

**Appendix D:
Constructed Projects Since the 2006 US 160 ROD:
Re-Evaluation Documentation**

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



*Request for authorization
to add 16042 package*

December 10, 2007

Mr. Joseph Duran
Operations Engineer/Civil Rights Specialist
Federal Highway Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

**RE: Environmental Compliance and Certification for Grandview 4th Lane,
Construction Project NH 1602-114, 16042**

Dear Mr. Duran:

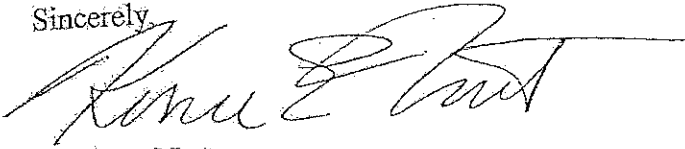
A Notice of Intent to prepare an Environmental Impact Statement (EIS) for the US 160 Durango to Bayfield corridor was published in the *Federal Register* by the Federal Highway Administration on December 24, 2002. A Record of Decision (ROD) on this document was signed on November 7, 2006 for Project FC-NH(CX) 160-2(048), Sub account # 91050. The first breakout construction project following the EIS will be a Modified Design Build project known as the Grandview 4th Lane Project (NH 1602-114, Sub account #16042) that extends from milepost 88.0 to 89.5 on US 160. This project is within the study limits of the EIS and incorporates appropriate mitigation for project impacts consistent with the FHWA approved documents.

The project will include roadway improvements to meet current design standards and partial construction of the Preferred Alternative interchange. The project will result in the addition of a 4th lane through the US 160/550 intersection (Farmington Hill) that ties into the existing four lanes to the west. Three ramp bridges (Ramps A, C & D) and one US 550 mainline bridge will be constructed over Wilson Gulch. The ramps will tie into a future interchange to the north of US 160.

The Advertisement set of plans and specifications dated December 21, 2007 has been reviewed and the appropriate environmental mitigation commitments have been incorporated into the contract documents. Water Quality Stormwater and Construction Dewatering Permits from the Colorado Department of Public Health and Environment are the Contractor's responsibility. A Section 404 Individual Permit has been issued for the project corridor based on incorporation of the NEPA/404 Merger Process into the EIS and ROD. The selected Contractor is required to prepare, submit and obtain approvals from the US Environmental Protection Agency and Corps of Engineers for specific projects conducted under the 404 Permit that impact waters of the US. The necessary rights of way for project components are being obtained in accordance with the Uniform Act for private parcels and the Memorandum of Understanding (#1102-0007-97-002) for Federal Bureau of Land Management parcels. Documentation on completed permits and clearances is on file in the CDOT Region 5 office.

You are welcome to contact Paul Jankowski of my staff at (970) 385-8367 or myself at (970) 385-1400 with any questions. Please consider that in order to obtain financial obligation, the environmental clearance through FHWA requires completion by December 20, 2007.

Sincerely,



Kerrie E. Neet
CDOT Region 5 Planning/Environmental Manager

CERTIFICATION

I Concur with the Above Environmental
Compliance Determination



Mr. Joseph Duran,
Operations Engineer/
Civil Rights Specialist

18 Dec 2007

Date

cc: R. Reynolds - Region 5 RTD
K. Powers - Region 5 Program Engineer
E. Archuleta - Region 5, RE-2 Resident Engineer
S. Harris - Region 5 Right of Way Supervisor
Project File

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

PROGRAM ENGINEER
REGION 5
3803 North Main Avenue, Suite 300
Durango, CO 81301
(970) 385-1400
(970) 385-1410 Fax



DATE: April 2, 2009

TO: Stephanie Gibson
Environmental Program Manager

FROM: Kerrie E. Neet *KEN*

SUBJECT: US 160 Grandview, Re-evaluation of US 160 FEIS and Decision Document for Ramp B Connection

This re-evaluation is being provided for ROW acquisition and prior to FHWA approval for a construction project, US 160 4th Lane Ramp B, subaccount 17269 (Ramp B). The US 160 4th Lane Ramp B project is part of a Selected Alternative in the US Highway 160 from Durango to Bayfield Record of Decision (US 160 ROD) signed in November 2006. Details provided below indicate that there is a minor change in the design but, in general, the project remains within the footprint of impact identified in the US Highway 160 from Durango to Bayfield Final Environmental Impact Statement (US 160 FEIS). This re-evaluation documents that the US 160 FEIS and ROD remain valid for this project.

Scope of Project

An interchange of US 160 and US 550 was included in the US 160 ROD approximately 0.6 miles from the current intersection. Based on several late discoveries, the connection of US 550 to the interchange is subject to additional evaluations under Section 106 of the National Historic Preservation Act and Section 4(f) of the Transportation Act. A re-evaluation of the US 550 connection to US 160 will be completed after these processes.

The US 160 4th Lane Ramp B project is part of a functional interchange on US 160 that both CDOT and FHWA have determined is necessary for access to the north and south of US 160 even without the US 550 connection (See Attachment A). The US 160 4th Lane Ramp B project is independent of the US 550 connection and will be the second phase of construction that will create a functional interchange on US 160. Funding has been approved for a third phase and the interchange is expected to be fully constructed and operational by the Fall 2011.

Ramp B will provide access to the north and south sides of US 160 in the Grandview area. Ramp B is similar to what was approved in the US 160 ROD except it has been slightly modified to accommodate a future access road connection (Exhibit 1). The US 160 ROD access road with a cul-de-sac at Gohn's Homestead subdivision has been extended approximately 1000 feet to tie into Ramp B. A dedicated turn lane is also provided for eastbound traffic exiting Ramp B to the

access road. East of the cul-de-sac the access road follows the same alignment analyzed in the US 160 FEIS. Ramp B also merges with US 160 at the same location as described in the US 160 FEIS.

Excavated hillside material from construction of Ramp B will be utilized to construct fill slopes for the US 160 interchange on the north side of US 160. This material will be placed and allowed to settle prior to future construction phases.

Environmental Impacts

Exhibit 1 shows the relationship between the US 160 FEIS preferred alternative for Ramp B and the current configuration for connecting Ramp B to the functional interchange. The entire Ramp reconfiguration is within the conceptual ROW (white line on Exhibit 1) and top of cut lines (labeled on Exhibit 1) utilized for the US 160 FEIS. In the US 160 FEIS, the area between US 160 mainline and the top of cut were all quantified as impacts. The current Ramp B is within this previously quantified areas of impact and does not result in any additional impacts not disclosed in the US 160 FEIS.

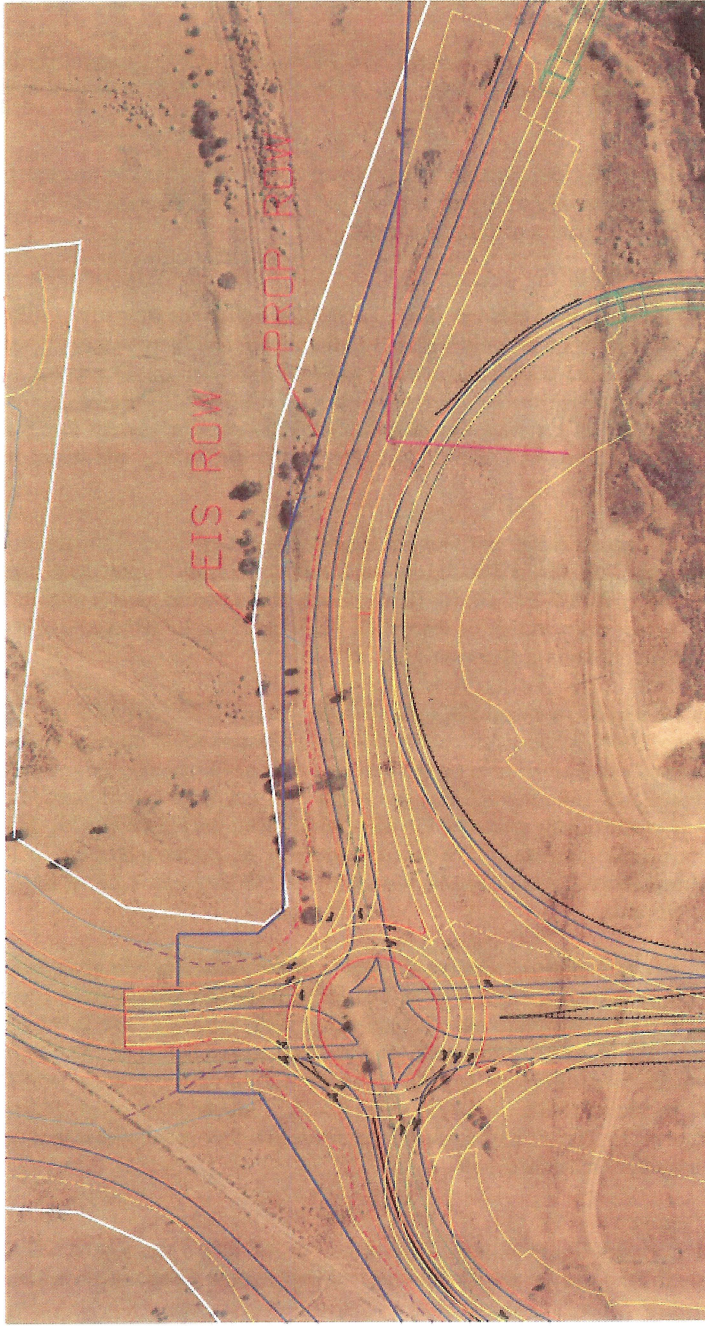
The future proposed extension of the Gohn's Homestead access road from the cul-de-sac to Ramp B is within the US 160 FEIS top of cut lines for Ramp B and these impacts were previously quantified in the US 160 FEIS. Realignment of the access road results in less impact to private property from construction of the cul-de-sac in addition to avoidance of 0.63 acres of forested pinyon-juniper hillside as shown in Exhibit 1.

Exhibit 2 shows the interchange area and toes of slope where fill material will be placed for the future interchange. The US 160 FEIS conceptual and proposed ROW lines are also identified. With the exception of small sliver area on the east side of the interchange, the proposed ROW is within the conceptual US 160 FEIS ROW. Environmental resources and impacts within the US 160 FEIS ROW were previously quantified in conjunction with the US 160 FEIS. Impacts to the previously characterized resource at the interchange, the abandoned Denver & Rio Grande Railroad have already been determined not adverse by SHPO based on 2,822 ft of impact to the railroad grade in this area.

The revisions to the Preferred Alternative for Ramp B are relatively minor in nature and the overall project footprint is still within the US 160 FEIS quantified impact area. There would be no additional impacts to residential properties, cultural or paleontology sites, farmland, wetlands, T&E habitat, hazmat sites, or other resources. Based on the minor nature of changes from the US 160 FEIS, this memorandum serves as formal documentation of compliance with the US 160 FEIS. CDOT is reconfirming clearances for Noise, Archaeology, and Paleontology in accordance with the US 160 FEIS mitigation requirements that require reassessment of these resources as breakout projects are developed.

Environmental Setting

The affected environment has not changed since the US 160 ROD was signed. There have not been any changes in land use or new Threatened and Endangered Species that would be affected by this project.



Print Date: 4/2/2008 File Name: C:\work\loop_8\loop_8\redaction.dwg User: SCOTT JONES User: Engineering	Sheet Revisions Date: _____ Comments: _____ Date: _____ Comments: _____ Date: _____ Comments: _____	Colorado Department of Transportation 3803 North Main Avenue Suite 2000 Boulder, CO 80501 Phone: 303-440-3440 FAX: 303-440-3445 E.A.	As Constructed No Revisions: Revisions: Notes:	EXHIBIT 2 Drawing Number: 303-020-003 Sheet Number: 303-020-003 of 303	Project No./Code EIS: EISA-010 17201 Sheet Number: XXX
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cross sheet to change layout, including the loop 8 redaction

New Environmental Laws/Regulations

There have not been any new environmental laws or regulations that would impact this project.

Request for FHWA Concurrence

Following inclusion of environmental commitments from the US 160 FEIS in the Plans and Specifications, CDOT will submit to FHWA the Certification letter that all EIS commitments have been incorporated into the Project Plans and Specifications and any necessary environmental permits have been obtained. Please provide concurrence that the US 160 FEIS and ROD remains valid for the US 160 4th Lane Ramp B.

CONCURRENCE

I Concur with this Re-evaluation of the Approved US 160
FEIS and US 160 ROD

Stephant Gibson _____ *4/9/09*
for Karla S. Petty, PE
FHWA Division Administrator Date

STATE OF COLORADO

**DEPARTMENT OF TRANSPORTATION
REGION TRANSPORTATION DIRECTOR
REGION 5**

3803 N. Main Avenue, Suite 306
Durango, CO 81301
(970) 385-1402
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November 11, 2009

Ms. Stephanie Gibson
FHWA Environmental Program Manager
12300 W. Dakota Avenue
Suite 180
Lakewood, CO 80228

SUBJECT: CR222/223 Safety Improvements at US 160, Re-Evaluation of the US 160 FEIS and Decision Document

Dear Ms. Gibson:

This re-evaluation is being provided prior to FHWA approval for a construction project, CR 222/2223 Safety Improvement, subaccount 17282. CR 222/223 Safety Improvement project is part of a Selected Alternative, Alternative C in the Florida Mesa and Valley Section, in the US Highway 160 from Durango to Bayfield and Record of Decision (US 160 ROD) from 2006. This re-evaluation documents that the US 160 ROD remains valid for this project. The project is consistent with the selected alternative in the US 160 ROD and, in general, remains within the footprint of impact identified in the US 160 Highway 160 from Durango to Bayfield Final Environmental Impact Statement (US 160 FEIS). In addition, although there have been some changes to the affected environment, the reasons behind selecting the alternative still apply.

Scope of Project

The project will address the intersection of County Roads (CR) 222 and 223 with US 160, located approximately 10 miles east of Durango. This intersection was identified in the FEIS as being a safety concern because the site distance is less than 200 feet east of the intersection, and because of sharp skew angles to US 160 for both of the county roads. The intersection has a high accident history with a Weighted Hazard Index (WHI) of 2.12.

The CR 222/2223 Safety Improvement project relocates the intersection approximately one mile east of the current location as described in the US 160 FEIS and follows the same alignment analyzed in the US 160 FEIS (Figure 1). The new location increases the horizontal sight distance to a minimum of 822 feet and includes new connections for the county roads. Because of the change in the intersection location, the new roadway connections will be CR 510 on the south and CR 223 on the north (Figure 1). These roads connect to US 160 at right angles thus improving the safety for vehicles turning onto US 160. This project meets the safety requirements of the purpose and need statement in the US 160 FEIS.

This project also includes roadway improvements to meet current design standards and consolidates access which meets the access control requirements of the purpose and need statement in the US 160 FEIS. It does not include four-laning of US 160 as described in the US 160 FEIS and ROD necessary to meet the capacity requirement of the purpose and need statement. Four-laning of US 160 will be completed at a later date, as funding and budgets allow.

Environmental Impacts

Attachment A contains plan sheets of the project that shows the relationship between the conceptual right-of-way identified in the US 160 FEIS and the current right-of-way based on more detailed plans from the FOR plan set. Overall, the current right-of-way footprint is 1.28 acres less than that disclosed in the US 160 FEIS. Although several areas were not included in the conceptual right-of-way in the US 160 FEIS, these areas were all within the previously quantified areas of impact surveyed for the US 160 FEIS which was 300 feet on each side of the existing US 160 centerline. The current CR 222/223 Safety Improvement project is within this previously quantified area of impact and does not result in any additional impacts not quantified in the FEIS.

Affected Environment

The following resources were identified in the US 160 FEIS as part of the affected environment. An update is provided below that describes changes to the affected environment in the project area since the US 160 FEIS was signed in 2006.

- a. **Land Use:** There have been no changes in land use that would affect this project since the US 160 FEIS.
- b. **Farmland:** There are no prime farmlands or irrigated farmlands (farmlands of statewide importance) in the project area and there have been no changes in land use that would result in additional farmlands in the project area since the US 160 FEIS.
- c. **Socioeconomics:** There have been no changes to social or economic resources in the project area since the US 160 FEIS.
- d. **Recreation:** There are no recreation areas in the project area and there have been no changes in land use that would result in new recreation sites in the project area since the US 160 FEIS.
- e. **Air Quality:** There have been no changes to the affected air quality environment since the US 160 FEIS. The US 160 corridor is still in attainment for all EPA criteria pollutants.
- f. **Noise:** The affected environment for this resource has not changed since the US 160 FEIS.
- g. **Wetlands:** The US 160 FEIS was completed as a NEPA/404 Merger and a 404 permit was obtained for the corridor concurrently with the ROD. Condition #2 of the 404 permit requires that CDOT submit a wetland delineation to the US Army Corps of Engineers (USACE) for each project and that the USACE approve it prior to plan submittals, also a requirement of the 404 permit. CDOT submitted a Wetland Delineation Report dated

March 31, 2009 to the USACE. The USACE verified wetland boundaries and confirmed jurisdictional status in a letter dated August 21, 2009. Although there have been minor adjustments in wetland boundaries, in general, the type and location of wetlands in the project area are consistent with that described in the US 160 FEIS. Project impacts to wetlands are also consistent with the US 160 FEIS except the majority of impacts are reduced based on construction of an interim design. On November 3, 2009 the USACE indicated that CDOT had met conditions of the 404 permit and could proceed with construction.

- h. ***Water Resources:*** The affected environment for this resource has not changed since the US 160 FEIS.
- i. ***Vegetation:*** The types and occurrences of vegetation communities remains consistent with that described in the US 160 FEIS.
- j. ***Noxious Weeds:*** The affected environment for this resource has not changed since the US 160 FEIS.
- k. ***Wildlife and Fisheries:*** The affected environment for wildlife and fisheries, overall, has not changed since the US 160 FEIS with several exceptions in the project area. These exceptions include a previously unobserved active red-tailed hawk nest, and a newly identified prairie dog colony. These resources and change to the affected environment are described below.

Red-Tailed Hawk Nest

Red-tailed hawks were identified as the most common raptor in the US 160 corridor (US 160 FEIS, page 3-41). Several known active nests were identified in the US 160 FEIS. Mitigation in the FEIS for raptors includes surveys prior to start of construction with protective buffers around active nests during construction to avoid disturbance to individual birds while nesting (US 160 FEIS, page 4-209).

A newly discovered active red-tailed hawk nest was identified in the project area near the intersection of the realigned CR 222 and CR 510. This nest is within several hundred feet of the project area. CDOT is in the process of coordinating with the US Fish & Wildlife Service (USFWS) and the Colorado Division of Wildlife (CDOW) on appropriate mitigation measures. Mitigation measures are expected to be seasonal construction in accordance with Raptor Buffer Guidelines, hazing to preclude nesting during the construction season, or removal of the nest and/or tree prior to the nesting season.

Prairie Dog Colony

Gunnison prairie dogs were identified as a small mammal in the US 160 FEIS with several colonies documented in the US 160 project area (US 160 FEIS, page 3-41). The population of the Gunnison prairie dog in southwest Colorado is not considered to be threatened or endangered as it is a lower-elevation prairie population and not the montane population found in central Colorado. During project design, a specific colony of prairie dogs was

found south of US 160 on both sides of the proposed new connection with CR 222. Prairie dog mitigation will likely include passive relocation of the prairie dogs found within the construction footprint.

1. ***Threatened, Endangered and Sensitive Species:*** Impacts of reconstructing CR 222/223 at US 160 were considered in the 2005 Biological Assessment and subsequent Biological Opinion (US 160 BA/BO). Although impacts of this intersection were considered, the New Mexico meadow jumping mouse was not listed as a Candidate species at that time. In February of 2009, the USFWS added the New Mexico meadow jumping mouse (*Zapus hudsonius luteus*), as a Candidate for listing under the Endangered Species Act to the Colorado Field Office County List for Archuleta, Conejos, Costills, La Plata, Las Animas, and Montezuma counties. CDOT has amended the US 160 BA to address this species in the project area. In addition, CDOT requested to modify Conservation Measures for the yellow-billed cuckoo (*Coccyzus americanus*). These changes and how they are addressed for the project are described below.

New Mexico Meadow Jumping Mouse

This species is endemic to New Mexico, Arizona, and a small area of southern Colorado. The New Mexico meadow jumping mouse has not been observed in the project area but there is potential habitat along the Florida River and in Long Hollow Draw. On October 27, 2009, CDOT requested to amend the US 160 BA to address the New Mexico meadow jumping mouse in the project area. CDOT committed to implementing several conservation and mitigation measures including avoiding construction during the mouse's probable active season, creation of riparian habitat and monitoring all revegetated or created habitats for three years or until success criteria is reached. On November 3, 2009, the USFWS concurred that the impacts resulting from the proposed project are not likely to adversely affect the continued existence of the New Mexico meadow jumping mouse.

Yellow-Billed Cuckoo

In the US 160 FEIS and BA, CDOT committed to conducting annual surveys for the presence/absence of yellow-billed cuckoos along the Florida and Los Pinos Rivers for 2 years prior to each construction phase in potential habitats. On January 6, 2009 CDOT requested concurrence from the USFWS for a change to the survey methodology for the yellow-billed cuckoo. CDOT requested to conduct surveys for one year instead of two because of new funding and a streamlined project schedule. As part of the request, CDOT committed to implementing seasonal restrictions if birds were found during the 2009 surveys, creating a buffer of 0.25 miles around any active nest areas, and beginning construction prior to, and working continuously through the yellow-billed cuckoo breeding and nesting season. In a letter dated January 12, 2009, The USFWS concurred with the amendment and agreed that the change in survey methodology did not affect its determination that the project may affect but is not likely to adversely affect the yellow-billed cuckoo.

- m. ***Historic Preservation:*** There are no historic sites in the project area and this has not changed since the US 160 FEIS. One archaeological resource site was identified within the

project area mostly outside the proposed ROW. A No Work Zone has been established around this site to protect from construction impacts. Based on avoidance and protection measures addressed in the project plans, this site has not been assessed for eligibility by the SHPO. The ultimate design in this area identified in the US 160 FEIS may impact this site at which time, formal Section 106 Consultation will be conducted.

- n. ***Paleontological Resources:*** A paleontological locality was identified east of the Florida River in the US 160 FEIS (page 3-62). Because of the proximity of this project to this locality, the project area was resurveyed for paleontological resources in April 2009. The results of this survey indicate that no fossils were located in Animas Formation exposure within the proposed project limits and no further stipulations were required.
- o. ***Hazardous Waste:*** The affected environment for this resource has not changed since the US 160 FEIS.
- p. ***Visual Resources:*** The affected environment for this resource has not changed since the US 160 FEIS.
- q. ***Energy Consumption:*** The affected environment for this resource has not changed since the US 160 FEIS.
- r. ***Geology and Soils:*** The affected environment for this resource has not changed since the US 160 FEIS.

The affected environment has changed slightly since the US 160 FEIS with the project area containing potential habitat of a new Candidate species under the Endangered Species Act, the New Mexico meadow jumping mouse. In addition, a newly discovered red-tail hawk's nest is close to the project, and a small population of Gunnison's prairie dog was identified in the project area. These are all changes to the affected environment not disclosed in the US 160 FEIS.

None of these changes to the affected environment modify the decision for moving the intersection as described in the selected alternative, Florida Mesa and Valley Section Alternative C, in the US 160 FEIS. Alternative C in the Florida Mesa and Valley Section was selected over Alternative A because it has fewer relocations, fewer impacts to wetlands and irrigated farmlands, and is less expensive (US 160 ROD, page 2-4). In addition, this alternative has better sight distance and intersection geometry than Alternative A as described in the US 160 FEIS. These reasons for selecting Alternative C still apply despite the changes described to the affected environment.

New Environmental Laws/Regulations

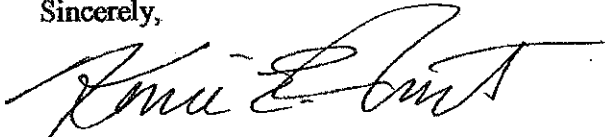
There have not been any new environmental laws or regulations that would impact this project.

Ms. Stephanie Gibson
November 11, 2009
Page 6 of 6

Request for FHWA Concurrence

Following inclusion of environmental commitments from the US 160 FEIS in the Plans and Specifications, CDOT will submit to FHWA the Certification letter that all EIS commitments have been incorporated into the Project Plans and Specifications and any necessary environmental permits have been obtained. Please provide concurrence that the US 160 ROD remains valid for the CR 222/223 Safety Improvement project.

Sincerely,



Kerrie E. Neet
CDOT Region 5
Planning and Environmental Manager

ENDORSEMENT

I Concur in the Above FEIS Re-evaluation

Stephanie Gibson,
FHWA Environmental Program Manager

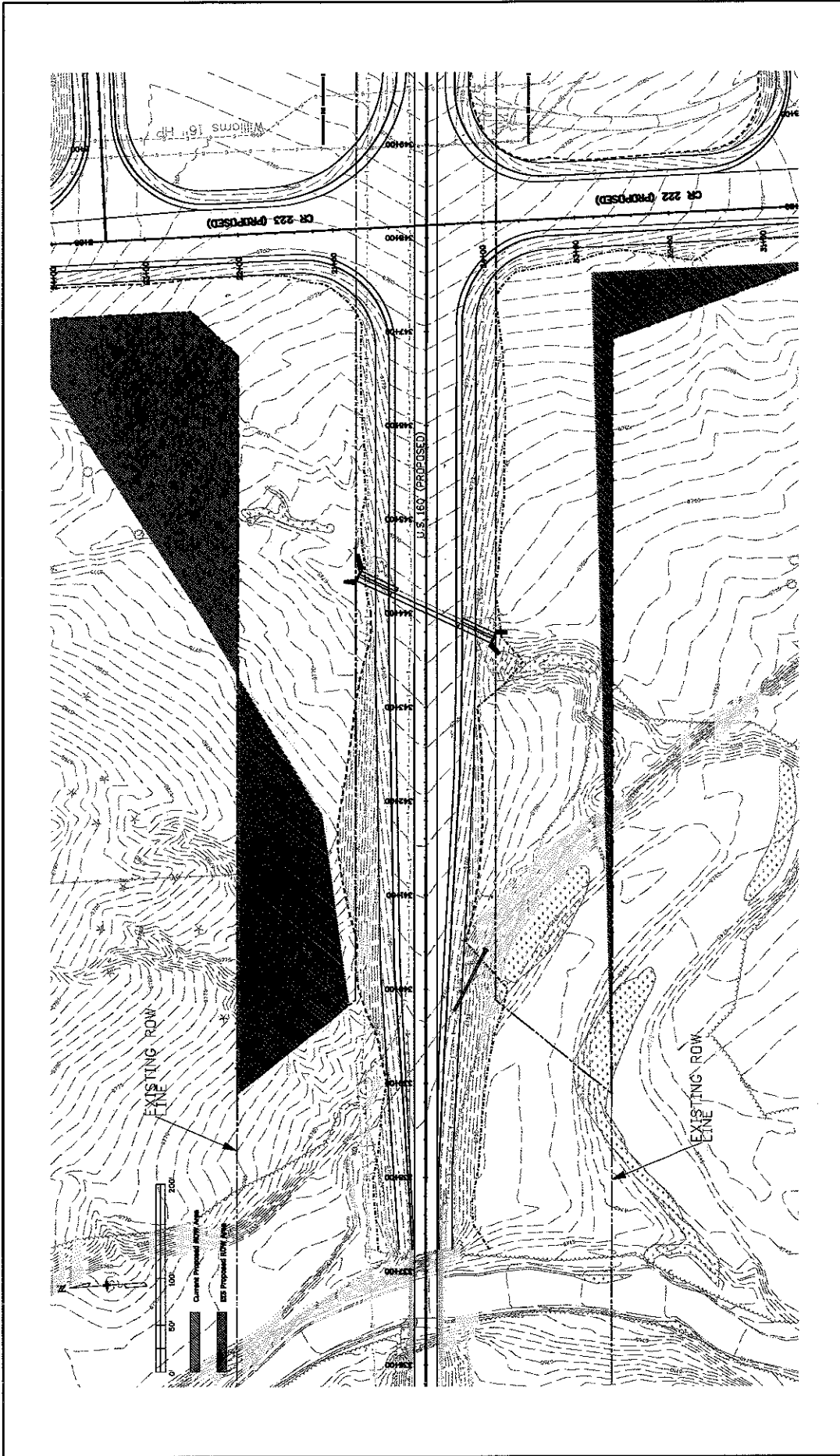
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Figure 1

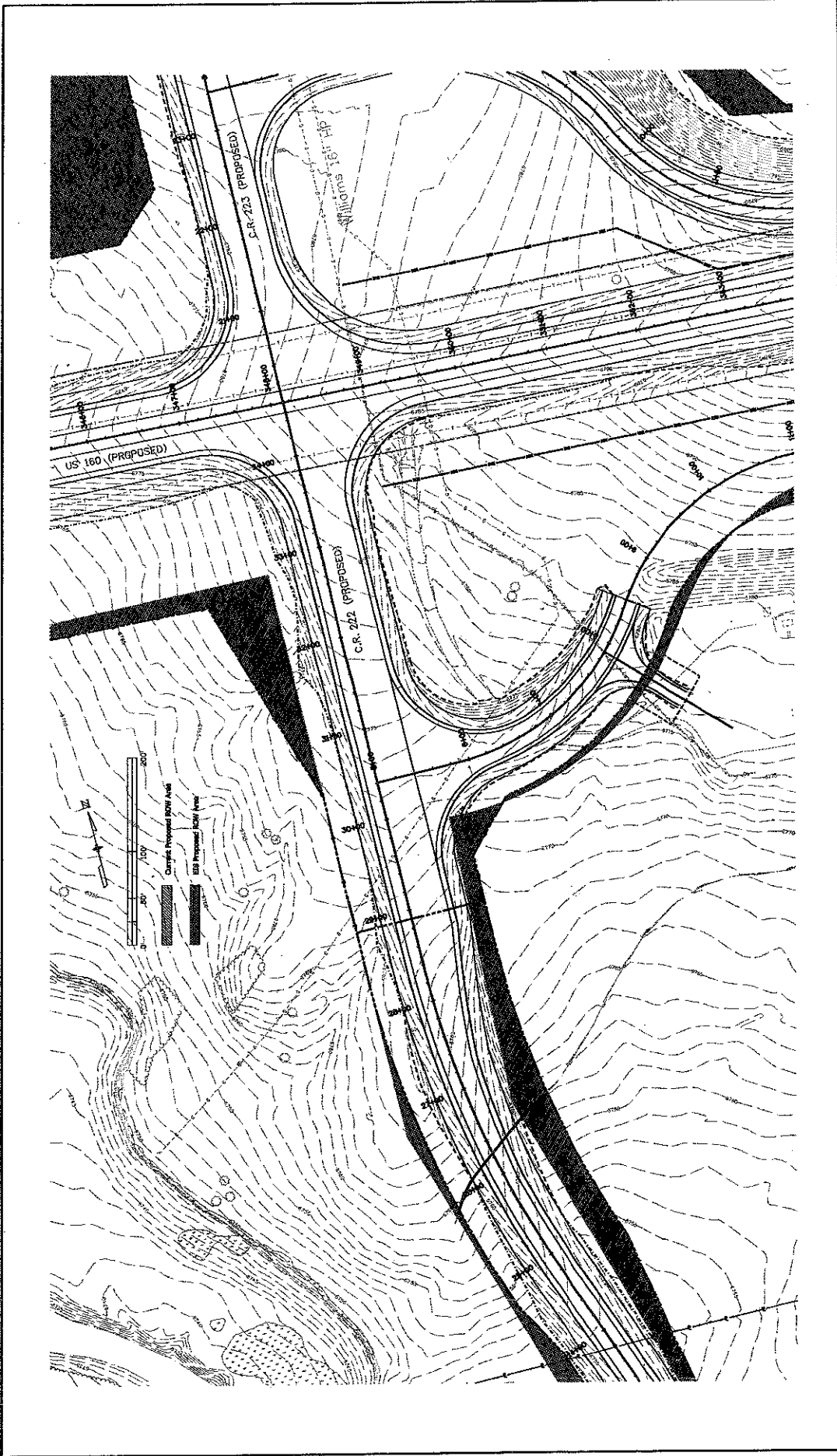


Colorado Department of Transportation
U.S. 160-C.R. 222/223
Safety Improvements
Project # ES5 1601-053

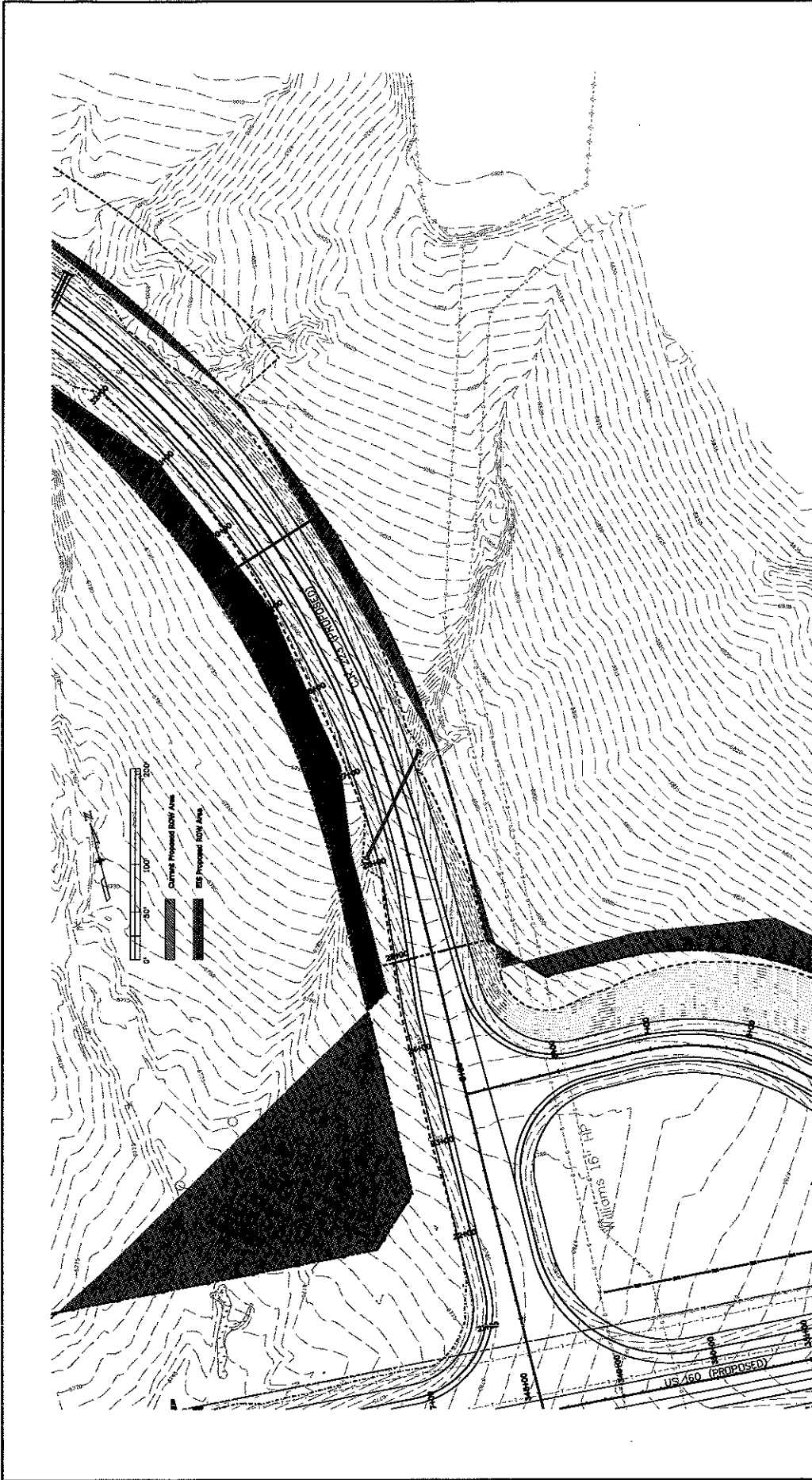
Attachment A



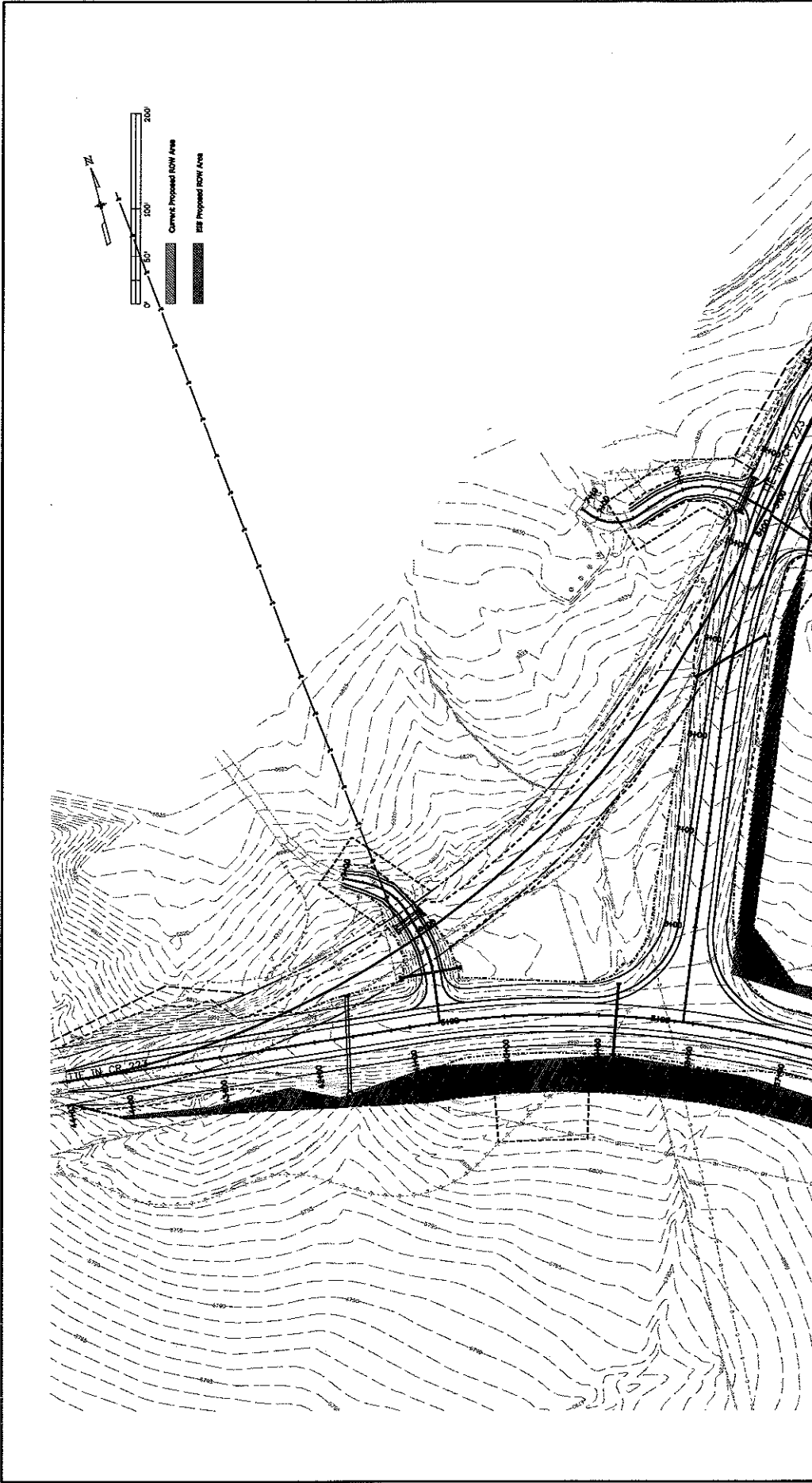
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					Colorado Department of Transportation		Region 5	
					3603 North Main Avenue		CFB	
					Suite 108			
					Durango, CO 81301			
					Phone: 970-385-3621			
					FAX: 970-385-3635			
					Region 5			



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

**Colorado Federal Aid
Division**

12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Mr. Richard Reynolds
Regional Transportation Director
Colorado Department of Transportation
3803 N. Main Avenue, Suite 306
Durango, CO 81301

**SUBJECT: CR 222/223 Safety Improvements at US 160,
Re-evaluation of the US 160 FEIS and Decision Document**

Dear Mr. Reynolds:

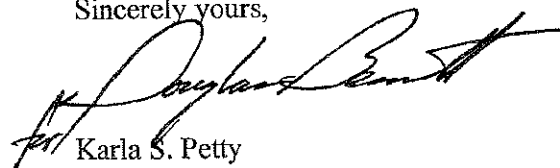
We have reviewed the re-evaluation you submitted as well as additional supporting information provided via e-mail. According to 23 CFR 771.129 (c) "After approval of the EIS, FONSI, or CE designation, the applicant shall consult with the Administrator prior to requesting any major approvals or grants to establish whether or not the approved environmental document or CE designation remains valid for the requested Administration action." In this case the requested action is the safety improvement project at US 160 and County Roads 222 and 223 (CR 222/223).

As you are aware, there are other on-going environmental studies for the western portion of US 160, covered by the same Environmental Impact Statement and Record of Decision, that will culminate in a re-evaluation as well. Given this other decision-making, we wanted to clarify for the record that the proposed CR 222/223 project has independent utility and is not related to the other reevaluation work at the west end of the US 160 corridor. The CR 222/223 project is three miles to the east of this other area under review and the Colorado Department of Transportation's (CDOT's) letter dated November 6, 2009 provides adequate information regarding the operational independence of the proposed CR 222/223 project. The proposed CR 222/223 safety improvements will not affect and are not related to the on-going re-evaluation on the western portion of the larger, SU 160 project.

The Federal Highway Administration finds that the re-evaluation and other information provided by CDOT has demonstrated that the US 160 Final Environmental Impact Statement and Record of Decision remain valid for the CR 222/223 safety improvement project in accordance with 23 CFR 771/129(c).



Sincerely yours,


Karla S. Petty
Division Administrator

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

REGION TRANSPORTATION DIRECTOR
REGION 5

3803 N. Main Avenue, Suite 306
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October 14, 2010

Ms. Stephanie Gibson
FHWA Environmental Program Manager
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Mr. Joseph Duran
Operations Engineer/Civil Rights Specialist
Federal Highway Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

**RE: NEPA Reevaluation and Environmental Certification
Grandview Phase 3 Project, NH 160A-011, 17280**

Dear Ms. Gibson and Mr. Duran:

This letter and attached supporting information provides the Federal Highway Administration documentation that the Record of Decision (ROD) for the US 160 Durango to Bayfield Final Environmental Impact Statement (FEIS) remains valid for the Grandview Phase 3 Project. This letter and supporting information also documents mitigation commitments in the project plans and specifications. As such, CDOT requests the following: 1.) FHWA concurrence for the Reevaluation that the ROD remains valid for the Grandview Phase 3 Project, and 2.) Environmental Compliance Certification that the Grandview Phase 3 project plans, specifications, and estimates (PS&E) dated October 1, 2010 contain all applicable mitigation measures and environmental permits as required by 23 CFR §635.309(i) and (j).. The Reevaluation Form for FHWA concurrence is attached and a signature line for FHWA Certification is included at the end of this letter.

A Notice of Intent to prepare an Environmental Impact Statement for the US 160 Durango to Bayfield corridor was published in the *Federal Register* by the Federal Highway Administration on December 24, 2002. A Record of Decision (ROD) on the FEIS document was signed on November 7, 2006 for Project FC-NH(CX) 160-2(048), Sub account # 91050. The Grandview Phase 3 Project is the fourth breakout construction project following the FEIS ROD.

Scope of Project

The project includes the final phase of construction between mileposts 88.0 to 89.6 on US 160 in Grandview to allow completion of the functional Grandview Interchange including completion of a highway access road tying into Ramp B. The project is adjacent and within the same project area as the 4th Lane and Ramp B projects. The majority of the project area has been disturbed and stabilized following the two prior projects. Some areas will be redisturbed to complete fills for the roundabout and Ramp A. The new access road area will include new disturbance of north facing forested slopes that fall within the FEIS anticipated ROW. The project includes completion of roundabout fills, subgrade placement, paving

of existing ramps and roundabout, construction of Walls A, B, and C, completion of a southern access road to Ramp B, drainage, lighting, landscaping, and guardrail installation. Right of way for this project was previously obtained in conjunction with the Ramp B project. Figure 1 provides a detailed description of the Phase 3 project as it relates to previously completed phases.

Reevaluation Summary

The FEIS Reevaluation included an assessment of the project affected environment and setting to assure consistency with the FEIS. Changes in the project design, regulatory environment, and impacts were also assessed to confirm validity and adequacy of the FEIS disclosure in relation to the proposed project. The attached Reevaluation Form provides documentation that the project is consistent the FEIS and does not warrant additional National Environmental Policy Act (NEPA) clearance actions.

There have been no discernable changes to the affected environment or setting that warrants additional studies or a Supplemental FEIS. Notable changes to the project design for the Grandview Interchange include a roundabout instead of a "T" intersection and direct connection of an access road south of US 160 to Ramp B. These design changes were previously addressed and received FHWA concurrence as documented in the attached Reevaluation letter for Ramp B. Regulatory changes included the addition of the New Mexico Jumping Mouse (NMJM) to the US Fish and Wildlife (USFWS) list of Threatened, Endangered, and Candidate Species for La Plata County. The NMJM is a candidate species and this project does not impact habitat or individuals that would warrant formal or informal consultation with USFWS at this time.

Additional clearances that addressed changes to the roundabout and Ramp B access road include Cultural Resources, Paleontology, Noise, and Colorado Division of Wildlife (CDOW) coordination of proposed small mammal and herpetofauna crossings. With the exception of the CDOW coordination, all other clearances were addressed in conjunction with Ramp B clearances that included partial construction of some of the components included in Phase 3. Copies of these clearances are attached to the Reevaluation Form along with documentation of CDOW coordination.

Environmental Certification

The Pre-Advertisement set of plans and specifications dated October 1, 2010 has been reviewed and the appropriate environmental mitigation commitments have been incorporated into the contract documents as summarized in the attached Mitigation Summary Table. All appropriate permit authorizations including the Colorado Discharge Permit System (i.e. Stormwater Permit) will be issued prior to award of this project. A copy of the Permit Application is attached for your records. Copies of the permit and agency coordination will be maintained on file in the CDOT Region 5 office.

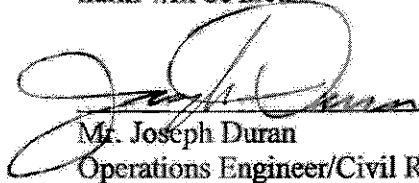
You are welcome to contact Paul Jankowski of my staff at (970) 385-8367 or myself at (970) 385-1400 with any questions. Please consider that in order to meet the anticipated Advertisement date of October 25, 2010, the Environmental Certification by FHWA requires completion by October 22, 2010. Thank you for your cooperation on this important Region 5 project.

Sincerely,

Kerrie E. Neet
CDOT Region 5 Planning/Environmental Manager

CERTIFICATION

I Concur that requirements of 23 CFR part 771 have been fulfilled and that appropriate measures have been included in the PS&E to ensure that conditions and commitments made in the development of the project to mitigate environmental harm will be met.



Mr. Joseph Duran
Operations Engineer/Civil Rights Specialist

10-21-10
Date

COLORADO DEPARTMENT OF TRANSPORTATION REEVALUATION FORM	Original NEPA Approval Date: November 6, 2006	Reevaluation Date: October 8, 2010	Project Code: 17280
Project Name and Location: US 160 Farmington Hill Interchange Phase 3, Grandview			
NEPA Document Title: US 160 Durango to Bayfield Environmental Impact Statement			
Region/Program/Residency: Region 5/RE-2			
Project Description: Completion of Grandview Interchange including earthwork completion of ramp A and round-about embankment fills, paving of ramps and round-about, drainage improvements, guardrails, lighting, signing, striping, signals, and landscaping.			
Project Phasing Plan and Portions Completed (if warranted): Phase I of the Grandview Interchange was a Design/Build project identified as the Grandview 4 th Lane Project (16042). Phase 2 of the Grandview Interchange included construction of Ramp B (17269). These two phases were completed in October 2010. Phase 3 will complete the Grandview Interchange and make it an operational interchange for access to the north and south sides of US 160.			
Project construction phasing for the Phase 3 portion of the interchange includes: Drainage (culverts, inlets, MS4 ponds, & extensions), temporary access road tie-ins, STR Wall P-05-BA and P-05-BC, Full section access road, and Ramps A, B, C, and D completion. Final construction measures include: tie temporary access road into existing access road, Close temporary access to US 160, Complete access road and tie-ins, signing, striping, signal and lighting.			
Portion of Project Currently Being Advanced: Grandview Interchange in the Grandview Section of the US 160 FEIS.			
Date(s) of Prior Reevaluations: Grandview 4 th Lane – December 18, 2007 Ramp B – April 9, 2009			

I. Document Type

- Categorical Exclusion (CatEx)
- Environmental Assessment (EA)
- Finding of No Significant Impacts (FONSI)
- Draft Environmental Impact Statement (DEIS)
- Final Environmental Impact Statement (FEIS)
- Supplemental Environmental Impact Statement (SEIS)
- Record of Decision (ROD)
- Other (such as: local funding, etc.)

II. Reason for Reevaluation

- Project is proceeding to the next major approval or action [23 CFR 771.129(c)]
- Project changes such as laws, policies, guidelines, design, environmental setting, impacts or mitigation (Describe:)
- Greater than three years have elapsed since FHWA's approval of the DEIS [23 CFR 771.129(a)] or FHWA's last major approval action for the FEIS [23 CFR 771.129(b)]
- Other:

III. Conclusion and Recommendation

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that no substantial changes have occurred in the social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socio-economic, or natural environment. Therefore, the original environmental document or CE designation remains valid for the proposed action. It is recommended that the project identified here-in be advanced to the next phase of project development. A summary of the review is documented in Section IV.

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that the environmental document or CE designation is no longer valid or more information is required. Additional required documentation is identified in Section VII.

Regional Planning Environmental Manager or Designee

Date

Federal Highway Administration Division Administrator or Designee

Date

IV. Evaluation

- Level 1: Less than three years since last major step to advance action (e.g. approval of NEPA document, authority to undertake final design, authority to acquire significant portion of ROW, approval of PS&E) and there are no changes in project scope, environmental conditions, environmental impacts or regulations and guidelines. All decisions in the prior NEPA document remain valid. No FHWA concurrence is required.
- Level 2: Less than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is necessary.
- Level 3: More than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is necessary.
- Level 4: Major changes in project scope or environmental commitments, or for EISs when greater than three years have elapsed since the last major project action. Updates or new studies maybe required. A Level 4 Reevaluation may require a separate document. FHWA concurrence is required.

ENVIRONMENT SETTING, AFFECTED ENVIRONMENT, AND ENVIRONMENTAL IMPACT ASSESSMENT:				
Document changes to human, socio economic, or natural environment for environmental setting or circumstances.				
Document changes in impact status. Place check-mark or description where relevant. Note: this list may be expanded or adjusted to match the headings in the original environmental document reviewed.				
Setting/Resource/Circumstance	Change in Affected Environment or Setting (Yes/No)	Change in Environmental Impact (Yes/No)	Date Reviewed	Highlight Section VI Additional Studies Required or Section IX Attachments
Air Quality	No	No	10/6/2010	
Geologic Resources and Soils	No	No	10/6/2010	
Water Quality	No	No	10/6/2010	
Floodplains	No	No	10/6/2010	
Wetlands/Waters of U.S.	No	No	10/6/2010	
Vegetation and Noxious Weeds	No	No	10/6/2010	
Fish and Wildlife	No	No	10/6/2010	See Section IX
Threatened/Endangered Species	No	No	10/6/2010	
Historic Properties (includes bridges)	No	No	10/6/2010	
Archaeological Resources	No	No	10/6/2010	See Section IX
Paleontological Resources	No	No	10/6/2010	See Section IX
Land Use	No	No	10/6/2010	
Social Resources	No	No	10/6/2010	

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that the environmental document or CE designation is no longer valid or more information is required. Additional required documentation is identified in Section VII.


 Regional Planning Environmental Manager or Designee

10/15/10
 Date


 Federal Highway Administration Division Administrator or Designee

10/21/10
 Date

IV. Evaluation

- Level 1: Less than three years since last major step to advance action (e.g. approval of NEPA document, authority to undertake final design, authority to acquire significant portion of ROW, approval of PS&E) and there are no changes in project scope, environmental conditions, environmental impacts or regulations and guidelines. All decisions in the prior NEPA document remain valid. No FHWA concurrence is required.
- Level 2: Less than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is necessary.
- Level 3: More than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is necessary.
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ENVIRONMENT SETTING, AFFECTED ENVIRONMENT, AND ENVIRONMENTAL IMPACT ASSESSMENT:				
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Floodplains	No	No	10/6/2010	
Wetlands/Waters of U.S.	No	No	10/6/2010	
Vegetation and Noxious Weeds	No	No	10/6/2010	
Fish and Wildlife	No	No	10/6/2010	See Section IX
Threatened/Endangered Species	No	No	10/6/2010	
Historic Properties (includes bridges)	No	No	10/6/2010	
Archaeological Resources	No	No	10/6/2010	See Section IX
Paleontological Resources	No	No	10/6/2010	See Section IX
Land Use	No	No	10/6/2010	
Social Resources	No	No	10/6/2010	

Environmental Justice	No	No	10/6/2010	
Residential/Business Right-of-Way Impacts	No	No	10/6/2010	
Section 4(f)/6(f)	No	No	10/6/2010	
Farmlands	No	No	10/6/2010	
Noise	No	No	10/6/2010	See Section IX
Visual Resources/Aesthetics	No	No	10/6/2010	
Hazardous Materials	No	No	10/6/2010	
Cumulative Impacts	No	No	10/6/2010	
Other(s)	No	No	10/6/2010	

DESIGN ALTERATIONS:

Document changes to project scope and or design criteria

This phase includes minor changes to the FEIS designed access road connection to Ramp B for residential properties south of US 160. The DEIS did not include an access road connection to Ramp B because residential traffic was routed east to the Three Springs Interchange. The revised access connection provides access to Ramp B or to CR 232 (east) which allows direct access to US 160 east and westbound. Impacts from the access road extension to Ramp B were addressed in the Re-evaluation for Ramp B.

REGULATORY CHANGES:

Document changes to laws, regulations, and/or guidelines:

The New Mexico Jumping Mouse was identified as a Candidate Species on recent USFWS Threatened and Endangered Species list. This project does not impact habitat for this species and does not warrant reconsultation.

IMPACTS ASSESSMENT:

For items checked as changed above: assess the affected natural and socio-economic environment, impacts and new issues/concerns which may now exist:

Design alterations have all been completed within the FEIS proposed ROW and impacts were accounted for in the Ramp B Re-evaluation. The redesign of Ramp B and associated access road results in avoidance of 0.63 acres of forested pinyon-juniper hillside and does not result in any additional impacts that were not disclosed in the FEIS. A qualitative noise analysis was completed for the revised access road in conjunction with the Ramp B Project (#17269) and was determined that no new or additional receivers would be impacted and that noise mitigation was not feasible or reasonable for these receptors. Supplemental Cultural and Paleontology clearances conducted for Ramp B and the access road addressed impacts for the Phase 3 project.

MITIGATION:

- All mitigation commitment(s) from NEPA document remain the same (discuss status and compliance):
Mitigation commitments from the DEIS where applicable to this project have been incorporated into the Plans and Specifications and are documented in the project file.
- Mitigation commitment(s) have changed from NEPA document (discuss changes, status and compliance):

V. Public/Agency Involvement (optional)

If any, document public meetings, notices, & websites, and/or document agency coordination. For each provide dates, and coordination, where applicable:

None Required

VI. Additional Studies Required for Proposed Action

List:

None Required

VII. Additional Requirements for Proposed Action

- A SEIS is required, because the changes to the proposed action will result in significant impacts not evaluated in the EIS.
- A SEIS is required, because new information or circumstances will result in significant environmental impacts not evaluated in the EIS.
- A revised ROD is required, because an alternative is recommended that was fully evaluated in an approved FEIS but was not identified as the preferred alternative.
- Appropriate environmental study or an EA is required, because the significance of new impacts is uncertain.
- A revised FONSI is required, because an alternative is recommended that was fully evaluated in an approved EA but was not identified as the preferred alternative.
- Other _____
- None

VIII. Permits Updated (optional)

This section is only required when the next stage of a project is going to construction.

List permits:

CDPS Construction Stormwater Permit -

IX. Attachments Listed

List permits, studies, background data, etc.

US 160 Durango to Bayfield DEIS and ROD - November 6, 2006

Noise Analysis - May 21, 2009

Paleontology Clearance - May 27, 2009

Archaeology Clearance - April 17, 2009

CDOW Wildlife Crossing Coordination - September 22, 2010

