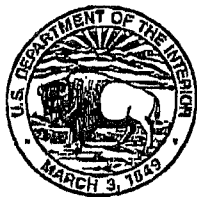


Appendix D
General Correspondence

General Correspondence Listing

Note: Correspondence is listed here chronologically by date, in descending order.

Date	Submitter
03/30/05	US Fish and Wildlife Service
03/21/03a	US Department of Transportation, Federal Highway Administration
03/21/03b	US Department of Transportation, Federal Highway Administration
03/21/03c	US Department of Transportation, Federal Highway Administration
03/21/03d	US Department of Transportation, Federal Highway Administration
03/21/03e	US Department of Transportation, Federal Highway Administration
03/18/03	US Department of Transportation, Federal Highway Administration
03/11/03	Town of Bayfield
02/07/03	US Fish and Wildlife Service
12/24/02	Federal Register, Notice of Intent
11/25/02	US Department of Defense
07/31/02	Colorado Department of Transportation
03/20/02	Town of Bayfield
01/07/02	Colorado Department of Transportation
11/30/01	US Department of Defense
01/19/00	Town of Bayfield
01/10/00	San Juan Citizens Alliance
12/23/99	USDI Bureau of Land Management/USDA Forest Service
12/17/99	US Fish and Wildlife Service
12/03/99	Colorado Division of Wildlife
04/09/99	US Fish and Wildlife Service



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
755 Parfet Street, Suite 361
Lakewood, Colorado 80215-5599

RECEIVED BY:
APR 04 2005
PROGRAM ENG.

IN REPLY REFER TO:
ES/CO: T&E/Species List
MS 65412 LK

MAR 30 2005

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

Dear Ms. Neet:

Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Fish and Wildlife Act of 1956 (916 U.S.C. 742(a)-754); Fish and Wildlife Coordination Act (FWCA - 16 U.S.C. 661-667(e)); National Environmental Policy Act of 1969 (NEPA - 42 U.S.C. 4321-4347); Department of Transportation Act (49 U.S.C. 1653(f)), and; Endangered Species Act of 1973, as amended (ESA - 50 CFR §402.14), as well as multiple Executive Orders, policies and guidelines, and interrelated statutes to ensure the conservation and enhancement of fish and wildlife resources (e.g., Migratory Bird Treaty Act (MBTA - 16 U.S.C. 703), and Bald and Golden Eagle Protection Act (BGEPA - 16 U.S.C. 668)), the Service reviewed your March 24, 2005, request for an updated species list and other information regarding the effects of the **U.S. Highway 160 from Junction U.S. 160/U.S. 550, Durango east to Bayfield highway improvement project in La Plata County, Colorado**, on the Service's trust resources.

Threatened and Endangered Species

Following is a list of Federal endangered, threatened, proposed and candidate species for La Plata County, which may be used as a basis for determining additional listed species potentially present in the project area. While other species could occur at or visit the project area, endangered or threatened species most likely to be affected include:

- Birds: Bald eagle (*Haliaeetus leucocephalus*), Threatened
 Mexican spotted owl (*Strix occidentalis lucida*), Threatened
 Southwestern willow flycatcher (*Empidonax trailii extimus*), Endangered
- Mammals: Black-footed ferret (*Mustela nigripes*), Endangered
 Canada lynx (*Lynx canadensis*), Threatened
- Fishes: *Colorado pikeminnow (*Ptychocheilus lucius*), Endangered
 *Razorback sucker (*Xyrauchen texanus*), Endangered

Ms. Kerrie Neet, US 160 Durango to Bayfield EIS, species list

Page 2

Plants: : Knowlton's cactus (*Pediocactus knowltonii*), Endangered

Invertebrates: Uncompahgre fritillary butterfly (*Boloria acrocnema*), Endangered

* Water depletions in the Upper Colorado River and San Juan River Basins may affect the species and/or critical habitat in downstream reaches in other states.

The Service also is interested in the protection of species which are candidates for official listing as threatened or endangered (Federal Register, Vol. 61, No. 40, February 28, 1996). While these species presently have no legal protection under the Act, it is within the spirit of this Act to consider project impacts to potentially sensitive candidate species. It is the intention of the Service to protect these species before human-related activities adversely impact their habitat to a degree that they would need to be listed and, therefore, protected under the Act. Additionally, we wish to make you aware of the presence of Federal candidates should any be proposed or listed prior to the time that all Federal actions related to the project are completed. If any candidate species will be unavoidably impacted, appropriate mitigation should be proposed and discussed with this office.

Birds: Gunnison sage-grouse (*Centrocercus minimus*)
Yellow-billed cuckoo (*Coccyzus americanus*)

Migratory Birds

Under the MBTA, construction activities in grassland, wetland, stream, and woodland habitats, and those that occur on bridges (e.g., which may affect swallow nests on bridge girders) that would otherwise result in the take of migratory birds, eggs, young, and/or active nests, should be avoided. Although the provisions of MBTA are applicable year-round, most migratory bird nesting activity in eastern Colorado occurs during the period of April 1 to August 15. However, some migratory birds are known to nest outside of the aforementioned primary nesting season period. For example, raptors can be expected to nest in woodland habitats during February 1 through July 15. 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. In some cases, such as on bridges or other similar structures, nesting can be prevented until construction is complete. It is further recommended that the results of field surveys for nesting birds, along with information regarding the qualifications of the biologist(s) performing the surveys, be thoroughly documented and that such documentation be maintained on file by the project proponent (and/or construction contractor) for potential review by the Service (if requested) until such time as construction on the proposed project has been completed. 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. Adherence to these guidelines will help avoid the unnecessary take of migratory birds and the possible need for law enforcement action.

Ms. Kerrie Neet, US 160 Durango to Bayfield EIS, species list

Page 3

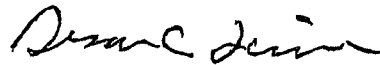
Wetlands

FWCA provides the basic authority for the Service's involvement in evaluating impacts to fish and wildlife "whenever the waters of any stream or other body of water are proposed or authorized to be impounded, diverted, the channel deepened, or the stream or other body of water otherwise controlled or modified **for any purpose whatever...by any department or agency of the United States, or by any public or private agency under Federal permit or license,**" including water crossings and wetland impacts, whether or not those wetlands are under the jurisdiction of the U.S. Army Corps of Engineers [16 U.S.C. 661(1), emphasis added]. It requires that fish and wildlife resources "receive equal consideration...to other project features...through the effectual and harmonious planning, development, maintenance, and coordination of wildlife conservation and rehabilitation," and requires Federal agencies to consult with the Service during the planning process to help "prevent the loss of or damage to such resources as well as providing for the development and improvement thereof" (16 U.S.C. 661 *et seq.*). Full consideration is to be given to Service recommendations.

We have been working with you as a consulting agency on this project regarding wetland impacts per the Section 404/NEPA merger agreement between CDOT, FHWA, and the Corps, and look forward to continuing to do so.

If the Service can be of further assistance, please contact Alison Deans Michael of my staff at 303 275-2378.

Sincerely,



Susan C. Linner
Colorado Field Supervisor

pc: CDOT (Jeff Peterson)
Michael



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

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

March 21, 2003

Mr. Greg Hoch
City of Durango
Planning Department
949 East Second Street
Durango, CO 81301

received
3-28-03

Dear Mr. Hoch:

The Federal Highway Administration (FHWA), in coordination with the Colorado Department of Transportation (CDOT), Region 5, is preparing an Environmental Impact Statement (EIS) for improving US 160 between Durango and Bayfield in La Plata County, Colorado. The FHWA, as the lead federal agency, would like to formally invite the City of Durango Planning representative to be a cooperating agency in the preparation of the EIS, as provided by 23 CFR 771. We believe that this is appropriate, due to the city's future plans within the Grandview area that may be impacted by the reconstruction of the US 550/US 160 east intersection.

The FHWA issued a Notice of Intent (NOI) on December 4, 2002, to prepare an EIS for this project. The NOI was published in the December 24, 2002, *Federal Register* (Vol. 67, No. 247). A copy of the NOI is enclosed for your information. Also enclosed is a copy of the FHWA document, entitled "Guidance on Cooperating Agencies," describing responsibilities of a cooperating agency.

We look forward to your response to this request and your role as cooperating agency on this project. If you have any questions with regard to this request, please contact Mr. Joe Duran at 303-969-6730, Ext. 385.

Sincerely,

W
William C. Jones
Division Administrator

Enclosures

cc: Mr. Richard Reynolds, CDOT Region 5 RTD
Ms. Rebecca Vickers, CDOT EP
Ms. Kerrie Neet, CDOT Region 5
Mr. William Killam, URS





U.S. Department
Of Transportation
Federal Highway
Administration

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

March 21, 2003

Ms. Lesley McWhirter
Chief, Durango Regulatory Office
U.S. Corps of Engineers
278 Sawyer Drive #1
Durango, CO 81303

Dear Ms. McWhirter:

The Federal Highway Administration (FHWA), in coordination with the Colorado Department of Transportation (CDOT), Region 5, is preparing an Environmental Impact Statement (EIS) for improving US 160 between Durango and Bayfield in La Plata County, Colorado. The FHWA, as the lead federal agency, would like to formally invite the U.S. Corps of Engineers to be a cooperating agency in the preparation of the EIS, as provided by 23 CFR 771. We believe that this is appropriate, due to the aquatic habitat that may be impacted by this project and the need for a 404 permit.

The FHWA issued a Notice of Intent (NOI) on December 4, 2002, to prepare an EIS for this project. The NOI was published in the December 24, 2002, *Federal Register* (Vol. 67, No. 247). A copy of the NOI is enclosed for your information. Also enclosed is a copy of the FHWA document, entitled "Guidance on Cooperating Agencies," describing responsibilities of a cooperating agency.

We look forward to your response to this request and your role as cooperating agency on this project. If you have any questions with regard to this request, please contact Mr. Joe Duran at (303) 969-6730, ext. 385.

Sincerely,

For William C. Jones
Division Administrator

Enclosures

cc: Mr. Richard Reynolds, CDOT Region 5 RTD
Ms. Rebecca Vickers, CDOT EP
Ms. Kerrie Neet, CDOT Region 5
Mr. William Killam, URS





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

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

March 21, 2003

Mr. Howard D. Richards, Sr.
Tribal Chairman
Southern Ute Indian Tribe
P.O. Box 737
Ignacio, CO 81137

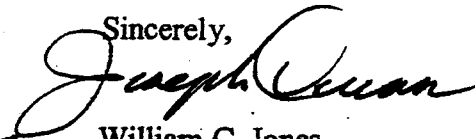
Dear Mr. Richards:

The Federal Highway Administration (FHWA), in coordination with the Colorado Department of Transportation (CDOT), Region 5, is preparing an Environmental Impact Statement (EIS) for improving US 160 between Durango and Bayfield in La Plata County, Colorado. The FHWA, as the lead federal agency, would like to formally invite the Southern Ute Indian Tribe to be a cooperating agency in the preparation of the EIS, as provided by 23 CFR 771. We believe that this is appropriate, due to a small amount of land within the external boundaries of the Southern Ute Indian Reservation that may be impacted by the reconstruction of the US 550/US 160 east intersection.

The FHWA issued a Notice of Intent (NOI) on December 4, 2002, to prepare an EIS for this project. The NOI was published in the December 24, 2002, *Federal Register* (Vol. 67, No. 247). A copy of the NOI is enclosed for your information. Also enclosed is a copy of the FHWA document, "Guidance on Cooperating Agencies," describing responsibilities of a cooperating agency.

We look forward to your response to this request and your role as cooperating agency on this project. If you have any questions with regard to this request, please contact Mr. Joe Duran at (303) 969-6730, ext. 385.

Sincerely,

For 
William C. Jones
Division Administrator

Enclosures

cc: Mr. Richard Reynolds, CDOT Region 5 RTD
Ms. Rebecca Vickers, CDOT EP
Ms. Kerrie Neet, CDOT Region 5
Mr. William Killam, URS ✓





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

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

March 21, 2003

Mr. Charlie Higby
Bureau of Land Management
14 Burnett Court
Durango, CO 81301

Dear Mr. Higby:

The Federal Highway Administration (FHWA), in coordination with the Colorado Department of Transportation (CDOT), Region 5, is preparing an Environmental Impact Statement (EIS) for improving US 160 between Durango and Bayfield in La Plata County, Colorado. The FHWA, as the lead federal agency, would like to formally invite the BLM to be a cooperating agency in the preparation of the EIS, as provided by 23 CFR 771. We believe that this is appropriate due to a small amount of BLM land that may be impacted by this project.

The FHWA issued a Notice of Intent (NOI) on December 4, 2002, to prepare an EIS for this project. The NOI was published in the December 24, 2002, *Federal Register* (Vol. 67, No. 247). A copy of the NOI is enclosed for your information. Also enclosed is a copy of the FHWA document, "Guidance on Cooperating Agencies," describing responsibilities of a cooperating agency.

We look forward to your response to this request and your role as cooperating agency on this project. If you have any questions with regard to this request, please contact Mr. Joe Duran at 303-969-6730, ext. 385.

Sincerely,

William C. Jones
Division Administrator

Enclosures

cc: Mr. Richard Reynolds, CDOT Region 5 RTD
Ms. Rebecca Vickers, CDOT EP
Ms. Kerrie Neet, CDOT Region 5
Mr. William Killam, URS





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

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

March 21, 2003

Ms. Sarah Fowler
Environmental Protection Agency
Region 8
999 18th Street
Denver, CO

Dear Ms. Fowler:

The Federal Highway Administration (FHWA), in coordination with the Colorado Department of Transportation (CDOT), Region 5, is preparing an Environmental Impact Statement (EIS) for improving US 160 between Durango and Bayfield in La Plata County, Colorado. The FHWA, as the lead federal agency, would like to formally invite the U.S. Environmental Protection Agency to be a cooperating agency in the preparation of the EIS, as provided by 23 CFR 771. We believe that this is appropriate due to the need for a 404 permit.

The FHWA issued a Notice of Intent (NOI) on December 4, 2002, to prepare an EIS for this project. The NOI was published in the December 24, 2002, *Federal Register* (Vol. 67, No. 247). A copy of the NOI is enclosed for your information. Also enclosed is a copy of the FHWA document, entitled "Guidance on Cooperating Agencies," describing responsibilities of a cooperating agency.

We look forward to your response to this request and your role as cooperating agency on this project. If you have any questions with regard to this request, please contact Mr. Joe Duran at (303) 969-6730, ext. 385.

Sincerely,

for William C. Jones
Division Administrator

Enclosures

cc: Mr. Richard Reynolds, CDOT Region 5 RTD
Ms. Rebecca Vickers, CDOT EP
Ms. Kerrie Neet, CDOT Region 5
Mr. William Killam, URS





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

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

March 18, 2003

Mr. Terry Ireland
U.S. Fish & Wildlife Service
764 Horizon Drive South
Annex A
Grand Junction, CO 81506

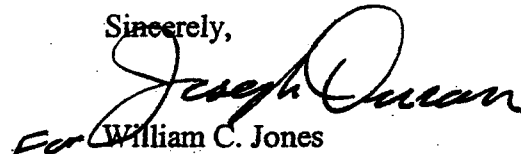
Dear Mr. Ireland:

The Federal Highway Administration (FHWA), in coordination with the Colorado Department of Transportation (CDOT), Region 5, is preparing an Environmental Impact Statement (EIS) for improving US 160 between Durango and Bayfield in La Plata County, Colorado. The FHWA, as the lead federal agency, would like to formally invite the US FWS to be a cooperating agency in the preparation of the EIS, as provided by 23 CFR 771. We believe that this is appropriate, due to the potential for impact to federally listed Threatened or Endangered Species, in particular the Southwestern Willow Flycatcher.

The FHWA issued a Notice of Intent (NOI) on December 4, 2002, to prepare an EIS for this project. The NOI was published in the December 24, 2002 *Federal Register* (Vol. 67, No. 247). A copy of the NOI is enclosed for your information. Also enclosed is a copy of the FHWA document, entitled "Guidance on Cooperating Agencies," describing responsibilities of a cooperating agency.

We look forward to your response to this request and your role as cooperating agency on this project. If you have any questions with regard to this request, please contact Mr. Joe Duran at (303) 969-6730, ext. 385.

Sincerely,


For William C. Jones
Division Administrator

Enclosures

cc: Mr. Richard Reynolds, CDOT Region 5 RTD
Ms. Rebecca Vickers, CDOT EP
Ms. Kerrie Neet, CDOT Region 5
Mr. William Killam, URS



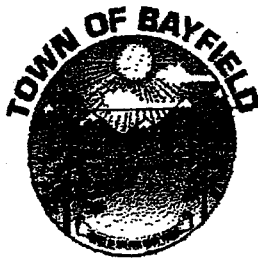
xc: Ed Demming
Paul Jankowski

RECEIVED

MAR 14 2003

COLORADO DEPT. OF TRANSPORTATION
REGION 5
PROGRAM ENGINEER

CC: STEVEN
MURPHY
BILL
FILE



March 11, 2003

P.O. Box 80
Bayfield, CO 81122
(970) 884-9544

Department of Transportation
Kerrie Neet
Region 5
3803 North Main Avenue
Durango, Colorado 81301

Dear Kerrie,

On February 18, you, along with a group of CDOT and URS employees made a presentation to the Town Board concerning the long range environmental plan for the Highway 160 corridor between Bayfield and Durango. We thank you for the information. There are several comments/concerns that the Town wishes to convey to CDOT concerning this plan. These comments mirror for the most part what was relayed in the letter dated March 22, 2001 to CDOT concerning the Access Management Plan.

As was mentioned by the Town Board members at the meeting, Commerce Drive is critical for Town businesses and traffic access and needs to remain open. We request that the plan reflect Commerce Dr. remaining open and that the right in, right out option be taken off of the plan. Even restricting Commerce Dr. would seriously restrict flow and is not needed long term. If a problem arises with safety at Commerce, we could look at some restrictions on Colorado Dr. such as one-way or right in, right out, or some other traffic fixes. Putting right in, right out assumes an end destination that is extreme and against what was implied to the Transportation Board during the expressway hearings in Denver. We have the possibility of only three accesses to the north and even restricting Commerce to right in, right out would hurt the core of the Town's business district. Restricting Commerce would also have the effect of putting more pressure on Eight Corners.

The roadside park accesses are also of concern. The Town Board expressed their concerns about restrictions to the turn movements at Roadside Park. If there were no left turns (going west on Hwy. 160) the Town's citizens would have to go around on Hwy. 160 E or drive to Gem Village and turn around or do an illegal turn to get back to either of the park entrances. The Town is requesting that CDOT not show closure of accesses to the Roadside Park on the long term plan.

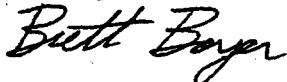
The third concern is the access from the "Y" or the old business route. We can live with a slight change in the location, however that access is especially important for safety reasons. Use of that access allows officers to patrol and be able get back quickly to all parts of Town. If there were no access for Hwy. 160 E on the west side back to or from the Gem Village area, response time is greatly effected. The "Y" access loops the system and gives some access redundancy for the Town. In addition, the people that live on CR 509, 510, 516 would all be rerouted and face longer emergency response times if the access were closed. Having that access also takes some pressure off of Eight Corners. The access as drawn on your draft from the meeting could work.

We anticipate a full movement intersection at the east end of Town. The eastern access appeared on a previous draft and we would request that it continue to be shown with access to the north and south. Currently, there is no access at the intersection going to the north, but we anticipate in the next couple of years that the Town will apply for a full movement intersection.

As a general comment we would like to see Hwy. 160 from Bayfield to Durango as soon as possible, while maintaining the above mentioned access points in Bayfield. In the current State budget crisis we are aware that putting in four lanes to Bayfield on Hwy. 160 is a long term fix, however, we do want to keep it in the planning process.

Thank you for the opportunity to comment. If you have any questions as to the Town's comments or concerns, please do not hesitate to call me.

Sincerely,



Brett Boyer
Bayfield Town Manager



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Colorado Field Office
755 Parfet Street, Suite 361
Lakewood, Colorado 80215

IN REPLY REFER TO:
ES/CO:T&E
Mail Stop 65412

FEB - 7 2003

Jerry Powell
Colorado Department of Transportation
4201 East Arkansas Avenue, Empire Park B-400
Denver, Colorado 80222

Dear Mr. Powell,

The U.S. Fish and Wildlife Service (Service) received a request January 22, 2003, from Kim Cornelisse at URS Corporation in Denver, regarding the proposed highway project on U.S. Highway 160 from junction U.S. 160/U.S. 550, Durango to Bayfield in La Plata County, Colorado. URS requested an updated list of Federal endangered and threatened species that may exist in the project area. Their previous list is from 1999. These comments have been prepared under the provisions of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et. seq.).

Following is a list of Federal endangered, threatened, proposed and candidate species for La Plata County, which may be used as a basis for determining additional listed species potentially present in the project area. While other species could occur at or visit the project area, endangered or threatened species most likely to occur include:

- Birds:** Bald Eagle (*Haliaeetus leucocephalus*), Threatened
Mexican Spotted Owl (*Strix occidentalis lucida*), Threatened
Southwestern Willow Flycatcher (*Empidonax traillii extimus*), Endangered
- Mammals:** Black-footed ferret (*Mustela nigripes*), Endangered
Canada lynx (*Lynx canadensis*), Threatened
- Fish:** Colorado pikeminnow (*Ptychocheilus lucius*), Endangered (Please note that any water depletions to the San Juan River drainage may affect this species.)
Razorback sucker (*Xyrauchen texanus*), Endangered (Please note that any water depletions to the San Juan River drainage may affect this species.)
- Invertebrates:** Uncompahgre fritillary butterfly (*Boloria acrocneuma*), Endangered
- Plants:** Knowlton's cactus (*Pediocactus knowltonii*), Endangered

The Service also is interested in the protection of species which are candidates for official listing as threatened or endangered (Federal Register, Vol. 61, No. 40, February 28, 1996). While these species presently have no legal protection under the ESA, it is within the spirit of this Act to consider project impacts to potentially sensitive candidate species. It is the intention of the Service to protect these species before human-related activities adversely impact their habitat to a degree that they would need to be listed and, therefore, protected under the ESA. Additionally, we wish to make you aware of the presence of Federal candidates should any be proposed or

Powell, Durango to Bayfield

Page 2

listed prior to the time that all Federal actions related to the project are completed. If any candidate species will be unavoidably impacted, appropriate mitigation should be proposed and discussed with this office.

While the Service has no specific knowledge of the presence of these species within the project area, the following may occur in or visit the project area.

Birds: Yellow-billed cuckoo (*Coccyzus americanus*)

Herpetofauna: Boreal toad (*Bufo boreas boreas*)

If the Service can be of further assistance, please contact Alison Deans Michael of this office at (303) 275-2370.

Sincerely,



LeRoy W. Carlson
Colorado Field Supervisor

pc: Michael

Ref:Alison\CDOT2003\Reg5

The standards of this TSO apply to equipment intended to provide pilots and flight crews with both aural and visual alerts to aid in preventing an inadvertent controlled flight into terrain (CFIT) accident. Class A and B TAWS equipment are required by 14 CFR parts 91, 135, and 121. Class C equipment is intended for voluntary installations on aircraft not covered by the TAWS requirements in 14 CFR parts 91, 135, and 121.

How To Obtain Copies

A copy of the final TSO may be obtained via the internet at <http://www.faa.gov/certification/aircraft/TSOA.htm>, or by contacting the person listed in the section titled FOR FURTHER INFORMATION CONTACT.

Issued in Washington, DC, on December 19, 2002.

David W. Hempte,

Manager, Aircraft Engineering Division,
Aircraft Certification Service.

[FR Doc. 02-32417 Filed 12-23-02; 8:45 am]

SELLING CODE 4816-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: La Plata County, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this Notice of Intent to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project to improve the safety, capacity, and efficiency of US Highway 160 from Durango to Bayfield in La Plata County, Colorado.

FOR FURTHER INFORMATION CONTACT: Joseph P. Duran, FHWA Colorado Division, 555 Zang Street, Suite 250, Lakewood, Colorado 80228. Telephone (303) 969-6730 Extension 385, or the Colorado Department of Transportation, Kerrie E. Neet, Right of Way/Environmental/Planning Manager, CDOT Region 5, 3803 North Main Ave, Suite 300, Durango, Colorado 81301, 970-385-1430 or (e-mail: kerrie.neet@dot.state.co.us).

SUPPLEMENTARY INFORMATION: The FHWA, cooperation with the Colorado Department of Transportation Region 5, will prepare an Environmental Impact Statement (EIS) on a proposal to improve the safety, capacity, and efficiency of US 160 from the US 160/US 550-east intersection, easterly through Bayfield in La Plata County.

The proposal is to widen what is primarily a two-lane roadway into a four-lane highway, with shifts and realignments in some locations. The project will also correct substandard roadway design, intersection deficiencies and consider the need to relocate the existing US 160/US 550-east intersection.

US 160 is a principal arterial on the National Highway System, providing the only major east-west corridor for the transport of people, goods, and services across southwestern Colorado. This highway serves as the major route for local and regional traffic into Durango and Bayfield. The existing US 160 highway improvements were constructed in the 1950s and 1960s, and the typical design life for a highway is 20 years. Based on projected traffic volumes, the function of this highway will continue to deteriorate, causing increased safety hazards and maintenance costs. Some sections of this highway currently exhibit an above average traffic accident rate.

The scoping process to develop alternatives along the US 160 corridor began in September 1996 and a Final US 550 and US 160 Feasibility Study was completed and signed by the FHWA in February 1999. The Feasibility Study identified the improvements needed to achieve the goals of increasing the highway's efficiency, capacity, and improving safety with concern for important public values. Public and agency input on alternatives was sought through a series of public meetings.

A draft Environmental Assessment (EA) was prepared to determine the potential for significant impacts due to the proposed highway widening and shifts in alignment. As a result of this analysis and issues raised during the public process, the FHWA has determined that preparation of an EIS is appropriate. Identified impacts warranting this determination include wetlands, threatened/endangered species, environmental justice, wildlife, and private property owner concerns.

Changes in the anticipated land use and jurisdiction are in progress for the western portion of the project corridor known as "Grandview." This area is being studied for urban services and is likely to be annexed to the City of Durango. This warrants the consideration of a new "urban" type of four-lane improvement. Consideration of all reasonable alternatives will be performed to determine how to best meet the project purpose and need. Alternative alignments developed in the EA process will be reevaluated for potential inclusion in the EIS. As required by NEPA, the EIS will also

evaluate a "No Action" alternative as a baseline for comparing impacts of all the alternatives. Multimodal facilities, including park-n-ride lots and shared use (bicycle/pedestrian) paths, will be considered as part of the alternatives analysis.

A public scoping meeting will be held during February or March 2003 to present alternatives. Notices of this public meeting will be mailed to citizens, property owners, agencies, and posted in local news media. Draft and Final Environmental Impact Statements will be prepared and made available for public and agency review prior to public hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 4, 2002.

Joseph P. Duran,

Operations Engineer, Colorado Division
FHWA, 555 Zang Street Suite 250, Lakewood,
CO 80228.

[FR Doc. 02-32301 Filed 12-23-02; 8:45 am]

BILLING CODE 4816-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Guidance on Traffic Control Devices at Highway-Rail Grade Crossings

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; issuance of guidance.

SUMMARY: This notice announces that the FHWA has issued guidance to assist engineers in selection of traffic control devices or other measures at highway-rail crossings. The report, "Guidance on Traffic Control Devices at Highway-Rail Grade Crossings" is available at the following URL: <http://safety.fhwa.dot.gov/media/twreport.htm>. This guidance is

designed to assist in decisions to install traffic control devices or otherwise improve highway-rail grade crossings. **FOR FURTHER INFORMATION CONTACT:** Mr. Robert Winans, Office of Safety Design, HSA-10, 202-366-4656 or Mr. Raymond Cuprill, Office of the Chief



REPLY TO
ATTENTION OF

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

November 25, 2002

Regulatory Branch (200275568)

RECEIVED

NOV 26 2002

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

COLORADO DEPT. OF TRANSPORTATION
REGION 5
PROGRAM ENGINEER J.J.

Dear Ms. Neet:

This letter is in response to your written request dated July 31, 2002, for a jurisdictional determination for the U.S. Highway 160 Durango to Bayfield Corridor, as identified in the July 2002 Revised Draft Wetland Delineation Report. The study corridor extends along U.S. 160 from Farmington Hill to Bayfield, in La Plata County, Colorado.

A field review of waters of the United States within the U.S. 160 corridor was conducted on September 24, 2002. Due to the size of the study corridor and the long-term nature of the proposed project, wetland boundaries were not verified during the field review. However, based on the field review and our preliminary review of the delineation report and wetland maps, we concur with the estimate of waters of the U.S. depicted in the July 2002 Revised Draft Wetland Delineation Report, and believe this level of detail will be sufficient for purposes of the Environmental Impact Statement. We have determined, after reviewing Table A-1 of the report, that additional on-site review may be needed to verify the jurisdictional status of some of the mapped wetlands and drainages. In general, we concur with the jurisdictional status of wetland types identified in Table 1 of the delineation report.

Prior to CDOT's application for 404 permits for each of the project phases, detailed delineation, in accordance with the attached "Minimum Standards for Acceptance of Preliminary Wetlands Delineations", and subsequent USACE field verification, will be required.

We understand that interim improvements to the U.S. 160/County Road 233 intersection are currently being evaluated for access to the proposed new site for the hospital. It is recommended that the boundaries of jurisdictional waters of the U.S. within the proposed project area be verified as soon as possible to facilitate the evaluation of alternatives during any 404 permit process which may be necessary.

Please feel free to call if you have any questions. We look forward to working with CDOT through the Section 404 and NEPA processes.

Please refer to identification number 200275568 in future correspondence concerning this determination. If you have any questions, please contact me at the Durango Regulatory Office, 278 Sawyer Drive, #1, Durango, Colorado 81303, telephone (970) 375-9452.

Sincerely,

Lesley McWhirter
Chief, Durango Regulatory Office
Sacramento District

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

3803 North Main Avenue
Durango, CO 81301
(970) 385-1400



FC-NH(CX)160-2(48)
US 160 EIS
Durango to Bayfield, P.C. 91050

July 31, 2002

Ms. Lesley McWhirter
US Army Corps of Engineers
Durango Regulatory Office
278 Sawyer Drive, #1
Durango, CO 81303

Dear Lesley:

The Colorado Department of Transportation Region 5 requests U.S. Army Corps of Engineers review of the attached "US Highway 160: Durango to Bayfield Corridor Revised Draft Wetland Delineation Report La Plata County, Colorado", July 2002. In addition, supporting aerial maps at 1 inch to 200 feet are being provided for this project corridor to assist your review of the delineated wetlands. Aerials for the Bayfield area are not included with this package but will be forwarded to you in the near future.

We would appreciate your review and comment on this information to assist in defining the scope of the wetland issues in the project corridor. In particular, we request verification of the jurisdictional and non-jurisdictional wetlands according to U.S. Army Corps of Engineers regulations. This will serve as the basis for the impact analysis that will follow as we proceed with the NEPA 404(b)(1) and Environmental Impact Statement process.

If you have any questions or concerns, do not hesitate to contact Wally Jacobson of this office at 385-1433. We look forward to meeting with you on August 7th to continue our discussion of wetland issues for the project corridor. Thank you for your assistance.

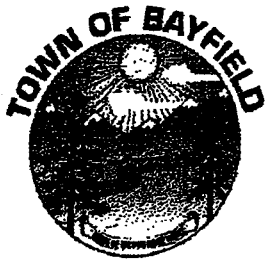
Very Truly Yours,

Kerrie E. Neet

Region 5 Planning/Environmental Manager

Attachments:

Cc: M. Kumar, Region 5 Program Engineer (Letter Only)
A. Bemelen, Resident Engineer (Letter Only)
B. Goosmann, CDOT Wetland Biologist (Letter Only)
W. Killam, URS Corporation, Project Manager (Letter Only)
J. Dawson, URS Corporation, Wetland Biologist (Letter Only)
File: Project File via W. Jacobson



CC: MEHALKO
KILLAM
STECKMEST
FILE 674231

RECEIVED

MAR 22 2002

March 20, 2002

P.O. Box 80
Bayfield, CO 81122
(970) 884-9544

State of Colorado
Department of Transportation
Richard Reynolds
Director Region 5
3803 N. Main Ave. Suite 100
Durango, Colorado 81301

Dear Richard,

On behalf of the Town Board, I am responding to a discussion we had at the Chamber meeting in Bayfield a while ago. I had mentioned that the Board wanted to revisit the long term portion of the Solutions Committee agreement. The long term piece in question was the plan that at some time in the future the road going north and south along CR 501 would be moved over even further west and would go south across a new grade separated underpass, through the Wells field and connect onto Hwy. 160 E. You requested a letter from our Board with a request to take the long term solution from the Solutions Committee plan. This letter is in response to that request.

The Town Board discussed the above issue in a recent Town Board meeting and instructed me to go ahead and request from you to have removed the long term solution from the Solutions Committee plan or any other appropriate document. The Board felt that the current Eight Corners project, to begin construction this year, will work for the long term. In addition, they did not feel it was fair to tie up the Wells property indefinitely with only the possibility of the long term road happening.

If you need anything further from the Town concerning this matter please let me know. Again we wish to thank you for your recent help on the Eight Corners project. We look forward to getting it completed.

Sincerely,

Brett Boyer, Town Manager of Bayfield

	O	CG	Cr	Action
Prog. Eng.		X		
Misc Sect 3				
Misc Sect 7				
EOMR				
Perms Mor/Office			Y	
Env/Flow/Plan			Y	
Doc /is # 1			X	
Doc /is # 2				
Ala Re				
Traffic Safety	X			
RTD/Office				

x.p
4.2.02
KB

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



received
1-7-02

FC-NH (CX) 160-2(48)
U.S. 160 EA, Durango to Bayfield
Project Code 91050

January 7, 2002

Mr. Brett Boyer
Town Manager
Town of Bayfield
P.O. Box 80
Bayfield, Colorado 81122

Re: CDOT Letter of August 7, 2001, Little Pine River Park Access

Dear Mr. Boyer:

The Colorado Department of Transportation (CDOT) sent an 8/7/01 letter to you requesting concurrence with a determination related to the Little Pine River Park. The letter identified the need for closure of the eastern park access to U.S. Highway 160 in relation to proposed highway improvements from Durango to Bayfield currently being addressed in an Environmental Assessment. The purpose of this letter is to inform the Town of Bayfield that the requested concurrence is not necessary and request that the Town please disregard the previous letter since the project will no longer necessitate the access closure.

Our concurrence request was based on a determination that the eastern access would need to be closed to comply with State Highway Access Code criteria for access to property on this category of highway as well as potential concerns with operation of the future interchange off-ramp for County Road 501. It was appropriate to request concurrence in the closure of an access to a public park in relation to Section 4(f) of US Department of Transportation law that regulates proposed actions by CDOT affecting public parks, recreation lands, wildlife refuges and historic properties. Even though no new highway right of way would be needed from the park for project-related improvements, we believed the Town should be asked to concur that closure of the eastern park access would not impair use of the park.

In the time since our letter was received, the Town has expressed concern that closure of the access may impact public uses of the eastern access previously unknown to CDOT. Although there is an

Mr. Brett Boyer
January 7, 2002
Page 2

existing pedestrian bridge linking the east and west parking areas along U.S. 160, there are recreational activities, such as ice-skating and river tubing, the Town believes could be adversely affected by the access closure.

We have reevaluated the need for access closure with respect to the Town's comments and requirements of the State Highway Access Code. In view of these factors, it has been determined that it would not be necessary to close the eastern access in conjunction with the future improvements to US Highway 160. For the current level of access use (less than 10 vehicles per hour), the planned location of the interchange at CR 501 would not conflict with the safe operation of this access.

If you have any questions, please do not hesitate to contact Wally Jacobson of my staff at (970) 385-1433.

Very truly yours,


Richard J. Reynolds

RJR/wrj

Cc: Richard Reynolds, Region 5 Transportation Director
Mitch Kumar, Region 5 Program Engineer
Tony Bemelen, Region 5 Durango Resident Engineer
Darrel Lowder, Region 5 Right of Way Supervisor
Wallace R. Jacobson, Region 5 Acting Planning/Environmental Manager
Joe Audino, Region 5 Project Engineer
Bill Killam, URS Environmental Program Manager
Bryan Foote, URS Durango Office Engineer
File: CDOT Project File and URS File



REPLY TO
ATTENTION OF

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

November 30, 2001

Regulatory Branch

To whom it may concern:

To better serve the public, the District has revised its "Minimum Standards for Acceptance of Preliminary Wetlands Delineations". This document is designed to assist private wetland consultants to produce a uniform and consistent quality product. Adherence to these standards will facilitate the District's review of preliminary delineations and provide time savings to all those involved. I am enclosing the standards, which are effective immediately. Any questions or comments can be directed to the Regulatory Branch at the above address.



Art Champ
Chief, Regulatory Branch

Attachment

MINIMUM STANDARDS FOR ACCEPTANCE OF PRELIMINARY WETLANDS DELINEATIONS

November 30, 2001

The Regulatory Branch of the Sacramento District, U.S. Army Corps of Engineers (District), receives numerous requests to perform wetlands delineations for potential applicants for permits under Section 404 of the Clean Water Act. Due to limited staff and resources, the response time can be several months or longer. To expedite this process, the District encourages applicants to use consultants to conduct preliminary wetlands delineations, especially for large and/or complex areas. Preliminary delineations may then be submitted to the District for review and verification.

While accurate delineations by qualified individuals have resulted in a quicker review and response from the District, substandard or inaccurate delineations have resulted in unnecessary time delays for applicants. These delays are due to insufficient, incomplete, or conflicting data, which prevent the District from verifying the proposed wetland boundaries. Such delineations must be returned by the District to the applicant or consultant for revision.

To improve the quality and consistency of delineations, the District has developed minimum standards necessary for accepting a delineation for verification of the jurisdictional boundaries. Any submittal that does not meet these requirements will be returned to the applicant or consultant. All deficiencies must be corrected by the applicant or a consultant prior to re-submittal.

A. MINIMUM REQUIREMENTS

The preliminary wetlands delineation report shall include:

- A statement that the delineation has been conducted in accordance with the 1987 "Corps of Engineers Wetlands Delineation Manual."
- A narrative describing the wetlands.
- Justification for the wetlands boundaries.
- The total acreage of the project site.
- Existing field conditions such as season and flood/drought conditions.
- A discussion of the hydrology source (subsurface or surface, including potential irrigation influence) and drainage gradients.
- A site location map, preferably outlined on a 7.5-minute USGS quadrangle, along with any other pertinent maps of the site. The map must provide the name of the USGS quadrangle, Section, Township, Range, and UTM or latitude and longitude.
- Directions to the site.
- Contact information for the applicant(s) and property owner(s).
- A discussion of plant communities and habitat types present on the site and a list of the scientific name, common name(s), and indicator status of all plants.
- Soil descriptions, soil map(s), and a list of hydric soils or soils with hydric inclusions on the site.
- Any observed and/or documented examples of an interstate or foreign commerce connection. Examples include, but are not limited to:
 - Recreational or other use by interstate or foreign travelers.
 - Sale of fish or shellfish in interstate or foreign commerce.
 - Use by industries, including agriculture, operating in interstate or foreign commerce.
- A delineation map at an appropriate scale (for most projects, a scale of one inch to 100 or 200 feet).

MINIMUM STANDARDS FOR ACCEPTANCE OF PRELIMINARY WETLANDS DELINEATIONS

The map should not exceed one inch to 400 feet unless there are extenuating circumstances. (Note: map scales must be accurate and in round numbers, any maps using a photographic base must be corrected for distortions, and any overlays must be of identical scale) The map must include:

- The boundary of the entire project area.
 - All features which meet the criteria for wetlands or other waters of the United States.
 - Color or thatched coding of the different wetlands types present.
 - Topography.
 - Clearly and accurately identified data point locations and the location and identification number of surveyed or GPS established flags, stakes, or wetland boundaries.
 - All waters of the U.S., including but not limited to, interstate waters, tributaries, wetlands, and all other waters such as intrastate lakes, rivers, streams, and mudflats as described in 33 CFR 328.3, must be shown on the delineation map. Those features which meet wetlands criteria or are potential waters of the U.S., but which may be isolated and lacking an interstate or foreign commerce connection or non-jurisdictional for other reasons must still be shown on the map. Any justification for the Corps to make a non-jurisdictional determination should be provided in the report.
 - Standard mapping conventions (e.g., north arrow, location map, etc.) and other identifying features which facilitate the correlation of map locations with ground features (e.g., buildings, fence lines, roads, right-of-ways, trees, streams, topographic features, etc.).
 - A reference block which identifies the project, the delineators, surveyors, date of initial preparation and date(s) of any revisions.
 - Individual numbers or other designations for each water feature identified.
 - A table displaying the respective size (in acres) of each water and the cumulative acreage of each type of water.
- Data sheets completely and appropriately filled out. Data forms may be modified from the Corps' standard version, but they must present all essential information necessary to make a wetlands/non-wetlands determination.
- At least one set of paired data points documented for each feature or complex. Additional data forms may be necessary depending on various factors including the size and shape of the wetlands on the site, difficulty in identifying a precise wetlands/uplands boundary, and the width of any transition zones.

Additionally, before the Corps can complete its verification of the delineation, wetland boundaries must be marked with flags or stakes. Flags or stakes must be individually numbered and surveyed by traditional methods or by GPS equipment accurate to less than one meter. The survey data must specify the geographic coordinate system used in referencing the data, including projection and datum (e.g., Latitude-Longitude : NAD-27 or UTM - Zone 10 : NAD83). Data should be provided in a digital geographic information system (GIS) format to expedite review, with ESRI Shapefiles being the preferred format. The Corps also strongly recommends that property boundaries be flagged or staked and surveyed.

Additional information often can expedite a wetland verification. Particularly helpful data includes topographic maps, aerial and ground photographs, and related reports. Expanded narrative reports may also clarify the investigation. However, the Corps emphasizes that these reports should be succinct with only the relevant information presented. Irrelevant, verbose, or perfunctory information will only delay the Corps' evaluation.

**MINIMUM STANDARDS FOR ACCEPTANCE OF PRELIMINARY
WETLANDS DELINEATIONS**

IMPORTANT SOURCES OF INFORMATION

CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL (1987 VERSION)
NATIONAL TECHNICAL INFORMATION SERVICE (NTIS)
ATTN ORDER DEPT SPRINGFIELD VA 22161
703-487-4650 FAX 703-321-8547

WETLANDS PLANTS LISTS (Out-of-print lists available from NTIS above)
US FISH AND WILDLIFE SERVICE
PUBLICATIONS UNIT
1849 C STREET NW
MAIL STOP 130 -- WEBB BUILDING
WASHINGTON DC 20240

HYDRIC SOILS OF THE UNITED STATES (Obtain local lists from county or state NRCS offices)
NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS
NATURAL RESOURCE CONSERVATION SERVICE
PO BOX 2890
WASHINGTON DC 20013

MAPPING PRODUCTS AND DIGITAL DATA (National Wetlands Inventory and USGS Topographic Maps)
USGS EARTH SCIENCE INFORMATION CENTER (ESIC)
NATIONAL HEADQUARTERS
507 NATIONAL CENTER
RESTON VA 22092
1-800-USA-MAPS
(703) 648-6045

FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 4.0 (March 1998)
Russell F. Pringle
NRCS, WSI, LSU
104 Sturgis Hall
Baton Rouge, LA 70803-2110

Aerial Photography - National Sources of Photos (additional sources form ESIC above)

ASCS AERIAL PHOTO FIELD OFFICE	USGS EROS DATA CENTER
PO BOX 30010	SIOUX FALLS SD 57198
SALT LAKE CITY UT 84130	(605) 594-6151
(801) 524-5856	

National List of Scientific Plant Names	Keys to Soil Taxonomy (1982 ed.)
USDA SOIL CONSERVATION SERVICE	POCAHONTAS PRESS
OFFICE OF ECOLOGICAL SCIENCES	832 HUTCHINSON DRIVE
PO BOX 2890	PO DRAWER F
WASHINGTON DC 20013	BLACKSBURG VA 24063
(202) 447-2587	(703) 951-0467
Publ No. SCS-TP-159 (1982)	

Publication on "Redoximorphic Features for Identifying Aquic Conditions"
Technical Bulletin 301 of the North Carolina Agricultural Research Service (1992)
DEPARTMENT OF AGRICULTURAL COMMUNICATIONS
PO BOX 7603 NORTH CAROLINA STATE UNIVERSITY
RALBIGH NC 27695-7603

TOWN OF BAYFIELD
P.O. BOX 80,
BAYFIELD, COLORADO 81122

January 19, 2000

Mr. Bryan Foote, PE
 Senior Transportation Engineer
 URS Greiner Woodward Clyde
 3803 N. Main Avenue, Suite 207
 Durango, CO 81301

received
1/24/00

Dear Bryan,

Attached is the amended portion of Bayfield's Bicyclist and Connections Plan as adopted by the Bayfield Town Board on January 4th, 2000. The intent of amending the plan was to have it included in the forthcoming Environmental Assessment process and if you could include it or forward this document to where it needs to go, I would appreciate it.

The pedestrian trail crossing underneath the Pine River Bridge was included in the original version of the Connections Plan yet this amendment allows the trail to travel East back along the highway easement, across CR 501 and connect to US Hwy 160 B East. This trail, in effect, will eliminate the need to create a trail through Jewel LePlatt's property which the original plan recommended yet Ms. LePlatt did not support. The Town Board and I believe the amended trail location will offer a safer and more expedient path for pedestrians and bicyclists to travel East and West around town and to cross US Hwy 160.

If I can be of any service, please contact me at (970) 884-9034. Thanks for your assistance.

Sincerely,



Rich Gustafson, Director
 Bayfield Parks and Recreation Department

D. Proj. No:

	C	CC	CIR
REYNOLDS		/	
PERINO		/	
WATSON		/	
Olbert		/	
DEAMING		/	
AUDINO		/	
JACOBSON		/	
FISCHER		/	
REMPRO		/	
MENALDO		/	
FOOTE		/	
HEDLUND		/	
BLANCHARD		/	

PEESE
 CILLMAN
 SECKMEYER
 1-24-00

AMENDED VERSION OF THE PEDESTRIAN AND BICYCLIST CONNECTIONS PLAN FOR THE TOWN OF BAYFIELD, COLORADO

The inclusions listed below were drafted in December of 1999 and the original Pedestrian and bicyclists Connection Plan was amended by a Town Board vote on January 4th, 2000. The attached map illustrates the amended version.

For inclusion into the **Recreational trail system**. (Page 6)

- **Develop a trail from the US 160 bridge at the Pine River East to the intersection of US 160 Business Route East. This trail would be a separated, off-highway trail running parallel to US 160 on the North side of the highway on the highway easement.**

For inclusion into the **Planning Level Cost Estimate**. (Page 8)

- **Pine River bridge to US Hwy 160 B East along US Hwy 160**

This project involves the construction of an 8' wide asphalt path to safely accommodate pedestrian and bicycle traffic.

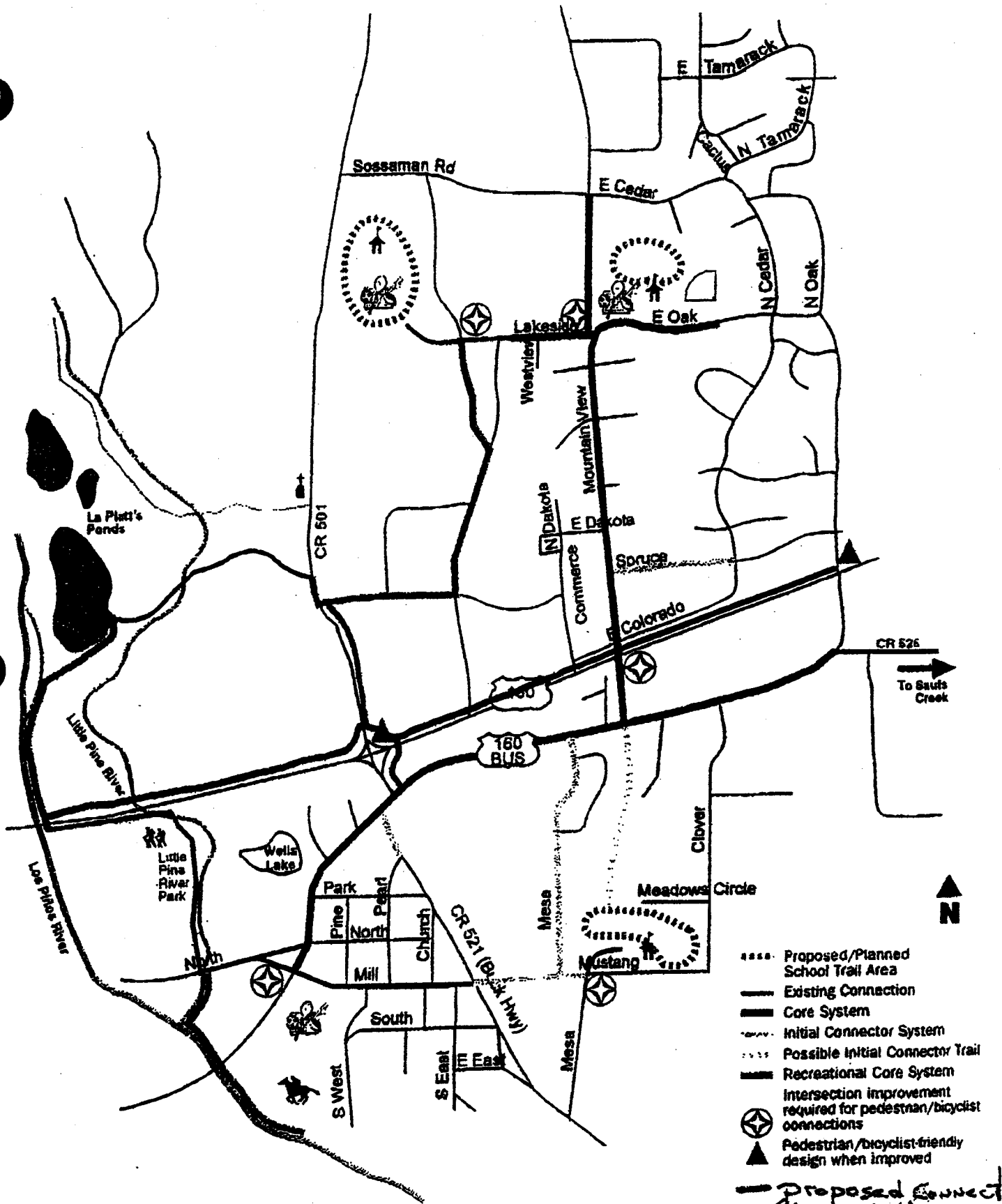
Asphalt, gravel, culverts, drainage, retaining walls, engineering.

Planning level Cost estimate: \$120,000 - \$130,000

For inclusion into the **Plan Implementation** (Page 12)

Long Term Action Items:

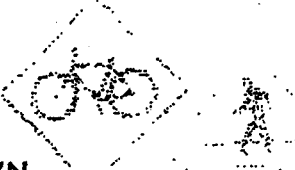
- **Develop the recreational trail system described in the plan including the amended trail from the Pine River Bridge to US Hwy 160 Business Route East running along the North side of US Hwy 160.**



- Proposed/Planned School Trail Area
- Existing Connection
- Core System
- Initial Connector System
- Possible Initial Connector Trail
- Recreational Core System
- Intersection improvement required for pedestrian/bicyclist connections
- ⊗ Pedestrian/bicyclist-friendly design when improved

Proposed Connect (Amended)
Pedestrian & Bicycle Connection Plan
 Figure 1

TOWN



San Juan Citizens Alliance

Organizing for the people and land of the San Juan Basin

Bryan Foote
 URS Greiner Woodward Clyde
 6803 North Main, Suite 207
 Durango, CO 81301

C	CC	CIR	January 10, 2000												
REYNOLDS															
PERINO															
WATSON															
DESECT															
DEMINING															
INO															
IBSON															
SCHER															
HENFRO															
MEHALKO															
FOOTE															
KILPATRICK															
STICKNEY															

KEESE
 BRANCHARD
 FALINI

FILE - 6800044423

1/11/00
 at

Dear Mr. Foote:

We are writing to offer comments about aspects of the Highway 160 Corridor Environmental Study and Conceptual Design and the NEPA documentation surrounding it.

We have concerns about the impacts to wildlife movement patterns from four-laning Highway 160 from Durango to Bayfield. Converting the highway to four lanes creates a greater barrier to wildlife movement. At the same time, providing mitigation measures such as an increased bridge span and height at the Florida River crossing may redirect wildlife or increase wildlife concentrations. The enhanced Florida River Bridge is a commendable and appropriate mitigation measure, but we are concerned that the environmental study assess the consequences to wildlife movement between Durango and Bayfield from the entire scope of highway improvements.

To date, it appears environmental considerations have been limited to analyzing only the actual footprint of new road construction. For example, the new proposed county road connections in the Florida River Valley are discussed only in terms of how the actual roadbed will physically affect wetlands, eagle roosting trees, and so forth. Assertions have been made that environmental consequences are minimal or non-existent if no dirt is bulldozed into any wetlands, and if no cottonwoods trees are cut down.

However, roads create impacts and disturbances to wildlife far beyond the physical footprints. There exist literally hundreds and hundreds of wildlife studies concerning the zone of disturbance roadways of varying types create for various species of wildlife. The environmental studies for the highway, and its associated intersections and new road connections, need to assess the impacts to wildlife from these increased roads.

The Florida River Valley is a favored corridor for wildlife concentration and movement. The commendable Florida River bridge enhancements for wildlife passage under the highway will increase the attractiveness and utility of the Florida River Valley for wildlife. At the same time, the expanded highway will create increased impediments to wildlife movement elsewhere. Consequently, the Florida River Valley will become the location with the highest probability for successful passage across Highway 160 and become increasingly important to wildlife. However, the benefits to wildlife of using this corridor will be significantly reduced if new county roads and associated new traffic is introduced into the same corridor with the relocation of the county road 222/223 intersection into the river valley.

259-6181

Bryan Foote
January 10, 2000
Page 2

We hope that the Highway 160 corridor study carefully considers these larger landscape issues about the effect of highway improvements on wildlife movement routes. One useful analysis might be to identify preferred wildlife movement routes across Highway 160 between Durango and Bayfield at this time, and then make an estimate of how highway expansion may modify these routes and the environmental consequences from that.

At the county transportation plan hearing, URS Greiner's representative indicated that the county's land use plans have no bearing on the Colorado Department of Transportation's decisions concerning highway design and routing. Apparently, the guidance contained in the county's Florida Mesa land use plan is worthless. We are surprised that CDOT has no requirements for compliance with local land use plans. In this particular instance, the Florida Mesa plan suggested that river valleys be avoided as areas for additional road construction.

We also find it perplexing that a major highway construction project with immense impacts on the human and natural environment is being analyzed under NEPA with a minimal environmental assessment. It seems obvious that the environmental consequences of converting many miles of highway to four lanes across river valleys and through prime wildlife habitat, with the relocation and new construction of numerous county roads, and with the location of new roads in close proximity to numerous residences are undeniably significant in nature. It's generally a waste of time and effort to prepare an EA when the environmental consequences are clearly significant and when an environmental impact statement will clearly be required.

We look forward to the next opportunity to review the proposed highway expansion plans. Our experience with the county's transportation plan has gotten our attention and we plan to be more intensively involved with the Highway 160 expansion study as it progresses.

Respectfully yours,



Mark Pearson
Public Lands Task Force



100 N. 6th St., P.O. Box 210
DOLORES, CO 81323
(970) 882-7296
FAX (970) 882-6841



USDI Bureau of Land Management
San Juan Field Office

USDA Forest Service
Mancos-Dolores Ranger District

In Reply Refer To: BLM (CO-170)2800 &
6840

William R. Killam
URS Greiner Woodward Clyde
Stanford Place 3
4582 South Ulster Street
Denver, CO 80237

DEC 23 1999

Dear Mr. Killam:

On December 14, 1999 Natural Resource Specialist Bob Ball of our Dolores office spoke with Greg Waldman of your office concerning URS Greiner's letter of November 19, 1999. The letter references the proposed widening of US Highway 160 between Durango and Bayfield, Colorado and requests "...a list of endangered, threatened, proposed and candidate species which may occur in this area...". Bob suggested that this list be obtained directly from the U.S. Fish and Wildlife Service (FWS). Mr. Waldman indicated that the same letter had gone out to FWS and the Colorado Division of Wildlife, and he expected URS Greiner would get this information from FWS.

As per Mr. Waldman's phone request, enclosed is the Bureau of Land Management's Sensitive Species List for Colorado.

The Endangered Species Act compliance for this project would benefit from designation of a lead Federal agency (50 CFR 402.07). If the Colorado Department of Transportation will be designated as lead agency, representing the Federal Highway Administration, we need some documentation of this designation (50 CFR 402.08).

If you have any questions please contact Bob Ball at (970) 882-6847.

Sincerely,

Kent Hoffman
Associate Field Office Manager

Enclosure

cc, w/o enclosure: Terry Ireland, FWS Grand Junction
Charlie Higby, BLM Durango



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
764 Horizon Drive, Building B
Grand Junction, Colorado 81506-3946



IN REPLY REFER TO:

ES/CO:CDOT
MS 65412 GJ

December 17, 1999

William R. Killam, Project Manager
URS Greiner Woodward Clyde
Stanford Place 3
4582 South Ulster Street
Denver, Colorado 80237

Dear Mr. Killam:

The U.S. Fish and Wildlife Service has received your November 19, 1999, correspondence requesting a list of Federally threatened, endangered and candidate species. The purpose of the request is for project planning to prepare an Environmental Assessment for widening and reconstruction of State Highway 160, east of Durango Colorado to Bayfield Colorado. Species lists are valid for 90 days only and should be updated by telephone or in writing when they have expired. We are providing you with the following list of species which may be present in the concerned area.

FEDERALLY LISTED SPECIES

Bald eagle	<i>Haliaeetus leucocephalus</i>
Mexican spotted owl	<i>Strix occidentalis lucida</i>
Southwestern willow flycatcher	<i>Empidonax trailii extimus</i>
Black-footed ferret	<i>Mustela nigripes</i>
Colorado pikeminnow	<i>Ptychocheilus lucius</i>
Razorback sucker	<i>Xyrauchen texanus</i>
Pediocactus knowltonii	Knowlton's cactus

Historically, the black-footed ferret occurred throughout Colorado. Literature and recent field studies document a close association between prairie dogs and black-footed ferrets. The standard that is used by the Service for determining possible project effects to black-footed ferrets is the disturbance of currently occupied prairie dog habitat. Should any of the activities associated with this project result in an impact to prairie dogs, black-footed ferret surveys may be necessary. As black-footed ferret surveys are considered valid for one year, prairie dog towns surveyed more than one year prior to construction may have to be resurveyed. Contact this office prior to scheduling any ferret searches.

We would like to bring to your attention species which are candidates for official listing as threatened or endangered species (Federal Register, Vol. 62, No. 182, September 19, 1997). While these species presently have no legal protection under the Endangered Species Act, it is within the spirit of the Act to consider project impacts to potentially sensitive candidate species. Additionally, we wish to make you aware of the presence of Federal candidates should any be proposed or listed prior to the time that all Federal actions related to the project are completed.

PROPOSED TO BE LISTED

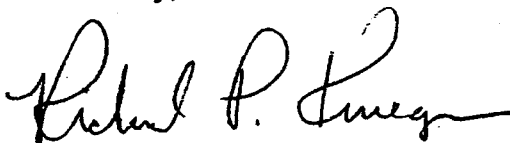
Canada lynx

Felis lynx canadensis

On July 8, 1998, the Service published a proposed rule to list the Canada Lynx population in the contiguous United States as a distinct population segment with a status of threatened throughout its range. A listing decision is pending and will be published in January 2000. We are concerned about actions that may adversely or positively affect this species. It is the responsibility of the lead Federal agency to make a determination on projects that could affect species that are Federally listed or proposed to be listed.

If the Service can be of further assistance, please contact Kurt Broderdorp at the letterhead address or (970) 243-2778.

Sincerely,



Richard P. Krueger
Acting Assistant Colorado Field Supervisor

cc: FWS/ES, Lakewood
CDOW, Grand Junction
CDOW, Durango

STATE OF COLORADO
Bill Owens, Governor
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE

AN EQUAL OPPORTUNITY EMPLOYER

John W. Mumma, Director
6060 Broadway
Denver, Colorado 80216
Telephone: (303) 297-1192



*For Wildlife-
For People*

December 3, 1999

William Killam
URS Greiner Woodward Clyde
Stanford Place 3
4582 S. Ulster St.
Denver, CO 80237

Dear Mr. Killam:

As you requested, I have enclosed a list of endangered, and threatened species found in Colorado. I have placed a check mark next to those species which may occur in the project area. Be aware, some of these species are only designated by the Colorado Division of Wildlife and do not have any federal status.

If you have any questions feel free to contact me at 970-247-0855.

Sincerely,

Drayton Harrison
District Wildlife Manager



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
764 Horizon Drive, Building B
Grand Junction, Colorado 81506-3946



IN REPLY REFER TO:
ES/CO:FHWA/CDOT
MS 65412 GJ

April 9, 1999

Sean Moore
Sugnet and Associates
1060 Main Avenue, #20
Durango, Colorado 81301

Dear Mr. Moore:

This letter was written to record the Fish and Wildlife Service's recommendations for the Highway 160 widening near Bayfield, Colorado. A southwestern willow flycatcher (*Empidonax traillii extimus*) was seen near the proposed road construction site during the second and third survey periods confirming the bird as a resident willow flycatcher. The birds inhabited the area with the existing road but the Service recommends that widening of the road does not occur any closer to the flycatcher's habitat. Additionally, the Service recommends that surveys be conducted again, prior to construction which may be performed in a couple of years, to determine if construction timing restrictions need to be followed.

If the Service can be of further assistance, please contact Terry Ireland at the letterhead address or (970) 243-2778.

Sincerely,

Susan T. Moyer
Assistant Colorado Field Supervisor

pc: FWS/ES, Lakewood
CDOW, Durango

TIreland:Bayroad.ltr:040999