD	884 0900
John	371 Pine St Bayfield	884-0855

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Matt Anderson	186 CR 501	970-799-2074
Amey Moe	2955 CR 514	884-0654
Tom Vacanti	312 HALF MOON CR	884-9019
Andrew Fox	3535 CR 516	884.8146
Bob Brooks	P.O. Box 1 Bay.	884-2176
Reta Hendricks	1331 TAMMANCE	884 9120
Jeanne Waldron	2285 Bear Creek Rd	8846044
Mike Allen	2605. N. Cedar AVE	884-4853
Tammy Jackson	POB 153 Bayfield CO	6278
Dale Jones	POB 123	6-4403
C. H. Walker	12049 CR 502	884-7588
Jay Walker	12049 C.R. 502	884-7588
Cheri	6690 CR 521	884-0955
Bob Dill	479 S MESA AVE.	884-5034
John Dill	1501 CR 501 Bayfield CO	884-4093
Jim Sanchez	375 Meadow Creek Bayfield	7499135
Karin Gaudrey	921 E. Oak Dr.	884-2228
Richard K Hahn	4150 CR 516	884-9774
Drew Burt	198 Concho Circle	759-1719
Hal Anderson	405 Berry Drive	884-7517
Tessa Peterson	P.O. Box 663 81122	884-5168

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Michelle Marv	788 Pine Tree Dr. Bayfield CO 81122	884-9397
Susan Yost	577 N. Mtn. View Bayfield 81122	884-4434
Patti Clarke	375 Antelope Dr Bayfield 81122	884-4975
Ruffi Stode	63 Little Bear Lane Bayfield CO	884-2480
Alan Ridgeway	2113 BEAR CREEK RD Bayfield Co.	884-4651
Amy Ridgeway	2113 BEAR CREEK RD Bayfield Co.	884-4651
Maurice Cleveland	1045 LOS PINOS Bayfield CO	884-4936
Marcy Bagley	1626A CR 501 Bayfield CO 81122	769-3304
Allyson Schuch	1332 N Palourie Rd Bayfield	884-9107
Carol Schuch	250 Sage Crest Ln Bayfield	884-0431
Bob Harms	641 SAN MORITZ DAYTON	757-9318
Ann Albo	360 So Mesa Ave	884 799-2087
Andrea Pomeroy	485 E. LAKE SIDE #C Bayfield	884-9383
Katrina Boyer	1549 Cholla St.	884-5091
Kim Clout	CR 523 Bayfield	884-9318
Buck Taylor	1315 Mtn View Bayfield	884-4292
Ryense	151 S. W. PALOURIE RD Bayfield	884-2556
Mossie	463 SAN MORITZ	4-2199
Ann Albo	162 CR 520 Bayfield	884-7406
James Alamy	" " " "	"
Gellen Flynn	1273 Tamarack Bayfield	884-2762

Signature Date

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Courtney Wilmer	897 tamarack	(970) 884-2677
Vernon Jones	420 Redhawk Circle	884-9502
N.M. Anderson	1798 P.R. 501	884-2990
Robert Jacob Bradley	141 east south st	884-4696
Amanda Decker	582 E Spruce Dr. #10	946 4148
Monte E. Walker	827 N. MOUNTAIN VIEW	884-8179
Hal Anderson	405 Berry Dr.	884-7517
Claudia Benzi	881 Pine River Ranch	8844533
Anhwa Alho	360 S. mesa AVE	884-4833
Prucille Alho	"	"
Debra Lee	"	"
Ilavee Jones	124 Meadow Dr	5634630
John Pitt	47807-160	884-7620
Bobbie Campbell	2147 CR 502	884-7558
Pattie Smith	703 CR 516	563-4536

Min Misc #111
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Julius Rodriguez Esay Don't close

Melissa Malone

Julia Hill

Robert D. Kimmerly 7934 Hwy 151 Ignacis Co 81137

Ray Gilman
Newport

Dustin D'Rock

Mr. Malone RN 1415 N. Mtn View Dr. Bayfield 884-2062

Alison Doughty P.o. box 1961 Bayfield 884-7679

Mike Terrier P.o. box 2011 " 884-2936

Eugene Bur 11009 Hwy 172 884-4243

Mary Trujillo

Judy Farnam 838 Cemlane Bayfield 884-4334

Eddie Parker 377 U.S. 160 B 884-0549

Herman Newbow PO Box 1085 Bayfield 884-2595

Mini Merc
AWLSS

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NAME, ADDRESS, PHONE#

Joe Hemphill	50160 HWY 160	769-1966
Delbert [unclear]	28644 HWY 160	884-5140
Ed Bess		901-0848
Sam Moore	241 CONCHO CIR	884-2293
Bruce Paul	486 CO. RD. 515	884 2290
Bruce Neil	486 CR. 515	884-3220
Henry Wommer		*
Linda Moore	1069 HWY 160B	884-1307
Carol Meers	Durango-	
Sid Arnold		884-4749
Michael [unclear]	637 Colorado	884-8112
Ray [unclear]		779 9686
[unclear]		884-0191
[unclear]		884 0712
Jason Wilson		769-3540

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Janet Phillips	6196 Hwy 151 Ignacio	883-3695
Ron Howard	3161 C.O. RD 502	
William H. Bush	204 SKYLARK DR	
Marking Sapa	327 E. Sossaman	
Paul E	891 E. Mesquite	884-7004
Dwight Taylor	PO BOX 2152	769-2578
Demarie Eckhardt	5814 CR 510	884-4390
Joe Crew	212 E. Ash Ave Dep	385-1281
Ernesto Cok	7706 C.R 501 Bayfield	884 4784
Claude Swann	688 CIRCLE DR BAYFIELD	884-0325
Rachel Rose	320 RIVER RIVER RANCH Cir. Bayfield	769-0017
Heath, Zof	130 E Vally View Bayfield	884-2693
Chad Richard	92 aljamech Bayfield	946 5249
Rest Newkirk	39271 Hwy 160 Bayfield	884-9689
Phil Chamberlain	1730 Hwy 160 Bayfield	884-4644
Donny Peterson	PO. box 1597 BAYFIELD	
Moni Schmitz	Business owner BuckStepHere	884 1118
Gandy Webb	176 Riverview Dr Dep	(970) 749 5407
Robert Lucero	Box 873 Ignacio	563-4226
Pat Pahn	495 Hwy 172 Dgo	247-4224
J Moore	225 Elk Ridge Rd	884-0749
Andi Waller	3115 CR 527 BAYFIELD CO	
Paul Allen	P.O. Box 1063 TASSARA	731-3622

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Doug Wakerna 481 LAKEVIEW DR BAYFIELD

Aerale Adams 907 Oak Bayfield

David Naumic 1843 PINE VALLEY RD. BAYFIELD

Ray Dail 2690 CR 514 Ignacio

Henry Canterbury Jr 322 CR 333 Ignacio

Steve Rockson 251 Crown Bayfield

Gene Martin 280A Barton Cr Ignacio

Andrew Ambrose 139 Oak Hill Dr

Kh A. F 1030 CR 525 Bayfield

James Coan 235 Silver Hills Rd Bayfield

Bob Call 231 S. CLOVER DR #2 BAYFIELD

Jay Baranow 403 PONDROSA HOMES Dr. Bayfield

VANESSA MAESTAS 4159 CR 509 Bayfield

Dick Benji 881 PINE RIVER RANCH BAYFIELD.

MIMI K. GUY 466 Pine tree dr Bayfield

Mini Merc +
Bayfield Atw
Long John
Silver

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Lucas McNamee #107 County Road 3961 Farmington Va 87401
Steve Baumgardner 466 E Fox Lane Bayfield 81122 884-9719
Marcy Chard, 991 Lazy Pine Dr. Dept, 81303, 247-9769
Dwight J. Muffey Pine River Pawn 884-706
Michael Juliana PO Box 1004 Bayfield CO 81122 (970) 99-2865
Melody Samler 2617 CR 509 Bayfield CO 81122 970-884-2663
Michael Ross Bayfield, CO 406 551 4167
Chris Arno 11 Forest Lakes Bayfield CO 884-2564
Daphne Rogers 1460 N Tamarack Dr Bayfield 884-2597
Stan Rogers " " " " " " "
Libby Smith 309 Meadowbrook Dr., Bayfield, CO 81122
Cindy Humphill 320 N. Mtn. View Dr. Bayfield 884-7314
Jerry Englund 1800 Burning Tree Ln. Dallas, Tx. 972-446-2978
Bonnie O'Connell 502 Ludwig dr Bayfield Co 884-1177
Don Sawr 1823 Bear Creek Rd 884-7503

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NAME , ADDRESS, PHONE

<i>[Signature]</i>	390 DAKOTA DA Bayfield	884-9502
<i>[Signature]</i>	Bayfield, CO	
Pam Dahl	Durango CO	
Ann W. Larke	Bayfield	884-4355
John Trujillo	Broomfield, CO	303-887-9088
<i>[Signature]</i>	Durango, CO	81301 970-247-1777
Mendell Qualls	Paraso SPANOS CO	
John ISSIG	POB 394 Bayfield CO	749-1485
Roger C Peterson	ATL COORS	247-3620
Rob ANATO	191 CR 104 Hesperus	884-9583
Patti Galt	Dgo, Colo	749-6751
Noah Underway	Bayfield	759-5565
Guy Swearing	Bayfield	884-2009
Deanne Mead	Bayfield	563-0381
Teena Jefferson	828 CR 321, Ignacio	749-6897
<i>[Signature]</i>	BAYFIELD CO	884-9848
Panela Reynolds	15405 Rion way	
<i>[Signature]</i>	Bayfield CO.	
Pam Bradlock	Bayfield CO	884-4590
Veronica K Nemin	Bayfield CO	
Susan Otis	Bayfield	884-1118
Jon Atkinson	Bayfield	884-9152

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Cathy Cole	P.O. Box 2951 Pagosa Sp	264-6949
John Hesse	40767 RKS	759-6294
Andrea Veyron	327 Alpine Forest dr.	884-8550
Ronald Gause	1436 Cactus Dr.	884-2323
Jelly Collins	191 E. Smith St	884-4696
Tricia Wiseman	302 Meadowbrook	884-4106
Andy	810 Saguaro	768-0347
Jim Lewis	1021 D-K dr	2595804
Bill Mazur	1026 N OAK	8842110
Beth Sober	610 NWilmer	8847173
Rita Hendrich	1331 TAMARAC	884-9120
Mandi Shwemaker	302 Meadowbrook	884-7615
Donna Karp	2991 CR 509	884-9173
John R. Karp	95 Richard Drive	926-5683
Janet R. Karp	742 Bone Creek	884-4879

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Ronan R. Hutton	510 CR 520	884 2379
Lori Wilson	1525 Tamarack	884-2093
Pomanzer	4323 Valley View	7459500
Brenda Yarina	849 Tamarack	884-2607
Wendy	63 Hilltop	884-9762
DARYL OST	360 MOUNTAIN VIEW	884-9727
Jason Poggio	779 CR 324	563-3123
Steve Kuhl		8840724
John M. Cracker	475 CR 330	883-2496
Lynda Kelly	465 THUNDER	884 5414
	2062 Hwy 160 B	
	5995 Dicks Hwy	946-8098
Gary D. Hillier	431 MEADOWBROOK DR	884-4323
Karen Dea	1126 Pinar Circle	884-4070
Bryan B Cook	311 Pine Tree Dr	884-0537

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Fred Marshall		
Ambow Koontz	573 E Cedar	884-7394
Roger Slone	721 N mt vu	884-0242
Jeff Pzo	1351 N. Juniper St.	884-0235
Kelly V. Turner	PO Box 1272 Bayfield	799-0958
Art [Signature]	777 SAGUARO ST. BAYFIELD	884-7331
Philip Powell	14919 CR 501 Bayfield	946-7503
Thomas Kuh	127 Sundance Cir Dgo	884 9592
Rick Edwards	67 APPACOSALW BAYFIELD	884 4380
Mike [Signature]	43 MAX CT Dgo	385-5972
Dwrees Newell	553 E. Willow	Bayfield 884-1389
Jim [Signature]	Box 2184	Bayfield 884-9636
ed Rakes	119 Mendocino	Bayfield 884-7487
[Signature]	PO Box 903	BAYFIELD 884-0446
Maury [Signature]	266 ANIMAS N EW PR	AVENUGO CO

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Erin Brown	241 Sugarcrest Way	946-8985
Stephanie Spacy	364 MESA DR	884-4832
Lynda J. Jinn	7998 C.R. 501	884-2426
Carolyn Brown	443 E Schroder Dr.	884-2189
Chris Smithwick	1051 N Cedar	884-9169
Troy Rakes	412 Meadowbrook	7690022
Lance Leno	1335 Tanagera Dr	884-2559
DON DUNHAM	PO BOX 278 Bayfield	759-2136
Duane Johnston	P.O. Box 278	884-0396
John M. Shaw	1320 Paloverde ^{Bayfield}	884-9789
Jim Braddock	4676 CR 502	884-2580
Teddy Jack	PO Box 494	884-2754
Zynda Z. Harrison	1152 N Pinon Bayfield	884-0236
Chad Ranken	15525 CR 501	884-4191
Glen Porter	49245 Hwy 160	8844428

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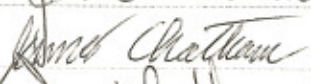

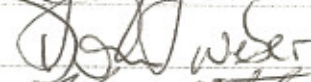
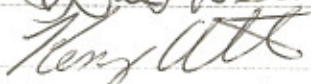


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NAME ,ADDRESS, PHONE #

Clare W. Knickerbocker	169 San Moritz Dr	884-7479
Mitzi J Knickerbocker	169 San Moritz Dr	884-7479
Daryl D. Dalton	764 Elm Cir	884-0308
	CR 1541 CR #29	884-2411
Shirley Sweetin	C.R. 1591 CR #29	884-2411
Richard S Barnes	2587 cr 514	884-0314
LINDA Parmiter	482 Pearl St	884-9008
Jenifer Walker	P.O. Box 452 Bayfield	884-2723
	1591 CR 526 #24 Bayfield	884-4259
	205 Ridgcrest Dr.	385-4006
Jay F. Cronin	1127 Highway Dr Bayfield	884-4205
	120 Sandia Circle	769-1949
	536 Hwy 160-B	749-2648
Michael Manning	536 Hwy 160 B	749-2648
JUSTIN MOORE	4398 CR 203	759-8738
Dana McMillan	275 Little Bear Dr	884-4282
RANDY SMITH	1048 N OAK DR	884-7242
	81 Elk Ln.	749-9491
Denise Hillier	431 Meadowbrook	884-4323
	13502 CR 502	759-1312
Jason McEvers	6187 CR 370	759-0567
Erin Patta	159 Hillside Cir	884-4992

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NAME ,ADDRESS, PHONE #

Doug Johnson	1117 West Vallicitoro Rd	884-2224
J. D. Kunt	10315 CR 502 Bayfield	
Tony Sipton	334 TWILIGHT LANE BAYFIELD	884-4362
Clara Garcia	15 LAKEVIEW Cir.	884-0178
Spencer Miller	1498 Cactus Dr	884-8889
Janya Alzar	404 Silver Hills Rd.	884-8055
Dev Cleveland	P.O. Box 120 Bayfield Colo	884-5484
Angie Berryhill	8056 C.R. 510 Bayfield	884-0478
Don Bay	1472 N. POND U.	884-9745
Susan Simey	421 North St Bayfield	884-4651
Bob Baumer	195W Vallicote Creek Rd	884-6008
Leslee Hermanns	902 CR 511 Ignacio	884-9331
Jerry Valencia	132 Southridge Cir. BAYFIELD	884-4540
Sherie Valijo	118 W Mull St Bayfield	884-0599
Tracey Ash	46 E. Park Bayfield	884-9511
Byron Dunn	1021 W Oak Dr Bayfield Co	884-9088
Walter Camp	700 Anna Rd Ignacio	563-6053
Tricia Sibley	1107 CR 502 Bayfield	884-9321
Jarrett A Cook	1325 Juniper St Bayfield	946-6915
John M'Chi	18001 CR 501 Bayfield	884-2941
Ann Ellis	3661 CR 502 Bayfield	884-4211
Brian Pope	189 Deertail Ln	884-0840

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NAME ,ADDRESS, PHONE #

Carol Marinich	1455 N. Mt View Dr Bayfield	884-0297
Cecily Hummer	1200 B C.R. 505 Bayfield	884-8182
Rhonda Johnson	305 Jacks Ln Bayfield	884-6105
Kimberly Owen	14785 CR 501 BAYFIELD	884. 4405
Arthur Richardson	8296 CR 510	970-884-4544
Tommy [unclear]	350 Deer Ridge Bayfield	759-1138
[unclear]	150 FOREST LANE BAYFIELD	884-1188
[unclear]	787 CR 502	884-7024
Theresa Handman	2320 Gem Lane	884 5447
Tom [unclear]	562 San morita dr	884-2993
Cheryl Burnett	30910 Hwy 160	884-7606
Harold [unclear]	30910 Hwy 160	884-7606
Ronald Moore	225 ELK RIDGE	884-0749
Kati Baker	719 Pine Valley rd.	884-5459
Karl Marinich	1455 MT VIEW DR. Bayfield	884 0 297
Blake Goble	5562 CR 510-Ignacio	884-2016
Dee Hinman	1200B CR 505 Bayfield CO	884-8182
Doree Jansard	2414 CR 505 Bayfield CO	884-4184
Michael Felix	513 E 30th st Durango CO	749-7833
Tom [unclear]	128 Hillside dr. Bayfield CO	759 0159
Wally Westbrook	4512 C.R. 5098	884-2194
Renee Iover	30 Edgemont Way	259-5033

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NAME ,ADDRESS, PHONE #

Larry S. Rose	399 N. Mtn. View Dr. #17	Bayfield, CO.	
Kevin Corson	84 Little Bear Dr.	Bayfield	81122
Mike Hooker	310 Pearl	Bayfield	
Don CATENA	1069 CR 525	" "	" "
Lisa Atchison	197 Grayhawk Dr.	Bayfield	81122
Stew Vepr	235 Vallecito Dr	Bayfield	81122
Donna Cogswell	886 Foxfire	Bayfield	81122
Mike Murphy	299 CR 307	Dgo	81303
Ed Russell	352 Pine Valley Rd	Bayfield	81122
Greg Tweedt	1082 CR 311 Ignacio		81137
Maubull	977 Lopez Rd	Ignacio	81137
Clark Stewart	P.O. 1341	Bayfield	81122
Faye Nichols	111 NORTH	BAYFIELD	81122
Mike Schirack	225 Pearl	"	"
James Chais	800 COX CIR.	IGNACIO, CO.	81137
C. Coyne	800 Hawthwood #34	Bayfield	81122
Jan M Gullas	81 Ridgetop Circle	Bayfield	81122
Dhonda Beam	545 SCHROEDER	BAYFIELD	81122
Frank Madalphi	184 Bluebird	Bayfield	970 884-6132 81122
Burke Cletus	20 Verde Lane	Dgo	81301

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NAME ,ADDRESS, PHONE # PROGRAM ENG.

Gay Jacobs	1209 Mesquite Bayfield	884-9031
Jamie M Hoffman	333 Meadows Cir	884-0498
Ed Smith	179 Spring Ln Bayfield	884-3251
Harold Simmons	183 Sawmill Cir Bayfield	884-7423
Will Crisp	755 Pine Crest Ranch Cir Bayfield	81769-1952
Betsy Elkins	637 E Colorado Dr Bayfield	884-8112
Chris Arnold	77 Chateau Ln	" " 8564
Laura Hillier	7555 Pine Valley Rd Bayfield	884-0217
John Carroll	695 N. Walnut Bayfield	884-2317
Rich Hillier	1535 Pine Valley Dr. Bayfield	884-4101
Chris Smithwick	1081 N Cedar Bayfield	884-9169
Lance Lucero	1359 Tamarac Bayfield	884-2559
Cindi Oliver	P.O. Box 1504 Bayfield	884-1504
Jane Whelan	1358 Paloverde Dr. Bayfield	884-4960
John D. [unclear]	4302-CR-523 Bayfield	884-2177
Scott [unclear]	72 N Appaloosa LN Bayfield	884-9097
Georgia Grey	951 Blue Ridge Dr. Bayfield	884-2594
Ronald [unclear]	5327 CR 502 BAYFIELD	884-9825
Chall [unclear]	343 MESADR CRBIO IGNACIO	563-9087
Simone Crouchell	61 SPRING BAYFIELD	884-7766

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NAME ,ADDRESS, PHONE

Chad Boukema	12752 CR 501	884-4191
Stam Rogers	1460 N. Tamarack	884-2597
Chad Gerd	1355 MTN View DR	884-1830
Chris Popke	189 Deer Trail Ln	884-0840
Matt Carnahan	348 Meadows Cr	884-7505
<i>[Signature]</i>	838 Gem Ln	884-4334
Jake Rhodes	426 meadow Brook Dr	884-6108
Joy Rhode	426 meadow Brook Dr.	884-6108
John Sibbey	1107 CR 503 Bayfield	884-9321
Mie Casper	PO Box 23 Bay	884-2568
Adam Moss	6607 Cr 501	884-0861
Mike Doney	1506 TAMARACK DR	884-0890
W Bolin	875 N. Westview	884-4981
Stephan Gramack	779 Tamarack	884 5433
Camela Shyluk	135 E IK D!	884-0614
Andrea K...	1335 Pine Spring Dr	884-4250
<i>[Signature]</i>	76 Hillside	969-2686
<i>[Signature]</i>	76 " "	969-2686
Kirsten Westmark	204 Luiper Drive	969-2449
Rawn Tapan	PINE VALLEY MORTGAGE	884-9740
Caroline Bergfall	1755 Clover Dr.	884-9779

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			Phone#
Jay King	121 Groen Ridge Dr. Bayfield CO	81122	884-
Matt Lynett	297 S. Elk Run Dgo, CO	81301	247-8806
Wenning	4621 CR 311, 16NAC10, CO	81137	363-1010
Angela Nickerson	405 Berry Dr. Bayfield CO	81122	769-5711
James Kamuf	15216 CR240 Bayfield Co.		884-9128
Kendal Wylttakel	120 Sandia Circle Bayfield, CO		884-9637
Ann Mooney	24 Little Bear Bayfield CO		884-2112
Howard White	161 Ridgetop Cir. Bayfield CO		884-2800
Loreen Sisco	390 Dakota Dr #28 Bayfield CO.		884-4423
Randy Cottrell	384 Mesa Ave. Bayfield, CO.		884-9227
Ann Ann	4th Canyon Circle Pagosa Springs, Co.		731-1091
JERAD MARK JON	788 PINETREE DR Bayfield		884-9397
Harry Thomas	49247 Hwy 1605 Bayfield Co		970-887-0275
Ty Brown	1034 N. Cedar DR.		884-0525
Lucia George	399 Mountain View #15		769-5262
Mark	525 Windy Ridge Rd.	81122	884-0735
Bradley L. Ayer	158 Fawn Dr		884-5120
Richard White	131 BEAVER MEADOWS		903-8138
MIKE Binkley	75 E. FOREST LAIRS DR		884-4389
John Sibley	1107 CR 502		884-9321
T Dyan	532 CR 512		884-5449

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NAME , ADDRESS, PHONE #

Don Willmott	Home 2048 CR 225	247-8499
	360 A ^{Buss} N. Mountain View Dr.	884-9525
74 R Puentes	43 W South Bayfield	884-8183
Jac Pahl	70 th Mesa	884-1318
Janet Bell	29 CR 520	769-3692
Newhood	306 CR 504	884-4595
John Lowell	1478 Tamarack Dr.	884-9525
Robert Haring	360 A N. Mountain View Dr.	884-9525
Tom	31761 W. Hwy 160	884-2413
Abigail Hunt	414 Mesa Dr	884-8103
Cathy Lee	6670 CR 510	884-1697
Graut Ebbenga	37 Tres Aguas 81137	759-2439
Dave Pelton	3860 CR 223	769-4004
Shelly Briscoe	5207-B CR 509	769-4789
Erin	11009 Hwy 172	
Tom	1558 CR 526	884-2067
Steve Miller	3115 CR 527 Bayfield	
Jesse Lopez	2320 CR 228 Dgo	382-9068
James Brewer	151 Sunny Lane Dgo	259-0756
Alan E. Smith	641 Hwy 160B Bayfield	884-4233
Peggy Cathleen Sanders	30 Stagecoach Rd	884-7833
William K. Sanders	30 Stagecoach Rd	884-7833

CDOT WANTS TO CLOSE COMMERCE DR. AT THE INTERSECTION OF 160

IF YOU THINK THIS IS WRONG PLEASE SIGN THIS PETITION

NAME, ADDRESS, PHONE#

Amber Ortiz	804 CR 526	884-90951
Kirk James	1304 N. Juniper	884-0259
Paula Oliver	1306 N. Juniper	884-0259
Bryan King	641 N. Mt. View Dr.	884-0331
Alan Miller	98 Niack	884-2821
Jim Soto	1351 N. Juniper	884-0235
Paul Smith		
John Smith	1386 Cedar Dr	884 7191
Ty Brown	1034 N. Cedar Dr.	884-0525
Brandi Davis	8724 CR. 510	884-1333
Bill MacGuffie	CR 501	884-9423
Robert Farnam	538 Bem Lane	884-4334
Mike Terry	427 Pony	884-405
Grady Green	" "	" "
Heshie Woods	CR 518	503-0116

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NAME ,ADDRESS, PHONE #**

- Bayfield Co*
- Roberta Decker PO Box 1392 884-5414
- Julia Ruddy 307 Forest Lakes Dr Bayfield CO 884-9670
- Jim Blak 328 PINE CONE DR BAYFIELD CO 81122 884-6110
- Kevin Cowdor 307 FOREST LAKES DR. BAYFIELD CO 81122 - 884-9670 -
Jacquelynn Johnson 6850 CR 523 Bayfield CO 81122 884-4412
John M. Decco P.O. Box 1082 BAYFIELD, CO 81122 884-5229



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OPEN HOUSE AND PUBLIC HEARING
October 13, 2005

US 160 DURANGO TO BAYFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
Colorado Project FC-NH (CX) 160-2 (048)
Project No. 91050

PUBLIC COMMENT FORM

Your comments and/or suggestions for the public record are encouraged regarding this Draft Environmental Impact Statement. Please turn in the sheet before you leave, or you may mail it before November 7, 2005 to the following address: Colorado Department of Transportation, 3803 North Main Avenue, Suite 300, Durango, CO 81301. Attn: Kerrie E. Neet

Comment for Hwy 160 and Commerce Dr. intersection.
I am a property owner, business owner and
landlord at the location. I have worked all my
life to get to this point. Closure of this
intersection would destroy everything that I
have worked for. This property is my retirement
program. The closure would also affect all
business on this side of the hwy because we depend
on the hwy and access to our business. A signal
at this location would be a good fix and further
not closure a don addition to the above, it would
restrict traffic flow and access to the school and
neighborhoods on the north side of the hwy. Also it
make emergency access to this area difficult because there
is no good east to west corridor.

NAME: Paul Surpin
ADDRESS: 351 Colorado Dr. Bayfield Co 884-9523
REPRESENTING:

A



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

T-833 P.002/003 F-525

REPLY TO
ATTENTION OF

November 7, 2005

Regulatory Branch (200275568)

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Kerrie E. Neet
Colorado Department of Transportation
Region 5 Planning/Environmental Manager
3803 North Main Avenue
Durango, Colorado 81301

Dear Ms. Neet:

We are responding to the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation of the US 160-Durango to Bayfield Improvement Project. The Corps has been a cooperating Agency throughout the creation of the DEIS. Your cooperation and patience is appreciated during the newly established National Environmental Policy Act/Clean Water Act Section 404 (NEPA/404) merger process and agreement for transportation projects in Colorado.

After reviewing the DEIS during the public review and comment period, this office has the following comments to offer:

- A [1) The DEIS should contain additional alternatives and/or explanations for the purpose and need for impacts within special aquatic sites, which have been determined high quality, such as Dry Creek.
- B [2) The cumulative impact section should be more comprehensive regarding impacts associated with the proposed project, along with proposed methods to reduce or prevent these impacts from occurring, such as access restrictions within special aquatic sites, weed control, etc...
- C [3) Since there are no current mitigation banks within this region, this office suggests that the Mitigation Section (4.7.7) contains language regarding CDOT's goal to establish a compensatory mitigation area in an attempt to compensate for the direct and indirect impacts prior to construction. In addition, you should be careful when designating wetland mitigation areas within CDOT right-of-way. According to *Sacramento District's Mitigation Proposal and Monitoring Guidelines*, December 2004, the Corps may require that the mitigation area be protected in a conservation easement or restriction. This office understands that it is contradictory to CDOT's policy to implement restrictions within right-of-ways.

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D [4) This office recommends that additional measures taken to reduce indirect impacts to the aquatic resources, such as access restriction within special aquatic sites, permanent stormwater management, weed control measures, etc..., should be listed in the Additional Mitigation Measures Section (4.7.7.5).

The Corps may decide to submit additional comments pending our November 9, 2005 meeting. If you have any questions, please contact me at the Durango Regulatory Office, 278 Sawyer Drive, #1, Durango, Colorado 81301 or telephone 970-375-9452.

Sincerely,

Kara A. Hellige
Chief, Durango Regulatory Office
Sacramento District

Copies Furnished:

- Ms. Sarah Fowler, US Environmental Protection Agency, SEPR-EP, 999 18th Street, Suite 300, Denver, Colorado 80202-2466
- Ms. Monica Pavlik, Federal Highway Administration, 12300 W. Dakota Avenue, Suite 180, Lakewood, Colorado 80228
- Mr. Charles Higby, Bureau of Land Management, 14 Burnett Court, Durango, Colorado 81301

PUBLIC COMMENT FORM
DRAFT EIS - US 160 Durango to Bayfield

A

Thanks for the opportunity to comment. Generally, I am very pleased that the traffic capacity will be increased for this highway segment. As population has increased, the volume of traffic has increased. Public safety is now significantly compromised. Having four lanes of traffic with the proper access and egress points engineered appropriately will make life safer and more enjoyable for all travelers, local and visiting.

The only portion that I find objectionable is the alignment of the Farmington Hill segment from C.R. 220 to Highway 160. I have driven and looked at this segment for many years (25+) and feel like your preferred alternative for this segment is more elaborate and costly than it needs to be. It also encroaches on valuable farm and ranch land more than necessary. Archeological resources are also present on the ridge to the south of Grandview that could be avoided more easily with a change in alignment. Disturbance to and occupation of valuable wildlife habitat could be minimized also.

There are already two lanes of highway existing in this segment. Use what is there and expand on it. By excavating into the hillside immediately east of the current alignment, you could straighten the two curves that currently exist and add two more lanes. The borrow from this excavation would be used to raise the existing portion to decrease the grade as you proceed northward so that the entire four lanes could be elevated over Highway 160 at a point close to the current intersection of 550/160. Then the distribution of traffic could occur similar to the scenario you presented in your preferred alternative. I can't imagine that it would not be less expensive to shorten the segment length and use part of the existing road prism. It certainly would decrease the environmental disturbance, loss of farm/ranch land, open space, archeological mitigation, etc. You might even have some \$ left over to put toward the planning, acquisition or construction of another segment.

Ron Klatt

Ron Klatt Date 11/4/05
681 C.R. 220
Durango, CO 81303



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November 4, 2005

Kerrie Neet
CDOT Region 5
3803 N. Main Ave., Suite 306
Durango, CO 81301

Dear Ms. Neet:

These brief comments are offered concerning the DEIS for US Highway 160 from Durango to Bayfield. We previously submitted comments in January, 2000 on the conceptual design for this project.

The DEIS lists the project purpose to improve the conditions for the traveling public along US 160 in the project corridor. Specifically, the purpose of the project is to:

- Increase travel efficiency/capacity to meet current and future needs;
- Improve safety for the traveling public by reducing the number and severity of accidents; and
- Control access.

The need for this project is based on the projected increased travel demands on highway capacity and efficiency, and the existing substandard design that contributes to accidents associated with roadway deficiencies. (DEIS at ES-2)

Need for Strong, Affirmative Action on Shared Use Path

We are pleased that the DEIS analyzed means other than construction for achieving this purpose in its Transportation Demand Management Alternative (DEIS at 2-7). We strongly endorse meeting transportation needs by reducing traffic demand through a variety of alternatives means including transit, rideshare, and multi-modal alternatives. It is unfortunate that public transit alternatives are not yet well enough established in La Plata County to provide more reliable reductions in demand for individual automobile travel.

We strongly support providing for multi-modal alternatives in all highway construction alternatives. As noted in the DEIS:

- When reconstructed, US 160 would have 10-foot shoulders that would provide a multi-modal route for experienced cyclists.
- CDOT would work in collaboration with SMART 160 and local agencies on a shared use path between Dominguez Drive, approximately 1.2 miles west of the US 160/US 550 (south) intersection, and Grandview. The path would link the Animas River Trail system and Escalante Middle School area with the Grandview area. Another entity would be responsible for ROW acquisition, design, and construction of the path.

850 Main Avenue
PO Box 2461
Durango, CO
81302

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970.259.8303

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CONT

• Where additional ROW is available, CDOT would allow another entity to fund, construct, and maintain a shared use path in the US 160 ROW. Shared use path undercrossings would also be located along the project corridor, and bicyclists and pedestrians could use these undercrossings. (DEIS at 2-8)

However, these are rather vague promises of cooperation in the DEIS. In order to make multi-modal alternatives a reality, particularly in the critical link from Grandview to Escalante Middle School, CDOT needs to take affirmative action to plan for a shared use path. Leaving ROW acquisition, design and construction to others is probably unrealistic, particularly given CDOT's expertise in these matters. A shared use path between Grandview and Escalante is one of the most substantial mitigations that CDOT can require to compensate for the increased traffic flow, and associated increased danger, to bicyclists and pedestrians attempting to transit from Grandview to Escalante.

It also makes the most sense financially and in terms of traffic disruptions to construct a shared use path while other construction activities are occurring, certainly if they entail undercrossings and other intersections with CDOT's roadway.

Wildlife Mitigation

We strongly support CDOT's commitment to mitigate animal vehicle collisions through the construction of wildlife crossing structures. This was the focus of our previous comments in January, 2000. Specific mitigation measures are noted in the DEIS:

"Wildlife crossings and fencing will be incorporated into the roadway design to mitigate connectivity impacts for multiple species. Multi-span and single-span bridges over waterways will decrease impacts to all wildlife including deer, elk, and black bears." (DEIS as ES-6)

B

As the DEIS notes, crossing structures need to maximize their openness to wildlife, and be appropriately sized in terms of width and height. We support the wildlife crossings detailed in Table 4.11.1. However, the DEIS needs to demonstrate that the culvert dimensions detailed in DEIS will actually be utilized by deer and elk and thereby provide realistic mitigation. Span bridges seem more appropriate for achieving the goal of big game movement across the highway.

One of the highest percentages of animal-related accidents occurs in the Florida River crossing segment. According to the DEIS, "the data indicate that lack of wildlife crossings, insufficient shoulders, steep grades, and steep embankments are contributing factors to accidents in this section." (DEIS at 1-9)

These facts highlight the need for additional crossings in the long, fill slope west of the Florida River. This is the most substantial fill slope in the project area and creates an imposing barrier to wildlife. The Highway 160 project needs to incorporate a significant crossing structure for deer and elk through this fill slope given the importance of the Florida River valley for movement by big game, and the documented high number of animal vehicle collisions.

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Experience elsewhere has documented the crucial contribution of reliable fence maintenance to the success of wildlife crossing structures. Data collected by Arizona Fish and Game for the Highway 260 project near Payson, Arizona has shown that fences are critical to the utilization of crossing structures by deer and elk. CDOT must make a strong commitment to fence maintenance in order to prove the efficacy of crossing structures as a wildlife mitigation measure. We encourage you to incorporate discussion about the importance of fences into the DEIS, and commit to a program of routine maintenance of wildlife fencing.

Air Quality

D

Residents of the Four Corners have expressed growing concern about the impacts of growth and energy development on air quality. State, tribal and federal agencies have recently created an interagency Four Corners Air Quality Task Force to discuss options for addressing regional air quality issues. The first meeting was held on November 2 in Farmington. One of the Task Force charges is to address air pollution caused by automobile traffic. The DEIS should reference the Task Force and incorporate its charge into the discussion of cumulative impacts to air quality and potential mitigation measures.

Sincerely yours,



Mark Pearson
Executive Director

3/20/06

Dickinson, Patty

From: Bill Gothard [billgothard@ispwest.com]
Sent: Sunday, November 06, 2005 3:37 PM
To: Dickinson, Patty
Subject: Form posted from Microsoft Internet Explorer.

firstName=William & Cathy
 lastName=Gothard
 email=cgothard@ispwest.com
 Organization=
 address=PO Box 2421
 city=Durango
 state=CO
 zip=81302

comment=We own the property at 39740 HWY 160. The property is directly across from the General Store in Gem Village. In the preferred alternative H for that section of the Highway the Highway would be realigned to cut through the middle of our property.

We have several concerns with this:

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- 1) Putting the highway through the middle of this property takes almost all of the usable pasture. The pasture is currently leased and provides income and keeps the property as agricultural for tax purposes. Losing this designation would be costly.
- 2) Irrigation to the remaining pasture would have to come from the King ditch which would then be on the other side of the highway &c" are you going to provide irrigation access
- 3) We would no longer have access the property on the south side of the highway and across King Ditch. You would need to provide us access to this portion of the property.
- 4) There are currently two homes on this property, what will be done to control the highway noise for the homes.

list=checkbox
 submit=Submit



OPEN HOUSE AND PUBLIC HEARING
October 13, 2005

US 160 DURANGO TO BAYFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
Colorado Project FC-NH (CX) 160-2 (048)
Project No. 91050

PUBLIC COMMENT FORM

Your comments and/or suggestions for the public record are encouraged regarding this Draft Environmental Impact Statement. Please turn in the sheet before you leave, or you may mail it before November 7, 2005 to the following address: Colorado Department of Transportation, 3803 North Main Avenue, Suite 300, Durango, CO 81301. Attn: Kerrie E. Neet

A

I ~~DO~~ WOULD LIKE COMMERCE DR IN BAYFIELD TO REMAIN OPEN TO HWY 160. I DO NOT AGREE WITH MISLEADING THE PUBLIC BY CALLING THIS CLOSER " ENVIRONMENTAL IMPACT STATEMENT ". WHEN YOU WANT TO CLOSE ACCESS POINTS THAT SERVE THE TOWN OF BAYFIELD'S BOSSINESS AND 2 RESIDENTS, YOU SHOULD INFORM THEM ~~OF~~ YOUR PLANS WITHOUT DECEPTION. YOU SHOULD BE WORKING ON PLANS FOR IMPROVING THE INTERSECTION, NOT CLASING IT. YOU DO WORK FOR ~~THE~~ US YOUR CO TAX PAYERS.

NAME: DARYL YOST
ADDRESS: 360 MOUNTAIN VIEW BAYFIELD CO 81122
REPRESENTING: BAYFIELD AUTO CAR CENTER

Scanned

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OPEN HOUSE AND PUBLIC HEARING
October 13, 2005

US 160 DURANGO TO BAYFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
Colorado Project FC-NH (CX) 160-2 (048)
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A

Regarding this impact statement, my husband and I object greatly to the closure of the access from Hwy 160 at E. Colorado Drive. Our Copper Rose Cafe Coffee Stop business along with all the other businesses currently accessed by E. Colorado Dr. & the frontage road would lose a great deal of traffic and business should that access be closed. We chose to buy our business because of the traffic pattern we now have, which allows easy access to all the businesses and Pine River Valley Park for our customers. Our businesses would suffer great loss if our customers lost the easy access now available. We realize traffic will be increasing on Hwy. 160 and we recommend a traffic signal be installed at the intersection of Hwy. 160 and E. Colorado Drive.

NAME: Rhonda and Dennis Pilsfist
ADDRESS: 2292 Cl. 228 Durango, CO (home)
REPRESENTING: COPPER ROSE CAFE COFFEE STOP
381 Colorado Dr.
Bayfield, CO 81122



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Public Works Department
949 E. 2nd Avenue
Durango CO 81301-5109
970-285-2860

November 7, 2005

Kerry Neet
Colorado Department of Transportation
3803 Main Avenue
Durango CO 81301

Re: Draft Environmental Impact Statement – US Highway 160 from Durango to Bayfield

Ms. Neet:

A [We have reviewed the Draft Environmental Impact Statement (EIS) for US Highway 160 from Durango to Bayfield dated September 2005. We appreciate the opportunity to have worked with you and your consultants and the CDOT staff in the development of the document. We agree with the general conclusion of the EIS that the highway system between Durango and Bayfield must be improved to meet the growing traffic volumes and to assure improved transportation efficiency and safety. The alternatives you have evaluated are reasonable and the analyses you have performed seem thorough.

We offer the following comments which, if addressed, would provide a comprehensive approach to the improvements needed to provide an efficient transportation system.

- B [1. Page 2-7. Rideshare as an alternative fails to satisfy the purpose and need is the conclusion of the EIS. Rideshare alone will not satisfy the purpose and need. However, rideshare opportunities may postpone the need for some vital yet expensive portions of the project. We suggest that rideshare, including park and ride facilities at strategically located areas, provides an interim solution and can be accommodated on properties that may later be converted to roadways, such as the location of planned interchanges in the Grandview area.
- C [2. Page 2-8. Multi-modal alternative fails to satisfy purpose and need because "there would be no safety or access improvements" is the conclusion of the EIS. We suggest that multi-modal alternatives will significantly affect the safety of the highway if adequate opportunities are provided in the heavily populated areas. The EIS concludes that "another entity would be responsible for ROW acquisition, design, and construction of the path." We suggest that construction plans and right-of-way requirements be modified

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to include the Smart 160 proposed alignment and that the Smart 160 construction be included in the environmental clearance proposed in this EIS.

3. Figures 2.5.5 through 2.5.8. The plans generally follow the City of Durango Comprehensive Plan Amendment of 2004. However, we recommend some changes to either more closely conform to the adopted local land use plan or provide for a safer traffic network.
 - a. Figure 2.5.5. Provide a connection between the access road on the north side of the highway and the Ramp E. Direct access will result in fewer vehicles passing through what will become a congested intersection connecting ramps A and D.
 - b. Figure 2.5.5. Provide a connection between ramp B and the frontage road to the east of ramp B. This connection will result in fewer vehicles entering onto the highway only to exit at the next exit to access what will be substantial development on the south side of Highway 160 in Grandview.
 - c. Figure 2.5.6. Provide a westbound off ramp near MP 89.44 to allow traffic to exit onto the relocated High Llama Lane. An off ramp to the north before the interchange will allow westbound traffic to access proposed large box retail properties without passing through a congested intersection where ramps A and D meet.
 - d. Figure 2.5.6. Provide an eastbound off ramp near MP 89.44 to allow traffic to exit onto CR 232 which will have been signalized prior to the interchange construction. An exit will prevent traffic from having to make a U-turn at CR 233 (west) and returning more than a mile to a destination in southwest Grandview.
 - e. Figure 2.5.6. Provide an extension (800') of the north side frontage road to provide access to the several properties that presently have access only from the State Highway near the Three Springs Blvd. intersection.
 - f. Figure 2.5.7. Provide an extension (400') of the north side frontage road to provide access to the several properties that presently have access only from the State Highway near the CR 233 underpass.

4. Page 4-189. The impact to the visual resources is described as being significant. The replacement program for trees and other vegetation is broadly described in the EIS as replacement of the existing vegetation. The Comprehensive Plan for the City of Durango describes a proposed environment that requires substantial buffering of the visual impacts in the Grandview area. More appropriately the EIS should describe a tree spacing and planting regime along the frontage road system that enhances the visual resources along the roadway since there will be no way to restore the visual resources lost.

The EIS does not speak to the phasing of construction of the improvements. We wish to reiterate our concern that the portion of the improvements that will provide the greatest benefit in terms of improved safety and reduced congestion are the improvements in the Grandview area. We note that all of those improvements do not need to be made at once. There are substantial opportunities to improve traffic flow by: (1) adding a fourth lane through the Farmington Hill

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[intersection, (2) providing a grade separated entrance into the hospital for eastbound traffic and (3) providing an underpass at CR 233 (east) intersection.

[We urge you to pursue environmental investigations to allow for the improvements to the reach of Highway 160 which is also Highway 550 and that we believe will carry more than four times its current traffic volume within 25 years.

[The EIS includes prediction of traffic volumes along the Highway 160 East corridor between Farmington Hill and Bayfield. Improvements to this reach of highway are reasonably separated from other portions of the highway system because of the geographic limitations and the origin and destination of future populations. Improvements to the highway system west of this project will be warranted in the near future. We urge you to pursue environmental investigations to allow for improvements to the highway system west of the study area within the next several years.

We appreciate the opportunity to comment on the EIS and would be glad to discuss our recommendations at your convenience.

Yours truly,



Otha J. Rogers, PE, Director
Public Works Department

C: Robert F. Ledger, Jr.
Gregory S. Hoch



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October 13, 2005

US 160 DURANGO TO BAYFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
Colorado Project FC-NH (CX) 160-2 (048)
Project No. 91050

PUBLIC COMMENT FORM

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Attn: Kerrie E. Neet

A

Comment for the HWY 160 intersection
between Bayfield and New Village.
I think the intersection should be moved
or planned to be directly across from the
160 B intersection. I and other property owners
are wishing to donate the land that would
connect HWY 160 to county road 506. This
would enable the claim CR 501 and 506 at
the water pipe and river. Also this intersection
would offer good visibility, not require heavy
specification, and a money savings to the
county and state. If I own commercial use of this
property, I would be a heavy contributor to
the development of this intersection.

NAME: Paul Pugh
ADDRESS: 1237 E. 3rd Ave, Dept
REPRESENTING: _____

41

PINE RIVER PAWN

381 East Colorado Drive Unit 1-B, Bayfield, CO 81122-0368
(970) 884-7296 Fax (970) 884-7255
E-Mail: prpawm@gobrainstorm.net

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November 1, 2005

Colorado Department of Transportation

Gentlemen,

A

I have just become aware of your proposed plans to close off Commerce Drive and Colorado Drive from direct access to Colorado Hwy 160 at The Market Place in Bayfield.

I feel that if this takes place it would have an extremely disastrous effect on all the businesses that depend on the current access to provide for an efficient flow of customers to their businesses.

In addition it would make it far more difficult for emergency services to reach the residential community and Mid-school located north of Hwy 160.

Please reconsider this proposal. I personally consider it very ill-advised.

Sincerely,

John Doughty

42



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COLORADO DEPT. OF TRANSPORTATION
REGION 8
TRAFFIC & SAFETY

OPEN HOUSE AND PUBLIC HEARING
October 13, 2005

US 160 DURANGO TO BAYFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
Colorado Project FC-NH (CX) 160-2 (048)
Project No. 91050

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A

I adamantly oppose Figure 2.5.10 Grandview Section Alternative F Modified. This proposal slices the back 1/4 of my property and Antonia Clark's property. I have plans to build a very expensive house on this part of the property in the next few years. I also oppose rerouting C.R. 220 begin right in front of my present home.

B

Stay on Farmington! Widen it out. This section is only 1 mile long and will save the tax payers a lot of money. If you worry about ice pipe in some gas from one the wells on the mesa and put a Ice Melt system in the Road.

NAME: ~~Satana LP~~ Shannon Bennett
ADDRESS: 511 C.R 220 Durango, Co 81303
REPRESENTING: Satana LP





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October 13, 2005


US 160 DURANGO TO BAYFIELD
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A

Your PLAN TO SHUT DOWN COMMERCIAL DRIVE AT 160 WILL CAUSE A MASSIVE DISRUPTION TO MY BUSINESS. YOUR "PLAN" NEEDS TO BE BETTER THOUGHT OUT. YOUR 9 CORSEAS PROJECT HAS CAUSED CONDO TO LOSE 1/3 OF THEIR BUSINESS. YOUR PLAN WILL PROBABLY CAUSE ME TO LOSE OVER 50% OF MY BUSINESS, WHICH WILL CAUSE ME TO GO OUT OF BUSINESS

NAME: Jim Black 
ADDRESS: 381 Colorado Dr Bayfield Co 8122
REPRESENTING: FIVE VALLEY MORTGAGE COMPANY

44

Sourced

Friday, November 04, 2005

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CDOT
Kerrie Neet
3803 N. Main Suite 300
Durango, Colorado 81301

Dear Kerrie Neet,

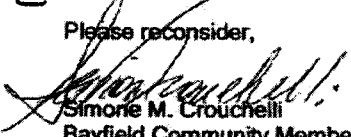
I am writing in regard to the proposed closing of the intersection at HWY 160 East and Commerce Drive in Bayfield. Please reconsider this choice.

A

That intersection is the easiest access to the businesses in that area. I live and work northeast of Bayfield and would find the proposed changes a huge inconvenience when needing access to that area for either business or personal needs. I am speaking not only for my self but all the other families who would be affected by these changes. School traffic and other high traffic times would be a severe mess on CR501 if these changes were to take place. It would hurt the economy of the Mini Merc, The Grocery Store, and the other surrounding businesses in that area. Places that have faithfully served our community for years. Have you not messed with Brenda's Restaurant enough?

I realize you probably feel you have some sound ideas regarding these proposed changes. However in the big picture I really wish you would listen to the community that this affects. We are speaking out loud and clear and we do not want the changes. Don't waste our tax money. Leave a good thing alone.

Please reconsider,



Simone M. Crouchelli
Bayfield Community Member
Bayfield Business Owner, Apex Electrical Cont. INC.



**SOUTHERN ROCKIES
ECOSYSTEM PROJECT**

1536 Wynkoop Street, Suite 302 • Denver, Colorado 80102 • 720.946.9653 • info@RestoreTheRockies.org

45

November 4, 2005

Ms. Kerrie Neet
Colorado Department of Transportation, Region 5
3803 N. Main Ave, Suite 306
Durango, CO 81301

Re: US 160 Draft Environmental Impact Statement, Durango to Bayfield

Dear Ms. Neet:

On behalf of the Southern Rockies Ecosystem Project (SREP) and the San Juan Citizens Alliance (SJCA), please accept these formal comments on the US 160 Draft Environmental Impact Statement (DEIS). We appreciate the opportunity to comment, and hope that the following recommendations will assist CDOT in incorporating the most effective conservation and wildlife mitigation measures into the Final EIS and Record of Decision (ROD).

Founded in 1992, SREP is a nonprofit conservation science organization working to protect, restore and connect ecosystems in the Southern Rockies of Colorado, Wyoming and New Mexico. SREP utilizes conservation science principles and geographic information system (GIS) mapping technology to identify and protect wildlands critical to the preservation of native biodiversity in the Southern Rockies. SREP is becoming a leader nationwide in the emerging field of "Road Ecology", specifically researching and addressing the effects that highways have on wildlife movement and human safety.

The SJCA is a locally-based community organization with approximately 500 members in southwest Colorado. We have a long-term interest in the management of public lands and wildlife in the San Juan Mountains, and quality of life concerns in the San Juan Basin. Highway 160 modifications interest us because of the impact on wildlife, air quality, and traffic.

I. LONG-RANGE PLANNING OPPORTUNITIES

As you may know, **Sec. 6001. Transportation Planning; (f) Long-Range Statewide Transportation Plan (Title VI, p.38)** of the recently authorized transportation bill, SAFETEA-LU, requires that the preparation of state transportation long-range or 20 year plans include:

- Consultation with state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation;
- Comparison and consideration of conservation plans or maps and inventories of natural or historic resources; and
- A discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

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www.RestoreTheRockies.org



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SREP commends CDOT's efforts to mitigate for the environmental impacts of the US 160 project, and in particular we commend the thorough consideration of the impacts that this reconstruction will have on wildlife movement in the highway corridor. With this new provision in SAFETEA-LU, we also hope to work with CDOT to develop a long-range plan that aids in the development of highway projects at the local level to integrate conservation planning well into the future. Ultimately, our hope is that this provision will ensure sound and effective transportation decisions that provide appropriate mitigation measures by integrating existing conservation knowledge and plans of the surrounding and ever-changing landscape into the transportation planning process early on.

II. WILDLIFE MITIGATION MEASURES

Animals are distinct in that they have the capacity for locomotion. On a daily, seasonal or even lifetime basis, animals move across the landscape to meet their needs for food, shelter and reproduction. These movements advance seed and pollen dispersal, allow unoccupied habitats to be colonized following an environmental disturbance, and promote genetic mixing among populations.

Habitat fragmentation is now recognized as one of the greatest threats to biodiversity and the decline of species worldwide (Ehrlich 1986; Wilcove et al. 1998) – a trend expected only to increase across the Southern Rockies (SREP 2004). Transportation infrastructure, in particular, is a significant cause of habitat fragmentation, with negative impacts on wildlife (e.g., Harris and Gallagher 1989; Maehr 1984; Reed et al. 1996). Highways and development fragment the natural landscape, reduce animals' dispersal abilities, and degrade natural ecosystem processes. However, the effects of roads can be lessened: careful design and planning, and a variety of construction options can facilitate wildlife movement, (e.g., fencing, underpasses, culverts, and overpasses). As we increase the ability of animals to traverse major roadways, we also increase the safety of the people that travel on these roads and highways.

Animals are frequently killed on roads (Forman et al. 2003) as they move from one part of their range to another, or they may avoid roads altogether (Gibeau and Heuer 1996; Jalkotzy et al. 1997), limiting their habitat area and ability to fulfill certain needs. The impacts are pervasive – Forman (2000) estimates that 20 percent of the land in the U.S. is directly influenced by public roadways. With this in mind, please accept the following comments:

B

A. The DEIS recommends a substantial number of wildlife crossings to increase habitat connectivity for wildlife and reduce animal-vehicle collisions (AVCs).
The number of wildlife crossings recommended in the preferred alternative is commendable. The locations and dimensions of these structures are thoughtful and consistent with current standard and practices. Structures are spaced at regular intervals throughout the corridor, especially in high AVC areas in order to increase habitat connectivity and reduce the number of AVCs along US 160 and 550. However, a few additional comments on the DEIS will further improve landscape permeability for wildlife and increase safety:

C

1. **An additional crossing structure is recommended at approximately mp 93.5, west of the Florida River.** The area west of the Florida River and east of the CR 222/223 intersection contains a massive fill slope that when reconstructed could provide an



SOUTHERN ROCKIES ECOSYSTEM PROJECT

Southern Rockies Ecosystem Project, US 160 DEIS Comments

1536 Wynkoop Street, Suite 302 • Denver, Colorado 80202 • 720.946.9653 • info@RestoreTheRockies.org

CON'T C [

additional opportunity for wildlife movement by constructing an underpass large enough for deer and elk (e.g., a minimum 14 ft. high concrete box culvert; underpass with an openness ratio of .9; span bridge over the entire drainage keeping the landscape intact).

D [

2. The DEIS recommends **small mammal culverts every 500 to 1,000 feet (pg. 4-99), but small mammal guideways and fencing also need to be installed to ensure that these crossing structures are utilized.** Fencing that is effective for large mammals is often ineffective for smaller species that can pass through the meshing or dig under fences. Fencing with a smaller mesh size that penetrates deep into the soil should be installed in order to prevent small mammals from breaching the fence and entering into the highway Right of Way. These same measures should be taken for herptefauna (toads, frogs, lizards etc.) in wetland areas. There is no mention in the DEIS of accommodating these species.

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B. Pre- and post- construction monitoring should be integrated into this project in order to evaluate the effectiveness of the proposed wildlife crossings and provide recommendations and improvements for future wildlife crossings. 40 CFR §1508.20 requires that this analysis identify the feasibility and effectiveness of mitigation measures. Numerous federal courts have concluded that NEPA requires agencies to discuss the likely effectiveness of proposed mitigation measures in reducing adverse impacts. Because the construction of wildlife crossings is a relatively new endeavor for most highway projects, and especially because this DEIS makes such commendable and substantial recommendations in this 18 mile segment, monitoring wildlife movement pre- and post- construction of these structures will provide an excellent opportunity to 1) evaluate their effectiveness, and 2) provide data of national import to guide future highway projects.

F [

C. In order to ensure consistent mitigation of wildlife mortality due to AVCs, we recommend that CDOT adopt Best Management Practices (BMPs) that are applied to the US 160 project and all future highway projects. BMPs of this nature would address the spacing of wildlife crossings, species-specific needs from small mammals to large carnivores, as well as practical engineering solutions to facilitate wildlife movement. An example of such BMPs are provided in Appendix A of these comments.

G [

D. Integrating expertise from CDOT biologists and engineers via personal communication and coordinated site visits should be a priority to ensure that wildlife crossings are designed, constructed, and maintained properly. Often in transportation planning, the engineering and biological considerations are developed and implemented on separate tracks. Integrating these two expertise will provide the most effective wildlife crossings on US 160 and 550 from a biological and engineering standpoint.

H [

E. Maintenance of wildlife crossings should be a priority to ensure their effectiveness. Often well placed and well designed structures become ineffective due to lack of maintenance. Coordination with the maintenance department to conduct regular maintenance checks of wildlife crossings will ensure that the structures are effective in the long-term. This was one of the



**SOUTHERN ROCKIES
ECOSYSTEM PROJECT**

Southern Rockies Ecosystem Project, US 160 DEIS Comments

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overarching points made at the *Rockies Wildlife Crossing Field Course* hosted by SREP and held in Payson, AZ in April of 2005.

The course drew a total of 138 participants from 16 U.S. states and three Canadian provinces, including biologists, engineers, consultants, agency officials, non-profits and foundations, as well as delegates from FHWA headquarters, division offices and state transportation agencies. CDOT's R5 wildlife biologist, Jon Holst, attended this course. For more information and proceedings of the course, go to http://itre.ncsu.edu/CTE/gateway/rockies_index.asp.

I

F. Habitat leading up to crossing structures in the "linkage approaches" should be managed appropriately so that the structures are effective and useful in perpetuity. If land management does not protect wildlife habitat in linkage approaches, the structures will be completely useless because no wildlife will be able to access the structures. CDOT should engage with local, regional and state governments as well as private landowners to ensure that critical habitat in the linkage approaches is protected in perpetuity. This is a role that SREP would be happy to assist with as an NGO.

J

G. The installation of fencing with multiple crossing structures along the US 160 Corridor is commendable. Scientific research states that in order to effectively increase landscape permeability for wildlife and reduce AVCs, multiple crossing structures in addition to wildlife fencing is necessary. Fencing is recommended by several investigators and shown to reduce road mortality, preventing animals from crossing roads, directing animals to cross at grade in specific locations, or directing wildlife to overpasses and overpasses (Lyren and Crooks 2002, FHWA 2000). Fencing has been show to reduce roadkill by 80 percent in Banff National Park (Guterman 2002).

1. **In order to prevent animals from breaching the fence, the DEIS should recommend regular maintenance.** Holes and damage to wildlife fencing will make wildlife crossings completely ineffective as animals will be able to make their way into the highway. If animals are caught in the highway, escape ramps are recommended. The DEIS recognizes the importance of escape ramps on page 4-91. Again, the importance of maintaining wildlife fencing was one of the overarching points made at the *Rockies Wildlife Crossing Field Course* hosted by SREP and held in Payson, AZ in April of 2005 (http://itre.ncsu.edu/CTE/gateway/rockies_index.asp).

K

2. **When a stretch of fencing ends, it should taper off into the landscape and guide animals out of the highway Right of Way.** Fencing that ends along the highway can create a safety hazard as animals stack along the fence and then cross at grade at the fence's end. Tying fences into existing landscape features, or "Linear Wildlife Guideways" (drainages, berms, etc.), will guide animals out of the highway and into habitat.

L

H. CDOT's collection of AVC data along US 160 is commendable, and we support CDOT's initiative to continue collecting this invaluable data into the future. SREP has also developed education and outreach tools for drivers about wildlife on the move. To date, we have distributed



**SOUTHERN ROCKIES
ECOSYSTEM PROJECT**

Southern Rockies Ecosystem Project, US 160 DEIS Comments

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58,000 driver safety tip sheets and posters throughout Colorado. Some of these posters are hanging in your R5 office. If CDOT R5 would like additional posters or safety tip sheets for distribution we would be happy to provide them to you.

M [

I. The DEIS addresses compliance with the Migratory Bird Treaty Act (MBTA), which states that it is unlawful "by any means or manner to pursue, hunt, take, capture [or] kill" any migratory birds except as permitted by regulations issued by the Service. Most migratory bird nesting activity occurs during the period of April 1 to August 15. We would like to reiterate the US Fish & Wildlife Service's letter recommending that "if the proposed construction project is planned to occur during the primary nesting season or at any other time which may result in the take of nesting migratory birds, [the Service recommends] that the project proponent (or construction contractor) arrange to have a qualified biologist conduct a field survey of the affected habitats and structures to determine the absence or presence of nesting migratory birds. Surveys should be conducted during the nesting season." The Service's Colorado Field Office should be contacted immediately for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided by the planned construction activities.

N [

J. We commend the revegetation of Farmington Hill with the eastern realignment of US 550 in the preferred alternative. This revegetation will provide much needed habitat for wildlife that will be displaced by the new US 550 route.


III. CONCLUSION


O [

In conclusion, we would like to commend CDOT for its thoughtful and thorough recommendations to reduce the barrier effect on wildlife. We would also like to reiterate our commitment to lend our support and expertise in long-range planning as well as the construction of crossing structures on US 160 and 550.

Thank you for the opportunity to comment on this crucial project and please feel free to contact us if you have any comments or questions at 720.946.9653 or monique@RestoreTheRockies.org.

Sincerely,


Monique DiGiorgio, Executive Director
Southern Rockies Ecosystem Project
www.RestoreTheRockies.org


Mark Pearson, Executive Director
San Juan Citizens Alliance
www.SanJuanCitizens.org



IV. LITERATURE CITED

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APPENDIX A: BEST MANAGEMENT PRACTICES FOR CONSTRUCTING EFFECTIVE WILDLIFE CROSSINGS ALONG HIGHWAY CORRIDORS.

CREATE OR MAINTAIN USEABLE WILDLIFE CROSSINGS AT AN AVERAGE INTERVAL OF ½ MILE ALONG US 160.

TO ACCOMPLISH THIS:

1. Where a drainage structure (culvert, concrete box culverts (CBC) or bridge) is needed as part of the highway system, install, modify or maintain existing drainage structures to accommodate wildlife movement.

Where terrain permits and where it is practical:

- a) Install the largest bridge or culvert possible for any given location or terrain.
- b) Replace a bridge with an equally large bridge or CBC.
- c) Replace a CBC with a CBC or bridge of equal size or larger.
- d) Replace any other culvert with multiple culverts of no less than 3 feet in diameter, unless terrain does not permit.
- e) If at all possible, utilize natural floors and/or provide a dry path for animals to use.
- f) Maximize openness factor ($H*W/L$) of new or replacement bridges or culverts. Openness values should be greater than .9.

2. Locate structures at points where "Linear Wildlife Guideways" intersect 160 to the extent possible.

Linear Wildlife Guideways are defined as topographical ridges or drainages, sharply delineated changes in vegetation, or vegetation forming a peninsula. The intersection of linear guideways with a roadway often creates a well-defined, intensely used crossing zone.

- a) Maintain vegetated ridges and drainages or other sharply defined changes in vegetation inside, and if possible outside the Right of Way.
- b) Reduce distance to cover by maintaining natural vegetation around the inflow and outflow of drainage structures, preferably in the form of vegetated peninsulas.

3. Where guard rails, retaining walls or jersey barriers or steep road cuts are required, keep in mind that barrier ends tend to funnel animals onto the roadway.

- a) Locate the ends of barriers where there is a good line of sight to give motorists adequate time to avoid animals that enter the roadway at these locations.
- b) Locate wildlife crossings at the end of barriers.

4. Design and maintain fencing to prevent wildlife from crossing at high risk areas and to lead them to wildlife crossings.

- a) Fencing should be placed the entire length between structures and in medians between culvert or bridge openings to prevent animals from entering the roadway from the median.
- b) Fences should be at least 8' high, with a mesh size less than 10cm x 15cm, and seated at least 15cm into the ground to prevent animals from exploiting weaknesses.

5. Construct CBC's and bridges using natural colors and textures.

6. Avoid offsetting culverts and bridges where multiple structures are needed under a divided highway or where two roads run parallel to one another so that animals have a straight line of sight through all of the structures.

7. Enhance existing and new structures with the installation of catwalks (raised ledges that extend the length of a culvert) so that small mammals can cross even in wet conditions.

8. Install features to prevent human use of underpasses, such as signs or barriers at potential access points.

46

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NOV 10 2005

PROGRAM ENGL

STATE OF COLORADO

Bill Owens, Governor
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE
AN EQUAL OPPORTUNITY EMPLOYER



*For Wildlife
For People*

Bruce McCloskey, Director
6060 Broadway
Denver, Colorado 80216
Telephone: (303) 297-1192

151 E. 16th Street
Durango, CO 81301

7 November 2005

U.S. Department of Transportation
Federal Highway Administration
Joseph Duran, Operations Engineer
12300 W. Dakota Avenue, Ste 180
Lakewood, CO 80228

Kerrie Neet, CDOT Region 5
3803 N. Main Avenue, Ste 306
Durango, CO 81301

Dear Joseph and Kerrie:

The Colorado Division of Wildlife (CDOW) has reviewed the U. S. Highway 160 -- Durango to Bayfield Draft Environmental Impact Statement (DEIS). We met with local Colorado Department of Transportation (CDOT) staff and toured the site.

A [Roads affect wildlife directly and indirectly by creating barriers to movements and facilitating mortality through vehicle collisions and due to habitat fragmentation, habitat loss, displacement and habitat avoidance. This 16 mile stretch of highway bisects winter and severe winter range for elk and mule deer and crosses two riparian corridors, the Pine and Florida. Habitat types within the highway corridor include pinyon-juniper woodland, sagebrush shrubland, riparian and wetland. These habitat types support a diverse wildlife resource including: mule deer⁽¹⁾, elk, mountain lion, black bear, coyote, bobcat and a variety of songbirds, raptors and small mammals.

B [**Design and Mitigation Considerations**
Deer and elk are wide-ranging ungulates, crossing Highway 160 going to and from summer and winter range during seasonal migrations. Further, as Highway 160 bisects what CDOW has defined as winter range, these large ungulates cross the highway during the winter as part of their daily movements. Deer and elk are essential to economy of the State and are particularly important to the rural economy. Long term sustainability of deer and elk herds in Southwest Colorado is important. We appreciate CDOT's careful examination of natural landscape features, roadkill and CDOW data to determine where wildlife crossings would minimize the "barrier effect" of the highway. CDOT's preferred alternatives call for 19 wildlife crossings and limited

DEPARTMENT OF NATURAL RESOURCES, Russell George, Executive Director
WILDLIFE COMMISSION, Jeffrey Crawford, Chair • Tom Burke, Vice Chair • Ken Torres, Secretary
Members, Robert Bray • Rick Enstrom • Philip James • Claire O'Neal • Richard Ray • Robert Shoemaker
Ex Officio Members, Russell George and Don Ament

B
CONT

use of exclusion fencing. Where exclusion fencing is used, it is associated with crossings to facilitate movement, and ramps, should animals become trapped on the highway-side of the fence. Crossings are designed with sufficient size to encourage wildlife movement.

Riparian corridors and wetlands are extremely valuable wildlife habitat types in the arid west. Both habitats provide nesting cover for migratory birds, moist conditions and associated vegetation for amphibians. Additionally, riparian corridors provide large roost trees and perches for raptors, movement corridors for large and medium sized mammals and fish habitat within the river channel. Wetlands perform important environmental functions, such as improving water quality, in addition to the wildlife habitat they provide. We noted and appreciate CDOT's consideration and mitigation for impacts to riparian areas and wetlands, including reducing the width of the median from milepost 98-99, shifting alignment to avoid wetlands and using appropriate design criteria. Further compensatory mitigation and CDOT's policy to replace all permanently impacted wetlands, regardless of their jurisdictional status under the CWA will minimize impacts to wildlife.

We recommend leaving as many tall trees and snags as possible for raptor use. As proposed in the DEIS, CDOT will replace individual raptor perch trees at a 2:1 ratio. Additionally, they will place perch poles at a 1:1 ratio to mitigate for the loss of perching opportunities until replacement perch trees mature.

Considerations During Construction

Timing of construction is particularly important to some species, such as migratory birds that might nest in or near the highway corridor. Displacement of birds during the nesting season could result in nest abandonment.

Where Gunnison's prairie dogs exist along the highway corridor, they will be affected during construction. We recommend that the prairie dogs be relocated or humanely killed before any earth-moving occurs.

Maintenance and Reclamation Considerations

Bald eagles are opportunistic feeders and can be seen feeding on roadkill deer along the highway in winter. Likewise, smaller raptors will feed on smaller roadkill, such as rabbits. CDOT maintenance crews can minimize impacts to eagles and other raptors by quickly removing carrion from the traveled portion of roadway.

Uncontrolled infestations of noxious weeds permanently alter native plant communities upon which wildlife depends. Studies have proven that bird populations suffer due to lack of food and increased predation when aggressive non-native plants infest native habitats. We appreciate that CDOT will develop a project-specific noxious weed management plan that includes early detection and initial control of weed infestations. Such a plan is critical to successful weed control.³⁰¹ Further a cleaning program for all work vehicles, construction and drilling equipment to remove seeds and/or pieces of noxious weeds helps minimize the introduction and spread of noxious weeds, as well as the need for costly weed control, later. We also appreciate the preventive measures taken to reduce the spread of noxious weeds including reclaiming disturbed areas as soon as construction is finished, using weed-free topsoil and certified weed-free mulch for reclamation

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CONIT 2

[CDOT's continued commitment to monitoring wildlife crossing use, roadkill, noxious weeds and other habitat changes will ensure the least impact to wildlife along the Highway 160 corridor.

The mission of the Colorado Division of Wildlife is to protect, preserve, enhance, and manage wildlife and their environment for the use, benefit and enjoyment of the people of Colorado and its visitors. One of the ways we achieve our mission is to regularly and thoroughly comment on land use proposals. Thank you for the opportunity to provide input and suggest ways to avoid, minimize or mitigate these impacts. If you have any additional information to provide or questions regarding these comments, please contact Area Wildlife Manager Patt Dorsey at 247-0855.

Sincerely,



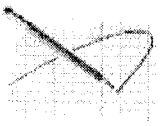
Patt Dorsey
Area Wildlife Manager

CC: Bredehoff, Spezze, File

[1] Page 3-37 of the DEIS states "The 2003 post-hunt herd count indicated an increase in the mule deer population over the past 11 years, with approximately 23,300 individuals counted." This should be corrected to read: "The 2003 post-hunt population model indicated an increase in the mule deer population over the past 11 years, with approximately 23,300 individuals estimated."

[2] Zamora D.L. and D.C. Thill. 1999. Early detection and eradication of new weed infestations. Pages 73-84 in R.L. Sholey and J. K. Petroff, editors. Biology and Management of Noxious Rangeland Weeds.

BRUCE
9/22/05
CDOT



Bruce
Bourcy/DUFO/CO/BLM/DOI
09/22/2005 06:10 PM

To charles_higby@blm.gov
cc
bcc
Subject CDOT highway 160 DEIS comments

A [Charlie,
the comments I made below in June 2005 have been addressed in the DEIS you gave me today. The DEIS stipulates that design modifications occurred after the initial fieldwork that incorporated unsurveyed land, and that those new portions of the project would be surveyed prior to the Final EIS. CDOT will need to send a copy of the the cultural resource report for any additional survey that includes BLM land. -Bruce

Charlie,
the EIS and the cultural resource clearance report state that a 300 foot wide corridor was examined for the project. The cultural resource clearance for the project does not cover any area beyond the 300 ft. corridor. Alternative H in the Dry Creek and Gem Village Section and Alternative G (1G modified?) in the Grandview Section both delineate ROW areas wider than 300 feet on BLM land. Cultural resource clearance does not currently exist for an amended ROW width. Should these alternatives be selected, they would require additional cultural resource clearances to cover the ground beyond the 300 ft. corridor.

The cultural section of the EIS (3-43, last sentence of second paragraph) states that " Any additional areas requiring survey would be surveyed prior to any disturbance." I suggest the cultural section of the EIS should state that "These areas may need additional survey and would require additional cultural resource clearance prior to any disturbance."

-Bruce

**Comments on CDOT US 160 DEIS
October 2005**

These comments are provided by Camela Hooley, Columbine Public Lands NEPA Coordinator.

I am generally pleased with the changes made since I reviewed the Administrative DEIS in April 2005. Most of my comments and concerns were incorporated into this version of the DEIS.

However, one key concept is still missing from the document: [If BLM is to rely upon this EIS as adequate NEPA documentation for future approvals to CDOT for ROW expansion/amendment, those impacts of expansion need to be clearly distinguished, described and analyzed within the EIS. I am satisfied that any construction or expansion of the highway within the existing ROW across BLM parcels is adequately analyzed, however, there are several specific locations where maps show a conceptual ROW that extends onto BLM beyond the existing ROW. These locations are:

Highway Section	Figure	Description of Location
Grandview Section	Figure 2.5.5	south of highway at Ramp B entrance, west of John's Homestead Mobile Home Park; and north of highway at Ramp C entrance
Grandview Section	Figure 2.5.13	north side between highway and Wilson Gulch, across highway from John's Homestead Mobile Home Park
Dry Creek Section	Figures 2.5.24 And 2.5.31	north of highway at west BLM boundary; and both sides of highway at drainage just east of Piñon Compressor access road
Dry Creek Section	Figures 2.5.25 <i>(Note figure number is listed incorrectly as 2.2.25 on the map)</i> and 2.5.32	one location south of the highway at west BLM boundary at Mayhan Gate; and one location north of highway just west of Matchline C
Dry Creek Section	Figures 2.5.26 and 2.5.33	At CR223 proposed intersection both sides of the highway - it is unclear to me exactly where the BLM boundary is located, but the conceptual ROW appears to extend onto BLM

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The mapping of the BLM parcel boundaries in Figures 1.2.1 and 1.2.3 is an excellent addition from the Administrative DEIS. (It would also be helpful for the BLM boundaries to be shown on all the Figures.) But beyond the maps, further disclosure of new BLM impacts is also required in the narrative. How many acres of additional ROW on BLM will be required under each alternative? Are there specific impacts to wetlands, T&E habitat, archeological sites, etc within these expanded areas?

C

The addition of Table 4.20.1 is also excellent, and seems that the information I am asking for could easily be added to, or clarified in this table. What do the acreage figures found throughout this table refer to? Are they new surface disturbance within the existing ROW, or are they the total acreage of the new conceptual ROW, or are they new surface disturbance in both the

C
CONIT { existing and conceptual ROW, or do they reflect some other calculation? From the BLM's perspective, anything that CDOT carries out within the existing ROW is already authorized under the old ROW – so what **BLM is most concerned about at this time are additional authorizations needed beyond the ROW, and that those impacts are clearly differentiated from impacts within the existing ROW.**

I have several comments relating to the **Table 4.20.1** and will address them in order by alternative.

D { Alternative G – Land Use – how many acres of additional ROW?

Visual Resources – no mention is made of the impacts of the new entrance ramps that would be located on BLM.

Recreation Resources – The description of this parcel at Grandview is incorrect. There is no grazing or recreational use on this parcel that is bisected by the highway. It is not really used for anything.

Alternative F - Land Use – Figure 2.5.13 shows conceptual ROW on BLM north of the highway, but the table says there would be no effect to BLM. How many acres of additional ROW?

Visual Resources – The impacts would not be the same as Alt. G because the entrances ramps do not exist in this alternative.

Recreation Resources - The description of this parcel at Grandview is incorrect. There is no grazing or recreational use on this parcel that is bisected by the highway. It is not really used for anything.

Alternatives H & C – Land Use – how many acres of additional ROW?

Water Resources – The table says none of the crossings would occur on BLM, but I would like the boundaries to be re-investigated, because I was under the impression that the Dry Creek crossing is (barely) on the BLM corner.

Visual Resources – The new CR 223 intersection would impact the same corner of BLM and should be discussed. Again, the exact boundaries of the BLM in this location need to be determined.

E { Section 4.24, p. 4-182 - Permits- doesn't mention that amendments to the existing ROW from BLM will be needed.

F { I also did not read anything about **Temporary Use Areas** on BLM that may be needed during construction. If truly none are to be required, that is fine, but if they will be needed they should be included in the EIS at this time instead of asking for them at a later date when construction is imminent. If they are not included in the EIS, then BLM would have to conduct another NEPA analysis at that time.

G { It appears as if the **Wildlife Report or BA/BE** is not written yet. BLM would also like to review that document when it is prepared to ensure that it will suffice for BLM wildlife analysis, including all categories of species that BLM must analyze.

OTTENJOHNSON
ROBINSON NEFF + RAGONETTI, PC

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NOV 10 2005
PROGRAM ENG.

November 2, 2005

THOMAS J. RAGONETTI
(303) 575-7509
TJR@OTTENJOHNSON.COM

Richard Reynolds
Region 5 Transportation Director
Colorado Department of Transportation
3803 North Main Avenue, Suite 306
Durango, CO 81301

Handwritten: XEDD...
LET'S Discuss re: Next
11/9/05

Re: Webb Ranch/Environmental Impact Statement/Draft Section 4(F) Evaluation for US Highway 160 from Durango to Bayfield La Plata County, Colorado

Dear Richard:

As we discussed in our meeting several weeks ago, I represent the owners of the Webb Ranch, the parcel most of which is located immediately south and east of the present interchange between highways 160 and 550. The draft EIS referenced above contemplates a long-considered relocation of the interchange between those highways, a relocation which potentially can have profound implications for the Webb Ranch and its development. Please consider this letter the owners' response to the draft EIS.

A

As we discussed, after long contemplation, the owners have come to the conclusion that, given the recent growth in the City of Durango and surrounding areas, their ranch is in a prime location, suitable for significant development. Although the ranch was home to them in their childhood, they realize that its best possible future will probably be realized through responsible development. They have viewed this draft EIS -- including the so-called "preferred alternative" -- from that perspective.

As I also mentioned to you, to explore the various options for development of their property, the owners are in the process of assembling a team of development consultants, including a land planning firm. In ideal terms, before responding to the draft EIS and its preferred alternative, they would have liked to have finished that planning exercise and understood from their planners the optimum location for a relocated interchange.

I understand from you, however, that given planning and budget constraints, the final configuration for a relocated interchange and its construction are, in all likelihood, four or more years off, and that a supplementary EIS for that interchange may be required. That leaves a great deal of time for the owners to do their planning, and for their planners to explore preferable solutions for the interchange and the roads leading to it. On behalf of the owners, therefore, I ask that CDOT keep an open mind as to possible interchange locations and configurations, with the caveat that the owners understand that any solution chosen will have to work for

Richard Reynolds
November 2, 2005
Page 2

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CONT { CDOT as well as for them and their plan. My understanding from our meeting is that this type of flexibility is, indeed, possible.

In additional response to the draft EIS, I pass along a letter from the owners' traffic engineer raising questions about the necessity for a relocated interchange under any circumstances. I pass the letter along for informational purposes and in a collaborative spirit and not to change the owners' basic position. They are operating under the assumption that the interchange will continue to be a priority for CDOT and an item of discussion, and their plan, if it is acceptable to CDOT, is to coordinate their land planning with CDOT's need to find a solution that works for both parties. In light of yesterday's voting results, we believe that a continuation of our cooperative dialogue is the best approach and in everyone's best interests.

I appreciate the time you took to meet with me and I look forward to working with you in the future.

Very truly yours,



Thomas J. Ragonetti
for the Firm

TJR/cc
Enclosure

cc: Chris Webb (w/encl.)
Martha Coutinho (w/encl.)
Kathleen Krager (w/encl.)

669160.1

Krager and Associates, Inc.

699 Logan Street, Suite 210
Denver, Colorado 80203-3154
(303) 446-2626 FAX (303) 446-0270

October 28, 2005

Mr. Christopher J. Webb, Esq.
Webb Counselor at Law
25148 Lyncastle Lane
Farmington Hills, MI 48338
248 478 3547 fax 248 478 3547
cwebb@tvmi.rr.com

RE: EIS, Webb Ranch US 160 / 550

09064CWWebb

Dear Chris:

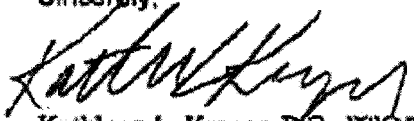
B

It was good to talk to you yesterday. As we discussed I have reviewed the EIS as it pertains to the intersection of 160/550. My review indicates there are a number of deficiencies with the operational analysis, including the fact that I could not find the Year 2025 analysis for the no-build scenario. Of particular concern is the use of a 6 percent annual growth rate to project traffic volumes on US 160 in the Year 2025. In fact, CDOT counts at the intersection of 160/550 indicate that a 2 percent annual growth factor has occurred between 1995 and 2000. Assuming this annual growth rate until the Year 2025, the Farmington Hill intersection will operate at Level of Service C in the Year 2025, not LOS F as indicated in the EIS. This discrepancy calls to question the very need to relocate US 550 and construct a very expensive interchange. I should call to your attention that the CDOT 20 year growth factor for this section of US 160 as shown on their web page is also a 2 percent annual growth rate.

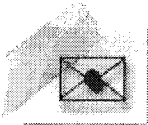
While I am hopeful that a reasonable compromise will be reached for the Farmington Hill intersection, I think it is important to preserve your opportunity as an impacted land owner to question the justification for any major highway improvements at this location.

Let me know if you need any further assistance from me.

Sincerely,



Kathleen L. Krager, P.E., PTOE
Transportation Engineer
Fax and Mail



Kelsey Johnston/Denver/URSCorp
11/16/2005 09:45 AM

To Jody Glennon/Denver/URSCorp@URSCorp
cc
bcc
Subject Fw: HWY 160 DEIS additional comments

And these are the last ones.

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

----- Forwarded by Kelsey Johnston/Denver/URSCorp on 11/16/2005 09:46 AM -----



"Neet, Kerrie"
<Kerrie.Neet@DOT.STATE.C
O.US>
11/15/2005 05:00 PM

To <Kelsey_Johnston@urscorp.com>
cc
Subject FW: HWY 160 DEIS additional comments

From: Hellige, Kara A SPK [mailto:Kara.A.Hellige@spk01.usace.army.mil]
Sent: Tuesday, November 15, 2005 8:53 AM
To: Jankowski, Paul; Neet, Kerrie
Cc: Pavlik, Monica; Fowler.Sarah@epamail.epa.gov
Subject: HWY 160 DEIS additional comments

Kerrie:

The purpose of this e-mail is to provide you with additional comments following our November 9 conference meeting with the USEPA.

A

[

I wanted to emphasize item number 4, of my November 7, 2005 letter, regarding the implementation of permanent stormwater features, such as depressional medians which would be designed to capture and treat stormwater runoff. If the medians could not be used in this fashion, we recommend that CDOT design other stormwater facilities to be located outside wetland areas.

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[

Please also provide me with the calculation of the overall impacts to "high quality" wetlands within the CDOT corridor. I believe most of the impacts to high quality wetlands will occur within the 1 mile stretch of Dry Creek as discussed in our meeting last week. CDOT did not have the impact calculation for that distinct area during our conversation. Could you provide me, along with USEPA, with the quantity of impact your preferred alternative would have to the Dry Creek wetland complex, along with the overall impacts to wetlands designated as "high-quality". Your DEIS should also explain what special precautions you will be taking to avoid and minimize direct and indirect impacts to these areas.

Thanks for your cooperation during our review process.

I will be sending you our decision document template today.

Sincerely

Kara Hellige

US Army Corps of Engineers

Regulatory Branch, Durango Office

Phone: (970)375-9452

Fax: (970)375-9531

www.spk.usace.army.mil/regulatory



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
999 18TH STREET- SUITE 300
DENVER, CO 80202-2466
Phone 800-227-8917
<http://www.epa.gov/region08>

Ref: EPR-N

David A. Nicol
Division Administrator, Colorado Division
Federal Highway Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Richard Reynolds
Region 5 Transportation Director
Colorado Department of Transportation
3803 North Main Ave., Suite 306
Durango, CO 81301

RE: US Highway 160 from Durango to Bayfield
La Plata County, CO DEIS

Dear Mr. Nicol,

The U.S. Environmental Protection Agency Region 8 (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) regarding proposed improvements to US Highway 160 from Durango to Bayfield. Our comments are provided in accordance with our responsibilities and authorities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. Our comments reflect EPA's early participation in determining that this project requires a U.S. Army Corps of Engineers (USACE) Section 404(b)(1) evaluation, as required under Section 404 of the Clean Water Act (CWA), often referred to as the NEPA/404 Merger Process.

A [The DEIS analyzes 17.4 miles of improvements, divided into four sections (Grandview, Florida Mesa and Valley, Dry Creek and Gem Village, and Bayfield), with three alternatives, including the no-action alternative, studied for each section. Preferred alternatives are indicated for each section. Overall, the DEIS is well-organized and thorough in the information it provides. However, EPA has concerns regarding how the highway improvement design impacts wetlands, during and after construction, indirectly as a result of induced growth, and cumulatively. EPA is also concerned about cumulative impacts to air quality from projected increased traffic flows, and the foreseeable emissions from oil and gas development on the Southern Ute Reservation.

B [As the DEIS states, the NEPA/404 Merger Process is intended to demonstrate to the USACE that the Least Environmentally Damaging Practicable Alternative is the Preferred

B
COMMIT

Alternative (2.1.1). Throughout this process, EPA provided extensive comments on design changes that would have reduced wetland impacts, especially in the Dry Creek area. These comments warranted evaluation of an alternative that avoided wetlands losses, which is preferable to the wide-scale mitigation suggested in the DEIS, and required for a CWA Section 404 permit. EPA recommends that the decision process for eliminating a no-median alternative be documented in the final EIS.

EPA's policy is to rate the preferred alternative(s), which in this case includes ratings for each section. EPA rates each of the preferred alternatives an EC-2 (environmental concerns, insufficient information). The EC rating is recommended because the review has identified environmental impacts that should be avoided in order to adequately protect the environment. These are described in the attached comments. EPA has concerns with Dry Creek and Gem Village Section Alternative H because the preferred alternative does not include a practicable alternative that is designed to avoid wetland losses, as EPA recommended during the negotiation process.

C
For all four sections' preferred alternatives, the review finds that the DEIS provides insufficient information on cumulative impacts to wetlands, wildlife and habitat from growth from improved highway construction. The DEIS also fails to provide all available, relevant monitoring data that assesses the cumulative impacts from the project on air quality. In particular, the DEIS does not discuss or analyze impacts from the anticipated emissions from this highway project and the future North San Juan Basin Coal Bed Methane Project, which will add significant amounts of carbon monoxide and nitrogen oxides to the air, impacting area ozone levels.

Thank you for considering these comments, which are provided to assist FHWA in designing a highway improvement project that protects resources while meeting the purpose and need for action. EPA's review and participation in the US Highway 160 from Durango to Bayfield project will be coordinated by Jody Ostendorf (303 312-7814) of my staff. Please feel free to contact her regarding these comments or future EPA involvement in this project.

Sincerely,

Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation

Enclosure

cc: Kerrie Neat, CDOT
Monica Pavlik, FHWA

EPA's Detailed Comments
US Highway 160 from Durango to Bayfield, La Plata County, CO
Draft Environmental Impact Statement

Wetlands

D Chapter 2 (page 2-3) NEPA/404 Merger Process:
This section identifies the "pilot" use of a NEPA/404 merger process on the US Highway 160 DEIS. This process is designed to ensure that agencies give early consideration to 404(b)(1) Guidelines and avoid holding up the project. This involved frequent communication with federal and state agencies regarding Clean Water Act Section 404 requirements for both the NEPA documentation and highway design. The effort was intended to provide adequate documentation by FHWA/CDOT to ensure that USACE's CWA Section 404 NEPA analysis is taken into account early in the process. Despite these efforts, EPA concludes that the analysis for determining the least damaging practicable alternative is not adequately documented in the DEIS. While we agree that the existing alignment is likely a less damaging alternative conceptually, we do not agree that the highway design in the preferred alternative is the least damaging alternative due to the exceptionally wide footprint associated with the "rural" highway design.

E Chapter 4 (page 4-5) Environmental Consequences and Mitigation:
The document does state however, that the preferred highway footprint is based on conceptual design and that there could be changes with final design to avoid and reduce wetland impacts. Throughout the NEPA/404 merger process we have made known our concern that this assertion in the DEIS does not provide enough assurance that impacts to aquatic resources will be further avoided or minimized. Because this is a requirement of the Section 404(b)(1) Guidelines, it would be prudent to provide this documentation in the DEIS for public comment and review.

F We are particularly concerned about the wetlands impacts proposed at the Dry Creek area (approximately eight acres) just west of Gem Village (Figure 3.7.9). CDOT is proposing wetland mitigation in the Dry Creek wetland vicinity (i.e., expanding the existing wetlands, page 4-61) which may be adequate, but avoidance and minimization of adverse impacts must be documented before mitigation can be considered. The DEIS does not provide documentation clearly demonstrating that the highway design in the Dry Creek area could not be designed without a median to reduce wetlands impacts.

G Mitigation commitments for unavoidable wetland impacts should include CDOT's role in constructing, monitoring and preserving wetlands in perpetuity. Mitigation for the highway project should be constructed *prior* to wetland impacts to avoid lag times and delays in wetland function. Conservation easements should be in place prior to wetland construction activities to ensure wetlands remain for the life of the project.

H Page 4-163 Present and Future Wetland Cumulative Impacts:
As discussed at the 11-9-2005 meeting, EPA finds the cumulative impacts summation for wetlands could be improved by putting it into context. Where it estimates 700-800 total acres of wetlands disturbed from activities occurring within the last 5-10 years and those activities

H
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occurring in the next 20 years, that number would be more meaningful if it were stated as a percentage of total wetlands in the corridor.

H

Early in the NEPA/404 merger process we asked for an analysis that considered reasonably foreseeable development impacts for private parcels in the corridor (including access to the highway from these developments). Instead, the DEIS speculates (pg 4-163) that community expansion would not likely result in substantial wetland losses based on Section 404 permitting. The federal permitting program does not protect all wetlands and significant wetland losses can occur from unregulated activities, including removing irrigation water for residential development, filling isolated (unregulated) wetlands for any purpose, unauthorized filling of wetlands, dredging wetlands for ponds and draining wetlands. The EIS should include specific analysis which identifies private parcels and potential worst-case development impacts on wetlands. As an example, refer to the Highway 9 Frisco to Breckenridge DEIS, pages 4-105 to 4-110, <http://www.dot.state.co.us/HWY9f2b/>.

H

The DEIS does not adequately address cumulative impacts to wetlands resulting from reasonably foreseeable development and associated access points along Highway 160. CDOT has stated that they will be looking at their procedures and policy on the approval of access roads. EPA considers the appropriate scope of analysis in this case and under the Section 404 permit to include all aquatic resource impacts under federal control and responsibility which, when viewed cumulatively, are significant. Because future access points can result in additional wetland impacts, we recommend that an analysis be completed that discloses potential worst case impacts to wetlands (with appropriate mitigation) or that CDOT commit to no additional wetland impacts associated with this project, including future access. Without these assurances, a single and complete project will not be presented for 404 permitting purposes. Access restrictions in wetland areas could be considered for mitigation for indirect adverse impacts associated with the roadway expansion.

K

All the analysis needed for a 404 permit should be done in conjunction with the FEIS process, and completed prior to the signing of a ROD. For this project, we will need the details of a wetlands mitigation plan coordinated through all the appropriate agencies, prior to the signing of the ROD.

Air Quality

L

Section 3.5 and Table 3.5.1:

EPA recommends that the FEIS include all available and relevant air monitoring data, such as data from the DEIS for the Northern San Juan Basin Coal Bed Methane Project (NSJB CBM Project) which is related to this project. In Table 4-1, page 31 of that DEIS, the Air Quality Impact Assessment Technical Support Document may be used for this project to estimate background concentrations expected in the highway project area in the future.

M

Section 4.5.2

The air impacts (consequences) section is relatively incomplete. Although the emissions from this project do not cause or contribute to a violation of the National Ambient Air Quality Standards, NEPA requires that the impacts of the project be assessed. The analysis only

M
VMT

compares the impacts as they relate to each alternative and, in this project, all alternatives have nearly the same VMT and thus emissions. The analysis should show the emission trends for the alternatives, including the no-build compared to the current air quality status and estimated emissions.

N

The analysis asserts that EPA regulations will eventually result in a much cleaner vehicle fleet and therefore all the alternatives will result in a decrease in emissions. A quantitative analysis should be done to support this assertion considering the very large increase in traffic anticipated. In one location, US 160 west of CR 222/223 west, daily traffic counts are expected to quadruple. This analysis could be done using MOBILE6.2 and estimated VMT. While specific vehicle fleet information may not be available for this project area to determine the emission factors, an EPA default fleet or an analogous fleet such as a Colorado Springs or Denver vehicle mix used with MOBILE6.2 to estimate emission factors could be used to estimate the emission trends for this project.

O

The major issue not addressed in this DEIS is some discussion and analysis of the cumulative impacts resulting from the anticipated emissions of this highway project and the NSJB CBM Project. The coal bed methane project will add significant amounts of nitrogen oxides (up to 2,087 tons per year) and carbon monoxide (over 2,100 tons per year), depending on the final project alternative. These additional emissions are important for assessing impacts to the ozone levels in the area. The most recent monitoring data included in the DEIS indicates current ozone concentration at 80 percent of the standard. This is a high level considering the low density of urban development and population distribution for the area. In addition, the project will add mobile source air toxics (MSATs) to those estimated to be emitted from the coal bed methane project. In particular, the NSJB CBM Project DEIS analyzed formaldehyde emissions. In any case, this DEIS should consider the air quality impacts of the NSJB CBM Project when considering long-term emission trends in and around the highway facility.

P

Section 4.5.3.1

This DEIS offers a good qualitative discussion of MSATs and the potential impacts of most highway projects. More analysis for this specific project would be helpful, such as discussion of potential MSAT receptors including homes, businesses and schools within 100 yards of the highway. As stated above, specific attention should be given to formaldehyde emissions from this project as these were estimated to be increasing as a result of the NSJB CBM Project.

Q

Statements regarding the general decrease in air toxics should be referenced. For example, a reference should be given in the second paragraph page 4.33 relating to "reduce MSAT emissions by 67 to 90 percent." This type of statement should be expanded to explain how, despite the quadrupling (US 160 west of CR 222/223 west) of traffic, emissions will be reduced. If there are receptors such as homes, businesses or schools that could be impacted by MSATs, then MOBILE6.2 emission factors should be used to estimate the quantitative change in MSAT emissions. While it is true that the MSAT emissions of the vehicle fleet in general will be reduced, increases in traffic and congestion may cause MSAT to increase. General statements that MSATs will be reduced under all alternatives require some supporting analysis.

R

EPA disagrees with some statements in this DEIS regarding air toxics. For example, on page 3-20 the DEIS states that "... accurate and reliable estimates of actual human health or environmental impacts from transportation projects and mobile source air toxics are not scientifically possible at this time," and in the first sentence in the second paragraph on page 4-33 the DEIS states that "... reliable quantitative methods do not exist to accurately estimate the health impacts of MSATs." While a full risk assessment is not required in every case and is not necessary for this project, EPA contends that methods do exist to fully assess the human health risk from MSATs associated with transportation projects. In addition, the health impacts of MSATs are widely accepted. This concept should be clarified in the page 3-20 citation noted above.

Indirect Effects

S

As the DEIS states in 4.23.4.1, La Plata County's population increased 36.1 percent between 1980 and 2000. While it is true that the populations of Grandview, Gem Village and Bayfield -- the three communities along the project's corridor -- would be increasing regardless, the induced growth and changes to land values and use caused by this project should be evaluated for their indirect effects. In addition to the wetlands and air quality impacts mentioned above, this includes induced residential, commercial and industrial growth and land use changes that affect wildlife habitat loss and fragmentation, and loss of rural character and farmland. Specifically, the EIS should better identify sensitive environmental resources that may be impacted by the eventual build-out around access points along the highway corridor.

T

CEQ regulations require the EIS to describe the "means to mitigate adverse environmental impacts" (40 CFR 1502.16(h)). Much of the mitigation for indirect effects may be subject to the authorities of affected cities and La Plata County. If analysis of indirect induced growth effects occurs before the highway project is completed, the cities/county will be better able to plan effectively for future growth and develop mitigation measures for impacts from induced growth.

While the DEIS identifies some mitigation techniques, it focuses mainly on the inevitability of growth in La Plata County, stating in 4.23.5.2 that the current mix of agricultural, rural, suburban and urban land in the project corridor is projected to become entirely urbanized in the next 20 years. It further states that residential properties closest to the project corridor are likely to become converted to commercial uses.

By offering the cities/county adequate notice of the foreseeable environmental consequences of this project, the EIS can give city and county officials the opportunity to better plan and implement protective and corrective measures. It is unclear from the DEIS what mitigation techniques are currently employed by the affected cities and La Plata County, but the EIS might identify possibilities such as:

- Access controls (location of interchanges)
- Context sensitive designs
- Local land use plans that affect or regulate new development
- Zoning controls
- Transfer of development rights

T
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- Growth management regulation (public facilities ordinances, development moratoria, urban growth boundaries, extraterritorial zoning/annexation)
- Resource management and preservation regulations
- Land acquisition and conservation easements
- Incentives for Brownfields/infill development
- Development fees and exactions.

Water Quality

Use of liquid deicers may negatively impact drinking water sources through contamination of shallow groundwater connections and through direct input to the specified receiving waterbodies, all of which are designated as drinking water sources. Therefore, corrosion inhibitors present in liquid deicers proposed for use along the project corridor should be evaluated for the presence of chemical constituents which exceed drinking water MCLs. Known contaminants in corrosion inhibitors include As, Cd, Cr, Fe, Mn, Pb, and Cu. Because metals associated with liquid deicer use are persistent and/or bioaccumulative, significant chronic or cumulative impacts to aquatic life may also result where other sources of metal pollution are present (Source: "Storm and Ground Water Impacts of Chemical Deicers in Missoula, MT," www.co.missoula.mt.us/wq/FAQ/deicer.pdf).

u

To determine whether this project will negatively impact groundwater, the EIS should identify which deicers will be used on the highway and the heavy metals concentration in each, similar to the table below. While it may be impossible to accurately model the destination and transport of all of the chemicals in the deicer with enough accuracy to determine whether there will be an exceedance of MCLs in an USDW (underground source of drinking water), the EIS should disclose what chemicals will be applied to the road and in what amount.

Heavy Metals Concentration in Deicer

PROJECT	DATE	As	Cr	Co	Fe	Mn	Cu	Pb
PROZELARD- NCT TM	11/01	1.5	10.3	0.2	90.0	15.9	NT	NT
PROZELARD- NCT TM	12/01	NT	0.2	NT	NT	NT	NT	NT
PROZELARD- NCT TM	01/02	2.8	1.2	0.2	62.4	NT	NT	0.1
PROZELARD- NCT TM	02/02	1.5	1.4	0.3	31	NT	NT	0.4
PROZELARD- NCT TM	02/02	1.5	1.4	0.3	31	NT	NT	0.4
PROZELARD- NCT TM	02/02	1.5	1.4	0.3	31	NT	NT	0.4
PROZELARD- NCT TM	11/02	0.66	1.2	0.1	15.8	2.2	6	2
CEL-020 SM	10/02	0.6	0.1	0.1	0.5	0.2	1.1	0.1
CEL-020 SM	11/02	1.19	0.2	0.1	0.5	1	0	0.1
ICE-SAVE SM	05/04	0.5	0.05	0.5	3.1	0.2	0.5	0.08
ICE-SAVE SM	05/04	0.03	0.14	0.1	0.82	0.1	1.4	0.6
ICE-SAVE SM	02/03	0.2	0.03	0.1	1.0	0.1	0.13	0.23
PROZELARD- Lundberg TM	01/05	2.2	1.1	0.1	0.1	0.1	0.1	0.1

NT=Not Tested, 0=undetectable per MCL report

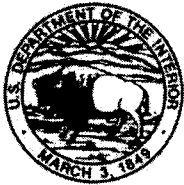
V [Temporary sediment basins or infiltration swales should be considered where US 160 crosses the Florida and Los Pinos Rivers to decrease the contaminant (e.g., sediment, TDS) loading in stormwater runoff and to reduce the erosive potential of stormwater runoff from newly developed impervious surfaces.

W [Limited water quality data is available for Wilson Gulch, the Animas River, the Florida River, and Los Pinos River downstream of US HWY 160. Structures and/or automated sampler devices which enable the monitoring of pollutants of concern (TDS, Cu, Zn, TSS, DO, Pb, As, Cd, Cr, Mn) at outlet structures may be appropriate for ascertaining water quality impacts from stormwater runoff. Areas where monitoring should be considered include the mouth of Wilson Gulch as it enters the Animas River and any major stream crossings throughout the project corridor.

X [We recommend that the details of the stormwater pollution prevention plan be reviewed and/or coordinated with the city of Durango's municipal stormwater program.

Environmental Justice

Y [The DEIS documents that CDOT did a thorough job of conducting outreach to minority and low-income, and tribal populations. These groups were identified and involved early in the scoping process. Furthermore, EPA commends the use of bilingual outreach materials and interpreters at public meetings, and early coordination with the Southern Ute Indian Tribal government.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



ER 05/822

JAN 18 2006

Mr. David A. Nicol
Division Administrator
Federal Highway Administration
12300 West Dakota Avenue
Suite 180
Lakewood, Colorado 80228

Dear Mr. Nicol:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and Section 4(f) for **US-160, from Durango to Bayfield**, in La Plata County, Colorado. The Department of the Interior (Department) has reviewed the document, and hereby submits these comments to you as an indication of our thoughts regarding this project.

SPECIFIC COMMENTS

Page 3-31 [pdf page 118], Section 3.8.2 Water Quality, last sentence

A [The sentence states that none of the United States Geological Survey (USGS) stations has real-time data as of 2003; data for station 09353800, Los Pinos River near Ignacio, Colorado, continues to be collected and are now available in real-time on the internet at: http://nwis.waterdata.usgs.gov/co/nwis/uv?site_no=09353800.

Page 4-73, Section 4.8.2.1 Driscoll Method and Results

B [The use of the Driscoll method as a screening tool for identifying potential water-quality concerns is appropriate; however, the presentation of the modeling results could be improved by including predicted EMCs (event mean concentration) for all constituents that can be estimated using this methodology, including oil and gas, BOD, nutrients, and other trace elements, and comparing those estimated concentrations with applicable State water-quality standards for each potentially-affected stream segment. Further, it would be beneficial if the rationale for the assumptions that "total copper and total zinc provide an overall picture of the water quality impacts associated with the proposed roadway improvements," that the "relative water quality impact of total suspended solids (TSS) would be similar to the impact of these two heavy metals," and that "oil and grease are minor when compared to TSS and heavy metals" also be included in the draft EIS.

Endangered Species Act

We appreciate the coordination between Fish and Wildlife Service (FWS), Colorado Department of Transportation (CDOT) and Federal Highway Administration throughout the development of this DEIS, and value the efforts made to address FWS concerns.

We support your efforts to address wildlife crossings and in particular the number proposed. A considerable amount of effort has been expended to ensure that the crossings will work in terms of proper size and location. The crossings should however, be monitored for several years to further determine their effectiveness as it takes animals a few years to become accustomed to using them.

The document indicates that wildlife crossings will definitely be constructed. However, because it will be some time before the project is built, the number, locations and design should be reevaluated in the final design just as the project is to be implemented in case minor changes are needed to ensure maximum benefit to wildlife. It would help if the following sentence found on page 4-100, "The number, locations, and type of crossings that will be constructed will be identified during the final design," were changed to reflect the Colorado Department of Transportation's commitment to construct wildlife crossings, but that these final details regarding number, location, and design will need to be determined at the time of project implementation.

A table of impacts to the federally listed Southwestern Willow Flycatcher would be useful. Maps showing the locations and delineations of the affected habitat patches before and after construction would help to visualize the effects to the birds.

SECTION 4(f) COMMENTS

The Department recognizes and appreciates the coordination conducted with Federal, State, and local agencies, and the general public. We acknowledge that you have consulted with the Colorado State Historic Preservation Office, who concurred with your determinations of eligibility and effect. We also appreciate that you have stepped outside the box to incorporate creative mitigation measures into this project to minimize adverse effects to the historic ditches, specifically the Public Information Notice describing the role of irrigation in the settlement of the region. The Department of the Interior appreciates when agencies go above and beyond incorporating typical mitigation measures for the preservation of historic properties.

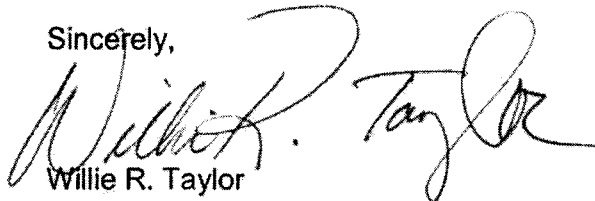
Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We appreciate the opportunity to review this document and look forward to reviewing the final document once a Preferred Alternative has been selected.

If you need further assistance about the FWS comments, please contact Alison Michael, CDOT Liaison in the Service's Colorado Field Office, at (303) 275-2378. If you have

any questions concerning the water quality comments, please contact Lloyd Woosley, Chief of the USGS Environmental Affairs Program, at (703) 648-5028 or at lwoosley@usgs.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Willie R. Taylor". The signature is fluid and cursive, with a large initial "W" and a distinct "R" and "T".

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

Attachment B
Transcript

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PUBLIC HEARING FOR THE US 160 DURANGO TO BAYFIELD
DRAFT ENVIRONMENTAL IMPACT STATEMENT

October 13, 2005

4:30 p.m.

CDOT Maintenance Facility
20581 Highway 160 West
Durango, Colorado 81301

REPORTED BY: Jan A. Williams, RPR, CCR 14
Bean & Associates, Inc.
Professional Court Reporting Service
500 Marquette, Northwest, Suite 280
Albuquerque, New Mexico 87102

(3120M) JAW

1 MS. GRAHAM: I want to welcome you all to the
2 public hearing tonight. My name is Tammy Graham. I'm

3 an independent facilitator hired by CDOT to facilitate
4 tonight. First and foremost I'm wondering if all the
5 CDOT staff could stand up and introduce yourselves,
6 who you are, what you do with CDOT.

7 (Staff introduces themselves.)

8 MS. GRAHAM: We're going to have a 30 to
9 45-minute presentation by the CDOT staff, kind of an
10 overview of the project, and following that we'll be
11 hearing your comments. Since this is a formal public
12 hearing, we have a recorder here. And I'll repeat
13 this information.

14 But, following the staff presentation, if you
15 have signed up in the back and hopefully everyone has
16 signed in, if you signed in to make a public comment,
17 that will be an opportunity for you to come up to the
18 microphone, state your name, and make your comments.

19 If you didn't sign up and you still want to
20 make a comment, that's fine, you can raise your hand
21 at the end of the period, when everyone else has made
22 comments who signed up and said they want to make
23 comments, you also can make your comments.

24 If you're not comfortable speaking in front
25 of a large group of people, you can at the end of the

3

1 public comment period just go sit with Jan over there,
2 she'll take your comments directly, any comments that
3 you might have. You can also submit your comments on
4 line, you can submit them in the written fashion, so
5 there's a lot of different ways that your comments can
6 be heard.

7 We have an open house. And it's wonderful

Transcript.txt

8 that everybody came during the open house to ask
9 questions and familiarize yourself with the project.
10 We won't be taking any formal questions or any
11 questions formal or informal during the staff
12 presentations or the public comment. The staff will
13 stay afterwards to answer any questions that you might
14 have.

15 But, since this is a formal public hearing,
16 we're really going to focus on taking your comments.
17 And they will be reflected in the EIS itself. But, in
18 terms of questions, those will happen and those will
19 happen at the end of the hearing and the staff will
20 stick around. Any questions so far?

21 Okay. Without further ado I'm going to turn
22 it over to Keith Powers, the program engineer for
23 CDOT.

24 MR. POWERS: Again welcome to tonight's
25 meeting. I'm actually glad to see a lot of folks

4

1 here. We've had some of these meetings where actually
2 nobody had shown up on other projects. So it's great
3 to see the input because this is actually project as
4 far as the buy in. And the importance of your
5 comments will help shape how this course will look
6 from here on out. Of course, we have plenty of seats
7 down front here. It must be like church, you know,
8 everybody stays out of the front pew.

9 Anyway, throughout the presentation tonight,
10 you're going to hear different acronyms like the one
11 that's already been used EIS or DEIS. Like engineers

12 and attorneys, we all love to use them, but we'll try
13 to keep it simple and I'll try to translate as we can
14 along.

15 DEIS is basically the draft environmental
16 impact statement. It's a whole lot easier to say than
17 the long term. Tonight we're going to be presenting
18 the condensed version of what you see around here on
19 all these boards to try to go through it as such.

20 In addition to the poster boards you see,
21 there are some mapping, I'm not sure which table it's
22 on, as far as right-of-way mapping, noise study
23 information. I encourage you to take a look at all
24 the boards, try to find what interests you, and get
25 your comments into the record as such. And as

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1 mentioned before our staff will be around after the
2 presentation to talk to you, listen, see what you have
3 to say.

4 As this is a formal meeting, we will be
5 recording the information as we stated before. And
6 all of this information gets wrapped up into what will
7 be called the final environmental impact statement
8 which hopefully will lead us to what we call a record
9 of decision. And we need to have the record of
10 decision completed and finalized before we can start
11 any of the final design on the corridor. It's one of
12 the requirements.

13 What the record of decision is or ROD, it's
14 the template or the instructions for the designers
15 that they will follow and actually get into the final
16 design process. Sometimes there are the situation

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17 where some assembly is required. And that's one of
18 the those. We have to have the instructions first for
19 some reason. And Kerrie will get into that a little
20 later as far as the need for it and get into it.

21 The first slide behind me covers what we'll
22 be talking about tonight, spanning the range as to why
23 we're doing this project and what will be happening in
24 the future.

25 Let me go on to the next one. I'm not going

6

1 to read these, hopefully you can pick up on them.
2 We're currently in step two of a four-step process.
3 Fortunately this isn't one of those 12-step ones that
4 I have a feeling some of us are going to be wanting to
5 be going through after we get done here.

6 We're nearing the end of the actual
7 environmental process. We'll let some folks come in
8 here. Plenty of seats down front, folks. We're
9 nearing the end of the process. Where this actually
10 started, in 1999 the feasibility study was completed.

11 That work was handed off and went into what
12 is called the NEPA, National Environment Policy Act
13 process which supplies the EIS that we're currently
14 under. An EIS is where we look at all of the feasible
15 alternatives, evaluate them, screen out different
16 issues because of what may be a cultural site,
17 environmental justice issues, wetlands, roadway
18 geometry. We look at everything to come up with what
19 we'll call the most reasonable solution that minimizes
20 the impacts to meet the current need of the corridor.

21 And I think we're on to the next one now.
22 The corridor location, I'm going to use one of these
23 pointy things here and hopefully this works out. We
24 start out on the west end of the corridor. Everybody
25 is familiar with the Farmington Hill area and the

7

1 junction. And end up just east of Bayfield past the
2 Shell station out there. And everything in between is
3 included.

4 There is also one short section on the
5 previous map of 550 from where County Road 220 comes
6 in to make that connection work. So the project
7 status. Our comment period for this portion of the
8 EIS closes November 7.

9 We're looking for all the written comments
10 and verbal comments to be in at that time. We do have
11 a web site set up, the web address is up here. And
12 we'll probably put this slide up again at the end of
13 the presentation so you can write it down.

14 You can also make comments through the web
15 site by filling in the form and hitting the submit
16 button. In case you're wondering where it actually
17 goes, it ends up on Patty's computer for her to
18 download and then pass out.

19 One thing I did find out in checking out the
20 web site is you do need to enter the address as it is
21 shown including the capitalization and the slashes.
22 Otherwise you may get a system error saying you can't
23 find it.

24 One of the other things to note is the files
25 on the web site can be quite large. So, if you click

1 to open up some of the documents, you may want to go
2 grab a cup of coffee or a cold one because I think one
3 of them is almost a half a gig in size. So it can be
4 a little overwhelming.

5 The other thing is that we talked about the
6 record of decision being needed before we can begin
7 the final design process. And the final issue is the
8 funding that's available for the corridor. Currently
9 we have in the upcoming bonding issue two selected
10 locations within this corridor for improvement.

11 One is the fourth lane through Farmington
12 Hill, there at the junction where 550 comes in. And
13 the second is the relocation of the intersection of
14 County Road 222/223. They were put into that package
15 for moving forward should that issue be selected.

16 The other issue for funding in this area is
17 the current transportation bill. There is roughly 6.8
18 million I believe in earmarks stated for this. But
19 that currently is in a pending status depending upon
20 the current funding allocation, depending on what they
21 do with the Katrina relief issue and other issues
22 around the nation.

23 So it's unknown. As far as funding for the
24 full package you see here, it isn't in the near
25 foreseeable future as far as the way it's currently

1 programmed. But hopefully we can get some as things
2 come down the road.

3 The next slide that comes up, purpose and
4 need. Looking at the slide, you know, it is sort of
5 succinctly up there with what we're doing. But, to
6 sort of paraphrase it, we're looking for the best
7 solution for the corridor to cover road safety,
8 traffic issues, access, and the other aspects that
9 come up for the commuters between Bayfield and Durango
10 and points in between. But we're trying to get you to
11 and from the locations you wish to go to as quickly
12 and as safely as possible.

13 And part of this purpose and need, we'll go
14 through a few slides here to indicate some of the
15 issues that will actually drive us. One is traffic
16 efficiency. And I know many of you commute the road.
17 I happen to drive it myself from the Grandview area,
18 and getting into morning rush hour back and forth.

19 This is a photo of the Grandview area before
20 we made the improvements. I think it's pretty typical
21 of the morning and evening rush hours that take place
22 along the corridor.

23 The next issue that comes up is the safety
24 one. It's a wide open stretch, a lot of access
25 points. And we're looking at improving the geometry,

10

1 straightening out the curves and grades, clearing up
2 the roadside obstacles, the trees, the rocks,
3 including the wildlife that occurs in a lot of this
4 area.

5 An example is in the Florida Valley. Fifty
6 percent of the accidents or crashes that occur in that
7 section of roadway are animal deaths. So we did have

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8 a picture of a deer we were going to put up here.
9 But, being as it's coming up hunting season, we didn't
10 want to give away his location as far as where he's
11 at. For those of you who do live in Bayfield, if your
12 garden has disappeared lately, you'll know which deer
13 we're talking about.

14 The other issue that gets to be a big concern
15 is access control on these projects. While this is a
16 slide of the Grandview area that were recently
17 completed, you'll notice that there are a lot of
18 driveways coming out to the road.

19 The future project looks to minimize those
20 access points, control them, bring them in at select
21 locations where it will be a little safer, and
22 maintain the traffic on the main highway.

23 As traffic grows, even in the area around
24 Grandview, it will become more and more difficult to
25 make that left turn out safely. And it's just a fact

11

1 of life, as you get more and more people on the road,
2 the opportunity to make the turns become less and
3 less.

4 If you'll notice, the intersections and
5 interchanges on the boards look to alleviate that
6 especially with the frontage roads that connect into
7 them and try to make it a working solution.

8 Now we get to the heart of the section of our
9 presentation. The following slides go through what we
10 have come to call and what we are presenting as our
11 preferred alternatives. And this is through the

12 selection process, the screening where we've asked the
13 questions of which works better than the other ideas
14 we have on the board.

15 In general we'll be talking about -- for the
16 whole corridor, we're looking at a four-lane highway
17 of some sort. The Grandview area is a narrower
18 section with paved median. You get out into the
19 Florida Valley it widens out into a divided four-lane
20 section with plenty of room to pull U-turns. A little
21 more width, country appeal.

22 Coming through the Gem Village area and then
23 toward Bayfield, once again it narrows down to fit the
24 terrain, where we had to miss cultural sites,
25 wetlands. So the geometry changes. But in general

12

1 it's four lanes, adequate shoulders for turning,
2 appropriate intersections and interchanges, and
3 frontage roads, if required, to maintain access to the
4 property owners.

5 To simplify things we'll be looking at
6 roughly four sections. I think we started out with 12
7 or more smaller sections of roadway. But looking at
8 the areas, the Grandview area, the Florida Mesa and
9 Valley to the Dry Creek area, Dry Creek to Gem
10 Village, and then Bayfield area.

11 If we take a look at the alternatives that
12 were done for the Grandview area along with the
13 Florida Mesa area, there's about a baker dozen of
14 alignments here.

15 All these dotted lines were alternatives that
16 were looked at as far as where the road could go to

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17 make it fit through here which meant that a lot of
18 ideas came forward and a lot of looking at the
19 different alternatives, the grades, the geometry, the
20 wildlife, the wetlands, and just about everything else
21 you can think of that will be involved in the process
22 were evaluated to come up with what we're proposing.

23 The first section we're going to take a look
24 at is Grandview. Notice this slide what's coming,
25 winter is coming. As everybody knows and as I've

13

1 I learned driving through here, this can be a very
2 congested area. And, when the weather turns bad, it
3 gets even worse.

4 The typical section through this area would
5 be again four lanes, an appropriate median width,
6 providing a turn lane, adequate shoulders for
7 breakdowns and for the cyclists to use. In addition
8 what's not shown on here is frontage and access roads
9 to maintain the access.

10 And this is one of the preferred alignments
11 that we're showing as far as the connection with 550
12 and 160 to Farmington Hill. This one came out as
13 being the one that functions the best and has the
14 least environmental impacts of the proposal.

15 Some of the nice features about this is it is
16 a wide open grade, easy access down, the hospital area
17 is over in here, you can make things work. We've
18 taken care of the wildlife issues in both these areas
19 that we currently have problems. The corridor and
20 Wilson Gulch is maintained, in fact, enhanced in some

21 ways. So it was a best fit with the least impacts.

22 Conversely we looked at one of the alignments
23 that came in at the Three Springs signal. I think you
24 can see here there's a major connection down through
25 the hillside and a greater impact to all residents in

14

1 the community in this case.

2 One thing that did come out of the analysis
3 of this intersection is that the tight urban
4 interchange design that was looked at here will fit
5 the preferred alternative. We just won't have the
6 major connections out to the south and some of the
7 frontage roads added on to it.

8 Moving on the next area is the Florida Mesa
9 section which goes from roughly Elmers Corner to very
10 near the Dry Creek crossing. This happens to be a
11 picture of the County Road 222/223 intersection with
12 the site distance problem, the fact that you cannot
13 see over the hill. And I know this to be particularly
14 bad in the sunrise/sunset situations as you crest the
15 hill coming this way. You just can't see.

16 In this area we're looking at widening out
17 the roadway, having more site distance with the
18 situation, the wider shoulders. The median width in
19 here is wide enough that trucks and folks with RVs can
20 make the U-turns to get to their access points that
21 may be on the side of the road. And there are U-turn
22 locations established throughout the corridor for
23 that.

24 An example of one of the proposed
25 improvements that was preferred is the relocation of

1 County Road 222/223 into the River Valley east of the
2 Florida River. The location is fairly wide open, has
3 excellent sight distance, and the two local county
4 roads, county road -- it's 510 and 223 are in fairly
5 close proximity to do the connection.

6 This is one of the projects that we do have
7 on the C and D bonding list for inclusion if this gets
8 built. Conversely, on the next slide, we looked at
9 the relocation going west of the existing location up
10 in the farmland here.

11 This alignment was deemed not to be the best
12 because of the excessive land take, the massive cuts
13 that would be required, their depth. If the future
14 growth at this intersection is such that we need a
15 signal on, you're stopping on a fairly steep grade.
16 While it works, if just doesn't work as well as being
17 in the valley.

18 Moving on to the section of Gem Village/Dry
19 Gulch, once again we looked at various alternatives
20 primarily around the Gem Village area, the different
21 alignments in tying into this section.

22 As you can see on this slide, Gem Village is
23 a very neat little community set alongside the road.
24 It has its own little infrastructure. But it's very
25 close to the roadway through here. It has its

1 frontage roads that are set up. But it's a very tight
2 section of roadway to make something work.

3 But being good engineers we figured out a way
4 to do it. And if you look at this section of the
5 slide, we can make four lanes fit through here, drill
6 the walls in, put in the frontage roads. But, as
7 you'll see in one of the following slides, the impacts
8 were just deemed to be too great to impose that on the
9 community.

10 Instead we preferred to put in a bypass
11 around the section of town. It swings to the south is
12 the one that came through as being the best preferred.
13 It leaves the town section pretty much intact just the
14 way it is today.

15 The other alternative that the slide
16 previously showed, we can make it fit. But basically
17 it takes out one-half of the block. And we can't go
18 there, it's just something that would not come out. I
19 think it was something like eight businesses and 15
20 homes for this alignment would be impacted.

21 Now we come to the Bayfield area. Again a
22 nice close knit community, has its own attributes.
23 And we need to maintain the access and the situation.
24 The cross-section of this area will be very similar to
25 what's going on with Grandview.

17

1 We narrowed up the roadway to stay within
2 close proximity, median widths would account for left
3 turn lanes, again there's room for the intersections,
4 interchanges, and the frontage roads that may be
5 necessary.

6 The preferred alternative that is in here is
7 to utilize an intersection with a roundabout situation

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8 to connect to the south roads, maintain the two lanes
9 through here. Now, one thing that's not shown is the
10 maintaining of the access into the commercial center
11 at this point. And, for a period of time, that can be
12 maintained until traffic volumes get to the point
13 where that becomes a problem.

14 But hopefully by that time, and based upon
15 the planning and talking to the local town, then we'll
16 have the connection from the Shell station brought
17 back through and then that way the access on that side
18 of the road can be maintained in a better manner.

19 Conversely one of the alternatives that was
20 not preferred was the building of an actual
21 interchange just over the hill in the valley. A lot
22 of wetland takes. The tie in is not as neat in the
23 local roadway systems and it's just a much larger
24 greater impact and would not function as well.

25 Now I'll turn it over to Kerrie.

18

1 MS. NEET: Thanks, Keith. What I'm going to
2 talk about tonight is kind of the natural and social
3 environments and the impacts of the project on the
4 natural and social environments. And this is one of
5 the main reasons for doing an EIS. Can everybody hear
6 me okay.

7 We really are wanting to make the best
8 decision that looks at the impacts of our project.
9 And we look at a wide range of resources. I think in
10 this document I sat through and counted them, there's
11 18, if anyone is interested. But, you know, a wide

12 range of issues, everything from noise impacts to
13 wetland impacts to historic property impacts, I mean
14 we look at everything to really make the best decision
15 we can for the corridor.

16 For this particular corridor, there were five
17 primary areas of concern. And these are listed up
18 here. And I'll go through these each. And there is
19 more detail if you're interested, we have more detail
20 on the poster boards as well as in the document
21 itself.

22 Okay. If you look at this picture, this is a
23 picture at the County Road 223 Dry Creek area facing
24 west towards Durango. And this area has a lot of
25 wetlands. And I'll point those out for you. Right in

19

1 here. So essentially on both sides of the road.

2 Some of those are really high quality
3 wetlands, they're meadow wetlands, they're very hard
4 to replace, they're very high quality. The first
5 thing we do, when we do a corridor project and we're
6 looking at wetlands, we figure out and work with the
7 designers and say, okay, how can we avoid and minimize
8 our impact to wetlands.

9 And, on this particular project, what we've
10 done to minimize impacts is use of guardrail,
11 retaining walls. In this area we actually narrowed
12 the median. We also have to work with the Corps of
13 Engineers and get permanent (unintelligible).

14 So that's a big part of it. We need to
15 demonstrate to them that we are picking an alternative
16 that has the least environmental damage to the aquatic

17 resource as practicable. So we have worked very
18 closely with the Corps on this, the Corps of
19 Engineers, and they are a cooperating agency with us
20 on this.

21 Mitigation, we mitigate for wetlands, pretty
22 much anything we take we replace. So we will go out
23 there and build and replace wetlands that we impact.
24 Again our first look is what can we do to avoid and
25 minimize. And, when we can't do anything else, we

20

1 actually go in and replace. And the CDOT policy is to
2 replace everything, whether it's covered under the
3 (unintelligible) or not, we replace all wetlands.

4 This is a picture at the top of the hill
5 looking over the Florida River. It's just past County
6 Road 222/223 facing east. And, if you look in the
7 picture, that's the Florida River. And you can see
8 all the trees. And obviously that's probably --
9 that's a very important area for wildlife.

10 The main impact of our project to wildlife is
11 lots of native vegetation and essentially the
12 restriction of wildlife movement. The deer and the
13 elk in this area, they tend to migrate north, they
14 move north in the summer up in the mountains and they
15 move south down in the lowlands in the winter. So,
16 along the Florida River in the summertime, they're
17 moving forth and they're coming south in the winter.

18 And so that creates conflicts when you have
19 an east-west road. You have animals going north/south
20 and you've got an east-west road. Keith mentioned

21 that in this area we have -- a high percentage of the
22 safety data is wildlife deaths.

23 For deer and elk and other large animals,
24 what we're doing to mitigate our impacts is we're
25 putting in a number of underpasses or we're actually

21

1 modifying some of our bridge structures so they can be
2 used by wildlife.

3 We're also including fencing with that. So
4 wherever we have underpasses we're including fencing
5 on both sides to actually funnel them to the
6 underpass. And we work closely with Division of
7 Wildlife and Fish and Wildlife Services on this. We
8 actually have in the document, we committed to about
9 20.

10 Threatened, endangered, and sensitive
11 species. This little bird here, you might have heard
12 of him already, that's a southwestern willow
13 flycatcher. And that is an endangered bird found in
14 our area. We've actually -- it's actually been noted
15 in the corridor and it's been documented the presence
16 of this bird.

17 The habitat of the southwestern willow
18 flycatcher is willow habitat. The right-hand picture
19 shows a good patch of the willow habitat. Other
20 species we evaluated in this document is the bald
21 eagle, yellow billed cuckoo bird, burrowing owls, and
22 Knowlton cactus. The main impact on these species is
23 removal of suitable habitat mainly along the corridor.

24 We've got a lot of mitigation commitments in
25 the document for threatened, endangered, and sensitive

1 species. And we do have to work closely with Fish and
2 Wildlife Service on this as well. What we'll do is,
3 when we do phase the projects -- Keith talked about
4 some of the smaller projects we may be doing in the
5 next few years.

6 We'll go out and survey before we do those
7 projects and we'll survey for the southwestern willow
8 flycatcher and the bald eagle, et cetera. And, if any
9 of these species are found or active nests or inactive
10 nests for the bald eagle is found, we'll create a
11 buffer zone around that particular bird or that
12 particular habitat and that -- what I mean by buffer
13 zone is we'll say okay -- and this is identified by
14 Division of Wildlife and Fish and Wildlife Service,
15 there are certain -- for example, the bald eagle, half
16 mile.

17 But we would say, if we found a nest, we
18 would say we would require that. And you couldn't
19 actually do construction of the project during the
20 breeding season within a half mile of that nest.

21 For the southwestern willow flycatcher, we'll
22 be doing annual surveys of all the habitat we find
23 along the corridor and we'll replace the habitat.

24 Visual impacts. This is one of those
25 resource issues that usually doesn't get a lot of

1 attention. But it is a significant one in this
2 corridor. When you build a highway, when you widen a

3 road, when you add interchanges, guardrails, access
4 roads, retaining walls, you increase the scale of
5 dominance of the highway in the shed.

6 We have committed to mitigation in this
7 document for visual impacts such as, for example, if
8 we cut through a hillside or we cut through a bank,
9 then we would, you know, kind of blend that cut line
10 into the surrounding terrain, the surrounding hill.
11 And we would revegetate that as soon as possible.

12 And certainly we would revegetate partly for
13 stabilization, but it would also be for the visual
14 contrast. And, for retaining walls and bridges, we
15 would include design features that would add to the
16 scenic quality.

17 One good example of that is, if you go south
18 on 550 towards Aztec or Farmington, right at the state
19 line we put in some retaining wall as part of that
20 project. And I personally think those are beautiful,
21 they really add to the scenic quality.

22 Next time you go down there, look at them.
23 But they really blend well in with the surrounding
24 rock types, they look like the surrounding rock
25 formations. And that's a good way to enhance your

24

1 visual quality.

2 The last resource area I wanted to talk
3 about, and this is more of a social environment. We
4 kind of divided it into two. Most of the impacts I
5 was talking about previously were impacts to natural
6 environment. But there's also the social environment
7 that is very important to us.

8 And social and environmental justice, under
9 the Civil Rights Act in Executive Order signed by
10 President Clinton in 1994, we must really when we're
11 doing a project look at the impact of our proposed
12 action and make sure we're not causing a
13 disproportionately high and adverse environmental
14 effect on protected communities such as minority or
15 low income populations.

16 And we've taken a real broad look at this
17 corridor. We've tried to work with all communities in
18 this corridor and really take the social environment
19 seriously. And I've got several examples of that.

20 Keith mentioned Gem Village. Well, the
21 preferred alternative we're looking at is not
22 necessarily the cheapest alternative, but it has the
23 least amount of impact on that community. We bypass
24 it to the south. And that means we don't end up
25 impacting any businesses versus, if we go through

25

1 town, we impact nine businesses. We also impact half
2 as many residents.

3 Another example of meeting with communities
4 and working with communities is the Narrow Gauge
5 Mobile Home Park. During the scoping meeting in 2003,
6 the residents that showed up at that meeting were
7 concerned about the access that we were looking at for
8 their communities. And so we went out and we met with
9 them. And we changed the access.

10 And we ended up reducing our impacts to those
11 communities significantly. Our original plan had

12 about 18 homes that we would be taking. Well, when we
13 changed the access, we were down to zero permanent
14 homes being taken. We would have to relocate three
15 homes temporarily. But no permanent impacts.

16 So, you know, I think these are good examples
17 and there's many more. We've worked with Bayfield
18 quite a bit on coming up with our preferred
19 alternatives there. We have worked with the
20 communities and we will continue to.

21 With that I'll turn it over to Shane because,
22 even though we work with communities, we do have
23 impacts. We do have to acquire property, we do have
24 to take homes. We can't avoid it completely. And we
25 do have impacts. So Shane will go over the

26

1 acquisition and right-of-way process.

2 MR. HARRIS: Thanks, Kerrie. I want to give
3 you an overview of the right-of-way process. But,
4 before we get into that, I want to emphasize that this
5 study area, once it's approved, won't be built all at
6 the same time. It will be phased in over several
7 years, most of it having to do with highway funding.

8 So once we get highway funding and it's in
9 place and we start designing the project, then this
10 right-of-way process kicks in.

11 As you can see there's a lot of paperwork in
12 this slide. And that's really kind of how I define
13 the right-of-way process, is we have a lot of
14 analysis, justifications, and reports. And we're
15 going to go through each one of these bullet items
16 here.

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17 The first item, right-of-way plans, is based
18 on the actual design, what was needed to build the
19 highway, whether it's widening or a bridge or
20 something like that or new alignment. Our plans are
21 based on what's needed for construction.

22 Now, it will be done with a route survey,
23 proposed boundary survey, it will be done by a
24 professional land survey. So it's done to a very high
25 level.

27

1 And then finally each property or each or
2 each owner will be described, each piece of property.
3 And you can see that there in the plan.

4 And, with the different colors here, kind of
5 the yellow, the purple, each one of those are separate
6 descriptions for the properties that we need to
7 acquire. And usually there are takings like this.

8 So, once we have the property identified,
9 what needs to be acquired, then we start with
10 appraisals. The department has their own independent
11 appraisal prepared. And then that is reviewed by
12 another appraiser. So a couple levels are checked
13 there. The property owner also has an opportunity to
14 get an appraisal at the department's cost if their
15 property is valued at \$5,000 or more.

16 So, once we get it appraised, then we go and
17 make an offer. Offers are in writing. We try to
18 allow sufficient time to negotiate that. Usually 30
19 days is expected for us, in our minds is an adequate
20 amount of time.

21 Thirty days may not seem like a lot of time.
22 But, with the appraisal process and everything else
23 that's involved, the property owner knows it's coming,
24 it's nothing new to them. And, as we see in this
25 picture here, a real estate specialist, acquisition

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1 specialist will offer to meet with the property owners
2 in their home or wherever it's convenient. And then
3 finally CDOT pays those closing costs.

4 At the same time, we're working with tenants
5 and owners if their homes or businesses are impacted.
6 We're working with them to find them a new place to go
7 and to relocate. And not all of our acquisitions
8 actually require that, but sometimes it does.

9 And so for each category, whether it's
10 residential or business, there are certain benefits.
11 And those are pretty much defined. We just went
12 through a new -- some new changes with that. And we
13 actually were able to increase some of those
14 (unintelligible).

15 So the relocation assistance really is broken
16 down into two areas. It's financial assistance and
17 it's also advisory services to help people find new
18 locations. Each person will be allowed at least 90
19 days to find an alternative location.

20 Then this last slide, the reason I put that
21 up there is so that you know that there's a lot of
22 rules, regulations, and guidelines that we follow when
23 we institute this program. This first item here is
24 what we refer to as the Uniform Act.

25 We would like to say it's fair and equitable,
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1 but really -- it really treats everybody the same,
2 it's uniform so everybody gets treated the same. We
3 try to do our best to help everybody out in their
4 circumstances, but we just can't cover everything.

5 We have federal highway regulations, state
6 regulations, and we have our own internal CDOT
7 right-of-way manual.

8 And also this was just a brief overview. So,
9 if you want some more information tonight, we have
10 some brochures here, both acquisition and relocation.
11 And you're welcome to pick one of those up. Thanks.

12 MS. GRAHAM: Thank you, Kerrie, Keith, and
13 Shane.

14 Now we're going to move to the public comment
15 portion of the evening. Again, if you have questions,
16 hold onto them, the staff will be around afterwards
17 for specific questions or you can always call CDOT and
18 ask those.

19 Tonight most importantly is that we get the
20 comments from you, the public. Your thoughts, your
21 statements, issues that you want to make sure that
22 CDOT is looking at.

23 So how we're going to do this, when each of
24 you came in, you signed a sign-in sheet. And some of
25 you noted on there that you wanted to make a comment

1 tonight. If you didn't make a comment on there, at
2 the end of the evening, after we take the comments

3 that people who said they did want to comment, we'll
4 give you an opportunity.

5 As I mentioned before, if you're not
6 comfortable speaking at the microphone, you can
7 address Jan, our recorder, after the meeting, sit with
8 her, and make your comment.

9 Again the other ways you can comment, the
10 third page of the handout that was at the front, you
11 can write your comments on there and submit them. You
12 can go online and submit them. You have until
13 November 7. All comments must be postmarked, if
14 mailed in, must be postmarked by November 7. Okay.

15 So what I'm going to do is I'm going to go
16 through this list of the folks that marked
17 specifically that they did want to make a comment.
18 What I'm going to ask you to do is, when I call your
19 name, come up to the microphone here in the center
20 aisle, state your name for the record, and speak into
21 the microphone, mostly so that Jan can hear you to
22 make sure she can get your comment accurately.

23 You'll have five minutes per person to make
24 comments which should be hopefully plenty of time.
25 Any questions about the comment, how the comment

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1 period will work? Okay. So we have a maybe next to
2 Brett Boyer. Brett, are you still here?

3 MR. BOYER: Yes.

4 MS. GRAHAM: Is that maybe yes?

5 MR. BOYER: I wanted to hear what you had to
6 said first. I'll put a lot of my comments written
7 down and give them to you. But I think I do want to

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8 mention the Commerce Drive access that you showed
9 there for long term, it shows it closed as a preferred
10 alternative.

11 And I wanted to for the record strenuously
12 object to that, that instead of looking to close that,
13 that you look for ways to engineer to keep that open.
14 The intersection is -- would be a high impact closure
15 for the community.

16 As you mentioned with Gem Village, that we
17 have a lot of our commercial center right there. We
18 are growing east and west from that area. But the
19 other intersections that are proposed, one to the
20 east, it would be a half mile either way, you would
21 have to go all the way around to get to the key
22 business areas.

23 So I want to object to any closure of that
24 and (unintelligible) that would say that we work to
25 keep that open. For example, Colorado which is the

32

1 frontage road right there, that perhaps that's riding
2 right out or perhaps that's closed, but you keep
3 Commerce Drive open. I would like to see a lighted
4 intersection there.

5 There should be plenty of right-of-way there
6 to make that work. So the long term I want to keep
7 that open. I appreciate your staff who worked on some
8 issues to the west on the parks and got some language
9 in on that. So continue to do that.

10 But I was disappointed to see on the
11 preferred alternative that Commerce Drive is closed

12 because that is key to our community. We have the
13 grocery store there, the bank right there, the gas
14 station, a lot of other things. And so, instead of
15 working to close it, work to keep it open.

16 The roundabout at eight corners. Perhaps
17 some language that that is looked at as either a
18 roundabout or another appropriate intersection. The
19 intersection we currently have there that's a
20 roundabout has mixed response in the community.

21 And a future roundabout may be looked upon
22 negatively, I can't say at this point. So I would
23 like to leave that open to another appropriate
24 intersection or a roundabout. So those are my
25 comments. Thank you.

33

1 MS. GRAHAM: Thank you, Brett. Is it Antonia
2 Clark?

3 MS. CLARK: I think I'll mail in my comments.

4 MS. GRAHAM: Okay. Carol McWilliams. Carol.
5 State your name for the record, please.

6 MS. McWILLIAMS: Carol McWilliams, I live on
7 County Road 509 just southwest of Bayfield. But
8 mainly I want to comment to echo what Brett Boyer just
9 said with the concern about possibly closing the
10 Commerce Drive access.

11 Currently that is the primary access for the
12 entire north side of our town. It's been an issue for
13 several years as we've been discussing these proposed
14 highway improvements. I've been involved with that
15 process all along. I was the president of the
16 Bayfield Area Chamber of Commerce I think in 1999 and

17 2000.

18 So I was seriously involved with it then
19 because of the impact this would have on our
20 businesses and on the ability of residents to
21 circulate from the north side and south side of the
22 town.

23 The highway through Bayfield was designated
24 as an expressway I believe in October of 1999. And
25 that was over the very strenuous objection from the

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1 town. And that's one of the justifications for
2 ultimately closing this I believe, because that
3 requires a one-mile space in between accesses.

4 And I would note that then Mancos which also
5 has the expressway designation and has been through an
6 awful lot of the same concerns with their Highway 84
7 intersection, that they seem to have full access on
8 the east end of town and west of the town, both of
9 which are well within a mile of that Highway 84
10 stoplight. And so I would like serious consideration
11 to keeping that intersection open and the town would
12 prefer a full movement intersection for that.

13 And another concern I have that I know has
14 been expressed in the past is, when properties are
15 designated for ultimate acquisition, that that affects
16 the property values of those even though that actual
17 acquisition might not happen for years. And it
18 becomes a major problem for the property owners. So
19 that (unintelligible).

20 MS. GRAHAM: Thank you, Carol.

21 Neil Gonzal ves? How do you pronounce your
22 name?

23 MR. GONZALVES: Gonzal ves.

24 MS. GRAHAM: Gotcha.

25 MR. GONZALVES: I live on County Road 222 and

35

1 actually was involved in designing a lot of these
2 alignments years ago during the feasibility. I'm
3 quite surprised that alternative A is even still up on
4 the board. The grades to get from 223 up to the top
5 and 222 are pretty severe.

6 I get cars in my yard every year because I
7 live right up against 222, my house is backed up
8 against it. When we bought that house seven years
9 ago, I never dreamed that cars would come off that
10 road. Consistently we have about one car a year
11 coming off that.

12 Years ago I asked Mike Russell who was the
13 county engineer to please put a guardrail up there.
14 And there's been no action. Alternative A would be,
15 you know, funneling cars from on top of the hill
16 coming right around that corner and they will end up
17 on my property.

18 However, that corner is a little north of my
19 house, you know, luckily. So I'm just really
20 surprised that alternative is still there other than,
21 if you only had alternative C up, it wouldn't be an
22 alternative, it would be, you know, the selected
23 choice.

24 The grade and everything else on the highway
25 coming around the corner, 222 freezes up instantly

1 when the sun goes down. People come off the highway,
2 the highway is wet, they think everything is okay,
3 they come around that corner. And we've had head-ons.

4 And I actually had a car in my yard this year
5 this spring, the weather wasn't even an issue. The
6 car came off the road and almost took my garage out.
7 And so I just really very strongly suggest that that
8 alternative be done away with and that alternative C
9 which seems to be much more practical be adopted.
10 That's it.

11 MS. GRAHAM: Thank you, Neil.

12 Harry Goff. Is Harry still here?

13 If you can restate your name.

14 MR. GOFF: My name is Harry Goff. I live
15 here in Durango, but my wife and I own property just
16 east of Bayfield. In fact, it's the very last --

17 MS. GRAHAM: Sorry.

18 MR. GOFF: We own property east of Bayfield.
19 In fact, it's the very last tract where this project
20 terminates. And you have a transition I guess is the
21 right word from four lane back to two lane.

22 My concern there is there is a wetlands on
23 the property which I'm interested in keeping. And the
24 widening there apparently will cut into that wetlands.
25 And I recognize from one of the earlier statements

1 that one of the things you can do is try to avoid them
2 by walls and so forth.

3 And I would like to have you consider if
4 that's a possibility. But secondly, if it isn't, I
5 would like to have the mitigation or replacement or
6 enhancement or whatever it is done on the property. I
7 know sometimes you go buy lands other places and try
8 to do it all in one place. But I would prefer it be
9 done on the property.

10 The other consideration I have, and I'm not
11 sure, I guess it belongs in tonight's discussion.
12 But, as far as I can tell, it shows a raised median,
13 even though it is transition. And what that does is
14 cut off three accesses that I have on that property.
15 And there is no frontage road shown to take the place
16 of getting to those three accesses.

17 So either I'd like to have you remove the
18 median or provide another way to get to those
19 accesses. Thank you.

20 MS. GRAHAM: Okay. Thank you. It looks like
21 Greg Cathberg. Greg? Still here? Okay. Jerry it
22 begins with a B. Brush? Jerry.

23 MR. BRUSH: I'm Jerry Brush, I teach at
24 Bayfield, I live up on the Grandview area. And,
25 having driven this corridor for 20 years, I've got a

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1 lot of observations and insights. The preferred
2 alternatives look very good for the most part.

3 I can echo what the former person said about
4 the roundabout. Bayfield, I teach at the high school.
5 And the kids love bailing right over the top of it
6 when they cannot get caught. But everybody seems to
7 think that it is not the best alternative.

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8 And particularly when you look at the eight
9 corners intersection and buck highway, a roundabout
10 there could be very much a worst case scenario. The
11 roundabout that we have works.

12 But I think one at eight corners would be a
13 lot more congested and a lot more difficult to
14 negotiate on a busy morning unless it's made wide
15 enough to handle big trucks. And I don't think that
16 you have space to make a wide roundabout right there
17 without taking out the Baptist church.

18 The other issues I looked at, the wildlife
19 movement. I have only hit one deer in my 20 years
20 going through that corridor. And knowing that you're
21 going to mitigate wildlife movement is really
22 important and making room for the wildlife is
23 essential.

24 You cannot not do that. And the fencing is
25 much appreciated. I love watching the elk in there,

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1 but I hate thinking about hitting one of those
2 animals.

3 The intersections for 222/223, again to echo
4 what someone formerly said, I have witnessed several
5 accidents at the top of the hill where people are
6 coming off of one of those roads onto the highway.
7 And that is -- we've got to find an alternative to
8 that intersection. And getting it down by the river
9 is much, much preferred. That's also going to impact
10 the wildlife and wetlands.

11 Access for all the residents on the road who

12 currently have a driveway right onto the road, the
13 current Grandview project has very heavily impacted my
14 personal access and access for Florida Baptist church.

15 At one point in the design phase of the
16 Grandview corridor, the hill between the church and
17 the KOA campground was going to be cut down. There
18 was one more meeting held after we pretty well nailed
19 down that alternative of cutting down the hill. There
20 was one more meeting.

21 I was in the midst of a church instruction
22 project and didn't make it to that meeting. And the
23 hill changed into a widening of the hill which has
24 been completed and the paving is about done there.
25 But it created some -- well, it didn't fix any of the

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1 current problems that we have.

2 And I'm interested in how, because I haven't
3 heard how that process happened, that that hill
4 widening alternative came to be instead of cutting the
5 hill down. And I'm really interested in what is going
6 to happen at the fourth -- or the third stage of this
7 process, when you actually get down to designing the
8 actual road. Will people be informed if these kinds
9 of changes are made at a meeting after the fact.

10 It was really upsetting when I found out the
11 hill would be cut down and I couldn't make it to the
12 meeting where that decision was made.

13 The other thing that I think is really
14 crucial is just a comment. And that is that I was
15 told that CDOT is not in the business of building
16 frontage roads. And many of these drawings here show

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17 frontage roads.

18 When did CDOT get in the business of building
19 frontage roads. And why didn't the frontage roads
20 happen in Grandview. That would have been much better
21 alternative to just build frontage roads, leave the
22 highway the way it was, and get the school buses and
23 people who are turning left to get into their driveway
24 off the road. That still seemed to make a whole lot
25 more sense. And that's all I have to say.

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1 MS. GRAHAM: Okay. Thank you. Matt Leader.

2 MR. LEADER: I'm going to hold my comments.
3 I got here so late, I haven't had a chance to hear
4 everything.

5 MS. GRAHAM: Okay. Wally White.

6 MR. WHITE: Thank you. Wally White on High
7 Lima Lane. And my comments are strictly private.
8 I'm going to echo a couple of things that I've heard.
9 The roundabout in Bayfield to me is a
10 disaster. I've driven a lot back East. And they do
11 have roundabouts back there that you can actually get
12 around. If you drive anything larger than a
13 Volkswagen, it's incredibly difficult.

14 I happen to have a large pickup. And you can
15 hardly drive around in the kind of vehicles we have
16 here. So I'm not sure that the other proposed
17 roundabout would be adequate as the gentleman just
18 commented on. The wildlife crossings is something
19 we've needed here for a long time.

20 And in light of the fact that this is really

21 a long-term project and we are facing actually
22 cutbacks if we don't pass C and D, which I encourage
23 everybody here to support because without C and D we
24 aren't going to see any improvements in Farmington
25 Hill in addition to a lot of other problems that we'll

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1 be facing.

2 But I do want to comment briefly on a couple
3 of things that are going on right now in the Grandview
4 area. I don't know if they can be addressed in the
5 long term. But I notice that you don't have them here
6 on the alternatives.

7 And one happens to be a stoplight that has
8 been talked about at South Fork Ranch if and when that
9 property is annexed by the city. The proposal is to
10 bring High Lama Lane east from its present location
11 and then up south to the present entrance of South
12 Fork Ranch and have a stoplight there.

13 I did not see that addressed and I'm
14 wondering how that's going to figure in in the short
15 term because we're looking at probably within the next
16 couple of years that project getting underway.

17 The other thing is that some of the accesses
18 along I would say the north side of the highway, and
19 I'm obviously familiar with the one at High Lama Lane
20 as they're constructing it right now, has some what I
21 consider complications.

22 The grade coming up on High Lama Lane is
23 quite steep. So, when you get up to the highway,
24 there's going to be a very, very small area to stop
25 and try and get out on the highway during severe

1 weather. I'm afraid that any of the residents up
2 there are going to have a heck of a time trying to
3 pull out onto the highway.

4 The turn lane there is a wonderful safety
5 factor. And I really commend you on that. I don't
6 have to look in my rear-view mirror anymore all the
7 time. It's a real pleasure, it takes the pressure off
8 a lot.

9 Also I know that everybody has been really
10 busy out there. But I'm wondering, you have built an
11 access for C&J gravel there or a turn lane. But right
12 now it looks like a dirt road. I know we've had a lot
13 of moisture recently.

14 But there is a tremendous amount of gravel
15 and dirt being carried onto the highway both in the
16 turn lane and the downhill lanes. And, as much
17 problem as we have with windshields and other issues,
18 I'm wondering when we might see some sweeping of that
19 area and if that's -- I don't know how that will be
20 continuing in the future because obviously the gravel
21 operations will be continuing there.

22 And, you know, if you see that type of
23 deposits of gravel and dirt out on the highway on a
24 continual basis, I think it will create a safety
25 issue. I don't know how you might consider that. But

1 I encourage you to take a look at it. Thank you.

2 MS. GRAHAM: Thank you. So I'm at the end of

3 those who had expressly decided that they wanted to
4 make a comment. Anyone that hasn't made a comment yet
5 that would like to make a comment. Yeah. Please step
6 up to the microphone and state your name.

7 NEELY: I'm Jan Neely from the general
8 Bayfield area. And I would just ditto a number of
9 things that Carol said and people have said about the
10 roundabout which I find very (unintelligible).

11 The other comments are on my own property.
12 You showed that slide on Dry Creek and commented on
13 the wetlands as being very high quality. They're mine
14 on both sides of the road and that whole length there.

15 And I have a real interest in what you do.
16 If you widen the road at all, you're in the wetlands.
17 And the way that you have sketched out realigning the
18 county road coming in looks dangerous from where I
19 look at it every day. So I think wetlands are a major
20 consideration. I would like them replaced to the
21 extent possible on the same tract of land.

22 The highway, when it was rearranged from
23 where it used to be on 243 changed the piping of Dry
24 Creek under Highway 160. Highway 160 was extended
25 there. And that changed the drainage of that whole

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1 area south of the road very substantially. And it has
2 continued to change for the years I've been there.

3 And so that's one where I would really like
4 to personally meet with the people who are considering
5 what to do and take a good look at what has changed in
6 these years and what is possible.

7 The highway -- I've been to a number of these

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8 meetings. And basically I approve of most of the
9 changes that are being made. I used to be able to
10 drive home half asleep and enjoy the country. And now
11 it sometimes takes me 15 minutes to get out of my
12 driveway. So I care that we're fixing this highway.
13 Thank you very much.

14 MS. GRAHAM: You want to comment now.

15 MS. CLARK: My name is Antonia Clark. I live
16 at 589 County Road 220. And my biggest concern is,
17 although my offices are in Grandview, my biggest
18 concern is the realignment of Farmington Hill.

19 And I would think -- first ever all I would
20 think a much bigger priority would be the increased
21 number of lanes coming through Grandview at the bottom
22 of Farmington Hill and then the traffic flow from the
23 bottom of Farmington Hill into town especially through
24 Bodo.

25 I think you've got some huge traffic issues

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1 there that are a lot more important than Farmington
2 Hill. I left my house this morning at 8:15, I was at
3 the city limits at 8:25. I drove down Farmington
4 Hill. I waited for one stoplight.

5 If I'm -- if I'm trying to get to town at
6 eight o'clock, I leave five minutes early because it's
7 a little more congested at eight o'clock. But
8 Farmington Hill is not a big deal as far as people
9 having to wait, certainly not worth putting millions
10 of dollars to save people five minutes of sitting at a
11 traffic light. So I don't think the time and

12 congestion coming down from Farmington Hill is a huge
13 issue.

14 I hear -- often I hear the argument, well,
15 we're talking 20 years in the future, we're really
16 thinking forward. And I think, if we had been making
17 our traffic plans for today 20 years ago which I'm
18 sure we did, but I think we would find things much
19 different five years ago if you look at the City of
20 Durango's comprehensive plan which was adopted I guess
21 1995, 1997. Things have changed vastly. So I don't
22 know how you can set in concrete a plan that is 20
23 years off.

24 I hear a lot of people say or a lot of the
25 arguments is that the cost -- I wonder why you're not

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1 going to look at a flyover coming down the current
2 alignment or some alignment that's very close. And
3 look at some sort of a flyover that brings you into
4 160.

5 And I hear, oh, that's way, way too
6 expensive. But I can't imagine that it's more
7 expensive than buying that ranch from an owner who is
8 determined not to sell it who wants to preserve it and
9 buying all that property, doing all that roadwork, and
10 digging enormous trenches that you're going to have to
11 dig to get your slopes from the top of the mesa down
12 to 160.

13 I can't imagine that a flyover from the top
14 of Farmington Hill down to the bottom of the hill is
15 that much more expensive than going through all that
16 construction.

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17 And one more comment is I think that who
18 knows what's going to happen to Grandview. But it's
19 pretty clear that there's going to be a lot of growth
20 in Grandview and there's going to be a lot more
21 traffic coming through Grandview because of Bayfield,
22 Pagosa Springs, the enormous amount of growth that's
23 going to happen out there, the commercial development
24 that's going to happen out there.

25 A friend of mine used to say Durango is going

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1 to become a suburb of Grandview. I don't think that's
2 quite going to happen. But it's the growth there is
3 going to be substantial. There's traffic issues that
4 are going to be substantial.

5 So I don't quite understand why you take
6 traffic coming from Farmington, take the people that
7 want to go west and take them east and drop them right
8 into the middle of all the growth that's going to
9 happen in that area to bring them back down past
10 Farmington Hill instead of just realigning Farmington
11 Hill itself.

12 And then I guess my last comment is that I
13 think -- not that maybe the state of Colorado really
14 cares. But I think that the general consensus in this
15 county is that people want to preserve open space,
16 they want to preserve their quality of life, they want
17 to preserve agriculture.

18 And so -- and we've spent a lot of time,
19 people in this county spent a lot of time fighting
20 developers who took their own land and wanted to

21 subdivide it. And we have -- the community in general
22 has fought a lot of that growth and development.

23 And I think, when you've got a landowner who
24 does not want to develop his property and has wanted
25 to keep their name and wanted to keep it an open space

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1 at the very entrance of Durango, and I think it would
2 be a travesty to then take that property away from him
3 and put a four-lane highway through it; because I
4 guess I just think that it would be an unfortunate
5 thing to take a piece of property that somebody wants
6 to preserve and develop it or destroy it.

7 So that you -- and oh, sorry, one more. I
8 think that, with all the planning and growth that
9 we're trying to do in the county, I think it's very
10 clear that Grandview is going to have a lot of growth.
11 And hopefully people voice all the time that they want
12 to maintain the rural character of the La Plata County
13 as much as possible.

14 I think, by having the mesa and Grandview at
15 two different levels, that's possible. I think, when
16 you take a four-lane highway from the top of that mesa
17 and drop it into Grandview which is an exploding area,
18 you're just going to bring all that growth and we're
19 just going to be one great big sprawl from Durango to
20 Farmington. Thank you.

21 MS. GRAHAM: Anyone else who hasn't spoken
22 that wants to make a comment? No. Sir. Could you
23 restate your name.

24 MR. GONZALVES: Neil Gonzalves. Did I
25 mention trucks. You know, I was talking about cars on

1 222. Since the use of putting in the concrete plant
2 and there are subdivisions going in between 172 and
3 160 along 222, it's only a matter of time before a
4 cement truck or a semi truck pulling a lowboy or a
5 track hoe or, you know, any of the other construction
6 equipment that is coming up and down that hill
7 regularly goes off that hill and causes some serious
8 damage or loss of life. I mean cars are not the only
9 concern. That's it. Thank you.

10 MS. GRAHAM: Anyone else tonight want to make
11 a comment? Yes, sir. Restate your name.

12 MR. BRUSH: I'm Jerry Brush. One thing I
13 forgot to say earlier, one of the things that
14 frustrates me about highway construction projects, and
15 I understand budgets is a big piece of it, but it
16 seems that we do a piece of road and we get it done
17 pretty nicely and we stop and we move all the
18 equipment off somewhere else and do another piece of
19 road somewhere else.

20 The C and D proposal that you guys gave us so
21 generously tonight reflects that. You know, you do
22 four miles between Bondad and Durango. And we need to
23 do about 24 miles, don't we, to finish the whole
24 thing.

25 And it seems like, when you pull in a

1 construction crew, that costs a lot of money. They
2 bid that as part of their cost. You do four miles and

3 you move them out. Five or ten years later you come
4 back and do four more miles. And you're paying that
5 moving expense every time.

6 And there are some environmental impacts
7 every time you move all that equipment. Especially
8 the fuel costs going up. It seems like, when we've
9 got them here, let's get the job done, finish it
10 completely, and then get them out of here. And let's
11 don't see anybody back in here for ten years until we
12 need to reneer the road.

13 MS. GRAHAM: Anyone else? I do want to just
14 remind you, if you weren't in a place here where you
15 had your thoughts together to make comments tonight,
16 again the way to do that is written comments on the
17 forms that are at the front, the third page there,
18 submit them online, you can talk to Jan over here
19 afterwards if you want to make an individual comment.
20 And we really encourage you to do so.

21 One more comment? Okay. State your name,
22 please.

23 MR. MILLS: My name is Tom Mills. I would
24 just like to echo one of the previous speakers about
25 Farmington Hill. Just to add another voice towards

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1 keeping the hill where it is but refiguring it so that
2 it works. I like the flyover and merged lanes.

3 As much dirt that has to be moved to build
4 highways, you could move it all in one place right
5 there at the hill, regrade it, and make it flyover and
6 merge more gently. I think traffic could go to
7 Grandview real easily from there.

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8 Drivers from the south don't need to go east
9 to go west, they just need to turn through the gulch
10 and get to town with, you know, easy right lane merge
11 going up to Grandview so that there's access to the
12 hospital, the all new commercial zone that's there.
13 There's no denying that there needs to be access to
14 that commercial zone. But I think it could be easily
15 done more closely to where it is right now.

16 MS. GRAHAM: Thank you. Anybody else? Going
17 once. Okay. I want to thank you all for coming
18 tonight. Again I want to encourage you, if you have a
19 question for the staff, they're here to answer that.
20 So I want to encourage you to do that. Have a good
21 night.

22 (At 6:50 p.m. the hearing was closed.)
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1 REPORTER'S CERTIFICATE

2
3 I, JAN A. WILLIAMS, New Mexico CCR #14, DO
4 HEREBY CERTIFY THAT ON October 13, 2004, the hearing
5 was taken before me, and that I did report in
6 stenographic shorthand the proceedings set forth
7 herein, and the foregoing is a true and correct
8 transcription of the proceedings had upon the taking
9 of this hearing.

10 I FURTHER CERTIFY that I am neither employed
11 by nor related to any of the parties and that I have

12 no interest whatsoever in the final disposition of
13 this matter.

14

15

16

17

18

19

Jan A. Williams, RPR
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23

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25 (3120M) JAW

Attachment C
Handout Materials



COLORADO DEPARTMENT OF TRANSPORTATION
US 160 Draft Environmental Impact Statement
Colorado Project FC-NH (CX) 160-2 (048)
Project No. 91050

WELCOME!

To Our Public Hearing For the US 160 Durango to Bayfield Draft Environmental Impact Statement

- ◆ Please PRINT your name on the Sign-In Sheet and indicate whether you want to provide verbal comments for the record.
- ◆ DO read the public hearing announcement (attached) for project background.
- ◆ DO visit our displays.
- ◆ If you have any questions, PLEASE ask one of our engineers or project managers.

The purpose of our Public Hearing is to gather input from the public and other agencies, which will be considered in the Final Environmental Impact Statement.

- ◆ **If you want your statement or comment to be part of the public record, you must complete the requested information on the Sign-In Sheet and:**

1. Fill out the attached comment sheet and return before November 7th, 2005, or place in drop box tonight.

OR

2. Make your oral statement during the hearing (either to the general audience or individually with the recorder). Please limit your comments to 5 minutes.

Thank you very much for your participation!

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

**REGION TRANSPORTATION DIRECTOR
REGION 5**

3803 N. Main Avenue, Suite 306
Durango, CO 81301
(970) 385-1402
Fax (970) 385-1450



Notice of Open House and Public Hearing

**US 160 Durango to Bayfield, Draft Environmental Impact Statement
Project No. FC NH(CX) 160-2(048), 91050**

October 13, 2005, 4:30 PM to 7:30 PM

The Colorado Department of Transportation (CDOT) invites you to an Open House and Public Hearing for the *US 160 Durango to Bayfield, Draft Environmental Impact Statement (DEIS)*. The purpose of the meeting is to discuss the project purpose and need, alternatives considered, environmental issues, and the right-of-way acquisition process. The document is currently available for viewing at the Durango and Bayfield Public Libraries, USFS/BLM Public Lands Center in Durango, and CDOT North Main Office in Durango. A copy of the DEIS with additional project information is also available on our webpage at: <http://www.dot.state.co.us/US160/EIS/>.

The public comment period began on September 23rd and extends to November 7th, 2005. You are invited to comment by attending the Open House/Hearing where CDOT project team members will be available to discuss the project. A court reporter will be present to record testimony and oral comments. Persons with disabilities may contact CDOT to arrange for special accommodations required to participate in this event. You may also provide comments online, or by contacting CDOT at 385-1400.

When & Where: Open House & Public Hearing
Thursday, October 13, 2005
4:30 to 5:30 p.m. Open House,
5:30 to 7:30 Presentation, Questions/Comments
CDOT Maintenance Facility
20581 Highway 160 West
Durango, CO

You may send written comments by November 7th, 2005 to: Kerrie E. Neet CDOT, 3803 North Main Avenue, Suite 300, Durango, CO 81301, or Fax (970) 385-1410.

US 160 Durango to Bayfield Draft Environmental Impact Statement
Colorado Project FC-NH (CX) 160-2 (048), 91050



PUBLIC HEARING SIGN-IN SHEET:

October 13, 2005 4:30pm to 7:30 pm

Name (Please Print)	Address and Phone	Representing	Verbal Statement/Comment for the Record? (check one, if yes indicate method)	
			No	Yes (public comment period after presentation) Yes (individually with recorder)
FRANK J ANESI	P. O. Box 2185 Dgo 847-9246	CLIENT	✓	
Don Keatt	681 C.R. 220 247-4629	Sheep	✓	
Bill Manning	Trails 2000 POB 3868 Dgo	Trails 2000		
Bob Mankin	191 Valle Colorado 180	GOLF		
Jack Rogers	949 E. Second Ave Dgo CO 81301	City of Dgo	✓	
ANTONIA Clark	589 CR 220	myself		✓
Guy Ford	249 E. Second Ave Dgo CO 81301	City of Dgo		✓

Please include me in mailings

US 160 Durango to Bayfield Draft Environmental Impact Statement
Colorado Project FC-NH (CX) 160-2 (048), 91050



PUBLIC HEARING SIGN-IN SHEET:

October 13, 2005 4:30pm to 7:30 pm

<u>Name (Please Print)</u>	<u>Address and Phone</u>	<u>Representing</u>	<u>Verbal Statement/Comment for the Record?</u> (check one, if yes indicate method)	
			No	Yes (public comment period after presentation) Yes (individually with recorder)
Cathy Gothard	Po Box 2421 Durg 884-0767	Self	✓	
Cheryl + Ed Bellino	828 C.R. 233 247-5276	Self	✓	
Janna Cook	4949 C.R. 237 385-5551	Self	✓	
Carole McWilliams	PO Box 830 Bayfield 81127	Pine River Trails		✓
NEIL GONCALVES	564 C.R. 222 DURANGO	SELF		✓
Joe Duran	12300 W. Dakota Ave Lakewood CO	FIWA		
TIM Montoya	27649 Highway 160E Dyo	SELF	✓	
THOMAS BONESS	229 CR 231	SELF		
Janet Leigh	37640 US Hwy 160 Bayfield	884-2696 Self		
Bob Cameron	51502 Hwy 160 Pjo	Self	✓	

US 160 Durango to Bayfield Draft Environmental Impact Statement
Colorado Project FC-NH (CX) 160-2 (048), 91050



PUBLIC HEARING SIGN-IN SHEET:

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Name (Please Print)	Address and Phone	Representing	Verbal Statement/Comment for the Record? (check one, if yes indicate method)	
			No	Yes (public comment period after presentation) / Yes (individually with recorder)
SPAWN KIMMEL	842 1/2 Main Dgo 910029	Subcontractors		
Gary Thayer	30715 Hwy 160 385-5699	self	X	
Jerry Brush	30240 Hwy 160 247 1411	Florida Dept.		X
Bruce KIRKPATRICK	900 E 2nd Ave Dgo 2470268	self	X	
DAVID FREIENMUTH	354 CR 229 Dgo 385-6891	self	X	
DAN FORD	1600 N. MOTHER BAYFIELD	PRVO	X	
Shannon T. Sweet	511 C.R. 220 Dgo 81303	self		
DIM DAVIS	1210 Main Ave, Suite 104	LAPATA CO	X	
Richard L. L...	P.O. Box 666 Dgo 81303			X
Robert A. Davis	31105 Hwy 160 Dgo Co.	None		X

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			No	Yes (public comment period after presentation) Yes (individually with recorder)
Grant Richards	Bex 770 Bayfield 884-830 The Homestead		<input checked="" type="checkbox"/>	
Jo Lambert	505 CR 510, Durango 259-7744		<input checked="" type="checkbox"/>	
HARRY GORE	1824 EAST AVALON, DURANGO 247-1153	SELF		<input checked="" type="checkbox"/>
Jim Mills	499 Alan Rd, Dgo 7-0538	Durango Friends Meeting	<input checked="" type="checkbox"/>	
Mark Pearson	POB 2461, Dgo 81302	Spa Ryan Friends Alliance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Wally White	1062 E 2nd / Durango Falls 587-1144	L.P. & self	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Bryan Evans	70 CR 232	So (S)		<input checked="" type="checkbox"/>
Karen Cameron				
Gregg Catibert	505 CR 510	Few Carcass Trail		<input checked="" type="checkbox"/>
Paula A. Berg	451 city Rd 510	self	<input checked="" type="checkbox"/>	

making address
 165 Anamosa Dr

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			No	Yes (public comment period after presentation) Yes (individually with recorder)
Mike Sorenson	44 Herosa Cir. Pgo		X	
Walter Reynolds	395 C.R. 221		X	
Joe Host	87 SORTAIS RD		X	
Don + Marilyn Paxton	32281 Hwy 160		X	
Dora Saramillo	154 C.R. 232			
Kalen Elliott	Box 3496 Durango		X	
Tom Mills	628 CR 220 Dgs			
Kay Thrash	30719 Hwy 160			
Rep. MARK HANSON	1703 ROLLING COFFEE RD ^{THE PEOPLE}		X	
William E. Moore	3663 Hwy 160 E DURANGO		X	

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			No	Yes (public comment period after presentation) Yes (individually with recorder)
Kyle Dalton	1000 E. 2 Ave, Dgo 382-6216		✓	
TERRY ESTEP	10 WESTWOOD PL XV D-8 382 6619	BLAIR ANNOUNCE	✓	
Brett Boyer	11 W. Mill St. Bayfield Co	Town of Bayf		Maybe
Sheryl Ayers	1060 E 2 Ave, Dgo 382-6216	LPC	✓	
Camryn July Robison	9 Delwood Cir Dgo 247-5800	SELF		
Pearis Hillier	39927 N. 29th / 40th St. Dgo 382-4101	SELF	✓	
CARLY HILLIER	SAME	SAME	✓	
Neil Cleaves	24 Rio Grande Drive	Self	✓	
TOD KUGUPLY	368 OSO GRANDE	"	✓	
LARRY ZAUBERIS	11374 US 55th Dgo	"	✓	

