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APPENDIX A:
INTERAGENCY CORRESPONDENCE

Appendix A contains copies of interagency correspondence regarding the Guanella Pass Road Improvement Project.

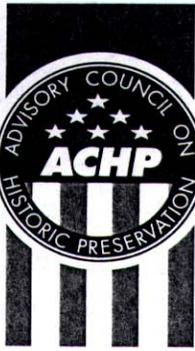
Appendix A – Correspondence Letter Index

<u>Date Sent</u>	<u>Page</u>	<u>Sender</u>	<u>Agency</u>	<u>Recipient</u>	<u>Agency</u>	<u>General Subject</u>
08/15/2002	A-1	Nancy Kochan	ACHP	John Knowles	FHWA	Adverse Affects
08/13/2002	A-2	Lynn Granger	GT	Don L. Klima	ACHP	Project Impacts
08/08/2002	A-3	John Knowles	FHWA	Don L. Klima	ACHP	Adverse Affect Finding
08/07/2002	A-7	Mark Wolfe for Georgianna Contiguglia	CHS	Stephen Hallisy	FHWA	MOA
08/01/2002	A-8	Thomas Puto for John Knowles	FHWA	Georgianna Contiguglia	CHS	Haul Route
07/18/2002	A-9	Robert Nestel	FHWA	File	FHWA	TES Species
07/12/2002	A-11	Joe L. Meade	USFS	Phil Hegeman	CDPHE	Geneva Creek 303(d) List
07/10/2002	A-12	John Knowles	FHWA	Georgianna Contiguglia	CHS	Project Impacts
06/13/2002	A-13	FHWA		FHWA		Telephone Log
06/11/2002	A-15	John Knowles	FHWA	Georgianna Contiguglia	CHS	Haul Route
06/11/2002	A-16	Mark Wolfe for Georgianna Contiguglia	CHS	John Knowles	FHWA	Project Impacts
05/31/2002	A-18	Cynthia Neely	GT	Georgianna Contiguglia	CHS	Project Impacts
04/15/2002	A-19	John Knowles	FHWA	Kurt Broderdorp	USFWS	Biological Assessment
03/25/2002	A-20	James W. Keeley	FHWA	Koleen Brooks	GT	Letter Response
03/18/2002	A-23	Edna Frost	SUIT	John Knowles	FHWA	Project Impacts
03/08/2002	A-24	John Knowles	FHWA	Lisa Wegman-French	NPS	Project Impacts
03/08/2002	A-25	John Knowles	FHWA	Koleen Brooks	GT	Project Impacts
03/06/2002	A-27	John Knowles	FHWA	Indian Tribes		Project Impacts
03/06/2002	A-31	John Knowles	FHWA	Georgianna Contiguglia	CHS	Project Impacts
03/01/2002	A-33	Gary Strike for John Knowles	FHWA	Kurt Broderdorp	USFWS	Biological Assessment
02/28/2002	A-34	PCC		Larry Smith	FHWA	Surface Types
02/27/2002	A-36	Allen E. Kane	USFS	Stephen Hallisy	FHWA	Project Impacts
02/04/2002	A-38	Koleen Brooks	GT	Jim Keeley	FHWA	Georgetown Concerns
01/17/2002	A-40	CCCC		Larry Smith	FHWA	CCCC Project Support
12/21/2001	A-42	USFS		Larry Smith	FHWA	Road Surfacing Issues
10/25/2001	A-44	Koleen Brooks	GT	James W. Keeley	FHWA	Project Concerns
06/19/2001	A-45	James W. Keeley for Larry C. Smith	FHWA	Glenda Wilson	USFS	Highway Funds Q&A
06/14/2001	A-48	John C. Stites	FHWA	Paul McKenna	GT	Legal Issues Q&A
06/05/2001	A-49	Heidi S. Hirsbrunner for James W. Keeley	FHWA	General Public Notice		Guanella Pass Test Strips
05/24/2001	A-51	John Knowles	FHWA	General Agency Notice		Geotech. Work Notice
05/15/2001	A-53	Larry C. Smith	FHWA	Glenda L. Wilson	USFS	CMS Issues
04/25/2001	A-55	Richard Cushing	FHWA	General Public Notice		SDEIS Comments Report
04/18/2001	A-56	PCC		James W. Keeley	FHWA	Project Support
04/13/2001	A-57	Paul E. McKenna	GT	Larry C. Smith	FHWA	Easement Denial
04/13/2001	A-58	FHWA		Koleen Brooks	GT	Temporary Permit
04/12/2001	A-59	Glenda L. Wilson	USFS	Larry Smith	FHWA	Corridor Mgmt. Strategy
04/12/2001	A-60	USFS		Larry Smith	FHWA	Corridor Mgmt. Strategy
03/30/2001	A-62	Lee Behrens	GSPHDPCLC	Georgetown Selectmen		Silverdale Easement
03/30/2001	A-64	James W. Keeley	FHWA	Jerry Solberg		Project Q&A
03/26/2001	A-68	(Unintelligible) for Willie R. Taylor	USDOI	James W. Keeley	FHWA	SDEIS Comments
03/26/2001	A-69	Richard J. Cushing	FHWA	Georgianna Contiguglia	CHS	Meeting Overview
03/22/2001	A-73	Lysa Wegman-French	USDOI	Steve Hallisy	FHWA	DEIS/SDEIS Comments
03/20/2001	A-74	Larry C. Smith	FHWA	Ben Nighthorse Campbell	USS	Constituent Concerns
03/13/2001	A-76	Gerald Cookson	GT	FHWA, USFS, CCCC		GT Selectmen Concerns
02/15/2001	A-77	Larry C. Smith	FHWA	Ben Nighthorse Campbell	USS	Constituent Concerns
02/08/2001	A-79	Larry C. Smith	FHWA	Ben Nighthorse Campbell	USS	Constituent Concerns
02/06/2001	A-81	Ben Nighthorse Campbell	USS	Larry Smith	FHWA	Constituent Concerns
01/31/2001	A-82	Mark Wolfe for Georgianna Contiguglia	CHS	Richard Cushing	FHWA	Project Comments
01/31/2001	A-83	Richard J. Cushing for James W. Keeley	FHWA	William H. Nevius	PC	Letter Response
01/17/2001	A-85	Margaret J. Lomax	FHWA	Pam Wohler, Assistant	USS	Constituent Concerns
01/16/2001	A-86	Cynthia Cody	EPA-NEPA	Richard Cushing	FHWA	SDEIS Document
01/09/2001	A-88	Larry C. Smith	FHWA	Mark Udall	USHR	SDEIS Comment Ext.
01/08/2001	A-90	James W. Keeley for Richard J. Cushing	FHWA	General Public Notice		SDEIS Comment Ext.
01/04/2001	A-91	Richard J. Cushing	FHWA	EPA – NEPA		SDEIS Comment Ext.
01/02/2001	A-92	Ben Nighthorse Campbell	USS	Kenneth R. Wykle	FHWA	Constituent Concerns
12/28/2000	A-97	Mark Udall	USHR	Larry Smith	FHWA	SDEIS Comment Ext.
12/22/2000	A-98	Scott Hoover	CDOW	Richard Cushing	FHWA	SDEIS Comments
12/19/2000	A-101	Ben Nighthorse Campbell	USS	Kenneth R. Wykle	FHWA	Constituent Concerns
12/04/2000	A-102	Hugh M. Davidson	CDPHE	Robert Vance	PCRB	Guanella Pass Road Dust
11/15/2000	A-103	James W. Keeley	FHWA	General Public Notice		SDEIS Distribution
09/19/2000	A-105	James W. Keeley	FHWA	General Public Notice		Test Strips Delay Notice
08/09/2000	A-106	James W. Keeley	FHWA	General Public Notice		SDEIS Delay Notice
07/11/2000	A-107	James W. Keeley	FHWA	Roland McCook	UIT	Requested Documents
06/09/2000	A-109	Lyn Yarroll	MEGSC	Bob Nestel	FHWA	Project Comments
12/21/1999	A-111	Larry C. Smith	FHWA	Mark Udall	USHR	Constituent Concerns
12/10/1999	A-112	Larry C. Smith	FHWA	Georgianna Contiguglia	CHS	Project Impacts
11/10/1999	A-113	Mark Udall	USHR	Larry Miller	FHWA	Constituent Concerns
10/28/1999	A-115	Allen E. Kane	USFS	Larry C. Smith	FHWA	Project Impacts
10/20/1999	A-116	James W. Keeley for Larry C. Smith	FHWA	Bill Bass	USFS	Project Impacts
10/15/1999	A-117	Dave Weber	CDOW	Richard Cushing	FHWA	DEIS Comments
10/13/1999	A-120	CCCC		Richard Cushing	FHWA	DEIS Comments

<u>Date Sent</u>	<u>Page</u>	<u>Sender</u>	<u>Agency</u>	<u>Recipient</u>	<u>Agency</u>	<u>General Subject</u>
10/12/1999	A-122	Ronald J Neely	HGI	Richard Cushing	FHWA	DEIS Comments
10/07/1999	A-124	Cynthia Cody	EPA-NEPA	Richard Cushing	FHWA	DEIS Comments
09/07/1999	A-130	CJ DeLange	PCC	Mark Udall	USHR	General Comments
08/31/1999	A-132	CJ DeLange	PC	Park County Residents		Project Opinions
08/26/1999	A-133	James W. Keeley	FHWA	General Public Notice		DEIS General Notice
08/24/1999	A-134	James W. Keeley	FHWA	EPA – NEPA		DEIS Comment Ext.
08/24/1999	A-135	James W. Keeley	FHWA	General Public Notice		DEIS Comment Ext.
08/23/1999	A-136	CCCC		Larry Smith	FHWA	DEIS Comment Ext.
08/19/1999	A-137	Willie R. Taylor	USDOJ	James Daves	FHWA	DEIS Comments
08/17/1999	A-139	Mark Udall	USHR	Kenneth Wykle	FHWA	Agency Action Concerns
08/16/1999	A-141	Larry C. Smith	FHWA	Mark Udall	USHR	Letter Response
08/11/1999	A-143	Janet Claus	GT	CCCC		Georgetown Position
08/10/1999	A-144	LeRoy W. Carlson	USDOJ	James W. Keeley	FHWA	Lynx Decision
07/29/1999	A-145	Mark Udall	USHR	James Daves	FHWA	Public Involvement
07/07/1999	A-146	James W. Keeley	FHWA	General Public Notice		Public Hearing Notice
07/07/1999	A-148	James W. Keeley	FHWA	EPA – NEPA		DEIS
07/01/1999	A-150	Georgianna Contiguglia	CHS	Stephen Hallisy	FHWA	Project Impacts
05/25/1999	A-152	(Unint.) for Georgianna Contiguglia	CHS	Stephen Hallisy	FHWA	Determ. of Eligibility
05/13/1999	A-154	(Unintelligible) for Anthony R. Kane	FHWA	FHWA Staff	FHWA	Context Sensitive Design
05/03/1999	A-156	James W. Keeley	FHWA	Clay Ronish	USFWS	Lynx Status Change
04/02/1999	A-157	(Unintelligible) for Allen E. Kane	USFS	Steve Hallisy	FHWA	Resource Evaluations
03/25/1999	A-159	Dennis G. Lowry	USFS	Jim Cuthbertson	USFS	BA/BE Signatures
02/27/1999	A-161	Design Review Commission	GT	Cathy Watson	GT	Cultural Resources
02/22/1999	A-164	(Unint.) for Georgianna Contiguglia	CHS	James W. Keeley	FHWA	Resource Evaluations
02/03/1999	A-167	James W. Keeley	FHWA	Cathy Watson	GT	Cultural Resources
02/03/1999	A-170	James W. Keeley	FHWA	James E. Hartman	CHS	Cultural Resources
02/03/1999	A-173	James W. Keeley	FHWA	Jim Cuthbertson	USFS	Cultural Resources
08/18/1998	A-176	Rex Fletcher	USACE	Robert Nestel	FHWA	Wetland Delineation
06/19/1998	A-177	LeRoy W. Carlson	USDOJ	James W. Keeley	FHWA	T&E Species Concerns
03/11/1998	A-179	Janet Claus	GT	CCCC		General Project Concerns
10/22/1997	A-181	(Unintelligible) for James E. Hartmann	CHS	Larry D. Henry	FHWA	Cultural Res. Report
05/12/1997	A-183	Clyde M. Woods	WCRI	General Notice		Native American Studies
03/04/1997	A-187	Larry D. Henry	FHWA	Federal Register Copy		EIS Notice of Intent
02/11/1997	A-188	Phil Clark	GT	CCCC		General Project Concerns
09/04/1996	A-190	Jean C. Smith	UASPP	Bill Bird	FHWA	Project Comments
12/07/1995	A-197	LeRoy W. Carlson	USDOJ	Larry C. Smith	FHWA	USDOJ Participation
06/15/1995	A-198	J. William Geise, Jr.	EPA	Bill Bird	FHWA	EPA Participation
06/02/1995	A-199	Wm. J. Gournay	USFS	Larry C. Smith	FHWA	USFS Participation
05/26/1995	A-200	Candace Thomas for Richard D. Gorton	USACE	Bill Bird	FHWA	COE Participation
05/25/1995	A-201	William R. Bird	FHWA	File	FHWA	CDOW Participation
05/25/1995	A-202	(Unintelligible) for John M. Unbewust	CDOT	Larry C. Smith	FHWA	CDOT Participation
05/11/1995	A-203	Larry D. Henry for Larry C. Smith	FHWA	William J. Gournay	USFS	Project Development
03/13/1995	A-205	PCRB		General Agency Notice		Maintenance Notice
04/15/1994	A-206	H. Benjamin Duke III	CHS	Richard J. Cushing	FHWA	General Project Concerns
03/02/1994	A-208	Dave Weber	CDOW	Robert Nestel	FHWA	T&E Species Information
11/22/1993	A-210	LeRoy W. Carlson	USDOJ	Jerry L. Budwig	FHWA	T&E Species Concerns
01/11/1990	A-212	Jerry B. Buckley	GT	CCCC		Project Support

Legend

ACHP	Advisory Council on Historic Preservation
CCCC	Clear Creek County Commissioners
CDOW	Colorado Division of Wildlife
CDPHE	Colorado Department of Public Health and Environment
CHS	Colorado Historical Society
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
GSPHDPLC	Georgetown Silver Plume Historic District Public Lands Commission
GT	Town of Georgetown
HGI	Historic Georgetown, Inc.
MEGSC	Mount Evans Group of the Sierra Club
NPS	National Park Service
PC	Private Citizen
PCC	Park County Commissioners
PCRB	Park County Road and Bridge
SUIT	Southern Ute Indian Tribe
UASPP	Upper Arkansas and South Platte Project
UIT	Ute Indian Tribe
USACE	United States Army Corps of Engineers
USDOJ	United States Department of the Interior
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USHR	United States House of Representatives
USS	United States Senate
WCRI	Woods Cultural Research, Inc.



August 15, 2002

John Knowles
Project Manager
Federal Highway Administration
555 Zang Street, Room 259
Lakewood, CO 80228

RE: *Improvements to FH 80, Guanella Pass Road, CO., HFD-6.*

Dear Mr. Knowles:

On August 12, 2002, we received your notification and supporting documentation regarding the adverse effects of the referenced project, a property eligible for inclusion in the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change, please notify us so we can re-evaluate if our participation is required. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the Memorandum of Agreement, and related documentation at the conclusion of the consultation process. The filing of this Agreement with the Council is necessary to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions, please contact Jane Crisler at 303/969-5110 or via eMail at jcrisler@achp.gov.

Sincerely,

Nancy Kochan
Office Administrator/Technician
Western Office of Federal
Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

12136 West Bayaud Avenue, Suite 330 • Lakewood, Colorado 80228
Phone: 303-969-5110 • Fax: 303-969-5115 • achp@achp.gov • www.achp.gov

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555

Mr. Don L. Klima, Director
Office of Planning and Review
Advisory Council on Historic Preservation
12136 West Bayaud
Lakewood, CO 80228

August 13, 2002

Dear Mr. Klima:

Subject: Colorado Forest Highway (FH) 80, Guanella Pass Road

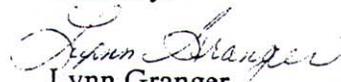
The Town of Georgetown, as the Certified Local Government (CLG) within the Georgetown Silver Plume National Historic Landmark District, has received and reviewed the correspondence dated Aug 8, 2002 from John Knowles, Project Manager for the FHWA, Central Federal Lands Highway Division. The Town concurs with the finding of an adverse affect for the Georgetown Silver Plume National Historic Landmark District (5CC3), and, the Colorado Central Railroad Grade (Site 5CC3.1/5CC9). As the CLG, we would request consideration of the following comments:

1. Although the proposed temporary construction bypass bridge must be included in the Environmental Impact Statement because it has been considered as a possibility, it is the understanding of the Town of Georgetown that, for practical purposes, this option has been dropped. The Town supports that decision. The local property owner is unwilling to grant an easement and we have been informed by the FHWA that the elimination of this option will eliminate all blasting within the Landmark District. The Town is opposed to the blasting and subsequent "staining" of rock within the District. Dropping this option also eliminates the impact to Site 5CC3.1/5CC9.

2. In reference to mitigation for impacts on the District (5CC3), the Town was informed previously by the FHWA the only guardwalls constructed with a natural stone face would be used within the Landmark District. There would be no guardrail. It was further discussed and agreed that retaining walls for cut slopes would be dry-stack natural rock in keeping with the numerous historic rock walls within the District. The materials of the retaining walls for fill slopes is under discussion. The CLG does not favor concrete form liners, but does support dry-stack or stone facade-mortared rock. All of these alternatives are included within the FEIS. Georgetown as the CLG, is requesting your support for these options.

Other final issues include the surfacing of the drainage way along the road and the impacts of five years of construction on the resources of the District. These issues are under discussion with the FHWA. Guanella Pass Road currently adversely affects Georgetown and its historic structures by inappropriate drainage control. The Town is looking forward to a project which will ultimately enhance the National Landmark District.

Sincerely,


Lynn Granger
Police Judge

CC: John Knowles, FHWA, Project Manager



AUG 08 2002

Refer to: HFHD-16

Mr. Don L. Klima, Director
Office of Planning and Review
Advisory Council on Historic Preservation
12136 West Bayaud
Lakewood, CO 80228

Dear Mr. Klima:

Subject: Colorado Forest Highway (FH) 80, Guanella Pass Road

In accordance with 36 CFR 800.6(a)(1), we are providing you with notification of an adverse affect finding for the Georgetown-Silver Plume National Historic Landmark District (5CC3), and, the Colorado Central Railroad Grade (Site 5CC3.1/5CC9). The following information is provided pursuant to 36 CFR 800.11(e):

1. **Project description:** the proposed improvement consists of the reconstruction and rehabilitation of FH 80 beginning at Grant, Colorado and extending 38.2 kilometers (23.6 miles) to Georgetown, Colorado (see enclosed maps). Improvements under the build alternatives lie primarily within the existing Guanella Pass Road corridor. The alternatives presently under consideration include improvements to the horizontal and vertical alignment, drainage, structural stability, small-stream crossings, road width, culverts, and roadside cut and fill slopes.

Improvements to the roadway width include widening the road where necessary to create a consistent width and to provide a travel lane and shoulder in each direction. The roadway will be surfaced with either asphalt pavement, gravel, or a stabilized alternative surface type. Major construction items will include clearing and grading, slope and subgrade stabilization, drainage improvements, retaining walls, revegetation, pavement of crushed aggregate base and asphalt pavement, signs, striping, guard rail, and other safety related features necessary to meet current design practice. Funding for the improvement of Forest Highways is provided through the Highway Trust fund by the Public Lands Highways, Forest Highway Program (FHP). Administration of the FHP is by a tri-agency group consisting of the Federal Highway Administration (FHWA), the US Forest Service, and the Colorado Department of Transportation. The tri-agency group has designated the FHWA as the lead agency responsible for project development, environmental clearances, and project construction. The programming agencies meet annually to prioritize and place projects in the program and FH 80 has been programmed for construction in FY 2003.



The project area of potential effects for Site 5CC3 extends from the northern terminus of FH 80 at Rose Street and 2nd Street in Georgetown to the 4th switchback on Leavenworth Mountain (Station 38000 to 39000; see Figure I-2). The area of potential effects for Site 5CC3.1/5CC9 is delineated on the enclosed plan sheet for the Georgetown temporary construction traffic bypass bridge.

2. *Steps taken for the subject undertaking to identify historic properties:* are documented in the enclosed copies of the cultural resource inventory report and correspondence with the Colorado SHPO, the USDA Forest Service, and Georgetown, Colorado (Certified local government).
3. *Description of affected historic properties:*

Georgetown-Silver Plume National Historic Landmark District (GSPNHLD - Site 5CC3)

This 1,331 hectares (3,288 acres) historic district includes the towns of Georgetown and Silver Plume, as well as the valley between the two communities (Figure I-2). The communities in the district grew and flourished first as a mining region and later as a recreational center for the people of Denver. In 1858 the discovery of gold along the South Platte River quickly led to prospecting along Clear Creek and the gold rush of 1859. That same year, the brothers George and David Griffith staked a claim at the future site of Georgetown. The Griffith lode led to the founding of 'George's Town'. At its zenith from 1867 to 1876, Georgetown was dubbed the "Silver Queen of the Rockies". The population grew to 5,000 by 1876, but prosperity was fleeting and Georgetown's days as "Silver Queen" came to an end with the repeal of the Sherman Silver Purchase Act of 1893. Mines were closed and Georgetown's population shrank to a low of 300 in 1930. The GSPNHLD was the subject of a historic sites reconnaissance survey in 1980. As a result, 211 buildings recorded within the GSPNHLD are contributing properties to the historic mining era significance of Georgetown and the District as a whole. Guanella Pass Road enters the GSPNHLD at Georgetown Reservoir extending northward along Leavenworth Mountain through a series of four switchbacks to Rose Street in Georgetown. The length of the road within the district is 3.0 kilometers (1.9 mile). Existing cuts associated with the road are visible from many vantage points throughout the district (see enclosed map - Figure I-2).

Colorado Central Railroad Grade (Site # 5CC3.1/5CC9)

With the mining boom of the 1870's, the Colorado Central Railway constructed a narrow gauge railroad up Clear Creek Canyon to Georgetown in 1877. A portion of the Colorado Central Railroad Grade intersects Guanella Pass Road at the second switchback just above and to the south of Georgetown. It has been used as a driveway to a private residence in the recent past. This small portion of the grade is within the Guanella Pass Road study corridor and was originally part of the narrow-gauge rail-bed linking Georgetown to Silver Plume. Only a portion of the grade along the lower slopes of Clear Creek Canyon at the east edge of Georgetown between Third and Sixth Streets retains integrity of setting, design, and materials. The railroad, including the segment in the study corridor, is listed on the National Register of Historical Places (NRHP) individually and as a contributing property to the GSPNHLD.

4. **Description of the undertakings effects on historic properties:** If the FHWA adopts construction of a Georgetown temporary construction traffic bypass bridge to route construction traffic away from Georgetown along Loop Road to the second switchback on Leavenworth Mountain, a portion [160 meters (525 feet)] of the Colorado Central Railroad Grade, Site #5CC3.1/5CC9 would be adversely affected. Site 5CC3.1/5CC9 has been listed on the NRHP individually and as a contributing element of the GSPNHLD. Consequently, since this historic property also contributes to the qualities of significance of the GSPNHLD, the bypass would constitute an adverse effect to the District. Since Leavenworth Mountain is the backdrop to the historic setting of the GSPNHLD, the Town of Georgetown believes that any improvement of the switchbacks on the existing roadway may adversely affect the visual quality of the cultural landscape within the District. Proposed improvements would entail tree removal, cuts and fills, and retaining walls within the existing roadway construction limits. The FHWA has determined that affecting the visual quality of Leavenworth Mountain will be an adverse effect to the GSPNHLD under the Preferred Alternative and all build alternatives. Both sites are listed on the National Register under criterion "a", for their association with events that have made a significant contribution to the broad patterns of our history.
5. **Applicability of Criteria of Adverse Effect:** 36 CFR 800.5(a)(2)(i) was found to be applicable to Site 5CC3.1/5CC9 given anticipated physical destruction of or damage to a portion of the property. Site 5CC3 was found to be applicable under 36 CFR 800.5(a)(2)(v), given visual impacts to Leavenworth Mountain. Measures to totally avoid both sites were considered, but total avoidance of both sites is not feasible. Measures to mitigate physical destruction of a portion of Site 5CC3.1/5CC9 will include a treatment plan following the *Secretary of the Interior's Standards for Architectural and Engineering Documentation* to be implemented should the temporary construction traffic bypass bridge be adopted. Measures to mitigate visual impacts to 5CC3 include the following:
- Minimize tree removal.
 - Use retaining walls in select locations to minimize cut and fill slopes. The design materials used in the retaining walls will attempt to blend with the forest and adjacent natural materials.
 - Minimize cut slopes where possible. Where cut slopes are necessary, they should typically not exceed a 50 percent (27 degree) slope. A 30 percent (18 degree) slope is preferable to increase the possibility for revegetation.
 - All guardrails will be a natural appearance design (timber, naturally weathered rail, or other materials).
 - All signposts and sign backs will be dark brown in color.
 - Where appropriate, exposed rock will be stained where cuts occur into bedrock in visually sensitive areas. This will minimize the stark color contrasts of very lightly colored freshly cut rock with the dark background of the forested mountainside.
 - Blast in such a way as to avoid the defined, vertical drill holes that sometimes result. Explosives will be used in such a way that the faces of the rock outcrops are fractured, imitating a natural appearance.

- Implement landscaping and revegetation on all abandoned roadway segments and adjacent disturbed land that is capable of sustaining vegetation. Revegetation of trees and shrubs should be as close as practical to the new roadway without compromising safety.
- Stabilize and revegetate existing barren slopes as practical using native vegetation techniques and techniques similar to those developed for areas of new disturbance.

The Guanella Pass Scenic Byway Corridor Management Strategy (CMS) will be used as a guide for enhancing the visual quality of the roadway. Where possible, the strategies in the CMS to preserve the rural and rustic character of the Guanella Pass corridor will be implemented to maintain consistency between the CMS and the project. Some of the visual strategies include creating a buffer zone between formal parking areas and the roadway and softening the effects of the presence of the road in the environmental setting.

6. *Copies of the views of consulting parties are enclosed.*

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,



John Knowles
Project Manager

Enclosure

cc w/o enclosures:

Attention: Ms. Cynthia Neeley
Ms. Lynn Granger
Mayor
PO Box 426
Georgetown, CO 80444

Ms. Lisa Wegman-French
National Park Service
Intermountain Support Office
National Historic Landmark Program
PO Box 25287
Denver, CO 80225-6675

Attention: Mr. Jim Green
Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

bc w/o enclosure

S. Hallisy
G. Strike
J. Corwin

Reading file

Central File – CO FH 80, Guanella Pass Road
SHALLISY:jm:08/07/2002:L\environm\wp\
CO080\achpadvaffectnotification.doc



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

August 7, 2002

Stephen Hallisy
Environmental Protection Specialist
Federal Highway Administration
555 Zang Street
Main Room 259
Lakewood, CO 80228

Re: Colorado Forest Highway 80, Guanella Pass Road

Dear Mr. Hallisy:

Concerning our discussions on the Memorandum of Agreement (MOA) for Colorado Forest Highway 80, we suggest that the execution of the MOA wait until the selected alternative is chosen. Once that is known, the MOA can be written to address specific project terms and conditions.

If we may be of further assistance please contact Jim Green at 303-866-4674.

Sincerely,

For Georgianna Contiguglia
State Historic Preservation Officer

GC/WJG



AUG 01 2002

Refer To: HFHD-16

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Attention: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia:

Subject: Colorado Forest Highway 80, Guanella Pass Road

In our letter of July 13, 2002, we provided you with a detailed description of the proposed construction traffic haul route for the proposed project as follows: "Enclosed for your information is a map depicting the proposed construction traffic haul route for the proposed project. As indicated in the Preliminary Final EIS (page IV-9, bullet 5), the Federal Highway Administration (FHWA) will repair roads on the haul route to mitigate construction traffic impacts to existing roads. Hauling will originate from the Interstate 70 interchange along Argentine/Brownell to Loop Drive, then east to 7th Street crossing Clear Creek to Rose Street and then south on Rose Street to the switchbacks on Leavenworth Mountain. Work will include shifting Argentine/Brownell one roadway width to the West from the interchange to 14th 11th Street within the existing roadway footprint. A bridge will be constructed across Clear Creek at the intersection of Argentine and 7th Street, and the remainder of the haul route from 14th 11th Street to the switchbacks will be overlaid with a new surface (rehabilitated)." As indicated in the above revision, Argentine/Brownell will be shifted one roadway width from the I70 Interchange to 11th Street. In addition, the hauling route described is for large 18-wheelers. Smaller trucks are to cross at 7th Street and then proceed up Argentine Street.

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,

John Knowles

John Knowles
Project Manager





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

Memorandum

Subject: Federal Species List Update
CO FH 80, Guanella Pass Road

Date: 7/18/2002

From: 
Robert Nestel
Environmental Biologist

To: Central File: CO FH 80

I retrieved the Federal list of threatened and endangered species for Colorado from the Threatened and Endangered Species System (TESS). The data was current as of July 18, 2002 (see attached table).

I checked the list against existing biological reports for the project and the NatureServe database to determine whether any of the species may occur in the project area. Only the lynx may occur in the project area. The FHWA is currently in formal consultation with the Fish and Wildlife Service on the lynx, which was evaluated in the Biological Assessment dated March 1, 2002. No additional species have been listed that may occur in the project area.

U.S. Fish and Wildlife Service
Colorado -- 33 listings -- As of 7/13/2002

Animals -- 20

<u>Status</u>	<u>Listing</u>	Included In BA?	Occur in area?
T	Bear, grizzly (<i>Ursus arctos horribilis</i>)		N
E	Butterfly, Uncompahgre fritillary (<i>Boloria acrocneoma</i>)		N
E	Chub, bonytail (<i>Gila elegans</i>)		N
E	Chub, humpback (<i>Gila cypha</i>)		N
E	Crane, whooping (<i>Grus americana</i>)		N
T	Eagle, bald (<i>Haliaeetus leucocephalus</i>)	Y	N
E	Ferret, black-footed (<i>Mustela nigripes</i>)		N
E	Flycatcher, southwestern willow (<i>Empidonax traillii extimus</i>)	Y	N
T	Lynx, Canada (<i>Lynx canadensis</i>)	Y	Y
T	Mouse, Preble's meadow jumping (<i>Zapus hudsonius preblei</i>)		N
T	Owl, Mexican spotted (<i>Strix occidentalis lucida</i>)		N
E	Pikeminnow (=squawfish), (<i>Ptychocheilus lucius</i>)		N
T	Plover, piping (<i>Charadrius melodus</i>)		N
T	Skipper, Pawnee montane (<i>Hesperia leonardus montana</i>)		N
E	Sucker, razorback (<i>Xyrauchen texanus</i>)		N
E	Tern, least (<i>Sterna antillarum</i>)		N
T	Trout, greenback cutthroat (<i>Oncorhynchus clarki stomias</i>)	Y	N
E	Wolf, gray (<i>Canis lupus</i>)		N

Plants -- 13

<u>Status</u>	<u>Listing</u>	Included In BA?	Occur in area?
E	Milk-vetch, Mancos (<i>Astragalus humillimus</i>)		N
E	Milk-vetch, Osterhout (<i>Astragalus osterhoutii</i>)		N
E	Wild-buckwheat, clay-loving (<i>Eriogonum pelinophilum</i>)		N
T	Mustard, Penland alpine fen (<i>Eutrema penlandii</i>)	Y	N
T	Butterfly plant, Colorado (<i>Gaura neomexicana</i> var. <i>coloradensis</i>)		N
T	Bladderpod, Dudley Bluffs (<i>Lesquerella congesta</i>)		N
E	Cactus, Knowlton (<i>Pediocactus knowltonii</i>)		N
E	Beardtongue, Penland (<i>Penstemon penlandii</i>)		N
E	Phacelia, North Park (<i>Phacelia formosula</i>)		N
T	Twinpod, Dudley Bluffs (<i>Physaria obcordata</i>)		N
T	Cactus, Uinta Basin hookless (<i>Sclerocactus glaucus</i>)		N
T	Cactus, Mesa Verde (<i>Sclerocactus mesae-verdae</i>)		N
T	Ladies'-tresses, Ute (<i>Spiranthes diluvialis</i>)		N



United States
Department of
Agriculture

Forest
Service

Pike and San Isabel
National Forests
Cimarron and Comanche
National Grasslands

Supervisor's Office
2840 Kachina Drive
Pueblo, CO 81008-1560
(719) 553-1400
TDD: (719) 553-1403
www.fs.fed.us/r2/psicc

File Code: 2520

Date: July 12, 2002

Phil Hegeman
TMDL Coordinator
Colorado Department of Public Health and
Environment
WQCD-B2
4300 Cherry Creek Drive, South
Denver, CO 80246-1530

Dear Phil,

Enclosed is data that will be useful to you in determining the level of stream impairment for Geneva Creek, a tributary of the North Fork South Platte River, located on the Pike National Forest, South Platte Ranger District.

Based upon review of this information and discussions with my staff I would like to recommend that Geneva Creek be added to the next 303(d) list as impaired due to sedimentation.

As you know, Geneva Creek is already on the current 303(d) list as impaired due to heavy metals. I'm sure that you will find that the data will support my recommendation of adding sediment to the causes of stream impairment as well.

If you have questions concerning this recommendation please feel free to contact me. If you have questions concerning the data that we have supplied to you please contact Charlie Marsh of my staff, at (719) 539-3971.

Sincerely,

/s/ Joe L. Meade
JOE L. MEADE
Acting Forest Supervisor

cc: Joan Y Carlson, Charles R Marsh, Teresa Wagner, Randy Hickenbottom



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

JUL 10 2002

Refer To: HFHD-16

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Attention: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia:

Subject: Colorado Forest Highway 80, Guanella Pass Road

We are contacting you at this time to continue consultation on the subject project. In our letter of March 6, (copy enclosed) we determined that Sites 5CC988-990, Kirtley Mine tailing dumps, would be directly impacted by all build alternatives. It is our finding at this time that one additional mine tailing dump, Site 5CC993, will be directly impacted by all build alternatives for the subject project. However, widening the existing road at this site will not substantially diminish the integrity or qualities of this site, which meets criteria A for NRHP eligibility. We have applied the criteria of adverse effect and no adverse effect in accordance with 36 CFR 800.5(a)(1) & (b) and find that adoption of any of the build alternatives will have no adverse effect on Site 5CC993.

We ask for your comment and concurrence with our findings of no adverse effect for Site 5CC993. If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,

JS/

John Knowles
Project Manager

Enclosure

Telephone Log

Colorado FH 80

Native American Contact	Date(s) Contacted	Comment on PFEIS
Mr. Jimmy Arterberry, THPO Cultural Preservation Office Comanche Tribe HC 32, PO Box 1720 Lawton, OK 73502	5/23/02	Have no comments
Ms. Zelda Tillman, Director Eastern Shoshone Culture Center Wind River Reservation PO Box 217 Fort Washakie, WY 82514	5/23/02 6/3/02 6/10/02	Not in Left voicemail No available – left message
Mr. Robert Goggles NAGPRA Representative Northern Arapaho Cultural Commission Wind River Reservation PO Box 217 Fort Washakie, WY 82514	5/23/02	Have no comments
Mr. Gilbert Brady, Director Northern Cheyenne Cultural Committee Northern Cheyenne Reservation PO Box 128 Lame Deer, MT 59043	6/03/02	Have no comments
Mr. John Washakie, Chairperson Shoshone Business Council Wind River Reservation PO Box 217 Fort Washakie, WY 82514	5/23/02 6/10/02 6/11/02	Not in – left voicemail Left 2 nd voicemail John returned my call; will provide letter stating that they have no comments

<p>Mr. Neil Cloud NAGPRA Coordinator Southern Ute Cultural Department Southern Ute Reservation PO Box 737 Ignacio, CO 81137</p>		<p>Provided written comments</p>
<p>Ms. Betsy Chapoose Cultural Preservation Office Ute Indian Tribe, Colorado Chapter Uintah & Ouray Reservation PO Box 190 Fort Duchesne, UT 84206</p>	<p>5/23/02 6/03/02 6/05/02</p>	<p>Not in – Left voicemail Not in - Left 2nd voicemail Returned call – will send written comments week of 6/12; would like field review of project</p>
<p>Mr. Terry Knight Spiritual Coordinator Ute Mountain Ute Tribe PO Box 52 Towaoc, CO 81344</p>	<p>6/04/02</p>	<p>Have no written comments; would like field review of project</p>
<p>Chairperson Mary Jane Yazzi White Mesa Ute Council White Mesa Ute PO Box 340 Blanding, UT 84511</p>	<p>5/28/02 6/3/02 6/10/02 6/13/02</p>	<p>No answer, no voicemail No answer, no voicemail No answer, no voicemail Not in; left voicemail</p>



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

JUN 11 2002

Refer To: HFHD-16

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Attention: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia:

Subject: Colorado Forest Highway 80, Guanella Pass Road

Enclosed for your information is a map depicting the proposed construction traffic haul route for the proposed project. As indicated in the Preliminary Final EIS (page IV-9, bullet 5), the Federal Highway Administration (FHWA) will repair roads on the haul route to mitigate construction traffic impacts to existing roads. Hauling will originate from the Interstate 70 interchange along Argentine/Brownell to Loop Drive, then east to 7th Street crossing Clear Creek to Rose Street and then south on Rose Street to the switchbacks on Leavenworth Mountain. Work will include shifting Argentine/Brownell one roadway width to the West from the interchange to 14th Street within the existing roadway footprint. A bridge will be constructed across Clear Creek at the intersection of Argentine and 7th Street, and the remainder of the haul route from 14th Street to the switchbacks will be overlaid with a new surface (rehabilitated).

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,

John Knowles
Project Manager

Enclosure



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

June 11, 2002

John Knowles
Project Manager
U.S. Department of Transportation
Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

RE: Colorado Forest Highway 80, Guanella Pass Road, HFHD-16

Dear Mr. Knowles:

Thank you for your correspondence dated February 20 and March 6, 2002, concerning the survey report entitled *A Second Addendum to An Intensive Cultural Resources Survey along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado* and the preliminary final environmental impact statement (FEIS) for the above project.

Survey Report

We are pleased that you have contacted both the Certified Local Government (Georgetown) and the National Park Service. Georgetown's comments on the above survey report have been received and reviewed. After examining the survey report and inventory forms you provided, we concur with your opinion that neither of the following properties meets the National Register of Historic Places eligibility criteria due to loss of integrity:

5PA2002

Duck Creek Road (5PA2003/5CC1188)

We concur with your determination that the Guanella Pass Summit Parking Area will not adversely affect the qualities of significance of either **5CC70** or **5CC3 (Georgetown - Silver Plume National Historic Landmark District/GSPNHLD)**. However, we agree with the report preparator's recommendation that temporary fencing be placed between **5CC70** and the new parking area during construction. In addition, if subsurface archaeological resources are encountered during ground disturbing activities, it will be necessary to halt the work until such resources can be evaluated in consultation with our office.

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

303-866-3392 * Fax 303-866-2711 * E-mail: oahp@chs.state.co.us * Internet: <http://www.coloradohistory-oahp.org>

John Knowles
June 11, 2002
RE: Guanella Pass Road
Page two

We also concur with your finding that construction of either the Georgetown bypass bridge or construction traffic bypass bridge will adversely affect a portion of the **Colorado Central Railroad Grade (5CC9)**, which is listed in the National Register of Historic Places. Since this historic property also contributes to the qualities of significance of the GSPNHLD, either bypass would constitute an adverse effect to the district. If either alternative is selected it will be necessary to notify the Advisory Council on Historic Preservation of this finding. The Council's address is:

Western Office of Review
12136 West Bayaud Avenue, Suite 330
Lakewood, CO 80226

In the event that this adverse effect is justified, it will be necessary to develop a Memorandum of Agreement (MOA) to incorporate any treatment plan that will mitigate this effect.

FEIS

It is our opinion that this document satisfactorily addresses cultural resource issues, along with 4(f) matters and traditional cultural properties. We concur with your determinations as to which historic properties are within the area of potential effects of the proposed project and with the effects determinations expressed on pages III-35 through II-37 of this document with the following exceptions:

- **Page III-36 - Open Lithic Scatter (5PA70)** - No adverse effect as indicated above with the fencing condition noted.
- **Page III-36 - Georgetown, Argentine, Snake River Wagon Road and the Green Lake Wagon Road (5CC861.1-7)** - Since these segments have been found not eligible, no historic properties will be affected.

In addition to the determinations of effect addressed above, we agree that the historic properties listed below will not be adversely affected:

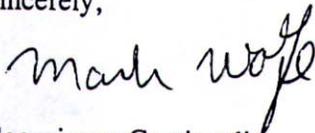
5CC988, 5CC89 and 5CC990

Finally, we have the following minor editing comments:

- **Page vii** - The *Section IV. Mitigation* pages need to be renumbered in the Table of Contents.
- **Page III-33** - The Colorado Central Railroad Grade is individually listed in the National Register.
- **Page III-37, line 3** - The Mine Tailing Dumps site numbers should read "5CC988-993".

If we may be of further assistance, please contact Kaaren Hardy, our Intergovernmental Services Director, at 303/866-3398.

Sincerely,



for
Georgianna Contiguglia
State Historic Preservation Officer

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555



Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203 - 2137

Attention: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia,

Subject: Colorado Forest Highway 80, Guanella Pass Road

At the regular meeting on May 23, 2002 of the Design Review Commission of the Town of Georgetown, the Commission, acting in their capacity as review agency for the Certified Local Government, reviewed the aspects of the FHWA Second Addendum to an Intensive Cultural Resources Survey dated February 2002 which pertain to the Georgetown Silver Plume National Historic Landmark District. Two of the projects described are within the Landmark District: the Georgetown Temporary Bypass Bridge and the Silverdale Parking Area Site plan.

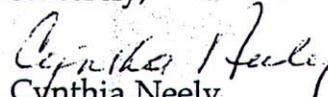
The Commission made the following findings by unanimous vote:

Georgetown Temporary By Pass Bridge: The Commission finds the temporary bypass bridge to have an adverse impact on the district. However, the temporary bypass bridge is a better alternative than construction traffic through the historic town. Mitigation to restore the historic railroad grade would be mandatory to allow the temporary bypass bridge.

Silverdale Parking Area: The Commission finds the Silverdale Parking Area to have a positive impact. The Commission feels the parking area would enhance the historic site of Silverdale and restrict motor vehicle use in the area.

If you have any questions, please contact Town Clerk Phyllis Mehrer at 303 569 2555.

Sincerely,


Cynthia Neely
Special Projects

cc: Stephen Hallisy, Environmental Protection Specialist, FHWA



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

APR 15 2002

Refer To: HFHD-16

Mr. Kurt Broderdorp
Fish and Wildlife Service
764 Horizon Drive
Grand Junction, CO 81506

Dear Mr. Broderdorp:

Subject: Biological Assessment/Guanella Pass Road

Enclosed are copies of Biological Assessment pages 25 - 28, which contain corrections on pages 26 and 27. The only change to the document is in Section 6.5, the finding for the boreal toad. This should not affect our ongoing formal consultation on the Canada lynx, but is provided to assure consistency between the Biological Assessment and the other biological reports prepared for the project.

If you have any questions, please contact Mr. Robert Nestel, Environmental Biologist, at 303-716-2142 (email: bnestel@road.cflhd.gov) or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,

John Knowles
Project Manager

Enclosures

cc w/enclosure:

Ms. Jennifer Corwin, FHWA, Denver

Mr. Dennis Lowry, Forest Wildlife Biologist, Arapaho & Roosevelt National Forest, 240 West Prospect, Ft. Collins, CO 80526

Ms. Denny Bohon, District Biologist, Pike & San Isabel Nat'l Forest, 19316 Goddard Ranch Court, Morrison, CO 80465



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

MAR 25 2002

Refer To: HFHD-16

Ms. Koleen Brooks
Police Judge
The Town of Georgetown
P.O. Box 426
Georgetown, Colorado 80444

Dear Ms. Brooks:

This letter is in response to your letter dated February 4, 2002 in which you and the Board of Selectmen requested certain traffic control methods for the CO PFH 80 Guanella Pass Road Improvement Project (Project). In this letter you and the Board also requested that the Federal Highway Administration (FHWA), as a part of construction hauling mitigation for this Project, participate in Georgetown's Gateway Project.

In your letter you stated that traffic was projected to increase 224% if the road surface were paved. It is important to clarify our traffic volume projections. First, 224% growth is a conservative number used in the Draft Environmental Impact Statement for the full reconstruction paved alternative (Alternative 2) using a 3% traffic growth rate. Since that time the predicted growth rate was revised to 1.5% and the estimated increase in traffic for the full reconstruction paved alternative was revised to 181% growth over present day conditions. These lower traffic growth rates were adjusted to better match growth predictions for the Colorado Front Range. Second, it is our judgment that, with the use of a macadam surface, the traffic increase expected for Alternative 6 would be a total of 20% traffic increase over the No Action Alternative and an 88% increase over the present condition.

In your letter you also requested that, if macadam were selected, FHWA consider reducing curve radii, installing dips, or installing speed bumps. We have already reduced design speeds to 20 km/h, which reduced the roadway radii to 12 meters in the switchback sections. This is our minimum standard for safe highway operations on this Project. As was discussed in the November 8, 2001 interagency meeting, we cannot further reduce any of the design elements of the road, including design speed or curve radii. We do not believe that speed bumps or dips would be an appropriate traffic control for Guanella Pass. We consulted with Clear Creek

County on this matter since they own and operate the portion of the road where you suggest reduced radii curves, dips, or speed bumps. Clear Creek County requested that we not use dips or speed bumps on the portions of the road over which they have jurisdiction due to snow plowing difficulties and liability concerns.

You requested that the surface not be striped. We presume that you meant that the macadam surface not be striped. We are recommending that the macadam surface not be striped and the pavement surface be striped. However, the decision of striping will be made by the maintaining agencies.

In your letter you also requested that FHWA mitigate construction impacts by doing three tasks. In order to accomplish this mitigation we will need to perform additional environmental clearance work and evaluate impacts the proposed mitigation would have on the project development schedule and construction sequencing. FHWA would also expect Georgetown to purchase any needed right-of-way for these mitigation measures.

Our comments on your three tasks are:

1. Connection of Guanella Pass drainage to the town system at 5th Street. This connection necessitates curb and gutter installed to the town's specifications from 2nd to 5th Streets.

We have committed to do this work in the past and plan to continue our discussions with you about how to accomplish this work.

2. Agreement on a hauling route. The board suggests consideration of using a 7th Street Bridge constructed by the FHWA. Vehicles would use Argentine/Brownell to 7th and cross to Rose or Argentine depending on vehicle length. The bridge would be permanent. This route limits the number of bridges to one that would be used by construction vehicles, rather than requiring use of the existing bridges on Rose, 11th, and 6th Streets which would have to be re-inspected and possibly reconstructed.

Prior to committing to this haul route, we need to perform more research to determine what additional hydraulic work would be required prior to approval and construction of a new bridge at 7th Street. If we can determine that a reasonable bridge layout will meet Federal Emergency Management Agency flood plain studies and/or regulations without extensive approach fill heights, then we will agree to the design and construction of the new bridge. We also believe that part of the parking lot between Argentine and Rose will need to be temporarily used to facilitate hauling vehicle turns onto Argentine and Rose from 7th.

3. FHWA's use of Argentine/Brownell Street as a construction haul route will be extensive. This area is part of Georgetown's proposed Gateway Improvement project. Argentine Street between 15th and Loop Drive is to be moved west by a road width and lowered. The existing right-of-way width permits this change. A concept for the area was developed through your public involvement process and the town has requested bids for final design. Georgetown anticipates the final design concept will be completed at the

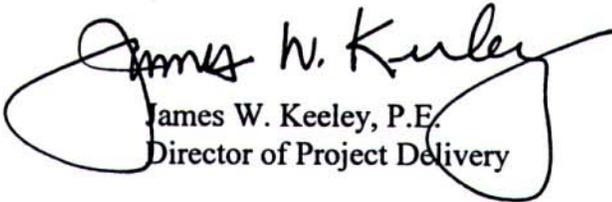
end of August 2002. FHWA's work on Argentine Street should be consistent with this design.

Representatives of FHWA met with Ms. Cindy Neely of Georgetown on March 4th and March 7th of this year to learn more about Georgetown's needs relative to providing a haul route through Georgetown and how to mitigate construction damage to Georgetown's streets from our construction activities. We agree to move Argentine/Brownell Street to the West one roadway width (approximately 21 feet) from 15th Street to just before 11th Street. We would taper Argentine/Brownell back to match the existing roadway at the intersection with 11th Street. This roadway would be lowered for approximately one half of this length to better match the elevation of the existing parking areas adjacent to either side of the road. This work would not impact the treed area on the west side of Argentine/Brownell near the intersection of 11th Street. We will use Georgetown's conceptual drawings for this work and create a design that matches those drawings as closely as possible. We cannot perform any work outside this proposed roadway width since this would not be eligible for a haul road or construction damage mitigation.

FHWA has determined that these three mitigation measures as stated above are eligible for Forest Highway Program funding. Attached is a draft cooperating agency agreement that Georgetown needs to sign. This agreement will give Georgetown cooperating agency status on this Project. As Mr. Knowles discussed during the February 12, 2002 Selectmen meeting, Georgetown's participation will not end with the signing of the Cooperating Agency Agreement. Georgetown will be asked to participate through the final design and construction phases, and to influence the design and construction in order to meet Georgetown's requirements. We will provide Georgetown with both formal and informal opportunities to participate and influence the design and construction details through interaction with our Project Manager, Mr. Knowles, for the Georgetown portion of the Project. The traditional formal opportunities are at the 30%, 70%, 95%, and final stages of the development of the plans and specification for the Project, along with the pre-construction and partnering meetings with the contractor before construction begins, progress meetings during construction, and the final inspection before the final work is accepted.

We look forward to working with Georgetown on these matters as a cooperator on this Project. In order to facilitate further work on planning these road improvements within Georgetown we need Georgetown to sign a Cooperating Agency Agreement (a copy was previously sent to Georgetown). If you have questions please call Mr. John Knowles at 303-716-2149.

Sincerely yours,


James W. Keeley, P.E.
Director of Project Delivery

Enclosure

cc: Clear County Commissioners



SOUTHERN UTE INDIAN TRIBE

March 18, 2002

John Knowles, Project Manager
Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

Subject: Colorado Forest Highway 80, Guanella Pass Road (HFHD 16)

Dear Mr. Knowles:

The Southern Ute Indian Tribe believes, at this time, there are no known impacts to areas of Native American cultural sites that are sensitive to this Tribe in regards to the Colorado Forest Highway 80 improvements. In the event of inadvertent discoveries of Native American sites, artifacts, or human remains, this Tribe would appreciate immediate notification of such findings.

Mr. Neil Cloud is the Tribe's official NAGPRA Coordinator. Please address all future NAGPRA concerns to Mr. Cloud. As Mr. Aldan Naranjo is no longer working for the Tribe, remove Mr. Naranjo's name from future mailings.

Should you require additional comments or have any questions, feel free to contact Mr. Cloud at the number listed below, extension 2209.

Sincerely,


Edna Frost, Director
Department of Tribal Information Services

Cc: Neil Cloud, NAGPRA Coordinator



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

MAR 08 2002

Refer To: HFHD-16

Ms. Lisa Wegman-French
National Park Service
Intermountain Support Office
National Historic Landmark Program
PO Box 25287
Denver, CO 80225-6675

Dear Ms. Wegman-French:

Subject: Colorado Forest Highway 80, Guanella Pass Road

Enclosed for your review and comment is a survey report entitled *A Second Addendum to An Intensive Cultural Resources Survey Along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado* and the Preliminary Final Environmental Impact Statement (PFEIS) for the subject project. The enclosed survey report documents a cultural resources survey of four new parking areas, two borrow sources, and a temporary bypass bridge that have been added to the proposed project improvements since the original survey conducted by Walt in 1998. These areas were surveyed for cultural resources in August 2000 and September, October, and November 2001. Two additional historic properties were located, and two previously recorded sites were revisited during the survey.

In accordance with 36 CFR 800.10(c), we ask for your comment and concurrence with our finding that the proposed undertaking will have no adverse effect on the Georgetown-Silver Plume National Historic Landmark District. We have also enclosed copies of the Federal Highway Administration and the USDA Forest Service findings of eligibility and effect submitted to the Colorado Historic Preservation Officer under separate cover.

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,

John Knowles
Project Manager

Enclosures



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

MAR 08 2002

Refer To: HFHD-16

Ms. Koleen Brooks
Mayor
PO Box 426
Georgetown, CO 80444

Attention: Ms. Cynthia Neeley

Dear Mayor Brooks:

Subject: Colorado Forest Highway 80, Guanella Pass Road
Cultural Resource Inventory Report

Enclosed for your review and comment is a survey report entitled *A Second Addendum to An Intensive Cultural Resources Survey Along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado*. The enclosed survey report documents a cultural resources survey of four new parking areas, two borrow sources, and a temporary bypass bridge that have been added to the proposed project improvements since the original survey conducted by Walt in 1998. These areas were surveyed for cultural resources in August 2000 and September, October, and November 2001. Two additional historic properties were located, and two previously recorded sites were revisited during the survey.

In accordance with 36 CFR 800.4(c)(1), the Federal Highway Administration (FHWA) and the USDA Forest Service (FS) have applied National Register Criteria to sites 5PA2002 and 5PA2003/5CC1188, and find that neither of the two newly recorded sites meet criteria of eligibility for listing on the National Register of Historic Places (NRHP). The Duck Creek Picnic Area context at Site 5PA2002 has destroyed the integrity of the archeological deposits through original construction and subsequent use. Site 5PA2003/5CC1188, Duck Creek Road, has no association with historic persons or events and required no special engineering requirements to build. There are few archeological items associated with the road context (e.g. nails, bottle glass).

Furthermore, the FHWA and the FS have applied the criteria of adverse effect and no adverse effect in accordance with 36 CFR 800.5(a)(1) & (b) and find that the proposed undertaking will have an adverse effect on a 160-meter (525-foot) portion of site 5CC3.1/5CC9, the Colorado Central Railroad Grade, should either the Georgetown bypass bridge or construction traffic bypass bridge across Clear Creek from Loop road to the second switchback on FH 80 be adopted (page II-47 and VI-9 of the PFEIS). In addition, the proposed Guanella Pass Summit Parking

Area would be located 6 meters (20 feet) to the west of site 5CC.70 and would not impact the site. The proposed Silverdale Parking Area is within the Georgetown-Silver Plume National Historic Landmark District (GSPNHLD) and will be partially constructed on old mining tailings. These tailings do not contribute to the GSPNHLD since they have been re-mined for use as road aggregate and no longer possess integrity of location, historic association, or archeological potential. We find that construction of the Georgetown bypass and proposed Silverdale Parking Area will have no adverse effect of the criteria that qualifies the GSPNHLD for the NRHP.

At the request of the FS, the FHWA has also examined aerial photographs of Guanella Pass Road (Flight numbers 14-19, 1993) to determine if any additional evidence of site 5CC.861.1-7, the Georgetown/Argentine & Snake River/Green Lake Wagon Road, could be found. Close inspection of the aerial photographs did not reveal any additional evidence of the road beyond those isolated segments recorded by Walt (1998). Since no additional evidence of the site could be located, the FS has concurred with our finding that site 5CC.861.1-7 is ineligible for listing on the NRHP. Sites 5CC988-990, Kirtley Mile tailing dumps, would be directly impacted by all build alternatives. Portions of these sites within the existing FH 80 footprint have been altered and lack integrity of location, setting, and association due to the initial construction of FH 80 and subsequent use. However, widening the existing road will not substantially diminish the integrity or qualities of these sites, which meet criteria A for NRHP eligibility. We find that adoption of any of the build alternatives will have no adverse effect on sites 5CC988-990 and the GSPNHLD.

A treatment plan is recommended to mitigate impacts to site 5CC3.1/5CC9 should the Georgetown bypass bridge site or temporary bypass bridge site alternative be adopted. Site 5CC.70 would not be adversely impacted by the proposed Guanella Pass Parking Area; but given its proximity to the proposed parking area, temporary barrier fencing should be erected between site 5CC.70 and the new parking area during construction operations. We ask for your comment and concurrence with our finding of adverse effect for site 5CC3.1/5CC9, the Colorado Central Railroad Grade, and no adverse effect for the GSPNHLD and sites 5CC988-990, Kirtley Mine tailing dumps, with adoption of any of the build alternatives and the Silverdale Parking Area.

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,



John Knowles
Project Manager

Enclosure



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

MAR 06 2002

Refer To: HFHD-16

See Addressee List

Subject: Colorado Forest Highway 80, Guanella Pass Road

Enclosed for your review and comment is a survey report entitled *A Second Addendum to An Intensive Cultural Resources Survey Along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado*. The enclosed survey report documents a cultural resources survey of four new parking areas, two borrow sources, and a temporary bypass bridge that have been added to the proposed project improvements since the original survey conducted by Walt in 1998. These areas were surveyed for cultural resources in August 2000 and September, October, and November 2001. Two additional historic properties were located and two previously recorded sites were revisited during the survey.

In accordance with 36 CFR 800.4(c)(1), the Federal Highway Administration (FHWA) and the USDA Forest Service (FS) have applied National Register Criteria to sites 5PA2002 and 5PA2003/5CC1188, and find that neither of the two newly recorded sites meet criteria of eligibility for listing on the National Register of Historic Places (NRHP). The Duck Creek Picnic Area context at Site 5PA2002 has destroyed the integrity of the archeological deposits through original construction and subsequent use. Site 5PA2003/5CC1188, Duck Creek Road, has no association with historic persons or events and required no special engineering requirements to build. There are few archeological items associated with the road context (e.g. nails, bottle glass).

Furthermore, the FHWA and the FS have applied the criteria of adverse effect and no adverse effect in accordance with 36 CFR 800.5(a)(1) & (b) and find that the proposed undertaking will have an adverse effect on a 160-meter (525-foot) portion of site 5CC3.1/5CC9, the Colorado Central Railroad Grade, should either the Georgetown bypass bridge or construction traffic bypass bridge across Clear Creek from Loop Road to the second switchback on FH 80 be adopted (page II-47 and VI-9 of the PFEIS). In addition, the proposed Guanella Pass Summit Parking Area would be located 6 meters (20 feet) to the west of site 5CC.70 and would not impact the site. The proposed Silverdale Parking Area is within the Georgetown-Silver Plume National Historic Landmark District (GSPNHLD) and will be partially constructed on old mining tailings. These tailings do not contribute to the GSPNHLD since they have been re-mined for use as road aggregate and no longer possess integrity of location, historic association, or archeological potential. We find that construction of the Georgetown bypass and proposed

Silverdale Parking Area will have no adverse effect on the criteria that would qualify the GSPNHLD for the NRHP.

At the request of the FS, the FHWA has also examined aerial photographs of Guanella Pass Road (Flight numbers 14-19, 1993) to determine if any additional evidence of site 5CC.861.1-7, the Georgetown/Argentine & Snake River/Green Lake Wagon Road, could be found. Close inspection of the aerial photographs did not reveal any additional evidence of the road beyond those isolated segments recorded by Walt (1998). Since no additional evidence of the site could be located, the FS has concurred with our finding that site 5CC.861.1-7 is ineligible for listing on the NRHP. Sites 5CC988-990, Kirtley Mine tailing dumps, would be directly impacted by all build alternatives. Portions of these sites within the existing FH 80 footprint have been altered and lack integrity of location, setting, and association due to the initial construction of FH 80 and subsequent use. However, widening the existing road will not substantially diminish the integrity or qualities of these sites, which meet criteria A for NRHP eligibility. We find that adoption of any of the build alternatives will have no adverse effect on sites 5CC988-990 and the GSPNHLD.

A treatment plan is recommended to mitigate impacts to site 5CC3.1/5CC9 should the Georgetown bypass bridge site or temporary bypass bridge site alternative be adopted. Site 5CC.70 would not be adversely impacted by the proposed Guanella Pass Parking Area; but given its proximity to the proposed parking area, temporary barrier fencing should be erected between site 5CC.70 and the new parking area during construction operations. In accordance with 36 CFR 800.2(c)(3), we ask for your comment and concurrence with our findings of eligibility and effect.

If you should desire a field review of the project area or have any questions regarding the project, please contact Mr. Stephen Hallisy, Environmental Protection Specialist, at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,



John Knowles
Project Manager

Enclosure

Addressees:

Chairman Wallace Coffey
Comanche Tribal Business Council
Comanche Tribe
HC 32, PO Box 1720
Lawton, OK 73502

Ms. Phyllis Attocknie, Director
Cultural Preservation Office
Comanche Tribe
HC 32, PO Box 1720
Lawton, OK 73502

Ms. Joyce Posey, Director
Eastern Shoshone Culture Center
Wind River Reservation
PO Box 217
Fort Washakie, WY 82514

Director
Northern Arapaho Cultural Commission
Wind River Reservation
PO Box 217
Fort Washakie, WY 82514

Chairperson Richard Brannan
Northern Arapaho Business Council
Wind River Reservation
PO Box 217
Fort Washakie, WY 82514

Mr. William Walks Along, President
Northern Cheyenne Tribal Council
Northern Cheyenne Reservation
PO Box 128
Lame Deer, MT 59043

Mr. Butch Sootkis, Director
Northern Cheyenne Cultural Committee
Northern Cheyenne Reservation
PO Box 128
Lame Deer, MT 59043

Mr. John Washakie, Chairperson
Shoshone Business Council
Wind River Reservation
PO Box 217
Fort Washakie, WY 82514

Chairperson Clement Frost
Southern Ute Tribal Council
Southern Ute Reservation
PO Box 737
Ignacio, CO 81137

Mr. Aldan Naranjo, Historian
Southern Ute Cultural Department
Southern Ute Reservation
PO Box 737
Ignacio, CO 81137

Chairperson Ron Wopsock
Uintah & Ouray Business Committee
Uintah & Ouray Reservation
PO Box 190
Ft. Duchesne, UT 84206

Ms. Betsy Champoos
Cultural Preservation Office
Uintah & Ouray Reservation
PO Box 190
Fort Duchesne, UT 84206

Chairperson Judy Knight-Frank
Ute Mountain Ute Tribal Council
Ute Mountain Ute Reservation
General Delivery
Towaoc, CO 81344

Tribal Manager
Ute Mountain Ute Tribe
PO Box 52
Towaoc, CO 91334

Mr. Terry Knight
Spiritual Coordinator
Ute Mountain Ute Tribe
PO Box 52
Towaoc, CO 81344

Mr. Luke Duncan
Colorado Chapter
Ute Indian Tribe
PO Box 190
Fort Duchesne, UT 84026

Ms. Lynn Hartman
Ute Mountain Ute Tribe
PO Box 52
Towaoc, CO 81334

Chairperson Mary Jane Yazzi
White Mesa Ute Council
White Mesa Ute
PO Box 340
Blanding, UT 84511

cc wo enclosure:

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Alan E. Kane
Historic Preservation Officer
Pike & San Isabel NF
1920 Valley Drive
Pueblo, CO 81008



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

MAR 06 2002

Refer To: HFHD-16

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Attention: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia:

Subject: Colorado Forest Highway 80, Guanella Pass Road

Enclosed for your review and comment is a survey report entitled *A Second Addendum to An Intensive Cultural Resources Survey Along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado*. The enclosed survey report documents a cultural resources survey of four new parking areas, two borrow sources, and a temporary bypass bridge that have been added to the proposed project improvements since the original survey conducted by Walt in 1998. These areas were surveyed for cultural resources in August 2000 and in September, October, and November 2001. Two additional historic properties were located, and two previously recorded sites were revisited during the survey.

In accordance with 36 CFR 800.4(c)(1), the Federal Highway Administration (FHWA) and the USDA Forest Service (FS) have applied National Register Criteria to sites 5PA2002 and 5PA2003/5CC1188, and find that neither of the two newly recorded sites meet criteria of eligibility for listing on the National Register of Historic Places (NRHP). The Duck Creek Picnic Area context at Site 5PA2002 has destroyed the integrity of the archeological deposits through original construction and subsequent use. Site 5PA2003/5CC1188, Duck Creek Road, has no association with historic persons or events and required no special engineering requirements to build. There are few archeological items associated with the road context (e.g. nails, bottle glass).

Furthermore, the FHWA and the FS have applied the criteria of adverse effect and no adverse effect in accordance with 36 CFR 800.5(a)(1) & (b) and find that the proposed undertaking will have an adverse effect on a 160-meter (525-foot) portion of site 5CC3.1/5CC9, the Colorado Central Railroad Grade, should either the Georgetown bypass bridge or construction traffic bypass bridge across Clear Creek from Loop road to the second switchback on FH 80 be adopted (page II-47 and VI-9 of the PFEIS). In addition, the proposed Guanella Pass Summit Parking

Area would be located 6 meters (20 feet) to the west of site 5CC.70 and would not impact the site. The proposed Silverdale Parking Area is within the Georgetown-Silver Plume National Historic Landmark District (GSPNHLD) and will be partially constructed on old mining tailings. These tailings do not contribute to the GSPNHLD since they have been re-mined for use as road aggregate and no longer possess integrity of location, historic association, or archeological potential. We find that construction of the Georgetown bypass and proposed Silverdale Parking Area will have no adverse effect on criteria that would qualify the GSPNHLD for the NRHP.

At the request of the FS, the FHWA has also examined aerial photographs of Guanella Pass Road (Flight numbers 14-19, 1993) to determine if any additional evidence of site 5CC.861.1-7, the Georgetown/Argentine & Snake River/Green Lake Wagon Road, could be found. Close inspection of the aerial photographs did not reveal any additional evidence of the road beyond those isolated segments recorded by Walt (1998). Since no additional evidence of the site could be located, the FS has concurred with our finding that site 5CC.861.1-7 is ineligible for listing on the NRHP. Sites 5CC988-990, Kirtley Mine tailing dumps, would be directly impacted by all build alternatives. Portions of these sites within the existing FH 80 footprint have been altered and lack integrity of location, setting, and association due to the initial construction of FH 80 and subsequent use. However, widening the existing road will not substantially diminish the integrity or qualities of these sites, which meet criteria A for NRHP eligibility. We find that adoption of any of the build alternatives will have no adverse effect on sites 5CC988-990 and the GSPNHLD.

A treatment plan is recommended to mitigate impacts to site 5CC3.1/5CC9 should the Georgetown bypass bridge site or temporary bypass bridge site alternative be adopted. Site 5CC.70 would not be adversely impacted by the proposed Guanella Pass Parking Area; but given its proximity to the proposed parking area, temporary barrier fencing should be erected between site 5CC.70 and the new parking area during construction operations. We ask for your comment and concurrence with our findings of eligibility and effect.

If you have any questions, please contact Mr. Stephen Hallsy, Environmental Protection Specialist at 303 716-2140 or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours,



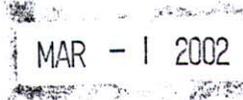
John Knowles
Project Manager

Enclosures



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228



Refer To: HFHD-16

Mr. Kurt Broderdorp
Fish and Wildlife Service
764 Horizon Drive
Grand Junction, CO 81506

Subject: Biological Assessment/Guanella Pass Road

Dear Mr. Broderdorp:

Enclosed is a copy of the Biological Assessment (BA) for the proposed project on Colorado Forest Highway 80, Guanella Pass Road. Since the BA determines that the project may affect, and is likely to adversely affect, a Federally threatened species, we are requesting initiation of formal consultation at this time. We are planning to publish the Final Environmental Impact Statement (FEIS) at the end of May, and it would be beneficial to include the results of this consultation. If that is not practical, the Record of Decision is scheduled for mid-July, and we would need to complete consultation for that document.

Also enclosed is a draft Biological Opinion with an electronic copy on floppy disk in Word Perfect format. If we can be of any other assistance, please do not hesitate to contact Mr. Robert Nestel, Environmental Biologist, at 303-716-2142 (email: bnestel@road.cflhd.gov) or write to the above address, Attention: HFHD-16, Environment.

Sincerely yours

FOR Mr. John Knowles
Project Manager

Enclosures

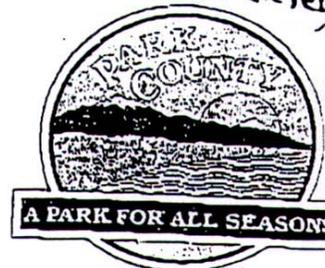
cc w/enclosure (BA): Ms. Jennifer Corwin, FHWA, Denver

cc: Donna Nickler

P.O. Box 1373
 Fairplay, CO 80440
 (719) 836-4201 (phone)
 (719) 836-3273 (fax)
 (303) 838-7509 (Metro)

COUNTY OF PARK

BOARD OF COMMISSIONERS



February 28, 2002

Mr. Larry Smith
 Central Federal Lands
 555 Zang St.
 Lakewood, CO 80228

COPY

RE: USFS Preferred Alternative Road Surface Type for Guanella Pass

Dear Mr. Smith:

We have reviewed the December 21, 2001 letter from the USFS regarding their selection of macadam for the road on National Forest System lands and recognize the spirit in which their decision was made. Many years have been invested in this project. Most recently, representatives of local communities, the USFS and other interested parties have concluded a study with the finalization of a Corridor Management Plan. While the issue of surface type was not the main area of concern, the Plan contains recommendations regarding surface type(s) while at the same time acknowledging that 100% agreement was not reached among the various participants. Park County agrees that valid issues were highlighted, which included safety, the rustic landscape character, aesthetics associated with the road, sedimentation problems and water quality.

Park County, with an understanding of the needs of Park County's interest in the road, came to terms with interested parties, namely Tumbling River Ranch, regarding surface type. Park County is desirous of standing by the terms reached. The terms are described in a memorandum dated 07/12/2000 from Rick Peters, Road and Bridge Director. Of primary concern, is "that we do not make any improvements to the gravel road that passes through his (Tumbling River) ranch." The other main area of concern is that Tumbling River Ranch be allowed to continue its operation throughout the construction process. Park County stands by these terms. However, Park County must acknowledge the authorities and responsibilities of the USFS and Park County as delineated in a document dated August 21, 1987 entitled PUBLIC ROAD EASEMENT. Paragraph 3 states:

"Any reconstruction of the highway situated on this right-of-way shall conform with plans, specifications, and written stipulations approved by the Forest Supervisor or authorized representative prior to beginning such reconstruction."

REC'D
 3/6/02

FS-02-063

Jerry Solberg
 (719) 836-4210
 (303) 838-7509 #210

Don O. Staples
 (719) 836-4211
 (303) 838-7509 #211

Leri Walker
 (719) 836-4209
 (303) 838-7509 #209

Paragraph 4 states:

“Consistent with highway safety standards, the Grantee shall:

- (a) Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.”

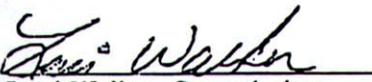
Inasmuch as the authority to determine the specifications for the road that passes through the U.S. Forestland land rests with the U.S. Forest Service, Park County cannot dictate the surface type for that portion of the road. Park County believes the selection of macadam as the preferred surface type for the road as it crosses forestland - with the exceptions of a gravel surface at the summit and a gravel surface for the road as it crosses land owned by Tumbling River Ranch to be a responsible and environmentally appropriate choice. Park County's preferred choice, however, is chip seal over a hardened surface. Park County recognizes that the difference between macadam and chip seal is the size of the rock being used as chips. A smaller “chip” is easier to maintain. With that said, we believe the fact that the surface type would be varied and will include gravel helps to address the concern that motorists might use the road as a high-speed connection between Georgetown and Grant. Park County recognizes that some individuals may not meet the USFS choice with overwhelming enthusiasm; but we believe it, combined with the strategies outlined in the Corridor Management Plan, gives us a County road that will be easier and more affordable to maintain, while at the same time addressing sediment and erosion issues.

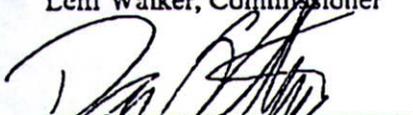
We hope that the FHWA will keep this project as a top priority and that we can continue to move forward with the environmental process.

Respectfully,

PARK BOARD OF COUNTY COMMISSIONERS


Jerry Solberg, Chairman


Leni Walker, Commissioner


Don O. Staples, Commissioner

cc: Clear Creek County Board of Commissioners
Tumbling River Ranch
James S. Bedwell, Forest Supervisor, Arapaho & Roosevelt National Forests
Abigail R. Kimbell, Forest Supervisor, Pike and San Isabel National Forests
Glenda Wilson, Director of Engineering, Rocky Mountain Region



File Code: 2360
Date: 27 February, 2002

MR. STEPHEN HALLISY

US DOT FEDERAL HIGHWAYS ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
555 ZANG STREET,
P.O. 25246
DENVER, CO. 80225-0246

Dear Mr. Hallisy,

Thank you for the opportunity to review and comment on the latest cultural resources study for the Guanella Pass project ("A Second Addendum to an Intensive Resources Survey Along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado", report prepared by Stephen J. Hallisy with contributions by Allen E. Kane). I have reviewed the document with particular attention to the resources managed by the U. S. Forest Service Arapaho and Pike National Forests; my comments (presented below) are the official response by the Forest Service to your request for review.

- A. Regarding National Register of Historic Places (NRHP) eligibility for the cultural properties potentially affected by implementation of the road improvement project. We (the Forest Service) concur with the recommendations in the Second Addendum regarding NHRP eligibility. Cultural properties SPA2002 and SPA2003/5CC1188, recorded during the most recent field investigations, are not eligible, as they possess no intrinsic historic associations or engineering and architectural values. Archeological deposits and items at both properties are very minimal. Cultural property 5CC861 (the Georgetown/Argentine & Snake River/Green Lake Wagon Road), originally recorded during the Walt investigation, also is not eligible. Only isolated segments of this road have survived to modern times, and therefore the resource has lost its integrity. The Guanella Pass prehistoric site (5CC70, originally recorded by the state Office of Archeology and Historic Preservation in 1979) is eligible or potentially eligible to the Register based the high potential for pertinent archeological information. The archeological potential of this site was verified after its original recording, first by Walt in 1997, and most recently by the preparers of the Second Addendum. Site 5CC3/5CC9 (the Colorado Central Railroad grade) has previously been determined eligible. Finally, the proposed Silverdale Parking Area is proposed for a location within the Georgetown – Silver Plume National Register District and will be partially built on old mining spoil. We agree that these spoil deposits do not contribute to the historic district in that they have been re-mined for use as road aggregate and do not possess any historic associations or archeological potential.
- B. Regarding effects of the project on historic properties. . The protection measures recommended for the vicinity of 5CC70, the Guanella Pass site, are adequate in the context of protecting archeological deposits and the derivative information. Therefore,



this property would not be affected by implementation of any proposed alternative. We concur with your recommendation that the only cultural property potentially affected by implementation of the project is the Colorado Central Railroad grade. If either the Georgetown bypass bridge site alternative or the temporary bypass bridge site alternative is selected, the Railroad grade may be adversely affected. The development of a Memorandum of Understanding containing a mitigation plan may be necessary to alleviate the effects. If a different alternative is selected, then a "no historic properties affected" determination is appropriate for implementation of the project.

Thank you for the opportunity to review the report and findings. If you wish to discuss the project in further detail, please contact me at our Pueblo office.

Sincerely,

A handwritten signature in black ink, appearing to read "Allen E. Kane". The signature is fluid and cursive, written over a light blue horizontal line.

Allen E. Kane
Historic Preservation Officer

Cc: Donna Mickley, U.S. Forest Service Regional Office

The Town of Georgetown

*P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555*

February 4, 2002

Jim Keeley, Director of Project Delivery
Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street, Room 259
Lakewood, CO 80228

Dear Mr. Keeley,

At the January 22, 2002 meeting of the Board of Selectmen, the Board discussed the Guanella Pass project particularly the road surface choices and the construction impacts on Georgetown.

As to the road surface choices, we understand that the US Forest Service is requiring macadam from Cabin Creek through the switchbacks above the Naylor Lake turnoff. The Town's preference in that area for gravel and macadam is based on the desire to control the speed and number of vehicles. The 224% increase in traffic volume projected with a "paved" surface is an unsustainable impact for Georgetown. The Board would be open to other methods of traffic control, however, we do not believe control should be based solely on a non permanent fee program. Increased curvature, dips and speed bumps might be control devices. In preserving the rural nature of the road the Board would also prefer to see an unstriped surface. How would this be possible on a macadam surface with the consideration of the Uniform Traffic Code?

Construction impacts are a major concern as Georgetown is a National Historic Landmark District with a seasonal economy and a delicate, aging, infrastructure. The FHWA recognized these difficulties in the attempt to arrange a temporary construction by-pass bridge. At issue is the impact of 1000 vehicles in each direction on our streets and bridges and their disruption of our commercial activities and residential life. As was repeatedly discussed with FHWA Project Engineer Mark Taylor, an asphalt overlay to our streets will not mitigate damage. In fact an overlay would add significantly to drainage difficulties.

The Town of Georgetown would anticipate:

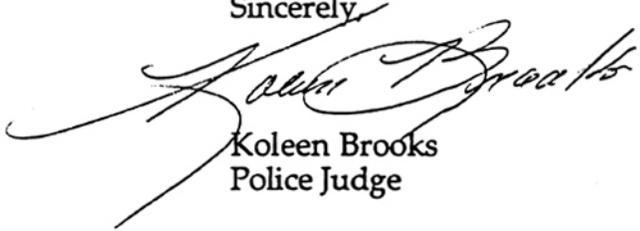
1. Connection of Guanella Pass drainage to the town system at 5th Street. This connection necessitates curb and gutter at town specifications from 2nd to 5th streets.
2. Agreement on a hauling route. The Board is suggesting consideration of a 7th Street bridge constructed by the FHWA. Vehicles would use Argentine/Brownell to 7th and cross to Rose or Argentine depending on the vehicle length. The bridge would be permanent. This route limits the number of bridges to one, meaning bridges on

Rose, 11th and 6th Streets would not have to be reinspected and rebuilt.

3. FHWA use of Argentine/Brownell Street will be extensive. This is the area proposed for Gateway improvement. Argentine Street between 15th and Loop Drive is to be moved west by a road width and lowered. The existing right-of-way width permits this change. A concept for the area was developed through public process and the town has requested bids for the final design. We anticipate the final design concept will be complete at the end of August 2002. FHWA work on Argentine Street should be consistent with the design and lower and move the road.

Please understand these considerations can not constitute an endorsement of the project by the Board at this time. Reactions from the Georgetown citizens to the current plan for Guanella Pass have not been sought for a number of months. A public discussion session is scheduled during the Selectmen meeting of February 12. The decision of the Board will rest on the input of the citizens.

Sincerely,



KOLEEN BROOKS
Police Judge

cc: Jennifoer Corwin, Environmental Protection Specialist
John Knowles, Project Manager
Clear Creek County Commissioners



Clear Creek County

POST OFFICE BOX 2000
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 569-3251 • (303) 679-2300

January 17, 2002

Mr. Larry Smith
Central Federal Lands
555 Zang St.
Lakewood, CO 80228

RE: USFS Preferred Alternative Road Surface Type for Guanella Pass

Dear Mr. Smith:

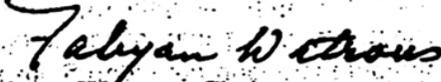
We have reviewed the December 21, 2001 letter from the USFS regarding their selection of macadam for the road on National Forest System lands and recognize the spirit in which their decision was made. During the last half of 2001 representatives of the local communities, of a wider constituency, and of the Forest Service worked many hours examining the issues of the Guanella Pass Corridor. The participants concluded their study with the finalization of a Corridor Management Plan. Although resolving the issue of surface type was not the main task of the group, their document includes recommendations regarding surface type and acknowledges that 100% agreement was not reached. We all, however, had the opportunity to thoroughly understand the various points of view and issues.

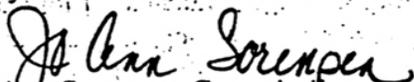
We believe the selection of macadam as the preferred surface type for the road as it crosses forest land – with the exceptions of a gravel surface at the summit and chip seal on steep switchbacks – is a socially responsible and environmentally appropriate choice. The fact that the surface type would be varied and will include gravel helps to address the concern that travelers might use the road as a high-speed connection between Georgetown and Grant. We recognize that the USFS choice may not be met with overwhelming enthusiasm by some individuals, but we believe it, combined with strategies outlined in the Corridor Management Plan, gives us a County road that will be easier and more affordable to maintain.

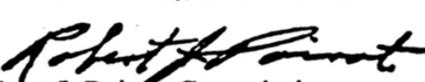
We hope that the FHWA will keep this project as a top priority and that we can continue to move forward with the environmental process.

Sincerely,

CLEAR CREEK BOARD OF COUNTY COMMISSIONERS


Fabyan Watrous, Chairman


Jo Ann Sorensen, Commissioner


Robert J. Poirôt, Commissioner

CLEAR CREEK BOARD OF COUNTY COMMISSIONERS

Larry Smith Letter, January 17, 2002

Page 2

cc: Jim Bedwell, Forest Supervisor, Arapaho and Roosevelt National Forests
Abigail R. Kimbell, Forest Supervisor, Pike and San Isabel National Forests
Park County Board of Commissioners
Town of Georgetown Board of Selectmen
Tumbling River Ranch
Glenda Wilson, Director of Engineering, Rocky Mountain Region



United States
Department of
Agriculture

Forest
Service

Arapaho and Roosevelt
National Forests and
Pawnee National Grassland

240 West Prospect Road
Fort Collins, CO 80526
Voice: (970) 498-1100 TDD: (970) 498-1025
Web: www.fs.fed.us/r2/arnf
Fax: (970) 498-1328

File Code: 7740

Date: December 21, 2001

Mr. Larry Smith
Central Federal Lands
555 Zang St.
Lakewood, CO

Re: Guanella Pass Preferred Alternative Road Surface Type

Dear Mr. Smith,

Over the last year, we in the Forest Service have been committed to reaching agreement on key issues associated with the Guanella Pass Road improvement project. We have attended meetings and workshops and have invested resource specialist time in order to gain the greatest understanding of the issues at hand. We thank you for your efforts to reach consensus by all parties at your meeting on November 8th, 2001. We also wish to applaud the efforts of Park County and Clear Creek County to reach agreement. The tentative agreements reached at that meeting appeared promising, so we are disappointed that consensus has not been achieved on the key aspect of road surface type despite the collaborative efforts at the meetings or during the corridor management planning process. As a result, we in the Forest Service wish to state our position for the National Forest System lands that are included in the project area.

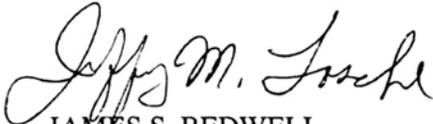
As stated during the meetings, the Forest Service believes the selected road surface must respond to a number of issues associated with Guanella Pass Road. These include safety, the rustic landscape character, and the aesthetics associated with the road, along with a primary concern for natural resources on National Forest System Lands. As documented in the hydrology report *Sedimentation Problems Identified on the Guanella Pass Road, October 25, 2001*, and presented in the meetings, sediment transport into nearby streams is a major concern. With the documented water quality impacts and the Counties indication that funds are not available to maintain a gravel-surfaced road to the standard needed to prevent stream sedimentation, it is unacceptable in our view to select any of the minimally stabilized gravel surface types. Therefore, it is our position that on the portions of the road that lie within National Forest System lands, the minimum standard and only acceptable stabilized gravel is macadam. At the same time we recognize the authority of the other jurisdictions to make decisions on lands they administer.

Of all the stabilized gravel surfaces, as defined in Alternate 6, macadam best responds to the issues listed above. We believe macadam can provide the desired rustic character while meeting sedimentation and water quality needs. It is not pavement, does not need to be striped, can appear quite rustic, and would not require the constant grading of gravel. Its defined edge and lack of continuous grading would allow vegetation to grow up to the road edge, resulting in a narrower appearance for the road. Macadam would not break down and erode into streams nor require nearly the amount of maintenance as the other stabilized gravel options. It seems irresponsible for us as stewards of public funds to support an investment (such as gravel surfacing) without assurance that it can be maintained, especially given the potential for streams to become Colorado State 303D listed because of road-generated sediment.

It should be recognized that our selection of macadam for the road on national Forest System lands represents a compromise from the optimum surface to minimize sedimentation. Considering the current and future levels of traffic, resource protection needs, and maintenance limitations, asphalt would be the more appropriate surface type. A member of your own FHWA staff acknowledged in the meeting on November 8th that asphalt would be the more appropriate surface type when considering the current and future levels of traffic, resource protection needs, and economic benefit. Given this, we should note the exceptions to our selection of macadam on National Forest segments: the steep switchbacks and "Shelf Road" sections where physical characteristic and maintenance concerns forged consensus on asphalt with a chipseal surface, and; the summit, relatively flat and far from the streams, where the less stabilized gravel types are acceptable.

In summary, we ask that you respect our position on road surface type for land within our jurisdiction and fully consider the above factors, along with your responsibility to wisely invest public funds when selecting the preferred alternative surface type on all segments of the Guanella Pass project.

Sincerely,



JB
JAMES S. BEDWELL
Forest Supervisor
Arapaho and Roosevelt National Forests
Pawnee National Grassland



ABIGAIL R. KIMBELL
Forest Supervisor
Pike and San Isabel National Forests
Cimarron and Comanche
National Grasslands

cc:

Park County Board of Commissioners
Clear Creek County Board of Commissioners
Town of Georgetown Board of Selectmen
Tumbling River Ranch
Glenda Wilson, Director of Engineering, Rocky Mountain Region

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555

James W. Keeley, Director of Project Delivery
Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street, Room 259
Lakewood, CO 80228

October 25, 2001

Dear Mr. Keeley,

The Town of Georgetown has actively participated in the discussions of the Guanella Pass Road improvements for the last nine years through the administrations of Mayors Tharp, Clark, Claus, Cookson and into the present. The Town has repeatedly expressed major concerns with the project. The most immediate concern is that five years of construction impacts would overwhelm our town streets and have negative effects on commerce and residential life. The long range concern is that the traffic increase on our narrow streets be limited and the rural and recreational nature of the road be preserved. As stated in the 2/5/01 letter to the US Forest Service, "The Town of Georgetown is not simply a gateway community. It is literally the gate, and the gate is tight Georgetown is concerned that the top fit the entrance."

The Town of Georgetown has repeatedly supported ideas that would limit the Guanella Pass use, such as no extension of asphalt based surfacing, minimal road improvements, and seasonal gated closure in the summit area. The Board of Selectmen have supported routing construction vehicles around our sensitive National Historic Landmark District commercial and residential structures. Unfortunately, all of these issues are, as yet, unresolved.

At the regular meeting of the Board of Selectmen on October 23, 2001, the present Board unanimously reiterated this position. The Town of Georgetown will not support a build alternative for Guanella Pass Road until the issues involving construction impacts and development of the upper road are resolved. The Board of Selectmen, once again, indicated their support of non asphalt surfacing where non asphalt currently exists and seasonal gated closure of the summit. The Board looks forward to a decision from the US Forest Service on their "modifications" to Alternative 6, a resolution of the seasonal closure issue, and a workable plan for construction impacts. As all previous Boards have indicated, when there is a final package to be presented to the public the Board of Selectmen intends to hold a Public Hearing for Georgetown citizens and property owners to assist the Board in a final decision.

Again, we appreciate the opportunity to participate in the Environmental Impact process. The Guanella Pass Road has daily impact on our lives.

Sincerely,

Koleen Brooks
Mayor



cc: Clear Creek County Commissioners



U.S. Department
of Transportation
Federal Highway
Administration

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

JUN 19 2001

Refer To: HPD-16

Ms. Glenda Wilson
Director of Engineering
US Forest Service
Rocky Mountain Region 2
PO Box 25127
Lakewood, CO 80225-0127

Dear Ms. Wilson:

Recent discussions between the US Forest Service (FS) and the Federal Highway Administration (FHWA) staffs have raised the following questions regarding the use of Forest Highway Funds with respect to the Guanella Pass Road Improvement Project. Enclosed for your reference is a memorandum, dated April 30, 1997, discussing FHWA's position regarding the issue of charging user fees on roads using Forest Highway (Title 23 U.S.C. 301) funds. Hopefully, the enclosed memorandum and the information provided in this letter will furnish you with the needed clarification of this issue. Below are answers to some of the specific questions that have arisen during recent meetings:

1. *Can Forest Highway Funds be used for road projects accessing FS lands where a fee is charged by the FS upon entering the FS lands?*

Forest Highway (Title 23) Funds may not be used on roads where fees are charged for merely using the road. Traffic traveling straight through, not using FS lands, cannot be charged a fee.

2. *Can Forest Highway Funds be used for road projects accessing FS lands where a fee is charged by the FS to use the FS lands accessed by the road?*

Forest Highway Funds may be used on roads where the FS charges a fee for the use of FS lands that are accessed by the road.

3. *Can Forest Highway Funds be used for road projects accessing FS lands where a fee is charged and a permit is required for the use of designated parking areas and pullouts? This condition is slightly different from the condition described in question 2 because people using the pullouts and parking areas are not necessarily recreating. They simply may be using the bathrooms or reading the interpretive signs.*

If the Guanella Pass Area meets the requirements to function as a "Recreational Fee Demonstration Program" (see enclosed public law), Title 23 restrictions on charging fees do not apply. As a result, if the FS has the authority to charge for use of designated parking areas (for whatever reason), they may do so, even if those parking areas and the interpretive signs and bathrooms that can be accessed were built with Title 23 funds.

If the Guanella Pass Area cannot be classified as a "Recreational Fee Demonstration Program" under Public Law 104-134 or a similar statute, and the parking areas and pullouts were built using Title 23 funds, then it is most likely the case that fees cannot be charged for merely parking in these areas. A fee could be charged only if the individuals leave their cars and access the Forest Lands.

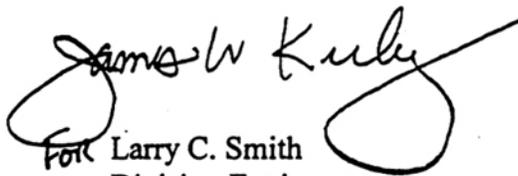
If the Guanella Pass Area cannot be classified as a "Recreational Fee Demonstration Program" and the parking areas and pullouts were NOT built using Title 23 funds, then the FS may be able to charge for use of the parking area (depending on the wording of the authority that gives the FS this right), but charging to use the pullouts may not be permitted given that the pullouts are located within the road ROW. This issue would require further examination and discussion.

4. *Can Forest Highway Funds be used for road projects where the FS implements road closures once the area accessed by the road has reached capacity for human use?*

Forest Highway Funds may be used on roads where the FS implements occasional road closures for the purpose of preventing overuse of the areas accessed by the road, provided that all of the cooperating agencies agree to the method of collection or closure. The FHWA would like to point out that because Guanella Pass is a public, *i.e.* city and county road, it does not appear that the FS has unilateral authority to charge a fee or close the road for resource management purposes. Therefore, any charges or closures would have to be agreed to by the cooperating agencies.

Should you have any further questions regarding this or other issues, please do not hesitate to contact me at 303-716-2002 or Mr. Jim Keeley at 303-716-2099.

Sincerely yours,


 For Larry C. Smith
 Division Engineer

Enclosure

cc: James Bedwell, Forest Supervisor, Arapaho & Roosevelt NF, 240 West Prospect, Fort Collins, CO 80526

Abigail Kimbell, Forest Supervisor, Pike & San Isabel NF, 1920 Valley Dr, Pueblo, CO 81008

bc: J. Keeley

J. Rippley

J. Knowles

M. Taylor

R. Cushing

J. Corwin

yc: reading file

Central File - CO 80 (Guanella Pass Road)

JCORWIN:jm:6/14/01:L:\Environ\WP\CO80\Correspondence\Fhfunds601.doc



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228-1010

June 14, 2001

In Reply Refer to: HCO-16

Mr. Paul McKenna
Town Administrator
Town of Georgetown
P.O. Box 426
Georgetown, CO 80444

Dear Mr. McKenna:

Subject: Questions Raised at Preconstruction Conference on June 11, 2001

In reference to the question posed by Selectman Ms. Coralie Anderson concerning the liability for private property damage which may occur during this project, we offer the following references for explanation:

- For damage to person(s) or property that may arise against the contractor in the performance of this contract, general legal requirements for liability insurance carried by the contractor are detailed in the *Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-96)*. {**Ref §107-Legal Relations and Responsibility to the Public**} Specifically, this is detailed in FP-96 §107.05 - **Responsibility for Damage Claims** for injury or damage to person(s) or property resulting from negligent performance of the contract. Limits/minimum insurance coverage levels are further detailed in this section.
- Damages to person(s) or property that may arise against the Federal Highway Administration in the execution of this contract are governed by **Federal Tort Claims Act (28 USC §1346)**.

The other question posed by Selectman Ms. Coralie Anderson was concerning the payment to business owners in Georgetown for the potential loss of profit/income as a result of the haul traffic for this project. It was addressed at the preconstruction meeting that the FHWA does not provide for compensation to business owners for loss of business during construction periods.

- There are several court cases that have addressed this through the claim of lost business/profit by a business owner during temporary loss of access during road improvement projects. The courts' decisions detail that inconvenience and damage which property owners suffer as a result of temporary obstructions caused by improvements or repairs must be endured. The courts stress that "...as long as the work is lawful, and is pursued with reasonable diligence, liability for damages to those whose access is temporarily restricted does not attach." **Lewis v Globe Constr. Co. (1981) 6 Kan App 2d 478.**

Sincerely yours,

JOHN C. STITES

John C. Stites, P.E.
Construction Operations Engineer



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

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

JUN 05 2001

Refer To: HPD - 16.5:jcorwin

Subject: Guanella Pass Test Strips

Dear Interested Citizens, Organizations, and Government Agencies:

As part of the continuing effort to address public concerns regarding the Guanella Pass Road Improvement Project (Project), the Federal Highway Administration (FHWA) is announcing that the construction of road surfacing test strips south of Cabin Creek hydroelectric power plant on Guanella Pass Road, will begin in late June. The purpose of these test strips is to provide a demonstration of the five different surface types that are presently being considered for most of the existing gravel sections (except for the Shelf Road section) in the Guanella Pass Road Improvement Project. The sixth test strip, chip seal, is being considered as surfacing for the asphalt pavement portions of Guanella Pass Road and the existing gravel section along Shelf Road in Park County.

Construction of these test strips will last approximately three weeks. All activities associated with the construction will occur Monday through Friday during daylight hours. Various construction equipment, primarily 18-wheel tractor-trailer trucks and 10-wheel dump trucks, will be used for this construction, and approximately 200 round trips will be required through the town of Georgetown to haul the needed equipment and materials during the course of this construction. Any damage to the existing road caused by the construction of the test strips will be repaired by FHWA.

A sign will be posted beside each test strip indicating the surface type used for that test strip. Once construction of the test strips is complete a comment period will begin during which the public will have the opportunity to drive over and experience the test strips and provide their comments to FHWA regarding the different surface type. It is anticipated that the comment period will end August 31, 2001. Please send your comments to Mr. Rick Cushing at Central Federal Lands Highway Division, 555 Zang Street, Room 259, Lakewood, Colorado 80228.

Vibration monitoring studies will be done during the hauling period. Measurements will be made at various locations along the haul route in Georgetown, which will enable the FHWA to better evaluate the effects of construction hauling on historic structures.

Prior to the commencement of construction, FHWA and its construction subcontractors will meet with the Georgetown Administrator to coordinate all construction hauling activities and the vibration study.

If you have any comments or questions regarding the construction activities associated with the test strips please contact Mr. John Knowles at 303-716-2149.

Sincerely yours,

1s/ Heidi S. Hirsbrunner

for

James W. Keeley, P.E.
Director, Project Delivery



U.S. Department
of Transportation
Federal Highway
Administration

Central Federal Lands Highway Division
555 Zang Street, Mail Room 259
Lakewood, CO 80228

MAY 24 2001

Refer To: HPD 16.5 - environ:jcorwin

To Cooperating and Interested Agencies of the Guanella Pass Road Improvement Project:

The purpose of this letter is to inform you that the Federal Highway Administration (FHWA) will be conducting geotechnical tests for three possible material source sites along Guanella Pass Road during late May and early June of this year. The purpose of these tests is to determine the extent and quality of the material at these sites and whether it would be suitable for use on the proposed Guanella Pass Road Improvement Project (Project). If the aggregate material at these sites is of sufficient quality and quantity, this may preclude the need and/or reduce the amount of construction trucks needed to haul aggregate in through Georgetown and Grant for Project.

The sites to be tested are located near Duck Lake, the former Geneva Ski Basin parking lot, and the switchback just south of Naylor Lake. All three of these sites and the access to them are located on U.S. Forest Service (USFS) property. The FHWA has acquired a special use permit from the USFS to perform this work. Equipment used for this testing includes a drill rig and, possibly, one or more pick-up trucks.

Should you have any questions or comments regarding this procedure, please contact me at 303-716-2149.

Sincerely yours,

A handwritten signature in black ink, appearing to read "John Knowles".

John Knowles
Project Manager

Ms. Ann Skinner, Environmental Planner
18500 E. Colfax Avenue
Aurora, CO 80111

Ms. Donna Mickley
Special Projects Coordinator
Rocky Mountain Region 2
PO Box 255127
Lakewood, CO 80225-0127

Mr. Dan Lovato, District Ranger
Clear Creek Ranger District
Arapaho & Roosevelt National Forest
101 Chicago Creek, PO Box 3307
Idaho Springs, CO 80452

Mr. Randy Hickenbottom, District Ranger
South Platte Ranger District
Pike and San Isabel National Forest
19316 Goddard Ranch Court
Morrison, CO 80465

Mr. Bert Weaver, Planning Director
Clear Creek County Courthouse
PO Box 2000
Georgetown, CO 80444

Mr. Robert Poirot, Chairman
Clear Creek County Commissioner
PO Box 2000
Georgetown, CO 80444

Ms. JoAnn Sorensen
Clear Creek County Commissioner
PO Box 2000
Georgetown, CO 80444

Ms. Fabyan Watrous
Clear Creek County Commissioner
PO Box 2000
Georgetown, CO 80444

Mr. Jerry Solberg
Park County Commissioner
PO Box 220
Fairplay, CO 80421

Mr. Don Staples
Park County Commissioner
PO Box 220
Fairplay, CO 80440

Ms. Leni Walker
Park County Commissioner
PO Box 220
Fairplay, CO 80421

Mr. Rick Peters, Director
Park County Road and Bridge
PO Box 147
Fairplay, CO 80440

Ms. Koleen Brooks
Mayor of Georgetown
City of Georgetown
PO Box 426
Georgetown, CO 80444

Mr. Paul McKenna
Georgetown Administrator
PO Box 426
Georgetown, CO 80444

Ms. Coralie Anderson
Georgetown Selectman
PO Box 426
Georgetown, CO 80444

Ms. Christine Bradley
Georgetown Selectman
PO Box 426
Georgetown, CO 80444

Ms. Brook Buckley
Georgetown Selectman
PO Box 426
Georgetown, CO 80444

Ms. Kathy Hoefl
Georgetown Selectman
PO Box 426
Georgetown, CO 80444

Ms. Sherry McCann
Georgetown Selectman
PO Box 426
Georgetown, CO 80444

Mr. Edwin Tomasi
Georgetown Selectman
PO Box 426
Georgetown, CO 80444



U.S. Department
of Transportation
Federal Highway
Administration

Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, CO 80228

MAY 15 2001

Refer To: HPD-16.5 Environment:jcorwin

Ms. Glenda L. Wilson
Director of Engineering
US Forest Service
PO Box 25127
Lakewood, CO 80225-0127

Dear Ms. Wilson:

Thank you for your correspondence dated April 12, 2001. Included in your correspondence was a copy of a letter from Jim Bedwell, Forest Supervisor for the Arapahoe and Roosevelt National Forest and Gail Kimbell, Forest Supervisor for the Pike and San Isabel National Forest. In the letters they requested funding assistance from the Federal Highway Administration (FHWA) for the completion of Corridor Management Strategy (CMS) for Guanella Pass Road.

It is FHWA's understanding that the CMS will be considering a variety of management strategies. These management strategies range from developing a heavily-managed, park-like atmosphere with a fully paved road and fully-developed road-side facilities, to a more rustic atmosphere where, eventually, the road at the top of the pass would be permanently closed to the public. It is FHWA's position that funding of appropriate road improvements would remain eligible under the Public Lands Highway Program for any of the management strategies described in the CMS, assuming that no substantial additional environmental work would be needed.

In the letters, Mr. Bedwell and Ms. Kimbell estimated that \$77,000 would be needed from the FHWA to fund a consultant, ERO Resources, to facilitate public involvement, citizen committee meetings, and finalize stakeholder commitments in the completion of the CMS. Also, Mr. Bedwell and Ms. Kimbell estimated that another \$12,000 would be needed to fund a Forest Service Landscape Architect to develop conceptual designs to be included in the CMS. It is my understanding that these conceptual designs are for proposed parking facilities along Guanella Pass Road.

On April 25, 2001, Ms. Jennifer Corwin of FHWA and Ms. Anjie Saunders of ERO Resources successfully completed negotiations of the Contract Task Order for services required to complete the CMS. The final cost amount negotiated for ERO Resources' services was \$90,406, a 16 percent increase over the Forest Supervisors' estimate. The Contract Task Order was signed by Aileen China, FHWA Contracting Officer, on April 26, 2001. A copy of the Contract Task Order is enclosed.

Please note the ambitious project schedule for the completion of the CMS. A Final CMS is expected to be completed by August 1, 2001. This tight time schedule is due to the request made by some of the cooperating agencies for the Guanella Pass Road Improvement Project to complete the CMS prior to their approval of the road improvement project. Because the Guanella Pass Road Improvement Project is, itself, on a very tight time schedule, prompt completion of the CMS is crucial. The FHWA appreciates the efforts made by you, the Forest Supervisors, and Forest Service staff to ensure the timely completion of the CMS.

With respect to the funding of the Forest Service landscape architect, FHWA and USFS staffs are currently developing a reimbursable agreement for the preliminary design services of the roadside parking facilities. The FHWA hopes to have the reimbursable agreement signed by the end of May.

Should you have any comments or questions regarding the enclosed Contract Task Order or any other issues regarding FHWA's role in the funding of the CMS, please contact me at, 303-716-2002 or Ms. Jennifer Corwin, Environmental Protection Specialist, at 303-716-2097. In the same cooperative spirit demonstrated so far, I look forward to working with you and your staff in the completion of the CMS and, also, the completion of the Guanella Pass Road Improvement Project.

Sincerely yours,

ORIGINAL SIGNED BY
LARRY C. SMITH 
Larry C. Smith, P.E.
Division Engineer

Enclosure

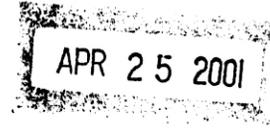


U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

In Reply Refer To:
HPD-16



Agencies, Organizations, and Citizens:

Enclosed for your review is a copy(s) of the SDEIS Summary of Comments Report (Report) prepared for the Guanella Pass Road Improvement Project (Project). The purpose of the Report is to provide a general overview of the nature of the comments received regarding the Project. In addition to summarizing the SDEIS comments, the Report also includes an explanation of how the comments were evaluated and an appendix containing all of the public hearing and written comments received.

Should you have any questions or comments regarding this Report, please contact Ms. Jennifer Corwin at 303-716-2097. Thank you for your continued interest in this Project.

Sincerely yours,

Richard Cushing.
Environmental Planning Engineer

Enclosure(s)

P.O. Box 1373
Fairplay, CO 80440-1373
(719) 836-4201 (phone)
(719) 836-3273 (fax)
(303) 838-7509 (metro)

COUNTY OF PARK

BOARD OF COMMISSIONERS



April 18, 2001

Mr. James W. Keeley
Central Federal Lands Highway Division
555 Zang Street, Mail Room 259
Lakewood, CO 80228

Dear Mr. Keeley:

At the last meeting we attended in Clear Creek, you had asked for a commitment from all the agencies involved with Guanella Pass before the FHWA would commit any additional funds toward this project. As we recall, there were a few questions that we asked our Road and Bridge Director to address, so we could give you an answer.

We have since received your response regarding the phone conversation on February 14, between Mr. Rick Peters, Director of Park County Road and Bridge Department and Ms. Jennifer Corwin, Environmental Protection Specialist for the Federal Highway Administration; we have unanimously concluded that we will support a road project for Guanella Pass.

It is the opinion of the Park County Board of County Commissioners that there is one vital part of information still missing. This would be the corridor management plan that the Forest Service is putting together. It would be premature to decide on an alternative until we have a chance to review this document. We feel that we must make sure the needs of the Forest Service are addressed.

We would like to thank you and your staff for the hard work you have done toward this project. It seems that we are coming closer to a decision and we look forward to making this project a reality.

Sincerely,

Park County Board of County Commissioners

Cc: Rick Peters, Director, Park County Road and Bridge Department
Clear Creek Board of County Commissioners, PO Box 2000, Georgetown, CO 80444
Mayor, City of Georgetown, PO Box 426, Georgetown, CO 80444
Donna Mickley, Special Projects Coordinator, USFS, Region 2, PO Box 25127, Lakewood CO, 80225-0127
Ann Skinner, Colorado DOT, 18500 E. Colfax Avenue, Aurora, CO 80011

Leni Walker
(719) 836-4209

Jerry Solberg
(719) 836-4210

Don O. Staples
(719) 836-4211

The Town of Georgetown

*P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555*

April 13, 2001

Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street
Mail Room 259
Lakewood, Colorado 80228

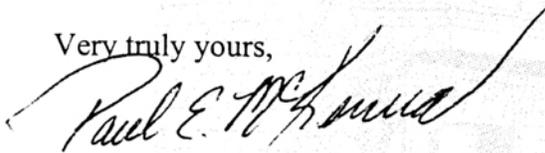
Attn: Larry C. Smith, P.E.
Re: Request for temporary easement for vehicles in Silverdale

Dear Mr. Smith,

The Board of Selectmen met on Tuesday, April 10, 2001 to discuss the request for a temporary easement by the FHWA. The Board first and foremost would like to convey their appreciation for addressing alternative sites for materials along the road consequently lessening construction impacts to the Town itself. Unfortunately, this particular site would not be the Town's choice for accomplishing the aforementioned desired goals. At this time, the Town would agree and support the Historic District Public Lands Commission concerns regarding this particular area. Therefore, the Town is forced to deny access to said property.

The Town would like to work with FHWA to find alternate sites for material extraction that would result in substantially less environmental and cultural resource damage. Thank you for your consideration in this matter.

Very truly yours,



Paul E. McKenna,
Town Administrator



United States
Department of
Agriculture

Forest
Service

Rocky
Mountain
Region

P.O. Box 25127
Lakewood, CO 80225-0127
Delivery: 740 Simms Street
Golden, CO 80401
Voice: 303-275-5350
TDD: 303-275-5367

File Code: 7740

Date: April 12, 2001

Mr. Larry Smith
Division Engineer
Federal Highway Administration ~ Central Federal
Lands Highway Division
555 Zang St.
Lakewood, CO 80228

Re: Guanella Pass Corridor Management Strategy

Dear Mr. Smith:

Thank you for hosting the meeting in December 2000 to continue working on the Guanella Pass Project. Since the December meeting there have been many accomplishments and gains toward project completion including:

- Strengthening our partnerships with Park County, Clear Creek County and Georgetown.
- Completion of the Draft Corridor Management Strategy.
- Field reviews to initiate conceptual site designs.
- Commitment to provide on-site aggregate material and develop operating and rehabilitation plans.

The next step is finalization of the management strategy. Attached is a request from Jim Bedwell, Forest Supervisor Arapahoe and Roosevelt National Forest and Gail Kimbell, Forest Supervisor Pike and San Isabel National Forest for completion of the management strategy. I am forwarding this request in support of continued coordination between Federal Highway Administration and the Forest Service.

Sincerely,


GLENDA L. WILSON
Director of Engineering

cc: James Bedwell, AR-SO
Debra Schofield, AR-SO
Daniel Lovato, AR-CCRD

Abigail Kimbell, PSICC-SO
Randy Hickenbottom, PSICC-SPLRD
Donna Mickley, RO



United States
Department of
Agriculture

Forest
Service

Arapaho and Roosevelt
National Forests and
Pawnee National Grassland

240 West Prospect Road
Fort Collins, CO 80526
Voice: (970) 498-1100 TDD: (970) 498-1025
Web: www.fs.fed.us/r2/arnf
Fax: (970) 498-1328

File Code: 7740 Guanella Pass
Scenic Byway

Date: April 12, 2001

Mr. Larry Smith
Division Engineer
Central Federal Lands Highway Division
555 Zang Street
Lakewood, CO 80228

Re: Guanella Pass Corridor Management Strategy

Dear Mr. Smith:

During the past year, considerable progress has been made within the Forest Service on the Guanella Pass project. With a project coordinator, the Forest Service has been well represented at work group sessions and public meetings. The agency has also committed funding not only for the coordinator but also interdisciplinary teams to represent both the Pike and the Arapaho National Forest.

The most recent accomplishment is the compilation of a Draft Corridor Management Strategy (CMS) that included involvement from both Park and Clear Creek counties, Georgetown, and the Colorado Scenic and Historic Byway commission. The next step is public involvement and stakeholder agreement. The outcome will provide a mutual benefit of understanding to all interested parties.

In support of this project a consultant is being requested to facilitate public involvement, citizen committee meetings, and finalize stakeholder commitments. Conceptual site designs will be included in the final document.

The tasks to be complete are:

1. Technical and peer review of the draft CMS prior to public distribution.
2. Facilitation of public involvement process including citizen committee meetings.
3. Finalize the document.
4. Develop conceptual designs for agreed upon sites.

Estimated costs:

Consultant - \$77,000

Forest Service Landscape Architect - \$12,000



United States
Department of
Agriculture

Forest
Service

Arapaho and Roosevelt
National Forests and
Pawnee National Grassland

240 West Prospect Road
Fort Collins, CO 80526
Voice: (970) 498-1100 TDD: (970) 498-1025
Web: www.fs.fed.us/r2/arnf
Fax: (970) 498-1328

Thank you for supporting this proposal. With Federal Highway and Forest Service commitment to this partnership the goal to complete the Guanella Pass Project is in sight.

Sincerely,

/s/ James S. Bedwell
JAMES S. BEDWELL
Forest Supervisor,
Arapaho and Roosevelt
National Forests and
Pawnee National Grassland

/s/ Abigail R. Kimbell
ABIGAIL R. KIMBELL
Forest Supervisor,
Pike and San Isabel National Forest
Cimarron and Comanche Grassland

cc:
Daniel Lovato, CCRD
Randy Hickenbottom, SPLRD
Donna Mickley, RO

GEORGETOWN SILVER PLUME HISTORIC DISTRICT PUBLIC LANDS
COMMISSION

c/o Clear Creek County Administration
Box 2000 Georgetown, CO 80444
Tel: 303 679 2309

Clear Creek County, Clear Creek Ranger District USFS, Colorado Division of
Wildlife, Colorado Historical Society, Town of Georgetown, Town of Silver Plume,
Historic Georgetown Inc.

March 30, 2001

To: Town of Georgetown, Board of Selectmen
Box 426
Georgetown, CO 80444

Re: FHWA Request for temporary easement for vehicles in Silverdale

Dear Board members,

It has been brought to the attention of the Historic District Public Lands Commission (HDPLC) that the FHWA is requesting an easement across your properties in Silverdale to assess the potential of a gravel pit in the area to supply the Guanella Pass road project. We further understand that the easement would include the construction of a vehicle bridge into Silverdale and that, should the gravel site prove out, a potential of 10,000 semi truck trips could occur through Silverdale.

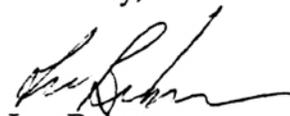
Since its inception the HDPLC has identified Silverdale as a prime area for non motorized recreation including hiking, snowshoeing, cross country skiing and picnicking. The area is heavily used on a local basis for these activities. These activities seem appropriate given the vast majority of the land is in public or private non-profit ownership. Low impact recreation was deemed particularly important in this area as there are significant resources to protect. The Silverdale townsite and cemetery are on the State Inventory of Historic Places and the potential gravel site is within the National Historic Landmark District. The location of the crossing is in the Georgetown reservoir and wetland and in identified boreal toad habitat, a federal candidate species and listed as endangered by the State of Colorado. The entire project is within the Georgetown Watershed Protection District. Although the FHWA will adhere to the strict controls on an easement, once vehicle access is established to Silverdale's myriad of long abandoned wagon roads it will be uncontrollable.

The HDPLC certainly understands and concurs with the need to lessen construction impact on Georgetown by locating material sites along the road. The FHWA has identified at least two other potential sites for gravel within the Guanella Pass corridor. Those sites are more directly accessible from the road and would result in substantially less environmental and cultural resource damage.

In consideration of the water, wildlife, recreation and cultural resource issues, the HDPLC urges its member agency, the Town of Georgetown, to deny the request for temporary easement in Silverdale and request that the FHWA direct their efforts toward more plausible sites.

All agencies have been active participants in the HDPLC and appreciate the cooperative management of the lands. The next HDPLC meeting on May 16 will include an on-site review of Silverdale. Any of your board members are welcome to attend.

Sincerely,

A handwritten signature in black ink, appearing to read "Lee Behrens", written in a cursive style.

Lee Behrens
Chairman



U.S. Department
of Transportation
Federal Highway
Administration

Central Federal Lands Highway Division
555 Zang Street, Mail Room 259
Lakewood, CO 80228

MAR 30 2001

Refer To: HPD-16.5:jcorwin

Park County Commissioners
Park County Government
PO Box 220
Fairplay, CO 80440

Attn: Commissioner Jerry Solberg

Dear Commissioners:

This is in response to a phone conversation on February 14, between Mr. Rick Peters, Director of Park County Road and Bridge, and Ms. Jennifer Corwin, Environmental Protection Specialist for the Federal Highway Administration (FHWA), during which Mr. Peters requested that Ms. Corwin research a number of questions the Park County Commissioners had regarding the Guanella Pass Project. Below are FHWA's responses to these questions:

- 1) *What responsibilities does the Clean Water Act place on owners of roads, like counties, particularly with respect to erosion and sedimentation control?*

The Clean Water Act identifies two different general sources of pollution to water resources: 1.) point source discharge, and 2.) non-point source discharge. Stream and lake sedimentation occurring due to road run-off is a non-point discharge. Local road management agencies in Colorado, such as the counties, are not required by the federal government or the State of Colorado to carry out any actions to address erosion and sedimentation impacts resulting from road run-off. Implementation of remediation measures and best management practices to address or prevent soil erosion and sedimentation from road surfaces are done on a strictly voluntary basis.

However, Ms. Laurie Fisher, who administers the Non-Point Source Program for the Colorado Department of Public Health and Environment, stresses that the counties still can be sued for impairment of water quality resulting from road run-off. If it should be found that inadequate road maintenance procedures and/or the mere nature of the road itself impairs the quality of a nearby water resource to the extent that the water resource of concern cannot accommodate the beneficial functions that it should supposedly support, the county could be held liable and required to pay penalties and the costs of restoring the quality of the impacted water resource. Ms. Fisher said that the county should consult with its legal counsel to confirm this interpretation. Should you wish to speak with Ms. Fisher, she can be reached at 303-692-3570.

2) *What were the circumstances associated with the lawsuit filed by the Sierra Club regarding the Pikes Peak Road?*

According to Ms. Abigail Kimbell, the Forest Supervisor of the Pike and San Isabel National Forest, there are actually three lawsuits regarding Pikes Peak Road. Below is information Ms. Kimbell sent to our office regarding these lawsuits:

1. In March 1998, the Sierra Club filed suit based on allegations that the Forest Service failed to obtain certification from the State of Colorado pursuant to S. 401 of the Clean Water Act when in 1990 it issued a special use permit to the City of Colorado Springs for operation and maintenance of the Pikes Peak Highway and when in 1997, it amended the special use permit and approved budgets and operating plans.
2. In August 1998, the Sierra Club added the City as defendant. (Also in August 1998, the City applied for a 401 permit.)
3. In September 1998, the City filed a cross claim against the Forest Service seeking contribution and/or indemnity from the Forest Service in the event the City is found liable to the Sierra Club in this Action.

The Forest Service and the Sierra Club are continuing to work towards settlement in #1.

The City and Sierra Club settled the second lawsuit with a consent decree dated February 9, 2000, wherein the City will allocate \$300,000 for remediation of sediment being discharged into waters of the US through measures specified by the Forest Service.

The attorneys are still working on discovery in #3.

For more information regarding these lawsuits, please contact Ms. Abigail Kimball at 719-545-8737.

Ms. Donna Mickley, the Forest Service Special Projects Coordinator for the region, informed FHWA that the erosion and sedimentation concerns associated with the first lawsuit differ from the conditions along the Guanella Pass Road in that the sedimentation resulting from the cut and fill slopes of Pikes Peak Road is primarily granitic in nature. This type of sediment is relatively large (pebble-sized) and can settle into the nooks and crannies amongst the larger cobbles of the streambed, areas normally used by certain fish species for spawning. By filling these nooks and crannies, this sediment can adversely affect certain species of fish by preventing them from spawning. Along Guanella Pass Road, the cut and fill slopes are generally comprised of glacial drift and, therefore, do not necessarily have the same kind of impact to fish-spawning habitat. According to Ms. Mickley, this is the primary difference in conditions of concern regarding sedimentation between Pikes Peak Road and Guanella Pass Road. However, the US Forest Service (USFS) hydrologists, informed FHWA that although the sedimentation deposition in

South Clear and Geneva Creeks is different material from that of Pikes Peak Road, this deposition can also be harmful to aquatic habitats. Should you wish more information regarding sedimentation impacts to aquatic species, we suggest you contact Ms. Mickley at 303-275-5166.

3) *On the paved surfaces, is FHWA willing to place pavement and then have it overlaid with a chipseal (rather than doing only chipseal)?*

Yes, the FHWA is willing to place chipseal onto new asphalt pavement that may be constructed on the Guanella Pass Road. The purpose of the chipseal would be to provide a more rustic surface appearance than asphalt pavement and to extend the service life of the pavement.

4) *If not all cooperating agencies are on board with the project (e.g. Georgetown) will there still be a road construction project?*

In the event that either of the counties or Georgetown elects not to support the project, the FHWA would have to consult with the other program agencies (USFS and CDOT) for agreement to use Forest Highway Funds for the revised scope of the project. If Park County withdraws support or Georgetown chooses to not support the project, there may still be a project on the segments of the project that did receive jurisdictional support. If Clear Creek County withdraws support for the project, it does not appear likely that there would be a project on the Park County and Georgetown portions given that Clear Creek County connects those two segments.

As you are aware, the USFS is considering, in its Draft Guanella Pass Scenic and Historic Corridor Management Strategy, permanently closing a portion of Guanella Pass Road that extends from Naylor Lake to Duck Lake. This action would not necessarily stop the remainder of the project from being built. The FHWA would have to meet with the Program Agencies to determine if there is agreement to fund the revised scope of the project.

If Georgetown chooses not to support the project, or if a portion of the road was permanently closed, additional delays could result. The FHWA may determine that another Supplemental Draft Environmental Impact Statement (SDEIS) would need to be prepared to evaluate the environmental impacts of such an alternative. If Park County withdraws support for the project, the environmental process might still proceed since one of the alternatives, Alternative 4, considered in the Draft Environmental Impact Statement, designates a major portion of the Guanella Pass Road in Park County as no action.

5) *If a gravel source cannot be found on Guanella Pass, is FHWA willing to do the hauling through Park County during the shoulder seasons? Is FHWA willing to avoid hauling during Tumbling River Ranch's tourist season (Memorial Day to Labor Day)?*

If a large enough staging site is provided that can accommodate an asphalt batch plant, e.g. possibly the closed Geneva Ski area, hauling of aggregate for base and asphalt mix could be scheduled to avoid hauling through Tumbling River Ranch from Memorial Day through Labor Day. The mobilization of an asphalt mix batch plant and additional stockpiling and processing of the aggregate would be substantially more expensive; however, such mitigation may be necessary if no other practical sequence or construction of the project is agreeable to the

cooperating agencies. The hauling of materials other than aggregate (supplies, fuel, pipe, retaining wall materials, etc.) would probably have to occur during the summer months. These other materials comprise approximately 15 to 20 percent of the total truck trips required for the construction of Alternative 6 in the Park County portion of Guanella Pass.

6) *What kind of modifications can still be done to Alternative 6?*

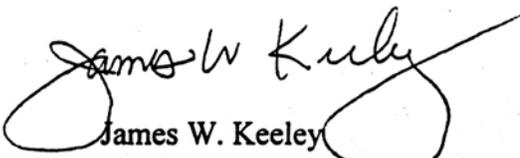
The FHWA does not foresee any major modifications being made to Alternative 6 as it is presented in the SDEIS, in terms of the level of improvements proposed. This means, in part, that there will be no substantial changes made to the percentages of the road designated for rehabilitation, light reconstruction, and full reconstruction activities. There may be some minor adjustments to these percentages during the final design of the project as discussed on Page B-14 of Appendix B of the SDEIS, but FHWA does not estimate these to result in more than a 3 percent change.

As discussed above under question 4, depending on the support received (or not received) from the cooperating agencies regarding the project, Alternative 6 may be combined with no action segments. However, FHWA will not consider reducing further the design standards for those portions of the road included in the proposed action. For example, FHWA will not consider reducing the width of the road from 22 feet to 20 feet as part of the project. Any further reduction of standards would seriously compromise FHWA's responsibility to provide a safely designed road for public use.

As we move forward toward selection of a preferred alternative for evaluation in the Final Environmental Impact Statement, the above questions can be discussed with you in more detail.

Thank you for your continued interest in the project. Should you have any further questions, please do not hesitate to contact me at 303-716-2099 or Ms. Corwin at 303-716-2097.

Sincerely yours,


James W. Keeley
Project Development Engineer



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-00/837

MAR 26 2001

Mr. James W. Keeley
Project Development Engineer
Federal Highway Administration
555 Zang Street, Room 259
Lakewood, Colorado 80228

Dear Mr. Keeley:

This is in response to your request for the Department of the Interior's comments on the Colorado Forest, Highway 80, Guanella Pass Road Supplement to the Draft Environmental Impact Statement.

Section 4(f) Statement Comments

Alternative 6 proposes a narrower width and reduced curve radii in the section of roadway looking over the Georgetown-Silver Plume National Historic Landmark District. In addition, Alternative 6 has the least amount of impacts to the three mine tailings and the Farwell Reduction Works Smelter, both of which are contributing elements to the Historic Landmark District; also the Colorado Central Railroad grade, which is eligible to be listed in the National Register of Historic Places.

We are pleased to note that you are continuing to consult with the State Historic Preservation Officer (SHPO) and the Town of Georgetown about possible impacts to the district. As noted in our previous comments, all mitigating measures to minimize harm to historic properties should be documented in a Memorandum of Agreement (MOA) with the SHPO. A signed copy of the MOA should be included in the Final Section 4 (f) Evaluation.

Summary Comments

The Department of Interior has no objection to Section 4 (f) approval of this project by the Department of Transportation, providing that all measures to minimize harm to Section 4(f) resources are included in final project plans. Documentation to that effect should be included in the Final Section 4 (f) Evaluation.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance



U.S. Department
of Transportation
Federal Highway
Administration

Central Federal Lands Highway Division
555 Zang Street, Mail Room 259
Lakewood, CO 80228

MAR 23 2001

Refer To: HPD 16.5-Corwin

Ms. Georgianna Contiguglia
Intergovernmental Services Director
Colorado Historical Society
The Colorado History Museum
1300 Broadway
Denver, CO 80203

Attn: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia:

Subject: Colorado Forest Highway 80, Guanella Pass Road

On March 21, 2001, Ms Kaaren Hardy of your staff met with Mr. Steve Hallisy and Ms. Jennifer Corwin from the Federal Highway Administration (FHWA) to discuss cultural resource issues associated with the recent developments in the Guanella Pass Road Improvement Project. Below are notes from the meeting and a list of action items.

1. Site Number 5CC.861 – Georgetown/Argentine, & Snake River/Green Lake Wagon Road Segments

Both the Colorado Historical Society (CHS) and FHWA have found this site to be ineligible for listing on the National Register. However, in a letter to Mr. Hallisy dated April 2, 1999, Messrs. Allen E. Kane of the Pike and San Isabel National Forests and Jeff Overturf of the Arapaho and Roosevelt National Forests stated that this site might be eligible for listing under Criterion A. Messrs. Kane and Overturf requested additional information regarding this site, however, they did not specify what kind of information was needed. Mr. Hallisy agreed to contact Mr. Kane to better clarify what information they need. Ms. Hardy said that if the US Forest Service (USFS) continued to dispute the eligibility finding made by the CHS, the FHWA might suggest that USFS consult with the Keeper of the Register to settle the dispute.

2. Site Number 5PA.403 – Grant Colorado

While your office, FHWA, and the USFS agreed that this site is not eligible for listing under Criteria A, B, or C, in the same USFS letter mentioned above, the USFS expressed concern that there may be subsurface archaeological resources associated with the frontier railhead

community of Grant. As a result, the USFS requested that road construction, in the vicinity of Grant, be monitored by an archaeologist. The FHWA agreed to this request. The extent of the road that needs to be monitored during construction needs to be determined.

3. *Construction Bypass*

Construction of any of the build alternatives would require hauling between 6000 and 8500 truckloads of material through the City of Georgetown. The public has expressed concern regarding the socio-economic and historic impacts this hauling would have on the citizens and buildings of Georgetown, respectively. In an attempt to reduce these possible impacts, the FHWA is considering the construction of a temporary single-lane bypass bridge connecting the Georgetown Loop Road with the old Georgetown Loop Railroad Grade that would permit construction traffic to avoid the Georgetown business district. This bypass route roughly follows the same route as the permanent Georgetown bypass presented in the Draft Environmental Impact Statement (DEIS). Physical impacts created by the construction of this bypass would include excavation of a portion of the railroad grade and the construction of a retaining wall, placement of a single pier to support the bridge, and the removal of some rock immediately adjacent to the railroad grade and the smelter to provide sufficient width for the haul trucks. Ms. Corwin informed Ms. Hardy that additional cultural resource and biological surveys will need to be done given that the location of the temporary bridge is a little farther southwest of the location of the permanent bypass route proposed in the DEIS.

Because the Farwell Smelter is eligible for listing, the construction of this bypass may have an adverse effect to the smelter. Mr. Hallisy and Ms. Corwin will conduct a field review of the temporary bypass route with the FHWA designers to determine the extent of the physical impacts near the smelter.

It was determined that the segment of the railroad grade that would be impacted by the bypass was incorrectly identified as Site 5CC.3.221, named the Colorado Central Railroad, in the FHWA's cultural resource reports. The segment is actually a part of the Georgetown Loop Railroad, an historic site listed on the National Register. Because no site number could be identified at the time for the Georgetown Loop Railroad, Ms. Hardy will provide FHWA the appropriate site number once she locates it.

Ms. Hardy said that the Colorado History Museum, as owners of the Georgetown Loop Railroad, would be concerned about how this temporary bypass may affect the Georgetown Loop Railroad. Ms. Hardy recommended the FHWA consult with Mr. Lee Behren, who maintains the Georgetown Loop Railroad, to discuss the possible impacts the routing of construction along the bypass would have on the operations of the Georgetown Loop Railroad.

4. *Silverdale Materials Site*

Another method the FHWA is considering to minimize truck hauling through Georgetown is to extract the aggregate needed for the project from sites along Guanella Pass Road. If material sources of sufficient quality and quantity are identified along Guanella Pass Road, up to 80 percent of the truck trips through Georgetown would be eliminated.

One possible materials source is located on private property, just north of the Georgetown Forebay Reservoir, in the Georgetown-Silver Plume National Historic Landmark District. Ms. Hardy pointed out that this location is in the vicinity of Silverdale, an abandoned mining town that may be eligible for listing. Ms. Hardy said that prior to testing the material of the site, the FHWA should survey the site to ensure that testing would not impact any possibly historic structures or subsurface archaeological resources.

If the FHWA should decide to haul material from this site using the two-track road that accesses this site from the south, the FHWA will need to evaluate Silverdale by identifying the boundaries of the mining community and determining whether it is eligible for listing. Because it appears that the two-track runs through the abandoned Silverdale mining town, any improvements made to the two-track could create an adverse effect to Silverdale if it is determined eligible for listing.

Ms. Hardy also said that the FHWA would need to identify what impacts the extracting of aggregate at the proposed materials source site would have on those qualities that contribute to the landmark status of the Georgetown-Silver Plume National Historic Landmark District.

5. *Historic Status of Guanella Pass Road*

Ms. Hardy said that the CHS still considers Guanella Pass Road as ineligible for listing on the National Register, despite the fact that it has recently turned 50 years old. Ms. Hardy said that there is insufficient information to warrant its listing. An application has been placed to list Guanella Pass Road on the state register, however, this request has not moved forward, and Ms. Hardy believes that it will not move forward unless new information is submitted. No additional information for this application has been submitted since 1999.

6. *Other Future Actions*

Once cultural resource surveys of the temporary construction bypass and the borrow sites are complete, the FHWA will submit these to the CHS for review. Along with these reports, the FHWA will submit a letter discussing its consultation with the National Park Service regarding the possible impacts the Guanella Pass Road Improvement Project may have on the Georgetown-Silver Plume National Historic Landmark District.

Based on the items discussed above, the FHWA has identified the following action items to be carried out by CHS or the FHWA:

1. **Mr. Hallisy will contact Mr. Alan Allen Kane of the Pike and San Isabel National Forest to determine what additional information he would like to see regarding site 5CC861 and its possible eligible status under criterion A.**
2. **Ms. Hardy will provide the FHWA with a site number for the segment of the Georgetown Loop Railroad that would be impacted by the proposed temporary construction bypass.**

3. Ms. Corwin and Mr. Hallisy will meet with FHWA project designers to determine the full extent of physical impacts that would result from constructing the temporary construction bypass.
4. The FHWA will conduct cultural resource surveys of the proposed temporary construction bypass and the proposed materials sites.
5. Ms. Corwin will contact Mr. Lee Behren of the Georgetown Loop Railroad to discuss the possible impacts the routing of construction traffic over the temporary bypass would have on the operations of the Georgetown Loop Railroad.
6. Once all surveys are completed, the FHWA will submit them to the CHS for review along with a letter discussing the consultation FHWA has had with the National Park Service regarding the Georgetown-Silver Plume National Historic Landmark.

I would like to thank you and your staff for the time and assistance that you have provided FHWA regarding the cultural resource issues associated with the Guanella Pass Road Improvement Project. Should you have any comments, questions, or changes regarding the above information, please do not hesitate to contact Mr. Hallisy at 303-716-2140 or Ms. Corwin at 303-716-2097.

Sincerely yours,

/s/

Richard J. Cushing
Environmental Planning Engineer



United States Department of the Interior

NATIONAL PARK SERVICE INTERMOUNTAIN REGION

Intermountain Support Office - Santa Fe (Denver)
12795 West Alameda Parkway
Post Office Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:

H3417 (IMDE-CNR) NHL

Steve Hallisy
Federal Highway Administration
HPD16 - Environment
555 Zang
Lakewood, Colorado 80227

MAR 22 2001

Dear Mr. Hallisy:

It was a pleasure talking with you recently about the proposed project on Colorado Forest Highway 80 (Guanella Pass Road). As I confirmed, the National Park Service staff in Denver did receive review copies of both the Draft Environmental Impact Statement, as well as the subsequent Supplement. We appreciate your agency pointing out in your transmittal letter that the Georgetown-Silver Plume National Historic Landmark was in the area of study.

NPS staff who work with the National Historic Landmarks program reviewed both documents, and our opinions are included in the comments from Mr. Willie R. Taylor, NPS Director of the Office of Environmental Policy and Compliance. His letter was dated August 19, 1999.

Thank you for keeping us informed of the plans for the National Historic Landmark. If you have any questions, please feel free to contact me at Lysa_wegman-french@nps.gov or call me at (303) 969-2842.

Sincerely,

Lysa Wegman-French, Historian
Cultural Resources & National Register Program Services



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

MAR 20 2001

In Reply Refer To:
HPD-16

The Honorable Ben Nighthorse Campbell
Member, United States Senate
6950 E. Belleview Ave., #200
Englewood, CO 80111

Dear Senator Campbell:

I am responding to your letter, dated December 19, 2000, sent to Mr. Kenneth R. Wykle, Administrator of the Federal Highway Administration (FHWA), which was then forwarded to the Colorado Division, and then forwarded to my office in the Central Federal Lands Highway Division. Your letter contained a copy of a comment letter from John and Sandra Roe regarding the Supplemental Draft Environmental Impact Statement (SDEIS) on Colorado Forest Highway 80, Guanella Pass Road. You requested that FHWA advise you of its action regarding this comment letter.

The FHWA works very hard to be responsive to public comments on its projects. The sole purpose of the SDEIS, was to provide a direct response to many of the concerns raised by the public during the comment period for the Draft Environmental Impact Statement (DEIS). The FHWA will review all comments received regarding the SDEIS and the DEIS and give them serious consideration during the development of the Final Environmental Impact Statement.

We did receive the original copy of John and Sandra Roe's December 11, 2000 letter and apologize for the length of time for this response. We also replied to two similar letters from your office dated January 2, 2001 and February 6, 2001. Please be assured that we have received all the comments in these letters and will give them serious consideration.

Thank you for your interest in the Guanella Pass Project. Should you have any additional questions or comments regarding this project, please contact either me at 303-716-2002 or Rick Cushing, Environmental Planning Engineer, at 303-716-2138.

Sincerely yours,

ORIGINAL SIGNED BY
LARRY C. SMITH 

Larry C. Smith
Division Engineer

Enclosure

cc (w/copy of Senator Campbell's letter [Control No.: 010117-001-HOA]):

Rick Peters, Director, Park County Road and Bridge, PO Box 147, Fairplay, CO 80440
Berten R. Weaver, Planning Dir, Clear Creek Co, PO Box 2000, Georgetown, CO 80444
William C. Jones, Division Administrator, FHA-CO, 555 Zang St., Rm. 250, Lakewood, CO
80228-1097

Margaret J. Lomax, Executive Secretariat, FHWA, HOAES, Rm. 4211, 400 7th Street, SW,
Washington, DC 20590

Jim Moe, Transportation Engr, USFS, Region 2, PO Box 25127, Lakewood, CO
80225-0127

James Bedwell, Forest Supervisor, Arapaho & Roosevelt NF, 240 West Prospect, Fort
Collins, CO 80526

Dan Lovato, District Ranger, Clear Creek Ranger District, Arapaho & Roosevelt NF,
101 Chicago Creek, PO Box 3307, Idaho Springs, CO 80452

Abigail Kimbell, Forest Supv, Pike & San Isabel NF, 1920 Valley Dr, Pueblo, CO 81008

Randy Hickenbottom, Dist Ranger, South Platte Ranger Dist, Pike NF, 19316 Goddard
Ranch Court, Morrison, CO 80465

Donna Mickley, Forest Liaison, USFS, Region 2, PO Box 25127, Lakewood, CO
80225-0127

Fabyan Watrous, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

JoAnn Sorensen, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Robert Poirot, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Jerry Solberg, Park County Commissioner, Park County, PO Box 220, Fairplay, CO 80440

Don Staples, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay,
CO 80440

Leni Walker, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay,
CO 80440

Ann Skinner, Colorado DOT, 18500 E. Colfax Avenue, Aurora, CO 80011

Art Hamilton, Program Manager, FLH, FHQM, HFL-1, 400 Seventh Street, SW,
Room 6311, Washington, DC 20590

Richard Weingroff, Infrastructures, FLH, FHQM, HIF-1, 400 Seventh Street, SW,
Room 6311, Washington, DC 20590

bc: M. Taylor

J. Keeley

J. Knowles

L. Smith

B. Nestel

G. Strike

J. Corwin

yc: reading file

Central File - CO 80 (Guanella Pass Road)

JCorwin:jm:3/19/01:\Environm\wp\CO080\corresp\Campbell31901.doc

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555

March 13, 2001

To: Federal Highway Administration
United States Forest Service
Clear Creek County Commissioners

From: Board of Selectmen

The Board of Selectmen of the Town of Georgetown has reviewed the FHWA Supplemental Draft Environmental Impact Statement for Guanella Pass aka "Alternative 6" and the Draft Corridor Management Plan presented by the USFS. These two documents have addressed many of the concerns expressed by the Town and its citizens. They provide a variety of strategies and options for the road which have varying levels of impact on the Town. The Board of Selectmen continues to have concerns with:

1. Mitigation of construction impacts by locating material sources within the corridor. It is particularly important that the location of these sources do not create further difficulties in the National Historic Landmark District or the Georgetown Watershed Protection District.

2. Mitigation of construction impacts through the use of a temporary by-pass bridge to connect Loop Drive with the 2nd switchback. The by-pass may be a crucial element for town participation.

3. Definition of items still open for discussion in a final design phase, for instance wall and guard rail placement, length and materials.

4. The potential of future traffic impact throughout Georgetown and other determinations which are dependent on the corridor management strategy adopted by the USFS.

5. The final road surface decisions which will impact the nature and use of the road. The USFS appears to be requiring a macadam to asphalt surface throughout which is not currently the position of Alternative 6 and has not been welcomed by the public.

In light of these yet to be determined factors the Board of Selectmen can not make a final decision in regard to Alternative 6 at this time. The Town acknowledges and concurs with the importance of the water quality, maintenance and use questions that initiated this project. We wish to continue to work with the partner agencies to resolve the outstanding issues and complete a project that is beneficial to us all.

Please be aware that elections in Georgetown in April will seat a new majority, three Selectmen and a Police Judge (Mayor), on our Board. The present Board feels it would be inappropriate to make a decision in regard to Alternative 6 prior to those elections. We hope the FHWA will make a presentation on Guanella Pass concerns at the May 8 meeting of the new Board of Selectmen.

Sincerely,

Gerald Cookson
Police Judge/Mayor



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

FEB 15 2001

In Reply Refer To:
HPD-16

The Honorable Ben Nighthorse Campbell
Member, United States Senate
6950 East Belleview Ave., Suite 200
Greenwood Village, Colorado 80111

Dear Mr. Campbell:

Thank you for your letter dated February 6, containing copies of comment letters your office received regarding the Supplemental Draft Environmental Impact Statement (SDEIS) on Colorado Forest Highway 80, Guanella Pass Road.

As we stated in a previous correspondence with your office, dated February 8, the Federal Highway Administration (FHWA) works very hard to be responsive to public comments on its projects. The FHWA will review all comments received regarding the SDEIS and the Draft Environmental Impact Statement for the Guanella Pass Road Project and give them serious consideration during the development of the Final Environmental Impact Statement.

Thank you for your interest in this project. Should you have any additional questions or comments, please contact either me at 303-716-2002 or Rick Cushing, Environmental Planning Engineer, at 303-716-2138.

Sincerely yours,

**ORIGINAL SIGNED BY
LARRY C. SMITH**

Larry C. Smith
Division Engineer

cc (w/copy of Senator Campbell's letter):

Rick Peters, Director, Park County Road and Bridge, PO Box 147, Fairplay, CO 80440
Berten R. Weaver, Planning Dir, Clear Creek Co, PO Box 2000, Georgetown, CO 80444
Jim Moe, Transportation Engr, USFS, Region 2, PO Box 25127, Lakewood, CO 80225-0127
James Bedwell, Forest Supervisor, Arapaho & Roosevelt NF, 240 West Prospect, Fort
Collins, CO 80526

Dan Lovato, District Ranger, Clear Creek Ranger District, Arapaho & Roosevelt NF,
 101 Chicago Creek, PO Box 3307, Idaho Springs, CO 80452
 Abigail Kimbell, Forest Supv, Pike & San Isabel NF, 1920 Valley Dr, Pueblo, CO 81008
 Randy Hickenbottom, Dist Ranger, South Platte Ranger Dist, Pike NF, 19316 Goddard
 Ranch Court, Morrison, CO 80465
 Donna Mickley, Forest Liaison, USFS, Region 2, PO Box 25127, Lakewood, CO 80225-0127
 Fabyan Watrous, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444
 JoAnn Sorensen, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444
 Robert Poirot, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444
 Jerry Solberg, Park County Commissioner, Park County, PO Box 220, Fairplay, CO 80440
 Don Staples, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay, CO 80440
 Leni Walker, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay, CO 80440
 Ann Skinner, Colorado DOT, 18500 E. Colfax Avenue, Aurora, CO 80011
 Art Hamilton, Federal Lands Highway Program Manager (HFL-1), 400 Seventh Street, SW,
 Room 6311, Washington, DC 20590
 Richard Weingroff, Infrastructures (HIF-1), 400 Seventh Street, SW, Room 6311, Washington,
 DC 20590

bc:

M. Taylor, HPD-16

B. Nestel, HPD-16.5

G. Strike, HPD-16

J. Corwin, HPD-16.5

reading file

Central File - CO 80 (Guanella Pass Road)

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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

FEB - 8 2001

In Reply Refer To:
HPD-16

The Honorable Ben Nighthorse Campbell
Member, United States Senate
6950 E. Belleview Ave., #200
Englewood, CO 80111

Dear Mr. Campbell:

Thank you for your letter dated January 2, containing a copy of a comment letter your office received regarding the Supplemental Draft Environmental Impact Statement (SDEIS) on Colorado Forest Highway 80, Guanella Pass Road.

The Federal Highway Administration (FHWA) works very hard to be responsive to public comments on its projects. The sole purpose of the SDEIS, was to provide a direct response to many of the concerns raised by the public during the comment period for the Draft Environmental Impact Statement (DEIS). The FHWA will review all comments received regarding the SDEIS and the DEIS and give them serious consideration during the development of the Final Environmental Impact Statement.

Thank you for your interest in the Guanella Pass Project. Should you have any additional questions or comments regarding the project, please contact either me at 303-716-2002 or Rick Cushing, Environmental Planning Engineer, at 303-716-2138.

Sincerely yours,

ORIGINAL SIGNED BY
LARRY C. SMITH

Larry C. Smith
Division Engineer

cc (w/copy of Senator Campbell's letter):

Rick Peters, Director, Park County Road and Bridge, PO Box 147, Fairplay, CO 80440
Berten R. Weaver, Planning Dir, Clear Creek Co, PO Box 2000, Georgetown, CO 80444
Jim Moe, Transportation Engr, USFS, Region 2, PO Box 25127, Lakewood, CO 80225-0127
James Bedwell, Forest Supervisor, Arapaho & Roosevelt NF, 240 West Prospect, Fort
Collins, CO 80526

Dan Lovato, District Ranger, Clear Creek Ranger District, Arapaho & Roosevelt NF,
101 Chicago Creek, PO Box 3307, Idaho Springs, CO 80452

Abigail Kimbell, Forest Supv, Pike & San Isabel NF, 1920 Valley Dr, Pueblo, CO 81008

Randy Hickenbottom, Dist Ranger, South Platte Ranger Dist, Pike NF, 19316 Goddard
Ranch Court, Morrison, CO 80465

Donna Mickley, Forest Liaison, USFS, Region 2, PO Box 25127, Lakewood, CO
80225-0127

Fabyan Watrous, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

JoAnn Sorensen, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Robert Poirot, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Jerry Solberg, Park County Commissioner, Park County, PO Box 220, Fairplay, CO 80440

Don Staples, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay,
CO 80440

Leni Walker, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay,
CO 80440

Ann Skinner, Colorado DOT, 18500 E. Colfax Avenue, Aurora, CO 80011

Art Hamilton, Program Manager, FLH, FHQM, HFL-1, 400 Seventh Street, SW,
Room 6311, Washington, DC 20590

Richard Weingroff, Infrastructures, FLH, FHQM, HIF-1, 400 Seventh Street, SW,
Room 6311, Washington, DC 20590

bc: M. Taylor

B. Nestel

G. Strike

J. Corwin

yc: reading file

Central File - CO 80 (Guanella Pass Road)

JCorwin:jm:02/08/01:L:\ENVIRONM\WP\CO080\Correspondence\Campbell2501.wpd

jm

United States Senate

WASHINGTON, DC 20510-0605

February 6, 2001

Mr. Larry Smith
Division Engineer
U.S. DOT - FHWA
555 Zang Street
Room 250
Lakewood, Colorado 80228

Dear Mr. Smith:

I am forwarding the attached correspondence from constituents who have questions or concerns relevant to the proposed construction on Guanella Pass Road.

I am enclosing copies of letters from the following constituents:

John H. Roe
Betty J. Sitzman
Joseph Springer

Please carefully review this information and advise me of your action in this matter by written reply. Your timely response should be directed to my Greenwood Village office at the address listed below.

Thank you for your cooperation.

Sincerely,



Ben Nighthorse Campbell
U.S. Senator

BNC:pw



COLORADO
HISTORICAL
SOCIETY

January 31, 2001

Richard Cushing
Environmental Planning Engineer
Federal Highway Administration
555 Zang Street, Room 259
Lakewood, CO 80228

RE: Colorado Forest Highway 80, Guanella Pass Road, HPD-16 - Supplemental DEIS

Dear Mr. Cushing:

Thank you for your correspondence dated November 15, 2000, and additional communication January 8, 2001, concerning the above document.

We are pleased to see the development of this additional alternative (Alternative 6) to take into account a variety of concerns that have been raised and to seek greater consensus among the stakeholders and interested parties. As you know, our office is concerned about potential effects to historic properties (cultural resources) within the area of potential effects (APE), including the Georgetown - Silver Plume National Historic Landmark (NHL) District (5CC3). We were unable to determine whether the Secretary of the Interior has been afforded an opportunity to comment on the proposed project, pursuant to Section 800.10(c) of the Advisory Council on Historic Preservation regulation *Protection of Historic Properties* (36 CFR 800), given the presence of an NHL. In addition, we encourage your continued inclusion of Georgetown in the review process, since it is a Certified Local Government.

Page IV-56 states that "(t)he terminus options are not included under alternative 6". Where are these terminus options discussed? In reviewing both this document and the June 1999 DEIS, we found only the brief paragraph in *Appendix B* about **Rose Street** (B-33) that might be related to this issue. Additionally, we look forward to an opportunity to review and comment on the proposed guardrail and retaining wall designs and materials under whichever alternative is selected.

It is our opinion that Alternative 6 reduces the potential for an adverse effect to historic properties. However, we will reserve our formal comment on effects until we have reviewed the issues and design details discussed above. If we may be of further assistance, please contact Kaaren Hardy, our Intergovernmental Services Director, at 303/866-3398.

Sincerely,

for
Georgianna Contiguglia
State Historic Preservation Officer

CC: Town of Georgetown



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

Central Federal Lands
Highway Division

555 Zang St. Rm 259
Lakewood, CO 80228

JAN 31 2001
In Reply Refer To:
HPD-16

Mr. William H. Nevius
PO Box 30
Grant, CO 80448

Dear Mr. Nevius:

Subject: Response to your December 13, 2000 letter regarding the Guanella Pass SDEIS

Thank you for your letter dated December 13, concerning the Supplemental Draft Environmental Impact Statement (SDEIS) on Colorado Forest Highway 80, Guanella Pass Road. The issues you raised in your letter were all discussed with Messrs. Jim Gordon and Scott Dugan of the Tumbling River Ranch (TRR) in four meetings at TRR between May and October 2000. During these meetings Mr. Gordon said that his major concern was avoidance of construction activities between June and August. We explained that avoidance of construction activities between Grant and Geneva Park was possible, but that it depended on the use of a materials source, or sources, along the road above Geneva Park in order to facilitate the economic production and hauling of materials. We are currently identifying and pursuing approval of materials sources for this purpose.

Construction hauling and noise were also discussed at these meetings and we explained mitigation options that are available to us if the project proceeds into final design and construction.

We provided a written response to Mr. Gordon on August 17 that addressed damage to TRR. It stated that loss of business due to disruption from construction activities is generally not compensable. It went on to say that we will, however, work with TRR to determine and implement reasonable limits to the construction activities that will mitigate impacts to the operations of TRR.

The Federal Highway Administration (FHWA) felt an understanding had been reached at these meetings regarding many of the issues raised in your letter. There appeared to be some acceptance of Alternative 6 subject to written mitigatory commitments by the FHWA. We explained that written commitments are not possible until approval is gained on the materials sources listed previously along with approval on the final details related to addressing these issues from our partners (the Forest Service, the Colorado Department of Transportation, Park

County, Clear Creek County, and Georgetown). We are proceeding on the basis that the restrictions on construction and haul traffic will be consistent with our previous discussions with Mr. Gordon.

Please be advised that we will prepare a more detailed response to your letter in the Final Environmental Impact Statement.

We are certainly willing to pursue further meetings with Mr. Gordon and you to discuss the issues you raised in your letter. If you or Mr. Gordon would like to arrange a meeting or either of you have further questions regarding the above information, please contact me at 303-716-2099.

Sincerely yours,

15/ Richard J. Cushing

for

James W. Keeley, P.E.
Project Development Engineer

cc: Mr. William Nevius, 26661 Avenida Deseo, Mission Viejo, CA, 92691
cc (w/ copy of W.Nevius letter):

Mr. Berten R. Weaver, Planning Director, Clear Creek County, PO Box 2000, Georgetown, CO 80444

Mr. Jim Moe, Transportation Engineer, US Forest Service, Region 2, PO Box 25127, Lakewood, CO 80225-0127

Mr. James Bedwell, Forest Supervisor, Arapaho & Roosevelt National Forest, 240 West Prospect, Fort Collins, CO 80526

Mr. Dan Lovato, District Ranger, Clear Creek Ranger District, Arapaho & Roosevelt National Forest, 101 Chicago Creek, PO Box 3307, Idaho Springs, CO 80452

Ms. Abigail Kimbell, Forest Supervisor, Pike & San Isabel National Forests, 1920 Valley Drive, Pueblo, CO 81008

Mr. Randy Hickenbottom, District Ranger, South Platte Ranger District, Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO 80465

Ms. Donna Mickley, Forest Liaison, US Forest Service, Region 2, PO Box 25127, Lakewood, CO 80225-0127

Ms. Fabyan Watrous, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Ms. JoAnn Sorensen, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Mr. Robert Poirot, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

Mr. Jerry Solberg, Park County Commissioner, Park County, PO Box 220, Fairplay, CO 80440



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

400 Seventh St., S.W.
Washington, D.C. 20590

January 17, 2001

Ms. Pam Wohler
Staff Assistant to the
Honorable Ben Nighthorse Campbell
United States Senator
6950 E. Belleview Avenue
Englewood, CO 80111

Dear Ms. Wohler:

This is in response to Senator Campbell's December 19 letter to Federal Highway Administrator Kenneth R. Wykle on behalf his constituents John and Sandra Roe, concerning the Guanella Pass Road.

I have forwarded Mr. and Mrs. Roe's letter to our Colorado Division and have asked someone to respond directly to Senator Campbell. If you have any questions, please contact the Division Office at 916-498-5014.

Sincerely yours,

Margaret J. Lomax
Executive Secretariat

cc:
Colorado Division Office
MLomax/mhw



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 8
999 18TH STREET - SUITE 500
DENVER, CO 80202-2466
<http://www.epa.gov/region08>

January 16, 2001

Ref: 8EPR-EP

Mr. Richard Cushing
Federal Highway Administration
Central Federal Lands Highway
Administration (HPD-16.5)
555 Zang Street, Suite 259
Lakewood, CO 80228

Re: Guanella Pass Road, Colorado Forest Hwy. 80
DSEIS Review - 000384

Dear Mr. Cushing:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the Region 8 Office of the Environmental Protection Agency (EPA) has reviewed the *Draft Supplemental Environmental Impact Statement (DSEIS) for the Colorado Forest Highway 80, Guanella Pass Road*, dated November 2000. Highway 80 runs from US 285 in Grant to Interstate 70 (I-70) in Georgetown, Colorado.

The supplemental DEIS adds a sixth alternative changing the road classification from rural collector to rural local road. The road classification change allows a lower design speed, tighter curves and a narrower roadway than the other build alternatives. The narrower width and rural local road classification seem more in keeping with the uses of the road and the mountainous topography. EPA commends the FHWA and other entities for developing this additional alternative to minimize impacts and address public concerns.

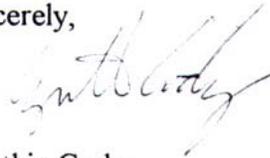
Although the Alternative 6 road is narrower, EPA continues to have the same concerns as discussed in our October 7, 1999 letter. Our comments still remain: 1) protect the alpine environment, especially high altitude wetlands which are very expensive and difficult to mitigate; 2) maintain and improve existing water quality by controlling sediment and reducing erosion; 3) integrate the requirements of the CWA 404 permit with the FEIS to protect wetlands, including additional mitigation and site specific alternatives to avoid wetlands; 4) identifying unique wetlands resources such as fens within the project corridor; and 5) ensuring that all adverse impacts are adequately mitigated and monitored. We note that Alternative 6 has the least impacts on wetlands of the build alternatives, 2.02 acres.

The area surrounding Guanella Pass contains many important and special natural resources which will be impacted by the indirect and cumulative impacts caused by the proposed road improvements. This project also has substantial public opposition, as noted in the press and in the comments on the DEIS. We encourage FHWA, the Counties and the Forest Service to continue to develop additional mitigation to protect the natural resources and maintain the character of the Guanella Pass area. For example, there may be opportunities in forest management plans to limit the numbers of high impact users of the Guanella Pass area and the Counties may complete winter closure plans for the upper portions of the road to protect these resources.

Based on the procedures EPA uses to evaluate the potential effects of proposed actions and the adequacy of the information, the DSEIS for the Guanella Pass Road will be listed in the Federal Register in the category EC-2 (environmental concerns, insufficient information). This rating means that the review has identified environmental impacts that should be avoided in order to fully protect the environment, and the DSEIS does not contain sufficient information to thoroughly assess environmental impacts that should be avoided to fully protect the environment.

We appreciate your interest in our comments. If you have any questions or want to discuss these comments, please contact Dana Allen at (303) 312-6870 or Sarah Fowler with wetland questions at (303) 312-6192.

Sincerely,



Cynthia Cody
Chief, NEPA Unit
Office of Ecosystems Protection
and Remediation

Enclosures

cc: Tim Carey, COE, TriLakes Office
Lee Carlson, USFWS, Lakewood
Becky Vickers, CDOT, Denver



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

JAN 09 2001

In Reply Refer To:
HPD-16

The Honorable Mark Udall
Member, United States House of Representatives
1333 West 120th Avenue, Suite 210
Westminster, CO 80234

Dear Mr Udall:

Thank you for your letter dated December 28, concerning the extension of the comment period for the Supplemental Draft Environmental Impact Statement (SDEIS) on Colorado Forest Highway 80, Guanella Pass Road. The Federal Highway Administration (FHWA) agrees that the input and concerns of the individuals from communities within the project area regarding the proposed road improvements warrant serious attention and full consideration. We recognized that the release of the SDEIS on November 20, 2000 occurred just prior to what is normally considered a busy season for local residents of the area. Therefore, we extended the comment period an additional 12 days from the minimum 45 days stipulated in the National Environmental Policy Act regulations (40 CFR Parts 1500-1508), prior to the release of the SDEIS for public review in November. As a result, interested individuals were originally given a total of 57 days to review and comment on the SDEIS.

We have given serious consideration to your request to lengthen the comment period even further and believe an adequate time extension would be to Friday, February 2, 2001. This extends the comment period by another 17 days, for a total of 74 days or 2½ months.

Any further extension of the comment period would delay the entire project delivery schedule should a build alternative be selected as the preferred alternative in the Final Environmental Impact Statement. A delay in performing necessary engineering studies in the fall of 2001 would create substantial construction delays, and could affect the funding for the project.

Mr. Jim Keeley, FHWA's Project Development Engineer, called Mr. Dave Young of your Denver office on January 4, 2001 to inform him of our decision to extend the comment period. I have invited Mr. Young previously to meet with us for a briefing on this project and would again offer this invitation to you and/or your staff.

Thank you for your continued interest in the project. Should you have any additional questions or comments regarding the Guanella Pass Project please contact me at 303-716-2002 or Mr. Rick Cushing, Environmental Planning Engineer, at 303-716-2138.

Sincerely,

ls/

Larry C. Smith
Division Engineer

cc (w/copy of Representative Udall's letter):

Mr. Rick Peters, Director, Park County Road and Bridge, PO Box 147, Fairplay, CO 80440
 Mr. Berten R. Weaver, Planning Director, Clear Creek County, PO Box 2000, Georgetown, CO 80444
 Mr. Jim Moe, Transportation Engineer, US Forest Service, Region 2, PO Box 25127, Lakewood, CO 80225-0127
 Mr. James Bedwell, Forest Supervisor, Arapaho & Roosevelt National Forest, 240 West Prospect, Fort Collins, CO 80526
 Mr. Dan Lovato, District Ranger, Clear Creek Ranger District, Arapaho & Roosevelt National Forest, 101 Chicago Creek, PO Box 3307, Idaho Springs, CO 80452
 Ms. Abigail Kimbell, Forest Supervisor, Pike & San Isabel National Forests, 1920 Valley Drive, Pueblo, CO 81008
 Mr. Randy Hickenbottom, District Ranger, South Platte Ranger District, Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO 80465
 Ms. Donna Mickley, Forest Liaison, US Forest Service, Region 2, PO Box 25127, Lakewood, CO 80225-0127
 Ms. Fabyan Watrous, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444
 Ms. JoAnn Sorensen, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444
 Mr. Robert Poirot, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444
 Mr. Jerry Solberg, Park County Commissioner, Park County, PO Box 220, Fairplay, CO 80440
 Mr. Don Staples, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay, CO 80440
 Ms. Leni Walker, Park County Commissioner-Elect, Park County, PO Box 220, Fairplay, CO 80440
 Ms. Ann Skinner, Colorado Department of Transportation, 18500 E. Colfax Avenue, Aurora, CO 80011

bc: M. Taylor
B. Nestel
G. Strike
J. Corwin

yc: reading file

Central File - CO 80 (Guanella Pass Road)

JCorwin:jm:1/08/01:L:\ENVIRONM\WP\CO080\Correspondence\Udall0101.wpd

jm



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

JAN 08 2001

In Reply Refer To:
HPD-16

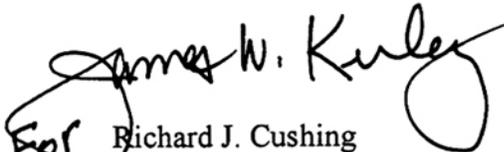
Agencies, Organizations, Citizens:

A Supplemental Draft Environmental Impact Statement (sDEIS) for a proposed improvement of Colorado Forest Highway 80, Guanella Pass Road, was circulated by the Federal Highway Administration (FHWA) on November 17, 2000. The end of the official comment period was January 16, 2001. Due to agency and public requests, the FHWA is extending the official comment period on the DEIS until February 2, 2001. Copies of the Guanella Pass SDEIS are available for review at the following locations:

Arapaho National Forest, 240 West Prospect Street, Fort Collins, CO
Arapaho National Forest, 101 Chicago Creek, Idaho Springs, CO
Federal Highway Administration, Environment Office, 555 Zang Street, Lakewood, CO
Tomay Memorial Library, 605 6th Street, Georgetown, CO
Clear Creek County, 405 Argentine Street, Georgetown, CO
Denver Public Library, 10 West 14th Avenue, Denver, CO
Pike National Forest, 1920 Valley Drive, Pueblo, CO
Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO
US Forest Service, Region 2, 740 Simms Street, Golden, CO
Park County Library, 418 Main Street, Fairplay, CO
Park County Library, 350 Bulldogger Road, Bailey, CO
Park County Clerk and Recorder, 501 Main Street, Fairplay CO
www.cflhd.gov/projects/co/guanella

Comments should be sent to Mr. Richard Cushing, Environmental Planning Engineer, Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228. For further information, you may contact Mr. Cushing at 303-716-2138.

Sincerely yours,


For Richard J. Cushing
Environmental Planning Engineer



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

In Reply Refer To:
HPD-16

U.S. EPA, Office of Federal Activities
NEPA Compliance Div., EIS Filing Section
Ariel Rios Bldg. (South Oval Lobby)
Mail Code 2252-A, Room 7241
1200 Pennsylvania Ave., NW
Washington, DC 20044

JAN 0 4 2001

Dear Sir:

We would like you to publish a notice in the Federal Register extending the comment period for a Supplemental Draft Environmental Impact Statement (SDEIS). The SDEIS was prepared by the Federal Highway Administration (FHWA) for a proposed improvement on Colorado Forest Highway 80, Guanella Pass Road. The official comment period was from November 17, 2000 until January 16, 2001. The official comment period is extended until February 2, 2001.

The original Federal Register notice, published on November 17, 2000, read:

EIS No. 000384, Draft Supplement, FHW, CO, Colorado Forest Highway 80, Guanella Pass Road (also known as Park County Road 62, Clear Creek County Road 381 and Forest Development Road 118), Additional Alternative includes Rehabilitation, Light Reconstruction and Full Construction, Funding, Clear Creek and Park Counties, CO, Due: January 16, 2001, Contact: Richard Cushing (303) 716-2138.

If you have any questions, please contact Mr. Robert Nestel, Environmental Biologist, at 303-716-2142 or write to the above address, Attention: HPD-16.5, Environment.

Sincerely yours,

Richard J. Cushing
Environmental Planning Engineer

United States Senate

WASHINGTON, DC 20510-0605

January 2, 2001

The Honorable Kenneth R. Wykle
Administrator
Federal Highway Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

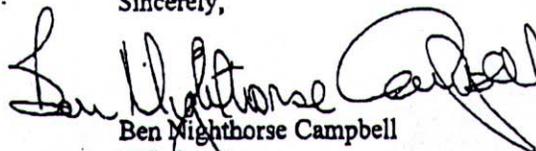
Dear Mr. Wykle:

Because we all strive to be responsive to constituent's concerns, I am forwarding the attached correspondence from a constituent of mine who has questions or concerns relevant to the U.S. Department of Transportation.

Please carefully review this information and advise me of your action in this matter by written reply. Your timely response should be directed to my Englewood office at the address listed below.

Thank you for your cooperation.

Sincerely,



Ben Nighthorse Campbell
U.S. Senator

BNC:pw

8860 E. BELLEVUE AVENUE
SUITE 200
ENGLEWOOD, CO 80111
303/843-4100

19 OLD TOWN SQUARE
SUITE 238, #42
FT. COLLINS, CO 80524
970/224-1809

ASPENALL FEDERAL BLDG.
400 ROOD AVE., ROOM 213
GRAND JUNCTION, CO 81601
970/241-8831

212 WAMSATCH AVENUE
SUITE 203
COLORADO SPRINGS, CO 80900
719/838-9092

503 N. MAIN STREET
SUITE 848
PUEBLO, CO 81003
719/542-8887

PRINTED ON RECYCLED PAPER

12-14-00
Georgetown
CO 80444

Dear Sir;

I have two deep concerns about
The Guanella Pass Road Project.

I am a machinist who worked 25
years in a shop with a concrete floor
located on a highway. We not only
could hear the heavy trucks go by,
we could feel them. Thankfully we
had a meta building.

Now, our buildings in George
town are constructed of Brick, Mortar
and stone, many over a hundred
years old. Should the vibrations
of blasting, Hauling heavy machinery
And hauling material through our
town for 600 days, dislodge some of
the stonework on our buildings
and fall to our sidewalks on a
busy day when they are filled
with tourists and towns people.

Injuring many people, some very
seriously. Is this project really
worth the gamble? Also if it

happens, It would be national News!
Georgetown business would come to
a Stand Still, and may Never
revive again. What a Shame.

At a meeting I attended in
Georgetown, the FHWA said,
" Oh, we can reduce that we
can lower the Tire air pressure
and haul lighter loads." I have
talked to a Superintendant of
a large road construction company
And he said there is not one
Contractor who would do this. It
would be cost prohibitive. the
Tire sidewalls would break down, over
heat and blow out. The fuel con-
sumption would be excessive, And
the lighter loads would Kill him,
as he gets paid by the ton-mile.

Now for my other concern,
My wife and I own a house in
George town. We have five wonderful
children who have families, and

many relatives and friends who visit us from time to time. They all just love Georgetown as we do.

One of the highlights of their visits is a leisurely drive up and over Guanella Pass to see the beautiful sights, and to pull over occasionally to check out a waterfall or a couple of deer, without the fear of heavy traffic endangering our safety.

What a thrill it is to round a curve and see 15 or 20 goats grazing in front of us. Thank God we are only traveling 15 or 20 mph. I shudder to think what would happen if this were a high speed road and another car or truck came around the other side of the curve at a high rate of speed.

There are many fine high speed roads in our country for those who are in a hurry. Please use them.

(4)

if this is the case.

"Save the Quanella Pass Road"

so our children and their children

can enjoy the beauty and wonders

of nature that we enjoy so much

today.

Once this road is destroyed

It may never be restored to its

Natural beauty of today.

Sincerely

John Peters

PO Box 155

918 Taos

Georgetown

CO 80444

303-569-0757

MARK UDALL
2ND DISTRICT, COLORADO

128 CANNON HOB
WASHINGTON, D.C. 20515
(202) 225-2161
(202) 226-7840 (FAX)

1333 WEST 120TH AVENUE
SUITE 210
WESTMINSTER, CO 80234
(303) 457-4500
(303) 457-4504 (FAX)
<http://www.house.gov/markudall>



Congress of the United States
House of Representatives
Washington, DC 20515-0602

December 28, 2000

COMMITTEE ON RESOURCES
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS
SUBCOMMITTEE ON FORESTS
AND FOREST HEALTH

COMMITTEE ON SCIENCE
SUBCOMMITTEE ON SPACE
AND AERONAUTICS
SUBCOMMITTEE ON TECHNOLOGY

COMMITTEE ON SMALL BUSINESS

Larry Smith, Division Engineer
Central Federal Lands Highway Division
Federal Highway Administration
U.S. Department of Transportation
555 Zang Street, Room 250
Lakewood, CO 80228

Dear Mr. Smith:

As you know, I have been keenly interested in the proposed plans by the Federal Highway Administration (FHWA) to address transportation issues on Guanella Pass. This scenic byway is an important asset to the state. Although this road could use some improvements, the input and the concerns of the communities surrounding this road must be given serious attention and full consideration.

With this in mind, I wish to add my voice to those who have requested additional time to review the new alternative being considered by the FHWA that is now out for public comment. This alternative was released during the busy holiday season. As a result, I am concerned that many have not had the time to carefully review and comment on this alternative.

Given the importance of this issue to the public and the nearby communities, the complexity of the issues and need to carefully consider all information, I would urge the FHWA to provide an additional 30 days of public comment. I would like to point out that another federal agency, the National Park Service, recently extended its public comment period regarding snowmobile use at Rocky Mountain National Park until the end of February due to the level of concern and the timing of the plan's release during the holidays. I would hope that the FHWA would be similarly accommodating with regard to the process and proposals at issue here with Guanella Pass.

Thank you for seriously considering this request.

Sincerely,

Mark Udall

cc: Clear Creek County Commissioners

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

AN EQUAL OPPORTUNITY EMPLOYER

Russell George, Director
6060 Broadway
Denver, Colorado 80216
Telephone: (303) 297-1192



*For Wildlife-
For People*

December 22, 2000

Richard Cushing
Federal Highway Administration
Central Federal Lands Highway Division (HPD-16.5)
555 Zang Street Suite 259
Lakewood, CO 80228

RE: Supplemental Draft Environmental Impact Statement – Guanella Pass Road Improvements

Dear Mr. Cushing:

This document has been reviewed by our staff and we have the following comments on this document. The comments in our October 15, 1999 letter on the Draft EIS still apply and are not repeated here unless they specifically apply to the current document.

Potential for Increased Human Use – We had raised the issue of an improved roadway leading to greatly increased human presence in the area. This increased use might impact wildlife through disturbance, direct impacts to habitat, and generally by “fragmenting” wildlife habitats through human presence. Alternative 6 would appear to be a significant improvement over most other alternatives in that it calls for considerably less paved road, lower vehicle speeds, and less road widening. We would assume that these changes would result in less human use of the area. One point to note, however, is that even though only a small amount of new paving is called for, some of the alternative surface treatments for graveled portions of the road appear to closely mimic pavement and may serve to improve the road surface enough to encourage increased use.

Direct Impacts to Roadside Habitats - Alternative 6 results in significantly reduced impacts to wetland, riparian, and boreal toad habitats – all very positive from a wildlife standpoint. As expressed in our earlier comments, we would like to work closely with your staff on trying to further minimize impacts to these important habitats.

Possible Winter Closure of the Road - Closure of the road in winter, or reduced maintenance, is very likely to be a plus for wildlife by reducing disturbance due to winter recreational use and to a lesser extent by vehicle traffic. Ptarmigan, bighorn sheep, and lynx (if present) would all likely benefit.

Retaining Walls/Vertical Cut Banks - There are several places along the road where there will

DEPARTMENT OF NATURAL RESOURCES, Greg E. Walcher, Executive Director
WILDLIFE COMMISSION, Bernard L. Black, Jr., Chairman • Rick Enstrom, Vice-Chairman • Philip James, Secretary
Members, Tom Burke • Mark LeValley • Marianna Raftopoulos • Robert Shoemaker • Olive Valdez
Ex-Officio Members, Greg E. Walcher and Don Ament

be construction of retaining walls up to 20 feet in height and for distances up to 3,248 feet in length. Some of these are in areas used by bighorn sheep, deer and elk as well as other wildlife.

Page C-2 lists all of the proposed walls. We are concerned that in some cases these walls may be impassable by wildlife, thereby disrupting movements and possibly leading to increased vehicle/wildlife collisions in some areas.

There are 5 specific locations of concern on the south side of Guanella Pass that have been identified as having some type of retaining walls constructed:

1. Geneva Canyon – cut walls with an average height of 4 feet for 427 feet in length in two sections. Page B-15
 - This is in the wintering area for bighorn sheep. This area is used extensively by wintering bighorn sheep.
2. Falls Hill Segment B - cut side walls (upper side of road) approximately 10 to 20 feet high and approximately 558 feet long, and two sections of “low” 6 to 10 feet high MSE fill side wall totaling 547 feet in length on the lower switchback and another “low” MSE wall just above the upper switchback for 328 feet. Page B-16
 - This area is used by bighorn sheep from spring to early summer. The rock outcrop area on the west side of Geneva Creek is a lambing area that was identified when the construction proposal was first made. This lambing area is not used unless the alpine lambing areas are snowed in. If bighorn sheep are using this area during mid April through the last of June, it is requested that no construction be done at this time to avoid disrupting lambing activity.
3. Shelf Road – Park County - 10 foot high MSE retaining wall for 1.03 miles, 5438 feet in length. Page B-17 & 18.
 - The upper side of the road in this section has problems which need to be addressed, but the 10 foot high MSE retaining wall over a mile in length raises serious concerns about impacts to animal movements. The upper 1/3 is used by bighorn sheep, the lower 2/3 is not normally used. We would like to work closely with your staff to try to find ways to solve the problems with perhaps a less drastic solution.
4. Shelf Road – Clear Creek County – MSE fill wall averaging 10 feet in height for an additional 3330 feet, for a total of 8768 feet of MSE fill wall in approximately a 2 mile section. Page B-18
 - This 3330 foot section is used by deer, elk and bighorn sheep. It is important to provide escape and access capabilities along this section of roadway. The upper side of the roadway is not scheduled for retaining walls.
5. Above Duck Lake – average MSE retaining wall height of 6 feet for 0.25 miles. Page B-20
 - The area above Duck Lake is used mostly by deer and small mammals.

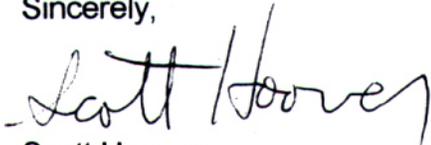
There may be additional areas of concern which we were not able to identify by the comment deadline – we will provide further specific information later if necessary.

One way to reduce the impact of vertical walls on wildlife might be to provide tiered "shelves" on the wall with an offset of 3 to 4 feet to allow sheep, deer, elk and small mammals to escape off the roadway. Another alternative might be to slope the retaining walls with a rough or textured type surface to allow for footholds for wildlife. This would probably be a better alternative where the height of the walls exceeds 8 feet. This is clearly a complicated issue, but an important one which we would like to work closely with your staff to resolve.

Mitigation Measures – The proposed mitigation measures for wetland, riparian, and wildlife impacts (Pages V-5 and V-7) appear to be excellent!

I hope these comments are helpful – if you have any questions, please contact Habitat Biologist Dave Weber at (303) 291-7231.

Sincerely,

A handwritten signature in black ink that reads "Scott Hoover". The signature is written in a cursive, flowing style.

Scott Hoover
Regional Manager

Cc: Russ Mason, Ron Oehlkers, Janet George, Mindy Clark – CDOW

United States Senate

WASHINGTON, DC 20510-0605

December 19, 2000

The Honorable Kenneth R. Wykle
Administrator
Federal Highway Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

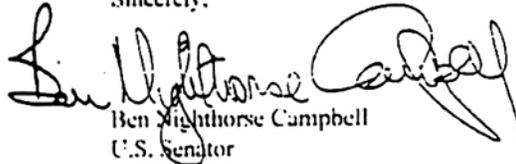
Dear Mr. Wykle:

Because we all strive to be responsive to constituent's concerns, I am forwarding the attached correspondence from a constituent of mine who has questions or concerns relevant to the Federal Highway Administration.

Please carefully review this information and advise me of your action in this matter by written reply. Your timely response should be directed to my Englewood office at the address listed below.

Thank you for your cooperation.

Sincerely,


Benighthorse Campbell
U.S. Senator

BNC:pw

STATE OF COLORADO

Bill Owens, Governor
Jane E. Norton, Executive Director

Dedicated to protecting and improving the health and environment of the people of Colorado

4300 Cherry Creek Dr. S.
Denver, Colorado 80246-1530
Phone (303) 692-2000
TDD Line (303) 691-7700
Located in Glendale, Colorado

Laboratory and Radiation Services Division
8100 Lowry Blvd.
Denver CO 80230-6928
(303) 692-3090



Colorado Department
of Public Health
and Environment

<http://www.cdphe.state.co.us>

December 4, 2000

Mr. Robert Vance
Park County Road & Bridge Department
P.O. Box 147
Fairplay, CO 80440

Dear Mr. Vance:

On September 20, 2000 I received a complaint regarding the Park County portion of the Guanella Pass road. The complainant alleged that the road had become seriously neglected and that the dust was becoming bad from the traffic use.

I contacted you by telephone to discuss this complaint with you and regarding a dust control plan for the road. At the time you stated that the road was subject to a federal proposal for paving which would in fact serve as a dust control plan. If this federal plan is not initiated then the county would be required to furnish a dust control plan detailing how dust on Guanella Pass road would be controlled for that portion of the road within Park County.

If you have any questions please call me at 303 692 3157.

Sincerely

Hugh M. Davidson
Environmental Protection Specialist
Air Pollution Control Division



NOV 15 2000
In Reply Refer To:
HPD-16

Agencies, Organizations, and Citizens:

Enclosed is a copy(s) of the Supplemental Draft Environmental Impact Statement (SDEIS) for a proposed improvement of Colorado Forest Highway 80, Guanella Pass Road. The document evaluates a new alternative that was developed after publication of the Draft Environmental Impact Statement.

Public hearings will be held to provide opportunities for citizens to learn more about the new alternative and to present oral and/or written comments. At each hearing, there will be an open house period followed by presentations from agency representatives and an opportunity for the public to make formal presentations. A court reporter will make a verbatim transcript for the public hearing record. The public hearings will be held as follows:

Monday, December 4, hosted by Park County Commissioners, Crow Hill Fire Station (near Bailey), open house: 5:30-6:45 p.m., formal session: 7:00-9:00 p.m.

Tuesday, December 5, hosted by the Town of Georgetown, Georgetown Community Center, open house: 7:00-7:30 p.m., formal session: 7:30-9:00 p.m.

Wednesday, December 6, hosted by FHWA, 555 Zang Street, 3rd floor conference room, Lakewood, CO (off the frontage road southwest of 6th Ave. and Union Blvd.), open house: 5:30-6:45 p.m., formal session: 7:00-9:00 p.m.

Thursday, December 7, hosted by Clear Creek County Commissioners, Georgetown Community Center, open house: 5:30-6:45 p.m., formal session: 7:00-9:00 p.m.

Copies of the Supplemental Draft Environmental Impact Statement are available for review at the following locations:

Arapaho National Forest, 240 West Prospect Street, Fort Collins, CO
Arapaho National Forest, 101 Chicago Creek, Idaho Springs, CO
Federal Highway Administration, 555 Zang Street, Environment Section, Lakewood, CO
Tomay Memorial Library, 605 6th Street, Georgetown, CO
Clear Creek County, 405 Argentine Street, Georgetown, CO
Denver Public Library, 10 West 14th Avenue, Denver, CO
Pike National Forest, 1920 Valley Drive, Pueblo, CO

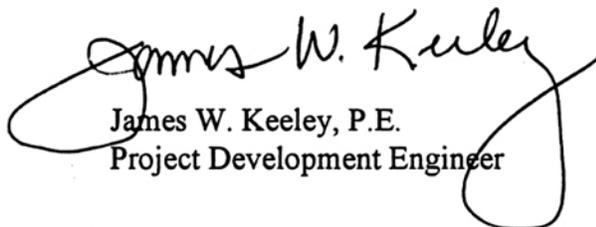
Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO
US Forest Service, Region 2, 740 Simms Street, Golden, CO
Park County Library, 418 Main Street, Fairplay, CO
Park County Library, 350 Bulldogger Road, Bailey, CO
Park County Clerk and Recorder, 501 Main Street, Fairplay CO
Internet at: www.cflhd.gov/projects/co/guanella

We invite all interested persons to attend the hearings. Comments may also be sent to:

Attention: Environment
Federal Highway Administration
555 Zang Street (Room 259)
Lakewood, CO 80228

Comments received by January 16, 2001, will become a part of the official public hearing record.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

Enclosure(s)



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

SEP 19 2000

In Reply Refer To:

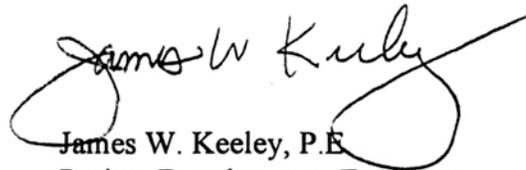
HPD-16

Dear Interested Citizens, Organizations, and Government Agencies:

In our July 2000 newsletter, we informed you that the test strips using different types of surface materials would be constructed in July and August of this year. Due to difficulty in finding and retaining a contractor, the Federal Highway Administration (FHWA) has been unable to construct these test strips. Procurement of a contract to perform the work is in progress; however, even if the contract is secured, at least two of the six test strips, and, depending on the weather, possibly more, will not be constructed until next spring. The two test strips, Permzyme and Road Oyl, need to be constructed under consistently warm conditions. At the earliest, construction will not occur until mid-October when the weather consists of colder temperatures and possibly snow. Even though the test strips will not be constructed until possibly April or May, there will still be an opportunity for people to drive over these test strips and get a sense of the look and feel of these surface-types before the FHWA completes its environmental review and decision process. The FHWA will continue to notify you of future changes regarding the test strips. We apologize for any inconvenience this may have caused you. Thank you for your patience.

If you have any comments or questions please contact either Messrs. Mark Taylor, 303-716-2124 or Rick Cushing, 303-716-3138 at Central Federal Lands Highway Division, 555 Zang Street, Room 259, Lakewood, Colorado 80228.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

bc: Mr. Steve Pouliot, Washington Infrastructure Services, Inc., 15000 W. 64th Ave.,
PO Drawer 1307, Arvada, CO 80001

L. Smith, HFL-16

R. Cushing/J. Corwin

M. Taylor/G. Strike

yc: reading file

Central file - CO PFH 80, Guanella Pass

JCORWIN:jm:9/19/00:L\environm\wp\co80\correspondence\teststrips.wpd





AUG 09 2000

In Reply Refer To:
HPD-16

Agencies, Organizations, Citizens:

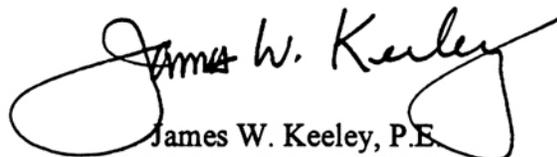
The July 2000 issue of the Guanella Pass Newsletter stated that a Supplemental Draft Environmental Impact Statement (SDEIS) would be released for public review on August 15, 2000. Based on comments received from various agencies and the general public on the newsletter, the Federal Highway Administration (FHWA) concluded that some issues needed to be addressed in greater detail than originally anticipated. In addition to describing the new alternative and the possible environmental impacts resulting from it, two appendices will be added to the SDEIS. One will discuss the reasoning for the type of construction activity (rehabilitation, light reconstruction, full reconstruction) that will occur at each of the 32 segments, and the other will discuss the reasoning for the selection of the alternative's design elements. The schedule for release and public review of the SDEIS has been revised as follows:

- 1) The SDEIS is tentatively scheduled to be released for public review in mid-October, 2000.
- 2) Public hearings would then be held in November. The public hearings will each include formal presentations with questions and answer sessions as well as time reserved for open-house interaction during which a number of information stations will be set up and staffed by agency and resource personnel.

Construction of the alternative surfacing test strips is scheduled for August. We would appreciate any comments from those of you who get a chance to drive over the test strips. Comments can be sent to: Richard Cushing, Environmental Planning Engineer, FHWA-CFLHD, 555 Zang Street, Suite 259, Lakewood, CO 80228.

We apologize for any inconvenience this schedule revision may have caused. The schedule revision is needed to allow the FHWA to develop a document that addresses all pertinent agency and public concerns as thoroughly as possible. Thank you for your patience.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

JUL 11 2000

In Reply Refer To:
HPD-16

Mr. Roland McCook
Ute Indian Tribe
PO Box 190
Fort Duchesne, UT 84026

Dear Mr. McCook:

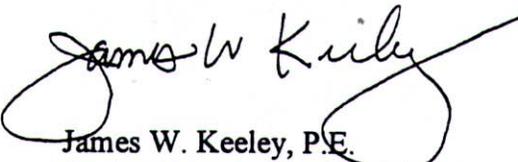
Enclosed are copies of the following documents:

- 1) An Intensive Cultural Resources Survey along the Guanella Pass Road, Colorado Forest Highway 80
- 2) An Intensive Cultural Resources Survey along the Guanella Pass Road, Colorado Forest Highway 80 - Appendices A through K
- 3) An Addendum to an Intensive Cultural Resources Survey along the Guanella Pass Road, Colorado Forest Highway 80
- 4) An Addendum to an Intensive Cultural Resources Survey along the Guanella Pass Road, Colorado Forest Highway 80 - Appendix A: Site Forms
- 5) Archaeological Testing at the Tumbling River Rockshelter (5PA142)
- 6) Native American Studies Technical Report

These documents were requested by Messrs. Smiley Arrowchis and Kirby Reed, members of the Northern Ute Business Committee, during the March 10, Northern Ute Business Committee and Forest Service Meeting.

If you have any questions please do not hesitate to contact Mr. Steve Hallisy at 303-716-2140.

Sincerely yours,


James W. Keeley, P.E.
Project Development Engineer

Enclosures

cc w/o enclosures:

Donna Mickley, US Forest Service, Special Projects Manager, Rocky Mountain Region 2,
PO Box 25127, Lakewood, CO 80225-0127
Ms. Betsy Chapoose, Sec. 106 Coordinator, Cultural Rights & Protection Office,
PO Box 190, Fort Duchesne, UT 84206

A-107

bc w/o enclosures:

S. Hallisy

M. Taylor

J. Corwin *J. Corwin*

yc: reading file

Central File: CO FH 80, Guanella Pass Road

JCORWIN:sh:jm:7/11/00:L:environm\wp\CO80\utereq0600.wpd

June 9, 2000

**Bob Nestel, Wildlife Biologist,
Federal Highway Administration
555 Zang Street, Room 259
Lakewood, Colorado**

Re: Guanella Pass Scenic and Historic Byway, Alternative 6

Dear Bob,

On behalf of all of our members, I am extending our thanks to you and everyone who met with us on May 25th for taking the time and trouble to discuss the FHWA's proposed Alternative 6 for the Guanella Pass project with us. We appreciate the FHWA's effort to communicate with us, and we look forward to meeting with a smaller team on June 14th to further discuss the proposed plan.

I am faxing a list of some preliminary comments that we have concerning the Draft Description of Alternative 6. We hope that these comments will help to clarify some of the concerns that we have, and that the information we request will be of help to everyone who is involved or interested in this project. We will have additional comments to make at the meeting on the 14th.

Thanks again, and see you next Wednesday.

**Sincerely,
Lyn Yarroll
Chair, Guanella Pass Study Group, Mount Evans Group of the Sierra Club**

enc: PRELIMINARY Comments on of Alternative 6 (based on Draft Description)

June 9, 2000

TO: Bob Nestel, Wildlife Biologist, Federal Highway Administration
FROM: Lyn Yarroll, Chair, Guanella Pass Study Group,
Mount Evans Group of the Sierra Club
RE: Guanella Pass Scenic and Historic Byway, Proposed Improvements
PRELIMINARY Comments on of Alternative 6 (based on Draft Description)

Functional Classification

We applaud the FHWA's decision to change the road's functional classification from "collector" to "local." This more closely resembles the nature and intent of the byway.

Design vehicle

This continues to be a confusing issue. We need the FHWA to provide a clear explanation of why the road is being designed for a vehicle with a 17-foot wheelbase (which can be up to 35 feet long), when 97% of the vehicles currently using the road (as counted in the Automatic Traffic Count Recorder Summary) are only 20 feet long. We do understand that larger vehicles sometimes need to use the road. However, if the proposed road (including switchbacks) will not be narrower than the existing design, we logically assume that any vehicle that can use the road now will also be able to use it in the future.

Levels of construction

We are having difficulty comparing the three levels of construction (3R, Light Reconstruction and Full Reconstruction) against each other. A table that compares what types of improvements are, and are not, possible within each level would be very helpful to everyone.

Additional questions and concerns

Some important questions and concerns are not addressed in this draft description, including, but not limited to:

- Determination of need for improvement of the road. The primary example is safety: has it been statistically and unequivocally determined that improving the road under any of the alternatives will decrease the number and severity of auto accidents, including both vehicle/vehicle and vehicle/animal?
- Amount of guardrail. How many miles of guardrail will be installed in Alternative 6? Is it the same for all alternatives?
- Summit parking lot. Will the size and configuration of the parking lot remain the same as what is described in the Draft EIS?

Context-sensitive design

We continue to strongly encourage the FHWA to incorporate context-sensitive design techniques throughout this project. Although this presents some tough engineering challenges, we believe that this road, done right, could be a showcase for future generations.

Thank you for your consideration of these comments.

Respectfully submitted,

Lyn Yarroll



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

Central Federal Lands
Highway Division

555 Zang Street
Denver, Colorado 80228

DEC 21 1999

In Reply Refer To:
HFL-16

The Honorable Mark Udall
Member, United States House of Representatives
1333 West 120th Avenue, Suite 210
Westminster, CO 80234

Dear Mr. Udall:

I received your November 10, 1999, letter concerning the Federal Highway Administration's (FHWA) activities related to potential improvements to the Guanella Pass road south of Georgetown, Colorado.

I understand your position of support for the Clear Creek County Commissioners and many of the Clear Creek County residents who urge FHWA to seriously consider the Sierra Club's rehabilitation alternative. We have met with representatives of the Sierra Club to pursue a better understanding of their alternative and will continue to consider it throughout the decision making process.

I assure you that we will continue to work with the U.S. Forest Service, the Colorado Department of Transportation, Clear Creek County, Park County, and Georgetown to understand the public input received on the draft environmental impact statement. These comments have now been organized and we are planning meetings with the above agencies, starting in January 2000, to pursue the decision process for this project with them.

Sincerely yours,

**ORIGINAL SIGNED BY
LARRY C. SMITH**

Larry C. Smith, P.E.
Division Engineer

bc:
HPD-16, Keeley / Taylor
JKEELEY:la:12/20/99



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

DEC 10 1999

In Reply Refer To:
HPD-16

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Attention: Ms. Kaaren K. Hardy

Dear Ms. Contiguglia:

Subject: Colorado Forest Highway 80, Guanella Pass Road

Enclosed for your review and comment is the final report entitled "Archaeological Testing At The Tumbling River Rock Shelter (5PA142), Park County, Colorado." In your letter of February 22, 1999 you requested that the Federal Highway Administration (FHWA) perform test excavations at Site 5PA142, in order to determine the extent of potential subsurface archaeological resources, if any. In September 1999, personnel from SWCA, Inc., conducted test excavations at Site 5PA142 under contract to the FHWA. Based on the report findings documenting the lack of evidence for any substantial prehistoric occupation at the site, the FHWA recommends that Site 5PA142 is not eligible for listing on the National Register of Historic Places. The United States Forest Service concurs with this recommendation. (See enclosed copy of their letter dated October 28, 1999.)

Pursuant to 36 CFR 800, we ask for your concurrence on our recommendation that Site 5PA142 does not meet any of the criteria for listing on the National Register of Historic Places. If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist, at 303-716-2140 or write to the above address, Attention: HPD-16, Environment.

RECEIVED

DEC 13 1999

CHS/OAHP

Sincerely yours,

Larry C. Smith, P.E.
Division Engineer

Enclosures

cc w/enclosures:

Mr. Allen Kane, Pike & San Isabel National Forests, 1920 Valley Drive, Pueblo, CO 81008-1797

Mr. Robert Porter, PO Box 4676, Breckenridge, CO 80424

I concur

State Historic Preservation Officer

Date December 22, 1999

MARK UDALL
2ND DISTRICT, COLORADO

128 CANNON HOB
WASHINGTON, D.C. 20515
(202) 225-2161
(202) 226-7840 (FAX)

1333 WEST 120TH AVENUE
SUITE 210
WESTMINSTER, CO 80234
(303) 457-4500
(303) 457-4504 (FAX)



Congress of the United States
House of Representatives
Washington, DC 20515-0602

CL99-51

COMMITTEE ON RESOURCES
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS
SUBCOMMITTEE ON FORESTS
AND FOREST HEALTH
COMMITTEE ON SCIENCE
SUBCOMMITTEE ON SPACE
AND AERONAUTICS
SUBCOMMITTEE ON TECHNOLOGY
COMMITTEE ON SMALL BUSINESS

November 10, 1999

Mr. Larry Miller
Division Engineer
U.S. Federal Highway Administration
U.S. Department of Transportation
555 Zang Street, Room 259
Lakewood, CO 80228

Dear Mr. Miller:

As you know, I have been very interested the Federal Highway Administration's (FHWA) activities related to potential improvements to the Guanella Pass road south of Georgetown, Colorado. This past summer and fall, I urged the FHWA to extend the public comment period on the Draft Environmental Impact Statement (DEIS) for this project to solicit public input.

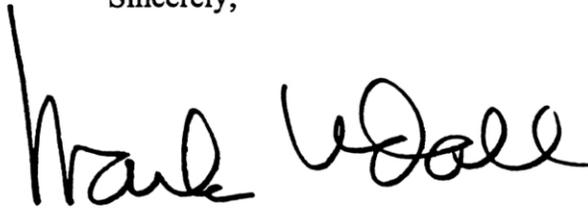
I appreciate the additional time that the FHWA allowed for public comments on the environmental impact analysis performed on the project. This additional time allowed Clear Creek County to conduct a process of garnering public input throughout the county on the proposed plans being considered by FHWA. As a result of that effort, Clear Creek County has decided to urge FHWA to develop an addendum to the DEIS that evaluates the rehabilitation alternative as outlined by the Sierra Club. This alternative focuses on the needs to improve this road and reduce environmental and safety impacts without significant widening or paving.

I want to take this opportunity to add my voice to that of the Clear Creek County Commissioners — as well as those of many Clear Creek County residents — in urging the FHWA to seriously consider this rehabilitation alternative as opposed to the FHWA's existing focus on proposals for reconstruction, paving and widening this road.

In addition, I have noted with interest the explanation of Kenneth Wykle, Administrator of the FHWA, that this road is under the jurisdiction of Clear Creek and Park Counties and that, as a result, the FHWA will work with the counties to decide what is appropriate for this road. I would like to encourage the FHWA to continue to work with the counties and the local citizens who would be most directly affected by this project to arrive at an acceptable resolution of all outstanding questions. I hope that the next iteration of the environmental impact documentation reflects this public input so that we can all come together on an approach that makes sense for this area and this road.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Mark Udall". The signature is written in a cursive, flowing style.

Mark Udall



United States
Department of
Agriculture

Forest
Service

Pike and San Isabel
National Forests
Cimarron and Comanche
National Grasslands

1920 Valley Dr.
Pueblo, CO
81008-1797
(719) 545-8737

File Code: 2360

Date: October 28, 1999

Mr. Larry C. Smith, Division Engineer
U.S. Department of Transportation, Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street
P.O. Box 25246
Denver, CO. 80225-0246

Dear Mr. Smith,

In response to your request for comment (refer to your letter dated October 20, 1999), we have reviewed the draft report of archeological testing conducted at the Tumbling River Rock Shelter (site 5PA142). The report was prepared by SWCA, Inc., Environmental Consultants, Mark Chenault and Kevin Thompson, principal investigators. We concur that the site is not eligible to the National Register of Historic Places based on the results of the testing. We have annotated the copy of the draft you sent us with editorial type comments, and we are remitting the annotated copy to you (enclosure 1). Once these are addressd, the report will be acceptable to the Forest Service. Thank you for the opportunity to review the document. If you have any questions regarding our review please contact me at the Pike National Forest Headquarters in Pueblo.

Sincerely,

Allen E. Kane
Heritage Resources Program Manager

Enclosure: annotated copy of draft report



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

OCT 20 1999

In Reply Refer To:
HPD-16

Mr. Bill Bass
Forest Supervisor
Pike-San Isabel National Forest
1920 Valley Drive
Pueblo, CO 81008-1797

Attention: Mr. Alan Kane

Dear Mr. Bass:

Subject: Colorado Forest Highway 80, Guanella Pass Road

Enclosed for your review and comment is a draft report for archaeological testing conducted at the Tumbling River Rock Shelter, site 5PA142. We request that you provide comments within the next 10 days. If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist/Archeologist, at 303-716-2140 or write to the above address, Attention: HPD-16, Environment.

Sincerely yours,

Larry C. Smith, P.E.
Division Engineer

Enclosure

bc w/o enclosures:

S. Hallisy

M. Taylor

yc: reading file

Central file -CO FH 080, Guanella Pass

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jm

STATE OF COLORADO
Bill Owens, Governor
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE
AN EQUAL OPPORTUNITY EMPLOYER

699



*For Wildlife -
For People*

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

October 15, 1999

Richard Cushing
Federal Highway Administration
555 Zang Street Mail Room 259
Lakewood, CO 80228

RE: Guanella Pass Road - Draft EIS

Dear Mr. Cushing:

I have reviewed this Draft EIS and discussed it with District Wildlife Manager Russ Mason and Aquatic Biologist Mindy Clark. We have the following general and specific comments.

A number of wildlife related issues are raised by the proposals to improve the Guanella Pass Road. This document does a good job of discussing most of them in our opinion. The two most important issues are, we believe:

- **The potential to increase human use** of the corridor along the road due to road improvement - whether it be for hiking, picnicking, fishing, camping, hunting, or sightseeing. Increased human presence in the corridor will clearly have negative effects on wildlife through increased direct disturbance, trampling of vegetation, noise, etc. While the road improvements alone may not serve to fragment the habitat much more than it already is, significantly increased human presence along the road would seem to be a major "fragmenting" factor, and
- **The direct impacts on roadside habitats of proposed widening** would appear to be a significant impact, especially where streams, wetlands, riparian areas, and boreal toad habitat are affected.

We assume that to a large degree increased human use of the corridor relates to how easy and/or comfortable road access is into the area. The alternatives which serve to make access on the road "easiest" would appear to be 2, 4, and 5 since they would result in 85% or more of the road being paved. Alternative 3 results in only 48% of the roadway being paved, but with the entire length widened. Direct impacts to roadside habitats are clearly much greater in Alternatives 2 and 3 due to the increased amount of widening.

DEPARTMENT OF NATURAL RESOURCES, Greg Walcher, Executive Director
WILDLIFE COMMISSION, Chuck Lewis, Chairman • Mark LeValley, Vice Chairman • Bernard L. Black, Jr., Secretary
Members, Rick Enstrom • Marianna Raftopoulos • Arnold Salazar • Robert Shoemaker • Philip James

Specific Comments:

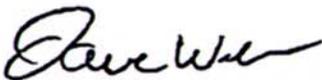
- Page II-3 – First paragraph – If cut and fill slopes or retaining walls are to be vertical and impassable to wildlife for any significant length, they may represent new barriers to wildlife movement, which could be a significant issue. This subject is not addressed in the DEIS and should be covered in the Final.
- Page III-36 – Wetlands – Details of a mitigation plan for anticipated impacts are not discussed in the DEIS. They would obviously be part of a 404 Permit process when the project moves forward, and might be covered in the Final EIS. The degree to which the increased wetland impacts under Alternatives 2 and 3 would be a major issue depends to some extent on what kinds of mitigation are feasible or possible.
- Page III-78 – Boreal Toads – We would like to participate in a more detailed analysis of widening impacts on boreal toad habitat prior to the Final EIS. A closer examination of where important toad habitats are located may lead to ideas for specific local modifications to the plans which would be beneficial to the toads.
- Page III-116 – Construction Impacts – Construction equipment brought into the area should be free of noxious weed seed contamination. We do not want new noxious weeds introduced into the area. Also, special care should be used during construction to prevent excess erosion in disturbed areas and siltation into streams/wetlands.
- Page IV-7 – Wildlife Mitigation – All of these ideas are good, but they could not totally mitigate the indirect effects of increased human use of the area due to road improvement.

Summary

We think that Alternative 2 would clearly result in the most negative impacts to wildlife, both direct and indirect. The direct impacts of Alternative 3 would be comparable, but this alternative has the appeal of involving the least paved surface, therefore perhaps resulting in less visitation by people to the area. Alternatives 4 and 5 both result in 85% of the road being paved, which may encourage considerably more use in the long run, but have significantly less direct impact on habitat. It appears to us that increased human use of the area due to road improvement is a key wildlife issue which deserves more analysis in the final EIS.

Let me know if you have any questions.

Sincerely,



Dave Weber
Habitat Biologist

cc: Russ Mason, DWM
Ron Oehlkers, DWM
Mindy Clark, CDOW



Clear Creek County

POST OFFICE BOX 2000
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 569-3251 • (303) 679-2300

689

October 13, 1999

Mr. Richard Cushing
Environmental Planning Engineer
Federal Highway Administration
Central Federal Lands Highway Division
555 Zang St., Mail Room 259
Lakewood, CO 80228

Dear Mr. Cushing:

Clear Creek County would like to offer these comments in summary of our review of the DEIS and the concerns that were raised during our public hearing process. We also want to express our appreciation to the FHWA for the support they offered during that process. By providing a court recorder at each of our public meetings we are all assured of a complete and accurate record of the comments and issues. The FHWA staff who attended these meetings were able to provide clarification of both the process and the project.

The issues of greatest concern to the Clear Creek County Commissioners are the affordability of road maintenance, safety of travelers, and correction of existing environmental problems. We heard from our constituents the importance of balancing those concerns with maintaining the rural, rustic character of the road.

In addition, our Road and Bridge Supervisor, Jim Cannady, has enclosed the following concerns:

- ▶ The impacts to the environment if nothing is done
- ▶ Water quality with the entire portion paved (Clear Creek County)
- ▶ Water quality if existing surface type remains the same
- ▶ Wildlife travel corridors, and solutions to minimize the impacts to wildlife from automobile encounters
- ▶ The benefit to the riparian areas versus damage to timbered areas if alignment changes are made at the Naylor Lake/Guanella Campground area
- ▶ Impacts to the Town of Georgetown (long term and construction)
- ▶ Any benefit/detriment from winter closure

As a result, we are requesting the FHWA do an addendum to the DEIS that will evaluate a lower impact alternative similar to one recommended by the Sierra Club. Specifically, we would like to see the evaluation include new surface treatments as an alternative to asphalt.

We also believe we need a better understanding of the cost effects on maintenance - not only on the cost of the FHWA-recommended program, but also the effect on a road maintenance program that is consistent with the historic expenditures of Clear Creek County.

At several meetings, safety issues were raised -- particularly the concern that an increase in speed on a paved road would tend to increase accidents. Evidence was presented that seemed to validate this concern. We would like to have a better understanding of this issue and possible mitigation strategies.

We would also like a clearer understanding of the environmental benefits, including expected changes in water quality that may result from the various alternatives.

Finally, winter closure was discussed at nearly all of our public meetings. We are requesting an evaluation of the effect of such a policy on the road itself and on the cost of maintenance related to the proposed alternatives. Seasonal closure would undoubtedly raise issues for our partners that ought to be examined as well, and we will look forward to a discussion with them.

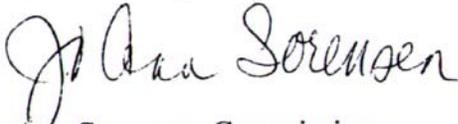
As we hope we made clear throughout this process, it is not our intent to suggest that this project be discarded. We have determined that it is in the best long-term interests of Clear Creek County to address the problems on Guanella Pass Road at this time, with the full participation of our partners. We look forward to working with you on the next steps of the environmental process.

Sincerely,

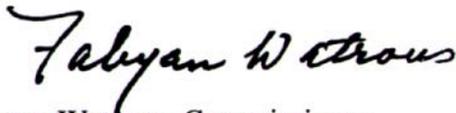
CLEAR CREEK BOARD OF COUNTY COMMISSIONERS



Robert J. Poirot, Chairman



Jo Ann Sorensen, Commissioner



Fabyan Watrous, Commissioner



Historic Georgetown, Inc.

687

October 12, 1999

Mr. Richard Cushing
Environmental Planning Engineer
Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street, Mail Room 259
Lakewood, Colorado 80228

Dear Mr. Cushing,

The Board of Directors of Historic Georgetown, Inc. would like to take this opportunity to comment upon the Draft Environmental Impact Statement for Colorado Forest Highway 80, Guanella Pass Road. As you might expect, our comments are in keeping with the position statement issued by the Town of Georgetown and the Georgetown Planning Commission. We believe that the design standards used for engineering the road create impacts that far outweigh the benefits. Based upon the existing alternatives, we find none that we can support at this time. However, we look forward to the development of additional alternatives which would have less adverse impact to the character of the Georgetown/Silver Plume National Historic Landmark District.

We are concerned about the visual impact of the proposed widening as the road crosses the face of Leavenworth Mountain. The report states: "No direct impacts to the GSPNHLD have been identified for any of the build alternatives or realignment options under consideration. However, since Leavenworth Mountain is the backdrop to the historic setting of the GSPNHLD, any improvement of the switchbacks on the existing roadway may affect the visual quality and cultural landscape within the District. Although this impact is indirect, the City of Georgetown considers it to be adverse." (III-24) We agree with the town. The proposed improvements will create large stretches of retaining walls that will change the visual character of the landmark district. In addition, the report does not address the impact to the historic structures along Rose Street. If the road is widened to 24', it will have to funnel into an 18' road at the corner of 2nd and Rose streets. These next four blocks contain some of the town's oldest frame structures, many of which were constructed with no setback. For example, Rose Street between 2nd and 3rd

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Email: preservation@historicgeorgetown.org • Web: www.historicgeorgetown.org

October 12, 1999
Mr. Richard Cushing, FHWA
Page two

streets has houses on the east with a 5-7' setback and on the west with a 2-3' setback. Certainly the construction of a wider road down the face of the mountain may place these structures in jeopardy. The fact that the road has been engineered for larger vehicles may also create problems once traffic is in town. Currently, larger vehicles must drive up onto the sidewalks at 6th & Rose in order to navigate the 90-degree turn. If traffic will be routed down Rose Street to 11th, then the impact of the noise, pollution and other factors on these historic homes should also be addressed.

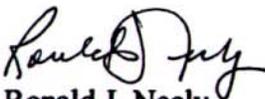
If the decision is made to route the traffic over to Loop drive, then the visual impact on the high bridge of the Georgetown Loop Railroad needs to be carefully reviewed. The proposed bridge design seems excessive. Furthermore, no mention is made of the proposed traffic route after the bridge to Loop Drive. The road is wide enough to handle the first quarter mile of traffic to the north, but then the road splits with one branch headed to 6th street and the other to Brownell. Neither road is wide enough to handle the proposed traffic. The town is certainly not in a position to absorb the cost of widening or re-design of this section of road.

Our original request was that the impact and design of the road be reviewed all the way to the I-70 interchange. We would like to reiterate that position, in that we believe that the impact of any improvements to the road will be major, and will continue all the way to I-70.

We hope you will consider these items as you review the DEIS. We would be willing to meet with you at any time to further discuss these issues. We were somewhat surprised to read that "The FHWA has and will continue to work closely with . . . Historic Georgetown, Inc. . . ." (III-105). We have received the mailings and many of our members have attended the meetings, but the contact with the organization has been limited to two or three short discussions over the period of the study.

Thank you for your time and consideration.

Very truly yours,


Ronald J. Neely
President

cc: Town of Georgetown, State Historic Preservation Officer, Clear Creek County

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 8
999 18TH STREET - SUITE 500
DENVER, CO 80202-2466
<http://www.epa.gov/region08>

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October 7, 1999

Ref: 8EPR-EP

Mr. Richard Cushing
Federal Highway Administration
Central Federal Lands Highway Administration
555 Zang Street, Mail Room 259
Lakewood, CO 80228

Re: Guanella Pass Road, Colorado Forest Hwy. 80
DEIS Review - 990231

Dear Mr. Cushing:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the Region 8 Office of the Environmental Protection Agency (EPA) has reviewed the *Draft Environmental Impact Statement (DEIS) for the Colorado Forest Highway 80, Guanella Pass Road*, dated June 1999. Highway 80 runs from US 285 in Grant to Interstate 70 (I-70) in Georgetown, Colorado. Guanella Pass Road is a scenic mountain pass located primarily in National Forest Service lands and reaches altitudes of 11,669 feet.

We offer the enclosed comments for your consideration as you complete the Final Environmental Impact Statement (FEIS). For this project, EPA has concerns regarding the sensitive ecological nature of the alpine environment of the Guanella Pass area and the difficulties associated with protecting aquatic habitat from gravel road maintenance and ongoing erosion and sedimentation problems. We encourage the project proponents to thoroughly evaluate and implement the least damaging road improvement solution to protect the aquatic resources, including avoiding and minimizing fill in wetlands.

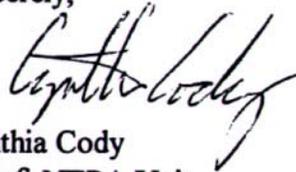
The primary concerns for EPA on this project are: 1) protecting the alpine environment, especially high altitude wetlands which are very expensive and difficult to mitigate; 2) maintaining and improving existing water quality by controlling sediment and reducing erosion; 3) integrating the requirements of the CWA 404 permit with the FEIS to protect wetlands, including additional mitigation and site specific alternatives to avoid wetlands; 4) identifying unique wetlands resources such as fens within the project corridor; and 5) ensuring that all adverse impacts are adequately mitigated and monitored. EPA is interested in participating in the wetlands portions of the FEIS and the CWA 404 permit, such as evaluating site specific alternatives to avoid wetlands.

We commend the FHWA for preparing an EIS that addresses many of our typical concerns found in reviewing highway projects. Water quality and aquatic habitat protection have already been considered in developing the alternatives for this EIS, such as limiting the width of the highway and reducing sediment and erosion problems. The EPA also appreciates the inclusion of federal, state, local government and private letters in the DEIS to inform the reader of other concerns and interests in the proposed action. We found this very helpful in providing the full spectrum of issues surrounding this project.

Based on the procedures EPA uses to evaluate the potential effects of proposed actions and the adequacy of the information in the DEIS, the Preferred Alternative identified by the DEIS for the Guanella Pass Road will be listed in the Federal Register in the category EC-2. This rating means that the review has identified environmental impacts that should be avoided in order to fully protect the environment, and the DEIS does not contain sufficient information to thoroughly assess environmental impacts that should be avoided to fully protect the environment. Enclosed is a summary of EPA's rating definitions.

We appreciate your interest in our comments. If you have any questions or want to discuss these comments, please contact Dana Allen at (303) 312-6870 or Sarah Fowler with wetland questions at (303) 312-6192.

Sincerely,



Cynthia Cody
Chief, NEPA Unit
Office of Ecosystems Protection
and Remediation

Enclosures

cc: Tim Carey, COE, TriLakes Office
Lee Carlson, USFWS, Lakewood
Becky Vickers, CDOT, Denver

EPA Region 8 – Specific Comments
Guanella Pass (Colorado Forest Highway 80) DEIS
October 7, 1999

Wetlands and CWA 404 Permit

- ☆ 1. As discussed in the CEQ regulations and 40 Questions guidance, we strongly recommend that the information and alternatives analysis required by the 404(b)(1) guidelines and the Section 404 Clean Water Act (CWA) permit be incorporated into the FEIS. Based on the information in the DEIS, we anticipate additional wetlands information collection (fen mapping) and further site specific alternatives development where the road impacts waters of the U.S., including wetlands. The site specific alternatives will be used to determine the *least damaging practicable alternative* as required under the 404 permit. There is not enough information in the DEIS to determine if the *least damaging practicable alternative* has been developed.

By incorporating the objectives of section 404 CWA into the EIS process, the government can avoid having to revise decisions or collect additional information for the 404 permit. For example when EISs are completed independently or prior to obtaining a CWA 404 permit, an agency may decide to authorize road widening in certain reaches in waters of the U.S. (including wetlands); yet the 404 permit process may identify surfacing of the current road bed or no action as the *least damaging practicable alternative*. Therefore, we recommend that the road improvement alternatives and 404 permits be processed concurrently so that one decision does not preclude or artificially limit *practicable* alternatives to be considered under the 404 permit requirements. Moreover, significant wetland concerns may arise during the permit review process and potentially result in the Corps of Engineers requiring additional NEPA analysis. We believe it is in the best interest of all the parties to include 404(b)(1) Guidelines alternatives analysis in one NEPA document to prevent unnecessary time delays and duplicating environmental analysis.

2. *Practicable alternatives* are defined in the CWA Section 404(b)(1) Guidelines as alternatives that are available and capable of being done after taking into consideration cost, existing technologies, and logistics in light of the overall project purposes. *Practicable alternatives* are more rigorously defined than feasible alternatives (as stated at page III-36) or reasonable alternatives under NEPA.

In accordance with the 404(b)(1) Guidelines, the *least damaging practicable alternative* must be thoroughly evaluated on a site specific basis where discharges into waters of the U.S. (which includes wetlands) are proposed and a 404 permit is required. The *practicable alternative* analysis will need to consider the primary purpose of the road improvement of (i.e., the basic project purpose) whether it is safety, erosion control, sight distance, etc.

☆ Higher Priority Comments

3. It is our understanding that fens, or peatlands, are present within the project corridor and may be affected by the road improvement project. Should fen-type wetlands exist within the corridor and have proposed road improvement projects as potential impacts, we believe mapping of those locations should be included in the FEIS. We do not know if adequate information documenting the location of fens in the area already exists, but we must request that fens containing *histisols* be mapped prior to any CWA 404 permit application and the FEIS.

Fen-type wetlands have recently been designated by Region 6 of the Fish and Wildlife Service (USFWS) as Resource Category 1 with respect to the USFWS Mitigation Policy.¹ The mitigation goal of Resource Category 1 is *no loss of existing habitat value* and makes the protection of fens a priority during Section 404 permit reviews.

Fens are wetlands that have primarily organic soil material (i.e., peats or muck) and are created over long time periods in ground water driven, saturated conditions. Because the rate of plant growth exceeds that of decomposition, organic soils form very slowly by accumulation of plant debris. Fens in the Rocky Mountains are believed to develop or accumulate at rates ranging from 4.3 to 16.2 inches per thousand years. In Colorado, the Corps of Engineers has revoked the use of Nationwide Permit #26 in fens containing histisols to better protect this unique wetland type.

Accordingly, we believe these wetland ecosystems are for all practical purposes non-renewable and irreplaceable. Mitigation for these wetlands types is highly problematic. Therefore, in accordance with the goal of no overall net loss of the nation's remaining wetlands base for the Section 404 regulatory program, we believe these unique aquatic resources are of critical ecological importance and should receive the highest regulatory scrutiny during permit review.

Water Quality

4. We recommend that an alternative be selected which limits road width and corrects the existing erosion and revegetation problems as a priority over an alternative that provides greater accessibility and more traffic volumes. Some additional information is needed to determine the relative environmental impacts of the different alternatives. For example, if paving allows the road to be kept open during most the winter, the impacts to wildlife and water quality from year round traffic and deicing could offset any erosion control improvements from paving. The information from the site specific wetlands alternatives analyses also needs to be evaluated in conjunction with the five overall alternatives.

¹ Peatland Mitigation Policy Considerations, U.S. Fish and Wildlife Service, Region 6, January, 1998

5. In many areas of the Guanella Pass road, it will be very difficult to successfully control erosion and revegetate the disturbed area. The FEIS should explain how erosion control and revegetation success will be monitored, and which government agency(s) will be responsible for repairing unsuccessful erosion control and revegetation efforts.
6. Are there plans for controlling runoff from the larger parking lots such as detention ponds, man-made wetlands for treating runoff, or sedimentation ponds? Are there plans to restore existing deposited sediment plums in wetlands and riparian areas (discussed at page III-31 and 32)?
7. Much of the area around Georgetown is heavily mineralized with extensive historic mining. The FEIS should disclose if the road cuts or tunnel in the mineralized area will disturb any formations, fractures, and/or historic mine workings which are likely to generate acid rock drainage or connect to poor quality water, thereby releasing heavy metals into Clear Creek. Excavating rocks containing pyrite or other sulfide minerals causes the material to begin oxidizing, thereby generating acid and eventually releasing heavy metals such as zinc, manganese, and cadmium into the environment.

Other Comments

8. The FEIS should explain the decisions that will be based on the EIS and who are the decision makers.
9. The FEIS should disclose more information on road closures and maintenance requirements during the winter (see page III-7). How often is the pass closed during an average winter and how much maintenance time and costs are associated with keeping the road (fully or partially) open during the winter months? If the road is paved, do the counties anticipate keeping the road open more during winter? More information is needed for the public to understand whether it is of critical importance to make the proposed road improvements for continual winter use or whether expected winter closures and associated costs with keeping the road open may reduce the need for such proposed road improvements.
10. The FEIS should disclose the amount of sand mixture, magnesium chloride or other deicer traction products typically used during an average winter season and how will usage change with the different alternatives (page III-32). What, if any, adverse impacts are occurring with the use of magnesium chloride in the alpine environment? We believe this information is important in disclosing baseline costs and environmental impacts associated with existing winter maintenance and comparing it with future condition winter maintenance requirements and costs.
11. More information should be provided in the FEIS that discloses private land ownership along the corridor and potential reasonably foreseeable development that may occur, if any, due to the proposed alternatives. It has been our experience that upgrading the surface may spur additional private land development that would not have occurred without the project. Therefore, we believe potential cumulative adverse environmental impacts from this

development should be evaluated and disclosed. (See Page III-16: Land Use and Consistency with Local Plans)

12. The FEIS should more fully describe the magnitude of impacts on wildlife. On page III-73, this area is identified as an important winter habitat for ptarmigan and anticipated impacts are discussed on page III-75. Similarly, adverse impacts are anticipated for big horn sheep (pp. III-72 and III-75). Depending on the magnitude of impacts, interpretive signs may not be sufficient mitigation. Are additional operational alternatives or more mitigation needed such as closing the road in the winter to protect the ptarmigan? The mitigation proposed on the bottom of page IV -7 "Enforcing specific measures to address indirect project impacts on wintering ptarmigan," should be expanded to list the specific practices or controls that will be implemented.
13. From discussion at the public meeting with the Forest Service, it appears that the Forest Service may have already implemented some measures to improve overuse problems along the Guanella Pass road. The FEIS should provide an update of each Forest's activities in the area of Guanella Pass (since the DEIS was drafted) and provide the status of future plans.

P.O. Box 220
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(719) 836-4204 (fax)
(303) 205-4201 (Metro)

COUNTY OF PARK

BOARD OF COMMISSIONERS



September 7, 1999

Representative Mark Udall
128 Cannon House Office Building
Washington, D.C. 20515

Dear Representative Udall:

This letter is written in reference to your letter to FHWA Administrator Kenneth Wykle dated August 17, 1999 and THE DENVER POST article by Jim Hughes dated Wednesday, August 25, 1999 entitled "Hearing Added on Improving Guanella Pass". You are quoted as being against FHWA "managed open houses"; you further propose "two, full audience-style hearings". My recent experience with both forms of meeting causes me to be "disinclined to share that view". I had previously attended the "managed open houses" in both Lakewood and Shawnee. The extensive one-on-one discussions with multiple FHWA officials (each with their own area of expertise) and many individual citizens (many who left comments with a court recorder) were most thought provoking.

As Park County Commissioner Chair, I tried to facilitate the meeting in Bailey, Colorado on August 25, 1999. The Idaho Springs (that I also attended) and Bailey audience-style meetings did **not** introduce any new ideas or establish any consensus that were not previously offered via written mailed comments or in "managed" open house sessions. The traditional public-hearing style (or "*unmanaged*" with the potential for a circus atmosphere - italics mine) where people gave testimony (*testimony* is questioned) was just an opportunity for a few persons to reiterate narrow individual views to a captive audience. For example; in Bailey twenty - six (26) individuals requested an opportunity to speak; nine (9) were from one family, including their hired hands, (all preached the same party line); four (4) were from outside Park County; four (4) were from rural Park County; and nine (9) from the Platte Canyon Park County area. Approximately one hundred twenty (120) people attended, so about 20% spoke or less than 2/10 of 1% of the total Park County population. The suggestions ranged from "close the pass" to "do nothing" to "fully reconstruct and pave the entire road". A frequent reference was to the "Sierra Club Alternative". That alternative as presented is strictly verbal, no design or cost analysis. Sierra Club members have been requested to compare their "Vision" to the FHWA Alternative 5 concerning the 10.5 mile road in Park County. No consensus was proposed or achieved thus far.

Members of the Gordon family, Tumbling River Ranch (TRR), and their supporters provided the entertainment, which included intimidation, exaggeration and half-truths. Their verbal accusations were pre-set by the prior erroneous data in their paid newspaper advertisements (see enclosure August 20, 1999 Fairplay Flume). Also, see the one-sided "push-pull" survey, questionnaire/petitions. Their comments and their supporters referenced only to the "NO PAVING - Do Nothing" i.e., Alternative 1 vs. 2 (Note: in Park County 60% of the 10.5 mile road is currently paved, however in poor condition). No consideration or discussion occurred relative to the other 3 Alternatives even though they were introduced as possible alternatives by some Commissioners and FHWA representatives. We were

ignored by the influential few. Is that productive? Little was gained in the form of contribution to decision making. No dialog to seek consensus, only limited self-serving emotional single view statements. The apparent attitude of the "TRR Gang" is to keep the forest access to themselves and to their \$1700 per week individual guests. Those weekly guests damage the forest trails, for example; take a hike along Smelter Creek and 3 Mile Creek trails and see for yourself, dodge the concentration of manure, odor and deeply worn tracks. Also, follow the 30' + horse trailer, plus tow truck up the Fall Hill switchbacks to the staging area. (Note: TRR pays an annual trails permit of \$3800.00 to the United States Forest Service – or less than \$6.00 per guest, per week; less than the typical \$7.00 a night fee collected from an "average Joe and family" to camp at the USFS campsite near the resort dude ranch). During the 4 summer/fall months, the TRR staff travel to work; guest autos or resort transport; plus suppliers of food, laundry, fuel and waste hauling are a primary, major source of the daily traffic on Park County Road 62 (Guanella Pass Road). In addition, there are visiting recreational enthusiasts from all over our nation who wish to view and experience the Scenic and Historic Byway access to the National Forest - owned by all United States citizens.

Previous meetings, DEIS Review, one-on-one discussions (with interested, informed individuals from across the spectrum) and review of other printed material helped me gain understanding to a far greater extent than did the "traditional auditorium style hearing". In fact, the adversarial posturing tends to solidify contrary positions rather than add to mutual comprehension toward achieving a reasonable agreement. I plan to make an informed decision for the whole of Park County taxpayers that is based on logic and positive input rather than emotional and selfish interest.

Please advise on how you know that confrontational positioning by limited input in the "traditional auditorium-style public hearing" as experienced and described above is a superior form of hearing.

Thank you for your time and anticipated response.



CJ DeLange
Park County Commissioner, District 1



Enclosures

CC: Representative Scott McInnis
Senator Wayne Allard
Senator Ben Nighthorse Campbell
State Senator Ken Chlouber
State Representative Carl Miller
Kenneth Wykle, FHWA
Richard Cusing, FHWA
Clear Creek County Commissioners
Park County Commissioners
Fairplay Flume

To: Residents and Taxpayers of Park County

The Guanella Pass Road's future has bred significant controversy. The road opened in the 50's has become a focal point for year 2000. Should it be closed, do nothing or fully reconstructed and paved; or something in between? Do you understand the other options and do you have a preferred alternative position?

The "no growth" crowd plus the private dude ranch and their employees apparently want very limited access to the National Forest via vehicular travel on Guanella Pass road. They must want to reserve the Pike NF for their own private use along with their wealthy out of state guests and/or active hikers only. Their arguments have discounted any consideration or discussion of the other three FHWA alternatives.

The average Park County, Colorado, and US citizen could be denied 2 wheel drive access to this wilderness area if all the FHWA options are denied. Guanella Pass in Park County may revert to total closure or 4 WD only - without planned investment and improvements.

My position is to do what is best for the whole of Park County. I have stated my personal preference is to rehabilitate as Alternative 5 with some additional modifications to further improve drainage. I have been maligned and vilified for not joining the dude ranch folks and say "no paving". How many understand that 60% of the present road in Park County is paved now? Why not rehabilitate the 10.5 miles in Park County? The DEIS has been extended to 15 October, 1999. You can still make your position known. The final EIS and final decision will extend well into 2000.

The "no growth, limited travel into Park County" proponents have had the dominant voice thus far with their erroneous paid ads and questionnaires. If that truly represents the overall majority, that's OK with me. I just want to say I am disappointed to see the county dictated to and accept the intimidation, false statements, half-truths and influence of wealth.

The unplanned dam being built to stop Park County growth at every turn by the coalition of wealth and misguided environmentalists will eventually burst and cause even more undesirable flooding.

The Guanella family will lose and not "save" the pass as is their stated desire. The Park County budget will be able to discontinue the minimal maintenance and will lose any Federal support to rehabilitate the road. I question if that is the best position for the whole of Park County. However, if that is the predominant wish as indicated by the silence of the rest --so be it. Park County may gain or lose, only the future will confirm.

Maybe total road closure with a large parking lot at the base of Falls Hill would be the best solution. I would miss the beauty of traveling over Guanella Pass, but then I can use other mountain passes to access hiking and off-road 4 wheeling to obtain my own personal wilderness experience.

CJ De Lange, District 1 County Commissioner



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

AUG 26 1999

In Reply Refer To:
HPD-16

Agencies, Organizations, and Citizens:

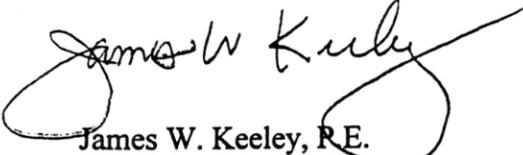
As requested, enclosed is a copy(s) of the Draft Environmental Impact Statement (DEIS) for a proposed improvement of Colorado Forest Highway 80, Guanella Pass Road. Copies of the technical reports are available for review at the following locations:

Arapaho National Forest, 240 West Prospect Street, Fort Collins, CO
Arapaho National Forest, 101 Chicago Creek, Idaho Springs, CO
Federal Highway Administration, 555 Zang Street, 3rd Floor, Environment, Lakewood, CO
Tomay Memorial Library, 605 6th Street, Georgetown, CO
Clear Creek County, 405 Argentine Street, Georgetown, CO
Denver Public Library, 10 West 14th Avenue, Denver, CO
Pike National Forest, 1920 Valley Drive, Pueblo, CO
Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO
US Forest Service, Region 2, 740 Simms Street, Golden, CO
Park County Library, 418 Main Street, Fairplay, CO
Park County Library, 350 Bulldogger Road, Bailey, CO
Park County Clerk and Recorder, 501 Main Street, Fairplay CO

The DEIS is also available at the above locations and at www.cflhd.gov/projects/co/guanella.

We invite all interested persons to attend the hearings. Comments may also be sent to: Federal Highway Administration, 555 Zang Street (Room 259), Lakewood, CO 80228, Attention: Environment. Comments received by October 15, 1999, will become a part of the official public hearing record.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

Enclosure(s)



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

AUG 24 1999
In Reply Refer To:
HPD-16

U.S. EPA, Office of Federal Activities
NEPA Compliance Div., EIS Filing Section
Ariel Rios Bldg. (South Oval Lobby)
Mail Code 2252-A, Room 7241
1200 Pennsylvania Ave., NW
Washington, DC 20044

Dear Sir:

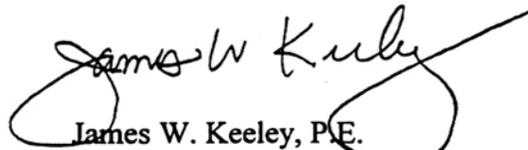
This letter is to re-state the information provided in our fax of August 23. We would like you to publish a notice in the Federal Register extending the comment period for a Draft Environmental Impact Statement (DEIS). The DEIS was prepared by the Federal Highway Administration (FHWA) for a proposed improvement on Colorado Forest Highway 80, Guanella Pass Road. The official comment period was from July 16, 1999 until August 30, 1999. Due to requests from government agencies and the public, the official comment period is extended until October 15, 1999.

The original Federal Register notice read:

EIS No. 990231, Draft EIS, FHW [sic], CO, Colorado Forest Highway 80, Guanell [sic] Pass Road (also known as Park County Road 62/Clear Creek County Road 381/Forest Development Road 118) from US 285 in Grant to Georgetown. Improvements, Funding and COE Section 404, NPDES and Special Use Permits Issuance, Park and Clear Creek Counties, CO, Due: August 30, 1999, Contact: Richard Cushing (303) 716-2138.

If you have any questions, please contact Mr. Robert Nestel, Environmental Biologist, at 303-716-2142 or write to the above address, Attention: HPD-16.5, Environment.

Sincerely yours,


James W. Keeley, P.E.
Project Development Engineer

bc: R. Nestel *RN*
M. Taylor
R. Cushing

yc: reading file

Central File: CO FH 080, Guanella Pass Road

RNestel:rn:jm:8/24/99:L:\ENVIRONM\WP\CO080\EXTEND.TIM



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

AUG 24 1999
In Reply Refer To:
HPD-16

Agencies, Organizations, Citizens:

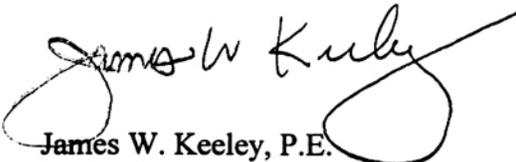
A Draft Environmental Impact Statement (DEIS) for a proposed improvement of Colorado Forest Highway 80, Guanella Pass Road, was circulated by the Federal Highway Administration (FHWA) on July 16, 1999. The end of the official comment period was August 30, 1999. Due to agency and public requests, the FHWA is extending the official comment period on the DEIS until October 15, 1999. Copies of the Guanella Pass DEIS (and technical reports) are available for review at the following locations:

Arapaho National Forest, 240 West Prospect Street, Fort Collins, CO
Arapaho National Forest, 101 Chicago Creek, Idaho Springs, CO
Federal Highway Administration, Environment Office, 555 Zang Street, Lakewood, CO
Tomay Memorial Library, 605 6th Street, Georgetown, CO
Clear Creek County, 405 Argentine Street, Georgetown, CO
Denver Public Library, 10 West 14th Avenue, Denver, CO
Pike National Forest, 1920 Valley Drive, Pueblo, CO
Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO
US Forest Service, Region 2, 740 Simms Street, Golden, CO
Park County Library, 418 Main Street, Fairplay, CO
Park County Library, 350 Bulldogger Road, Bailey, CO
Park County Clerk and Recorder, 501 Main Street, Fairplay CO

The DEIS is also available at: www.cflhd.gov/projects/co/guanella

Comments should be sent to Mr. Richard Cushing, Environmental Planning Engineer, Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228. For further information, you may contact Mr. Cushing at 303-716-2138.

Sincerely yours,


James W. Keeley, P.E.
Project Development Engineer

bc: R. Nestel *RN*

yc: reading file

Central File - CO FH 080, Guanella Pass Road

RNestel:rn:jm:8/24/99:L:\ENVIRONM\WP\CO080\EXT.PUB



Clear Creek County

POST OFFICE BOX 2000
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 569-3251 • (303) 679-2300

August 23, 1999

Larry Smith, Division Engineer
Federal Highway Administration
Central Federal Lands Highway Division
555 Zang Street
Lakewood, CO 80228

Dear Mr. Smith:

After a public hearing held last Friday, August 20th, at which we received much local input regarding the Guanella Pass Improvement project, we are respectfully requesting an extension of the deadline for the comment period for the DEIS.

The general consensus was that a citizens' committee needs to be formed to make a formal recommendation to the Board of Commissioners as to what the residents of Clear Creek County would like to see happen on Guanella Pass. We believe an agreement can be reached through this process and any large, important project such as this is much more successful if it has the support of the majority of the local residents who will be impacted.

We are asking for an extension to October 1, 1999. In this time, we believe we can come up with an alternative that works for most of those involved.

Sincerely,

CLEAR CREEK BOARD OF COUNTY COMMISSIONERS

Robert J. Poirot, Chairman

Jo Ann Sorensen, Commissioner

Fabyan Watrous, Commissioner



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-99/603

AUG 19 1999

Mr. James Daves
Division Administrator
Federal Highway Administration
555 Zang Street, Room 250
Lakewood, Colorado 80228-1097

Dear Mr. Daves:

This is in response to the request for the Department of the Interior comments on the Draft Environmental Impact Statement/Section 4(f) Evaluation for Colorado Forest Highway 80. Guanella Pass Road (AKA Park County Road 62, Clear Creek County Road 381, and Forest Development Road 118), Grant to Georgetown, Park and Clear Creek Counties, Colorado.

Section 4(f) Evaluation Comments

We concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. However, we do not believe that all possible planning has been done to minimize harm to Section 4(f) resources.

Historic Resources

The *Affected Environment and Environmental Consequences* section of the document and several letters in *Appendix A: Correspondence* suggest that there is disagreement among the Federal Highway Administration; the Colorado Historical Society - office of the Colorado State Historic Preservation Officer (SHPO); the Town of Georgetown; and Historic Georgetown, Inc. regarding either the eligibility of Guanella Pass Road for listing in the National Register of Historic Places or the possible range of effects of the proposed project on historic properties. We are pleased at the cooperation and coordination among these agencies and organizations to date, and recommend that the agencies and organizations continue to work closely together to satisfactorily resolve any remaining issues.

Each of the proposed action alternatives would affect two mine tailing sites, both of which are contributing elements of the Georgetown-Silver Plume National Historic Landmark District. In addition, two of the four realignment options - Georgetown Side-Hill Bypass and Georgetown Tunnel Bypass - would affect remnants of the Farwell Reduction Works Smelter, which is a contributing element of the national historic landmark district, as well as the Colorado Central Railroad Grade, which is eligible to be listed in the National Register of Historic Places. Therefore, we recommend continued cooperation and coordination with the State Historic Preservation Officer in order to develop a Memorandum of Agreement (MOA) which should include measures to avoid and/or minimize harm to historic properties, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in a Final Section 4(f) Evaluation, which should be made part of the final documentation.

Park and Recreation Resources

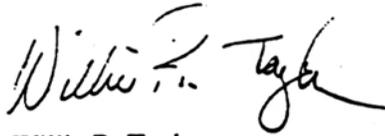
We recommend continued cooperation and coordination with the Forest Service in order to reach an agreement concerning project impacts and mitigation measures to park and recreation resources which may be affected by the proposed project. Evidence to that effect should be included in the Final Section 4(f) Evaluation.

Summary Comments

The Department of the Interior has no objection to Section 4 (f) approval of this project by the Department of Transportation, providing that all measures to minimize harm to Section 4(f) resources are included in final project plans, and documentation to that effect is included in the Final Section 4(f) Evaluation.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink that reads "Willie R. Taylor". The signature is written in a cursive style with a large, sweeping flourish at the end.

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:

Mr. John Unbewust
Regional Director
Colorado State Department of Transportation
1800 East Colfax Avenue
Aurora, Colorado 80011

MARK UDALL
2ND DISTRICT, COLORADO

128 CANNON HOB
WASHINGTON, D.C. 20515
(202) 225-2161
(202) 226-7840 (FAX)

1333 WEST 120TH AVENUE
SUITE 210
WESTMINSTER, CO 80234
(303) 467-4600
(303) 467-4604 (FAX)



Congress of the United States
House of Representatives
Washington, DC 20515-0602

COMMITTEE ON RESOURCES
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS
SUBCOMMITTEE ON FORESTS
AND FOREST HEALTH

COMMITTEE ON SCIENCE
SUBCOMMITTEE ON SPACE
AND AERONAUTICS
SUBCOMMITTEE ON TECHNOLOGY

August 17, 1999

Kenneth Wykle
Administrator
Federal Highway Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Administrator Wykle:

I am writing to follow-up on our phone conversation regarding the Federal Highway Administration's (FHWA) process for public involvement regarding proposed improvements to the Guanella Pass road in Colorado.

Since our conversation, in which I requested the FHWA to conduct an audience-style public hearing on this project, my staff has been in contact with regional officials of the FHWA. These officials have again reiterated that they do not intend to convene public hearings of that type on this issue of significant concern to the communities which surround and enjoy this scenic mountain pass.

I am very disappointed with your agency's handling of this request. I find it very disturbing that any federal agency sees fit to ignore the specific and very reasonable pleas of citizens for a full-fledged public hearing on a major project of such importance to the affected communities.

I understand that the FHWA's involvement with this project has been protracted. However, the release of the Draft Environmental Impact Statement (DEIS), which includes alternatives that could dramatically alter this road and its surrounding environment, has prompted expressions of concern from many of my constituents. They also have a number of complaints about the way FHWA has sought to learn about their concerns. Specifically, these citizens have been unsatisfied with the exclusive use by the FHWA of the "open house" method of gathering input. These "open houses" do not afford people the opportunity to hear the questions and concerns raised nor the responses provided by federal officials involved in this project. They've made it clear that they consider the agency's selective use of "open houses" to be nothing more than an attempt to avoid scrutiny while giving lip service to the idea of public input.

I have been disinclined to share that view. However, this is the first time that I have encountered a federal agency that believes that managed "open houses" are sufficient for public input. These "open houses" may be adequate in other circumstances but not with a project of this scale and

Kenneth Wykle
August 17, 1999
Page 2

concern. Holding to this style of input, in the face of public concern, will only increase public discontent and frankly reflects poorly on this agency and this administration.

Accordingly, I again strongly urge the FHWA to conduct at least one, and preferably two, full audience-style public hearings on this issue. In order to facilitate such hearings, I urge that the public comment period on the DEIS be extended for an additional 30 days beyond its presently scheduled end date of August 30, 1999.

Furthermore, I want you to know that the reaction from the regional FHWA officials has baffled me. Their unwillingness to accommodate the wishes of the affected communities of this project is inappropriate for a federal agency responsible for a project of this magnitude. It prompts serious questions about the way the FHWA is implementing the overall Federal Lands Program under which this Guanella Pass project is funded. As you know, that program is designed to fund improvements on roads over federal lands such as those managed by the Forest Service, the Bureau of Land Management and the National Park Service. While this is an important program, given the reaction I have encountered from the FHWA about the Guanella Pass project, I wonder if the program is being implemented in a way that affords proper attention to public opinion.

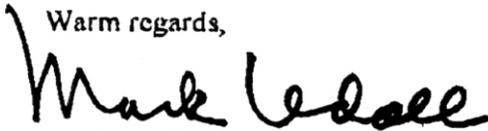
Therefore, in addition to my requests for public hearings and an extension for the public comment period on the DEIS, I am also requesting information about the status of the Federal Lands Program in Colorado.

Considering the extent of needed improvements to roads throughout Colorado, it is critically important that we apply scarce resources only to truly high-priority projects that will address the most pressing needs. I think many would find it unacceptable if at the same time Coloradans are considering whether the State should issue bonds to finance needed highway construction, federal dollars were being expended to make major changes to roads that may need only minor improvements. The Guanella Pass road, for instance, is primarily a forest access recreational road. I am concerned that extensive improvements may turn this road into a commuter roadway, which may not be appropriate for this region.

To enable me to determine if these funds are effectively managed, please inform me regarding the amount of funding currently available under this program for projects in Colorado, what other projects in Colorado are being considered for this program, and how the FHWS will make its decisions about the use of these funds in Colorado.

Thank you for your attention to these requests. I await your prompt response.

Warm regards,



Mark Udall
Member of Congress



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

AUG 16 1999

In Reply Refer To:
HPD-16

The Honorable Mark Udall
Congress of the United States
House of Representatives
1333 West 120th Avenue, Suite 210
Westminster, CO 80234

Dear Representative Udall:

Subject: Response to Letter of July 29 on Guanella Pass Road, Colorado Forest Highway 80

Thank you for your letter dated July 29, concerning the open-house type format for our Public Hearings on the subject proposed project. We want to assure you that the Federal Highway Administration (FHWA), Central Federal Lands Highway Division, considers public involvement on our projects to be a very important part of the environmental analysis process. Below is a summary of the public involvement that has occurred on this project to date:

January 19, 1994	Public Scoping meeting in Shawnee.
January 20, 1994	Public Scoping meeting in Georgetown.
January 25, 1995	Public design workshop in Georgetown.
March 23, 1995	Public informational open house in Shawnee.
July 10, 1996	Public informational open house in Shawnee.
July 11, 1996	Public informational open house in Georgetown.
July 7, 1999	Public notification of DEIS availability and Public Hearings.
August 4, 5, 6, 1999	Public Hearing (open house) in Lakewood, Shawnee, and Georgetown, respectively.

In your letter you suggest that in addition to the open-house events already scheduled, we consider holding additional hearings "...in the traditional format of having officials present information, take questions from, and provide responses for the benefit of all members of the audience." While the traditional format may have some advantages, we have found that many people are intimidated by the microphones and audience. We believe that we obtain more meaningful and diverse participation using the open-house public hearing format which enhances communication between the public and the agency by providing ample time for people to review the many displays of information available and communicate one-on-one with the staff from all the agencies involved in the project.

To give you an idea of the amount of information presented at the Guanella Pass hearings, we have enclosed the handout that was provided to each person as they entered the hearing room. As you can see from the handout there are numerous exhibits that are staffed by agency representatives. There is also a comment sheet for the public to provide us with input on the project, and we explain to them that they can either submit this to us before they leave or they can take the comment sheet home and mail it in so it can become part of the official public hearing record, or they can do both. We also have a court recorder available for those who want to make a formal statement to be included as part of the official public hearing record. We will also make available the transcript from each of the hearings to anyone requesting a copy.

As you suggested, two additional public meetings will be conducted. The Clear Creek County Commission will hold a public meeting in the traditional format on August 20, and the FHWA will have a representative participate to answer any questions or address any concerns on the proposed project. The Park County Commission will hold a similar meeting on August 25, and we will participate in a similar fashion. All transcribed notes from the counties meetings will become part of the official project record. We hope that by proceeding in this manner your concerns are addressed.

Your letter is addressed to Mr. James Daves, who is the Division Administrator for the Colorado Federal-Aid Division of the FHWA. Because this is a Federal Lands Highway project, it is administered by the Central Federal Lands Highway Division, rather than the Colorado Federal-Aid Division. Any further correspondence for this project should be sent to me at the above address. The address is similar except for the room number.

If you have any questions you may contact me at 303-716-2002 or Mr. Rick Cushing, Environmental Planning Engineer, at 303-716-2138.

Sincerely yours,

ORIGINAL SIGNED BY
LARRY C. SMITH 

Larry C. Smith
Division Engineer

Enclosure

cc (w/ copy of Representative Udall's letter):

Mr. Jim Daves, FHWA, HDA-CO, 555 Zang Street, Room 250, Lakewood, CO 80228
 Mr. Rick Peters, Director, Park County Road and Bridge, PO Box 147, Fairplay, CO 80440
 Mr. Berten R. Weaver, Planning Director, Clear Creek County, PO Box 2000, Georgetown, CO 80444
 Mr. Jim Moe, Transportation Engineer, US Forest Service, Region 2, PO Box 25127, Lakewood, CO 80225-0127
 Mr. Jim Cuthbertson, Clear Creek Ranger District, Arapaho National Forest, 101 Chicago Creek, PO Box 3307, Idaho Springs, CO 80452
 Mr. Ron Klouzek, Forest Engineer, Pike & San Isabel National Forests, 1920 Valley Drive, Pueblo, CO 81008
 Ms. Fabyan Watrous, Clear Creek County Commissioner, PO Box 2000, Georgetown, CO 80444

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555

Clear Creek County Commissioners
Box 2000
Georgetown, CO 80444

August 11, 1999

Dear Commissioners,

Following a review of the Federal Highway Administration (FHWA) Draft Environmental Impact Statement (DEIS) and a public meeting, the Board of Selectmen has unanimously adopted the following position for the Town of Georgetown on the Guanella Pass Road improvements.

The Board of Selectmen, Planning Commission and representative citizens favor the idea of safety, drainage, and maintenance improvements on the road, however, not at the level described in the Alternatives offered by the FHWA. All build alternatives offered by the FHWA are reconstruction alternatives. The Board of Selectmen urges the Clear Creek County Commissioners and the FHWA to consider a rehabilitation alternative, with minor widening of narrow sections, such as that proposed by the Sierra Club in combination with a no winter maintenance program to reduce maintenance costs. We prefer and would support a rehabilitation alternative, however, if a rehabilitation alternative is not available, the Board of Selectmen supports the no action alternative.

In reaching this conclusion the Board of Selectmen considered issues of grave concern to Georgetown including traffic, system linkage, visual, economic, cultural and construction impacts. The considerations include:

1. A de facto linkage of I 70 and 285 will be created and will result in a high speed pass through on Guanella Pass. "Where is the shortcut to 285?" is the most frequently asked question at the Visitor Center on congested days on I70.

2. The Georgetown street system and town finances can not sustain a 224% increase in Guanella Pass traffic or the impact of 7 - 10 years of heavy construction vehicles on our streets.

3. Georgetown and its citizens paid \$350,000 to keep the backdrop of the Historic District intact on Leavenworth Mountain. Georgetown should not be a willing seller of this property. Any alternatives suggested would widen the road, bell out the curves, create retaining walls and guard walls which would be visible throughout town and have an adverse impact on the National Historic Landmark District.

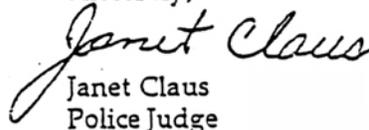
4. The economic analysis of more cars equals more dollars is true only if parking is available and only after the completion of construction.

5. Construction impacts on Georgetown have not been adequately assessed.

6. Cultural resources on Rose Street, on the Farwell Mill Site and on Loop Drive will be adversely affected with any Georgetown terminus.

The Board of Selectmen would suggest that changes to the road within the town limits of Georgetown is the prerogative of the Town of Georgetown.

Sincerely,


Janet Claus
Police Judge

cc: Larry Smith, FHWA
Richard Cushing, FHWA
Jim Moe, USFS, Chief Engineer
Mark Udall, US Representative
Corey Wong, USFS Clear Creek Ranger District
Jim Cuthbertson, USFS Clear Creek Ranger District



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Ecological Services
P.O. Box 25486 DFC
Denver, Colorado 80225-0207
Phone: (303) 275-2370 Fax: (303) 275-2371

IN REPLY REFER TO:
ES/CO: Nonconcurrency Ltr
Mail Stop 65412

AUG 10 1999

James W. Keeley
U.S. Department of Transportation
Federal Highway Administration
555 Zang Street, Room 259
Lakewood, Colorado 80228

Dear Mr. Keeley:

In response to your letter of May 03, 1999, the U.S. Fish and Wildlife Service (Service) is providing comments on your change concerning the effect on the lynx from the proposed reconstruction project on Guanella Pass Road. Based on future mitigation for expected impacts, you have concluded that the reconstruction of the GPR (Alternatives 2, 3, 4, and 5) will not likely adversely affect the lynx. The Service can not concur with that determination. While the mitigation may offset the impacts to lynx, the impacts would still occur. These comments have been prepared under the provisions of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et. seq.).

The decision whether to list lynx as a threatened or endangered species is due January 8, 2000. If the lynx is listed, we recommend that you initiate formal section 7 consultation with us at that time.

If the Service can be of further assistance, contact Clay Ronish of this office at (303) 275-2370.

Sincerely,

LeRoy W. Carlson
Colorado Field Supervisor

cc: Reading file
Project file

Reference: Clay\Species\nconcur.001

MARK UDALL
2ND DISTRICT, COLORADO

128 CANNON HOB
WASHINGTON, D.C. 20515
(202) 226-2181
(202) 226-7840 (FAX)

1333 WEST 120TH AVENUE
SUITE 210
WESTMINSTER, CO 80234
(303) 457-4500
(303) 457-4504 (FAX)



Congress of the United States
House of Representatives
Washington, DC 20515-0602

COMMITTEE ON RESOURCES
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS
SUBCOMMITTEE ON FORESTS
AND FOREST HEALTH

COMMITTEE ON SCIENCE
SUBCOMMITTEE ON SPACE
AND AERONAUTICS
SUBCOMMITTEE ON TECHNOLOGY

July 29, 1999

Mr. James Daves
Federal Highway Administration
U.S. Department of Transportation
555 Zang Street, Room 250
Lakewood, CO 80228

Dear Mr. Daves:

I am writing to express concerns about the Federal Highway Administration's process for gathering public input on the Draft Environmental Impact Statement (DEIS) recently released regarding improvements to the Guanella Pass Road.

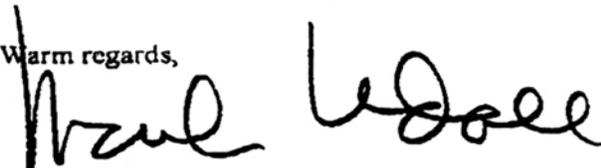
I understand that the FHA is planning a series of "open-houses" about the DEIS. These "open-houses" will allow those in attendance to view aspects of the proposal and the analyses used in coming up with the findings in the DEIS and to raise concerns with representatives of the FHA, the Forest Service, and the Colorado Department of Transportation.

Although this method of public involvement is indeed valuable, my understanding is that it will not provide the opportunity for all attendees to hear the questions and comments posed by their fellow citizens and the responses to these inquiries. I think it would be more educational for all attendees, and perhaps for the agencies as well, if all could hear both sides of this dialogue between officials and members of the public.

Accordingly, I suggest that in addition to the "open-house" events already scheduled and noticed in the newspapers, the FHA schedule one or two full public hearings on the DEIS in the surrounding communities before the end of the public comment period. These hearings should be in the traditional format of having officials present information, take questions from, and provide responses for the benefit of all members of the audience.

Because the proposed actions involving Guanella Pass are of significant importance to the neighboring communities, it is essential that the public be afforded every opportunity to have their views heard and considered. I know that you share this objective and appreciate your consideration of this request.

Warm regards,


Mark Udall
Member of Congress

PRINTED ON RECYCLED PAPER



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

JUL 07 1999
In Reply Refer To:
HPD-16

Agencies, Organizations, and Citizens:

Enclosed is a copy(s) of the Draft Environmental Impact Statement (DEIS) for a proposed improvement of Colorado Forest Highway 80, Guanella Pass Road. Open-house format public hearings will be held to provide opportunities for citizens to learn more about the proposed improvement and to present oral and/or written comments. Displays will include visual simulations and maps of the project area. Representatives from the Federal Highway Administration, the Forest Service, and the Colorado Department of Transportation will be available to answer questions. A court recorder will be available to take formal comments for the public hearing record. The public hearings will be held at the following locations:

Wednesday, August 4, 1999, 5:00 - 8:00 p.m., Federal Highway Administration, 3rd Floor Conference Room A, 555 Zang Street, Lakewood, CO (off the frontage road southwest of 6th Ave. and Union Blvd.)

Thursday, August 5, 1999, 5:00 - 8:00 p.m., Shawnee Community Center, Shawnee, CO (a log building on the south side of US 285, six miles south of Bailey at the intersection with County Road 64.)

Friday, August 6, 1999, 5:00 - 8 p.m., Georgetown Community Center, Georgetown, CO (at the corner of 6th and Argentine Streets.)

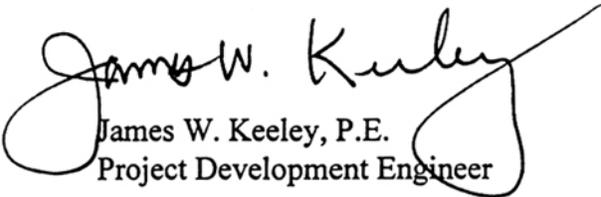
Copies of the technical reports are available for review at the following locations:

Arapaho National Forest, 240 West Prospect Street, Fort Collins, CO
Arapaho National Forest, 101 Chicago Creek, Idaho Springs, CO
Federal Highway Administration, 555 Zang Street, 3rd Floor, Environment, Lakewood, CO
Tomay Memorial Library, 605 6th Street, Georgetown, CO
Clear Creek County, 405 Argentine Street, Georgetown, CO
Denver Public Library, 10 West 14th Avenue, Denver, CO
Pike National Forest, 1920 Valley Drive, Pueblo, CO
Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO
US Forest Service, Region 2, 740 Simms Street, Golden, CO
Park County Library, 418 Main Street, Fairplay, CO
Park County Library, 350 Bulldogger Road, Bailey, CO
Park County Clerk and Recorder, 501 Main Street, Fairplay CO

The DEIS is also available at the above locations and at www.cflhd.gov/projects/co/guanella.

We invite all interested persons to attend the hearings. Comments may also be sent to: Federal Highway Administration, 555 Zang Street (Room 259), Lakewood, CO 80228, Attention: Environment. Comments received by August 30, 1999, will become a part of the official public hearing record.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

Enclosure(s)



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

JUL 07 1999

In Reply Refer To:
HPD-16

US Environmental Protection Agency
Office of Federal Activities
NEPA Compliance Division
EIS Filing Section
Ariel Rios Building (South Oval Lobby)
Mail Code 2252-A, Room 7241
1200 Pennsylvania Avenue, NW
Washington, DC 20044

In accordance with the EPA filing requirement for Environmental Impact Statements, we are enclosing five copies of the Draft Environmental Impact Statement (DEIS) for a proposed improvement of Colorado Forest Highway 80, Guanella Pass Road. The document is being transmitted to the EPA at the same time that it is being distributed to other agencies and the public. We expect publication in the Federal Register of a *Notice of Availability* for this DEIS on Friday, July 16, 1999. The end of the official comment period will be August 30, 1999.

Public hearings will be held at the following locations:

Wednesday, August 4, 1999, 5:00 - 8:00 p.m., Federal Highway Administration, 3rd Floor Conference Room A, 555 Zang Street, Lakewood, CO (off the frontage road southwest of 6th Ave. and Union Blvd.)

Thursday, August 5, 1999, 5:00 - 8:00 p.m., Shawnee Community Center, Shawnee, CO (a log building on the south side of US 285, six miles south of Bailey at the intersection with County Road 64.)

Friday, August 6, 1999, 5:00 - 8 p.m., Georgetown Community Center, Georgetown, CO (at the corner of 6th and Argentine Streets.)

Copies of the DEIS and technical reports are available for review at the following locations:

Arapaho National Forest, 240 West Prospect Street, Fort Collins, CO
Arapaho National Forest, 101 Chicago Creek, Idaho Springs, CO
Federal Highway Administration, 555 Zang Street, Lakewood, CO
Tomay Memorial Library, 605 6th Street, Georgetown, CO
Clear Creek County, 405 Argentine Street, Georgetown, CO
Denver Public Library, 10 West 14th Avenue, Denver, CO
Pike National Forest, 1920 Valley Drive, Pueblo, CO
Pike National Forest, 19316 Goddard Ranch Court, Morrison, CO

US Forest Service, Region 2, 740 Simms Street, Golden, CO
Park County Library, 418 Main Street, Fairplay, CO
Park County Library, 350 Bulldogger Road, Bailey, CO
Park County Clerk and Recorder, 501 Main Street, Fairplay CO

The DEIS is also available at: www.cflhd.gov/projects/co/guanella.

If you have any questions, please contact Mr. Robert Nestel, Environmental Biologist, at 303-716-2142 or write to the above address, Attention: HPD-16.5, Environment.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

Enclosures



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

July 1, 1999

Stephen Hallisy
Environmental Protection Specialist
Federal Highway Administration
555 Zang Street
P.O. Box 25246
Denver, Colorado 80225-0246

**Re: Determination of Eligibility for Colorado Forest Highway 80, Guanella Pass Road
(5CC995/5PA1139) (FHWA Project #HPD-16)**

Dear Mr. Hallisy:

Thank you for the additional time required for our office to sufficiently address the various documents we received concerning the eligibility of the above property.

As you are aware, our office originally concurred with the Federal Highway Administration's opinion that the Guanella Pass Road was not eligible for listing in the National Register of Historic Places. The United States Forest Service also concurred that the road is not eligible for listing. Upon further review of the subsequent documents submitted to our office from various interested parties, we maintain our opinion that the Guanella Pass Road is not eligible for listing.

The Guanella Pass Road is a very important amenity for the Georgetown-Silver Plume National Historic Landmark District. The road's initial switchbacks serve as the backdrop for this nationally significant area and the road leads to a number of important cultural resources. However, while the road may be surrounded by, and lead to, a number of important cultural resources, it is not an individually eligible feature on its own. The original trail, which was the predecessor to the current road configuration, is no longer visible due to previous alterations. Also, the road is not significant under any engineering criteria as these alterations are too recent.

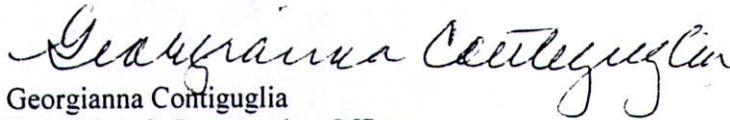
Because the Guanella Pass Road is in the immediate view shed of the landmark district, our office considers the Georgetown-Silver Plume National Historic Landmark District to be in the area of potential effect for this proposed project. As stated earlier, there also are a number of historic properties in this area of potential effect which have been determined to be eligible for listing. It is this office's understanding that each of the proposed project alternatives will alter the road to varying degrees and will, in turn, alter the backdrop for the Historic Landmark District. The Colorado Historical Society looks forward to reviewing the Guanella Pass Road project proposals

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 • Fax 303-866-2711 • E-mail: oahp@chs.state.co.us • Internet: <http://www.copin.org>

in order that we may assist in finding the best solution to the traffic and safety issues of the road while safeguarding our historic cultural resources in and around the Historic Landmark District.

If you have any questions or need clarification, please call Judy Ehrlich, Architectural Services Coordinator, at (303) 866-3741.

Sincerely,



Georgianna Contiguglia
State Historic Preservation Officer

Cc: Barbara Boyer, Clear Creek County
Monta Lee Dakin, Colorado Preservation, Inc.
Coralie Anderson, Georgetown
Ron Neely, Historic Georgetown, Inc.



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

May 25, 1999

Stephen Hallisy
Environmental Protection Specialist
Federal Highway Administration
555 Zang Street
P.O. Box 25246
Denver, Colorado 80225-0246

**Re: Determination of Eligibility for Colorado Forest Highway 80, Guanella Pass Road
(5CC995/SPA1139) (FHWA Project #HPD-16)**

Dear Mr. Hallisy:

Thank you for the opportunity to meet with you and Mark Taylor on April 27, 1999, to discuss the above project.

Since the meeting, we have received several documents and letters which contain information pertinent to the determination of eligibility of the Guanella Pass Road. The Clear Creek County Tourism Board submitted a new Management Data Form and a copy of *Guanella Pass Scenic & Historic Byway Corridor Management Plan with Recommendations for the Clear Creek County Segments* on May 3. We have also received letters supporting the eligibility of the Pass from Colorado Preservation, Inc. and Coralue Anderson, a resident of Georgetown who's family has resided in the area since the 1870's. While most of the information reiterates what we already believe to be established facts, some of the information is conflicting.

We understand your need for a final eligibility determination in order to expedite your road project plans. However, because of the amount of information we have received, we will require additional time to sufficiently address this new material before we can offer our final opinion on eligibility.

If you have any questions, please call Judy Williams, Architectural Services Coordinator, at (303) 866-3035, or Kaaren Hardy, Intergovernmental Services Director, at (303) 866-3392.

Sincerely,



Georgianna Contiguglia
State Historic Preservation Officer

Cc: Barbara Boyer, Clear Creek County
Monta Lee Dakin, Colorado Preservation, Inc.
Coralue Anderson, Georgetown
Ron Neely, Historic Georgetown, Inc.



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

Memorandum

Subject: **INFORMATION: Context Sensitive Design**

Date: May 13, 1999

From: *Vince Schumoller*
Anthony R. Kane
Executive Director

Reply to
Attn. of: HIPA

To: Resource Center Directors
Division Administrators
Federal Lands Highway Division Engineers

In May 1998, Maryland DOT, FHWA and AASHTO sponsored, along with numerous other co-sponsors, a national workshop on integrating highway development with communities and the environment while maintaining safety and performance, i.e., context sensitive design. The workshop was titled "Thinking Beyond the Pavement."

With my October 12, 1998, memorandum, "Thinking Beyond the Pavement Report," I sent you copies of a summary report of the workshop. That report briefly described the goals of the workshop and the conclusions that were reached. You may want to refer to that document for more background. If you need additional copies, please contact Harold Peaks (202-366-1598) or Seppo Sillan (202-366-1327).

One of the most important results of the workshop was the identification of initiatives to keep moving ahead the momentum established by the workshop. These initiatives were the development of pilot training programs in five States and the development of additional material to supplement the FHWA document on the "Flexibility in Highway Design." The status of these initiatives is:

- Each of the five pilot States, Connecticut, Maryland, Utah, Minnesota and Kentucky, are well underway in developing the most effective mechanisms to achieve context sensitive design within their individual State. Some have conducted initial activities, while others are focusing on finalizing strategies and time tables. Connecticut, for example, has developed and issued a new design manual which offers a wide range of alternative design criteria for non-National Highway System projects. Also, this past March, Connecticut DOT held a training session on the new manual and highlighted the importance of context sensitive design. Minnesota DOT has presented the context sensitive design approach and principles to various Minnesota DOT employees.

- Some other non-pilot States, such as Vermont and Maine have developed procedures to address context sensitive project development and program issues.
- The five pilot States will be sharing their experiences at various AASHTO meetings in order to assist other States in developing their own procedures and training. Context sensitive design is a major topic at the 1999 AASHTO Subcommittee on Design meeting in Dewey Beach, Delaware, on June 21 to 25. Each of the pilot States will be providing progress reports.
- To support the AASHTO Subcommittee on Design acceptance of the FHWA's "Flexibility in Highway Design" document, new chapters on environmental design, roadside safety, geometric design, and liability are being developed by the Subcommittee Task Forces on Environmental Design, Roadside Safety, Geometric Design and the AASHTO's Subcommittee on Legal Affairs. The Joint Task Force for Aesthetic Design, chaired by Jim Byrnes of Connecticut DOT, is coordinating the development of this additional text. The new chapters will be combined into a single document and submitted, along with FHWA's "Flexibility in Highway Design" document, to the Subcommittee on Design for balloting.

In addition to these AASHTO efforts, ASCE, with FHWA's co-sponsorship, is conducting a "Context Sensitive Highway Design Workshop" this June 17 and 18, in Reston, Virginia. The format will be similar to the "Thinking Beyond the Pavement" in Maryland last year. There will be presentations and break-out sessions to discuss specific case studies. In addition, the pilot States for training development will be represented and will provide latest information on their efforts. To the extent your travel funds allow, I highly recommend attendance at this ASCE workshop. Program, hotel, registration, etc., details can be found in ASCE's web site at www.asce.org/conferences/context/.

Context sensitive design is an important part of our effort to provide sustainable transportation service to the public. Therefore, I am very pleased by the level of interest shown in these initiatives and by the strong leadership from AASHTO and the various FHWA offices, Headquarters (HQ) and field, in keeping the momentum going. I am also extremely pleased by the progress by the pilot States. We in HQ are ready to assist the divisions and the States in any way we can to keep this momentum going. The CBU Program Managers Vincent F. Schimmoller (Infrastructure) and Cynthia Burbank (Planning and Environment) are leading this effort. Staff from their offices (Henry Rentz and Seppo Sillan, Infrastructure; Harold Peaks, Planning and Environment) would be pleased to provide further information and assistance.



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

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

MAY 03 1999
In Reply Refer To:
HPD-16

Mr. Clay Ronish
Fish and Wildlife Service
Denver Federal Center
PO Box 25486
Denver, CO 80225-0207

Dear Mr. Ronish:

By letter of April 24, 1998, we transmitted a biological assessment to you for the proposed reconstruction project on Guanella Pass Road. Your reply of June 19, 1998 concurred with the biological assessment findings. Since that time, the Canada lynx has been proposed for listing so the finding for that species needs to be changed.

The biological assessment stated that alternative 1 would not affect the lynx and that "With appropriate mitigation, alternatives 2, 3, and 4 may impact individuals but would not be likely to result in a trend toward federal listing or loss of viability of the Canada lynx within the Arapaho and Pike National Forests." Based on the new status of the lynx, the finding is changed to "Alternative 1 will not affect the lynx. Alternatives 2, 3, 4, or 5 may affect, but are not likely to jeopardize, the existence of the lynx or result in destruction or modification of proposed critical habitat. Should the lynx become listed as endangered, Alternative 1 will not affect the lynx and Alternatives 2, 3, 4, or 5 may affect, but are not likely to adversely affect, the lynx."

We would like to know if you concur with the new finding. Although formal consultation is not required for this project (at least not at this time), we look forward to working with your office in developing appropriate mitigation for both the lynx and the boreal toad. If you have any questions, please contact Mr. Robert Nestel, Environmental Biologist, at 303-716-2142 or write to the above address, Attention: HPD-16.5, Environment.

Sincerely yours,



James W. Keeley, R.E.
Project Development Engineer

bc: R. Nestel *RN*
yc: reading file
Central File - CO FH 080
RNestel:rn:jm:5/3/99:L:\ENVIRONM\WP\CO080\FWS2.WPD



File Code: 2360

Date: April 2, 1999

**STEVE HALLISY
US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
555 ZANG STREET
P.O. BOX 25246
DENVER, CO. 80225-0246**

Dear Mr. Hallisy,

In response to your request for comment (refer to James Keeley letter to Jim Cuthbertson dated February 3rd, 1999), we have reviewed the latest documents pertinent to National Historic Preservation Act (NHPA) compliance studies for the proposed Colorado Forest Highway 80 Guanella Pass Road improvement project. Mr. Kane has previously commented on draft versions of the EIS and NHPA compliance documents (May 1998 letter). In this letter we provide comment on the National Register of Historic Places eligibility recommendations provided in the February 3rd letter; our comments are based on review of two NHPA compliance reports: the July 15, 1998 Intensive Cultural Resources Survey prepared by Henry Walt, and the January 1999 Addendum to the Intensive Cultural Resources Survey prepared by SWCA, Inc.

Our review comments address mainly the National Register of Historic Places eligibility recommendations presented in the February 3rd letter; presumably the Federal Highway Administration will develop appropriate mitigation treatments for potentially affected eligible properties at a later date. We would like to assist in this process. Our comments are as follows:

1. Regarding 5CC861, possible fragments of the Georgetown, Argentine, Snake River, and Green Lake Wagon Road. This wagon road appears to be prominent in historic accounts of Georgetown and thus may be eligible to the National Register of Historic Places through application of Criterion A. Intact segments that contain integrity (intact and unmodified portions of the original roadbed) may constitute contributing elements of this property. The site record in the Walt report indicates possible segments as dots with the caveat that the segments may extend beyond the R.O.W. If this is in fact the case, these segments may be contributing. Perhaps a more certain determination could be made with the aid of aerial photographs. We suggest that more information regarding the segments identified by Walt would be desirable before a recommendation regarding eligibility can be made with better certainty.



2. Regarding 5PA403, the village of Grant. Grant historically was the railhead for the Denver, South Park and Pacific Railroad before it was extended over Kenosha Pass. The community served as a point where supplies for the mining Frontier were off-loaded and extracted raw materials such as ore and timber were on-loaded. Grant was the location of a large charcoal manufacturing operation. However, according to the Walt report, no historic structures associated with the original frontier community have survived. We therefore concur with your recommendation that Grant is not eligible to the National Register under Criteria A, B, and C. However, there may be subsurface archaeological deposits and features associated with the frontier railhead community that cannot be observed from the surface. Therefore we request that the initial construction of the road in the Grant vicinity be monitored by an archaeologist.
3. Site 5PA41. We concur that this property is not eligible to the National Register.
4. Site 5PA142, the Tumbling Rock Rockshelter. This site may contain intact archeological deposits below the disturbed surface; we concur that the property may be eligible to the National Register.
5. Site 5CC995/5PA1139, the Guanella Pass Road. We concur that the Road is not eligible to the National Register.
6. Sites 5CC994 and 5CC988-5CC993. We concur that these properties are eligible to the National Register.
7. Sites 5CC461.4, 5CC461.3, 5CC70, 5CC178, and 5CC3.220. These sites have been previously determined eligible. We see no rationale for reviewing these determinations based on the new information from the current study.

Thank you for the opportunity to review these reports and findings. If you have any questions regarding our review please contact Al Kane at the Pike National Forest Headquarters [(719) 545-3747] or Jeff Overturf at the Arapaho and Roosevelt National Forests [(970) 498-1281].

Sincerely,



⁴⁰ Allen E. Kane, Forest Archaeologist
Pike and San Isabel National Forests
Jeff Overturf, Archaeologist
Arapaho and Roosevelt National Forests

cc: Jim Cuthbertson, US Forest Service



File Code: 1950/2670

Date: March 25, 1999

Route To: Clear Creek Ranger District

Subject: Guanella Pass Road - Biological Assessment/Biological Evaluation (BA/BE)

To: Jim Cuthbertson

Attached is the signature page for the BA/BE signed by Paula Guenther-Gloss and myself. Only Denny Bohon's signature is now missing. I signed it with the condition that the lynx portion be modified either in the text or by errata sheet to the following effect:

Since preparation of the April 1998 BA/BE, the Canada lynx has become federally proposed as threatened. As such, the determination terminology used for lynx as then a Forest Service sensitive species should be changed to terminology consistent with the Endangered Species Act of 1973, as amended. Accordingly the determinations on pages 34-35 of the BA/BE should be changed to will not affect the lynx nor proposed critical habitat for Alternative 1, and may affect, but not likely to jeopardize continued existence of the lynx nor likely to result in destruction or adverse modification of proposed critical habitat for Alternatives 2, 3 and 4. It is also determined that should lynx become listed as threatened in the future, that Alternative 1 will not effect the lynx and that Alternatives 2, 3 and 4 may affect, but not likely adversely affect the lynx. Otherwise, the content of the BA/BE for lynx remains adequate.

I also understand that Federal Highway Administration, as lead agency, will be responsible for further informal consultation with the US Fish and Wildlife Service, in obtaining their concurrence on the determinations for federal endangered, threatened and proposed species in the BA/BE on the proposed action.

Dennis G. Lowry

cc Paula Guenther-Gloss
Denny Bohon

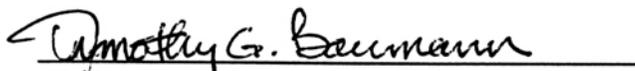
Guanella Pass Road
Colorado Forest Highway 80

Biological Assessment/Biological Evaluation
April, 1998

Principal Investigators:

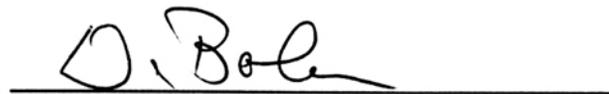


David Buckner, Ph.D.
ESCO Associates

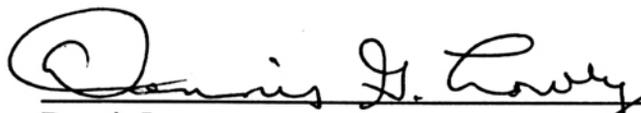


Tim Baumann
Western Consulting Group

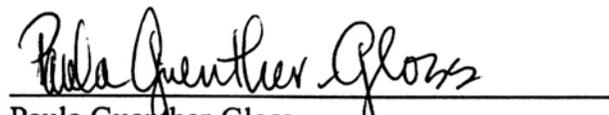
Reviewed by:



Denny Bohon
District Biologist, Pike & San Isabel National Forests



Dennis Lowry
Forest Wildlife Biologist, Arapaho & Roosevelt National Forests



Paula Guenther-Gloss
Forest Biologist, Arapaho & Roosevelt National Forests

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555

February 27, 1999

To: Cathy Watson, Town Administrator
From: Design Review Commission

Re: DRC Comments on FHWA Cultural Resources Study and Determination of National Register Eligibility for sites along Colorado Forest Highway 80, Guanella Pass Road

The Design Review Commission of the Town of Georgetown acting in the capacity of authorized agency for the Certified Local Government reviewed the documents "An Intensive Cultural Resources Survey along the Guanella Pass Road..." submitted by Henry Walt along with its Appendices. The Commission further reviewed "An Addendum to an Intensive Cultural Resources Survey along the Guanella Pass Road..." and its appendix submitted by SWCA, Inc. At the regular meeting of February 25, 1999 the Commission voted unanimously on the following comments on the FHWA determination of eligibility.

The Commission has four major areas of concern with the determination of eligibility.

1. **Eligibility of Site 5CC995/PA1139 Guanella Pass Road:** The Commission does not agree that the road is not register eligible. Walt's summary indicates, and accompanying appendices document, the transportation corridor was in existence as early as 1859 with vehicle use to Naylor Lake by 1922 from Georgetown and to Duck Lake from Park County in the early years of this century. As a transportation corridor the Guanella Pass Road was important to the history of 19th century mining, timbering and recreational activities. The portion of the road which was completed in 1951 by Byron Guanella was the widening of the segment across the top from Naylor Lake to Duck Lake (a distance of less than five miles out of the road length of 23) from a wagon road to a motor vehicle road. Walt quotes the Peaker study "When Byron Guanella constructed the road over the pass, it was thought to be a significant and impressive engineering feat." This information plus the further documentation in the Appendices appears to be in direct conflict with the FHWA conclusion that: "*Guanella Pass Road is a two-lane rural connector that is neither unique nor distinctive in its design or construction. It does not possess significant qualities found in American history and engineering, nor does it possess qualities associated with events, persons, distinctive construction methods or important historic information to merit a National Register Listing*" (page 2 lineal component Form PA 1139). To arrive at that conclusion is to conclude that the 19th century development of mining, timbering and mountain recreation in the Rocky Mountain West is meaningless to America History. The road is a designated Scenic

and Historic Byway. It would not have received that designation without being "historic".

2. Sites considered register eligible by Walt but omitted from listing

On page 30 of the Walt Summary sites in the Silverdale area which are within 60 feet of the road are mentioned as register eligible. These sites are not included in the eligibility listing. Specifically these sites are:

5CC891 The Equator Mine: Features include a mine portal and four structures between the road and Leavenworth Creek

5CC895 Aqueduct to the Marshall Tunnel: Features include a masonry dam, other masonry foundations with some remnants of pipe. " This is a National Register eligible property."

3. Sites within the two mile study corridor The Colorado State Office of Archeology and Historic Preservation required that the scope of the original survey be expanded to include archival research on historic properties within a two-mile wide study area as road work will have indirect as well as direct impacts on cultural resources. Numerous sites in the two mile area are mentioned in the Walt summary but are not included in the evaluation of eligibility. Inventory sites within that two mile area which have possible register eligibility include:

5CC175 Silverdale Townsite

5CC176 Silverdale Cemetery

5CC177 Kirtley Mine

Colorado Central Mill

Argentine Central Railroad Bed

Sites missing from any inventory or evaluation but mentioned in the reports include all three 19th and early 20th century recreational and fishing camps.

Green Lake: Facilities are discussed at length on pages 29, 30 and in Appendix J. Walt's conclusion on page 30 is that " this historic site clearly requires attention as an historic and cultural resource".

Naylor Lake Road/trail: The road/trail and the structures at the lake are mentioned on page 18 as dating from 1908 with the road being discussed as early as 1916.

Duck Lake: The construction of the Duck Lake Lodge is described on page 23. The fishing camps are not insignificant sites in the history of the road.

4. Contributing sites within the Georgetown Silver Plume National Historic Landmark District Sites # 5CC994 and sites 5CC988 - 5CC993 are specifically mentioned as contributing elements to the GSPNHLD which may be affected by the project. The Walt summary also mentions Sites 5CC3.117, 5CC3.211 and 5CC3.212., which are structures along Third Street , as contributing elements which would be affected by the project (see Appendix F). Possible contributing sites affected in the Spring Street /Loop Drive area have not been identified. The commission feels **all** contributing structures and sites within the District which may be directly effected should be identified individually.

The Commission recommends that the Appendices be expanded to give a complete review of the Cultural Resources associated with the road. The Appendices should include the application for National Register Designation for the Georgetown Silver Plume National Historic Landmark District, the summary of the Tate 1991 Cultural Resources Study for the Georgetown Historic Hydroelectric District, and the application for designation as a Colorado Scenic and Historic Byway.

The Commission further suggests that a field study of three and one half days in November for a 23.5 mile road which is above an elevation of 8500 feet and which has been in use as a transportation corridor for well over 100 years might not be adequate.

Please be advised the Commission has only considered that portion of the road which lies within Clear Creek County.

Please forward this review to the Stephen Hallisy, Environmental Protection Specialist, FHWA, 555 Zang Street, Room 259, Lakewood, Colorado 80228 and to the State Historic Preservation Officer c/o Kaaren Hardy, Office of Archaeology and Historic Preservation, 1300 Broadway Denver, Colorado 80203.



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

February 22, 1999

James W. Keeley, P.E.
Project Development Engineer
Federal Highway Administration
555 Zang Street, Room 259
Lakewood, Colorado 80228

Re: Colorado Forest Highway 80, Guanella Pass Road (FHWA Project #HPD-16)

Dear Mr. Keeley:

Thank you for your correspondence received February 4, 1999, concerning the proposed Guanella Pass Road project involving United States Department of Transportation funds. Included with your letter was a copy of the report entitled, *An Addendum to an Intensive Cultural Resource Survey Along the Guanella Pass Road*.

Our office has reviewed the presented material and your request for our determinations of eligibility for sites in the area of potential effect for the Guanella Pass project. Our current assessments of the evaluated resources for listing in the National Register of Historic Places are as follows:

SITE	SITE NAME	DETERMINATION OF ELIGIBILITY
5CC861	Georgetown, Argentine & Snake River/Green Lake Wagon Road	Officially Not Eligible
5PA403	Grant, Colorado	Officially Not Eligible
5PA41	No Name (Site originally consisted of five flakes)	Officially Not Eligible

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 * Fax 303-866-2711 * E-mail: pie@sni.net * Internet: <http://www.copin.org>

5PA142	Tumbling River Rock Shelter	Needs More Data
5CC995/ 5PA1139	Guanella Pass Road	Officially Not Eligible
5CC994	Farwell Smelter Remains	Officially Eligible
5CC988- 5CC993	Mine Tailing Dumps	Officially Eligible
5CC461.4	Clear Lake Dam and Reservoir	Previously Determined Officially Eligible
5CC461.3	Georgetown Forebay Dam and Reservoir	Previously Determined Officially Eligible
5CC70	Open Lithic Scatter	Previously Determined Officially Eligible
5CC178	The Marshall Tunnel	Previously Determined Officially Eligible
5CC3.220	The Colorado Central Railroad Grade	Previously Determined Officially Eligible

The linear features of the Georgetown, Argentine, Snake River and Green Lake Wagon Road have been disrupted and are fragmented from their original configuration. According to the survey by Dr. Henry Walt, few historic resources remain in the town of Grant. (Please provide our office with a full copy of the recent inventory form for the town of Grant. Our copy has only the information from the first page.) Site 5PA41 could not be located as no flakes were found above ground. Therefore, we concur with your determinations that the above three sites are not eligible for listing in the National Register.

We concur with your determinations that the Farwell Smelter, and the six tailing dumps, are eligible for listing under Criterion "A", for their associations with the history of the development of Georgetown and Silver Plume. Although site 5CC988 is outside of but adjacent to the Georgetown-Silver Plume National Historic Landmark District, we concur with your assessment that it should be recommended as a contributing element if the boundaries of the Historic District ever change.

The last five sites listed above, Clear Lake Dam and Reservoir, Georgetown Forebay Dam and Reservoir, Open Lithic Scatter, the Marshall Tunnel, and the Colorado Central Railroad Grade, were previously determined eligible by this office in a letter to Larry D. Henry dated October 22, 1997.

February 22, 1999

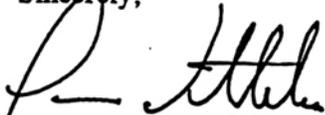
Page 3

We concur with your determinations that Guanella Pass Road is not eligible for listing at this time. Because it is only a few years away from the qualifying age, however, our office believes that the Pass Road may merit a re-evaluation once it becomes fifty years of age. The Guanella Pass Road is also in the view shed of the Georgetown-Silver Plume National Historic Landmark District. It is this office's understanding that each of the proposed project alternatives will alter the road to varying degrees and will, in turn, alter the backdrop for the Historic Landmark District. The Colorado Historical Society looks forward to reviewing the Guanella Pass Road project proposals in order that we may assist in finding the best solution to the traffic and safety issues of the road while safeguarding our historic cultural resources in and around the Historic Landmark District.

We are requesting further information for our review of the Tumbling River Rock Shelter (5PA142). We understand that the site attracts a number of visitors and has been damaged because of this. However, from the survey description, we believe that subsurface information may still be available. We therefore request a test excavation be performed in order to determine the extent of existing subsurface archaeological resources, if any.

We look forward to receiving the determinations of eligibility opinions from the Forest Service and from Georgetown (a Certified Local Government), as described in your letter. If you have any questions or need clarification, please call Judy Williams, Architectural Services Coordinator, at (303) 866-3035.

Sincerely,



Georgianna Contiguglia
State Historic Preservation Officer

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 * Fax 303-866-2711 * E-mail: pie@sni.net * Internet: <http://www.copin.org>



U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

FEB 03 1999

In Reply Refer To:
HPD-16

Ms. Cathy Watson
Town Administrator
Georgetown Planning Commission
PO Box 426
Georgetown, CO 80444

Attention: Ms. Cynthia Neeley

Dear Ms. Watson:

Subject: Colorado Forest Highway 80, Guanella Pass Road,
Cultural Resources Determination of National Register Eligibility

The enclosed report entitled, "An Addendum to An Intensive Cultural Resource Survey along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado", prepared by SWCA, Inc., Environmental Consultants under contract to the Federal Highways Administration (FHWA), identifies and evaluates seven historic properties within the subject project study corridor. This report is an addendum to Dr. Henry Walt's final cultural resource inventory report which was distributed to you under separate cover in November 1998. Dr. Walt recorded one new site and reevaluated eight previously recorded sites. In response to the State Historic Preservation Officer's comments to the FHWA on October 22, 1997, the FHWA has prepared a site form for Guanella Pass Road. Dr. Walt's final inventory report of July 1998 has been revised beyond the scope of the earlier draft report (May 1997) to include archival research on historic properties within a two-mile wide study corridor (one mile on each side of Guanella Pass Road). Be advised that Appendix A of the enclosed report is not a public document. To avoid violation of laws protecting the location of cultural resources, it is likely that information contained in the document would be withheld from the public even under a Freedom of Information Act request.

On the basis of Dr. Walt's inventory report and SWCA's supplemental report findings, and in accordance with Section 106 of the National Historic Preservation Act and Federal Regulation 36 Part 800, the FHWA has determined that:

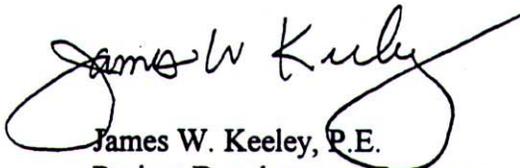
1. The following five sites do not meet eligibility criteria for listing on the National Register of Historical Places (NRHP):
 - A. *Site 5CC.861* consists of seven discontinuous linear features that might have been remnants of the historic Georgetown, Argentine, Snake River, and Green Lake Wagon Road. No contemporaneous artifacts were found associated with the road segments. Individually, these isolated segments are fragmentary, and have been disrupted by subsequent road building, erosion control features, roadside pullouts, and recent earth moving activities.
 - B. *Site 5PA403* is the village of Grant, Colorado. Walt (1998) reevaluated this site, since it was first recorded in 1976 by Harold Warren, and concluded that little of the original village remains and that architecturally it lacks historic integrity. Walt's archival research found historic documentation to be insufficient to adequately establish the historic settlement pattern of the original village. We have applied National Register eligibility criteria in evaluating this site and find that the site does not possess integrity of location, design, setting, materials, workmanship, feeling, and association.
 - C. *Site 5PA41*, consisting of five lightly worked flakes, was originally recorded by Jan Peaked in 1975. Dr. Walt was unable to relocate this site during his inventory. Consequently, we have applied National Register eligibility criteria in evaluating this site and find that the site does not possess integrity of location, design, setting, materials, workmanship, feeling, and association.
 - D. *Site 5PA142* is the tumbling river rock shelter. Dr. Walt revisited and reevaluated this site and found it to be incorrectly located on the original site form. Since it was originally recorded in 1977, the site has been damaged by recent recreational use and retains little of its original fabric. We have applied National Register eligibility criteria in evaluating this site and, given its current condition, find that the site does not possess integrity of location, design, setting, materials, workmanship, feeling, and association. However, since this site is outside of the project's area of potential effect it was not tested for potential intact subsurface deposits which could potentially provide sufficient information to determine the sites eligibility for the National Register.
 - E. *Site 5CC995/PA1139, Guanella Pass Road*, has only been in use since 1951 and is less than 50 years old. We have applied National Register eligibility criteria and determined that Guanella Pass Road has not achieved exceptional importance or significance within the past 50 years. This site is neither unique nor distinctive in its design or construction methods. It does not possess significant qualities found in American history and engineering works, nor does it possess qualities associated with events, persons, distinctive construction methods or important information to merit National Register listing.

2. The following seven sites meet eligibility criteria for listing on the NRHP:
 - A. *Site 5CC994*, the remnants of the Farwell smelter and *Sites 5CC988-5CC993*, six mine tailing dumps, are eligible for listing on the NRHP under National Register criteria "A" as contributing elements to the historic landscape of the Georgetown-Silver Plume National Historic Landmark District. Although site 5CC988 is located outside of but adjacent to the District, it is also recommended as potentially eligible for National Register listing should the boundaries of the District ever be expanded to include this site.
3. The following five sites have already been determined eligible for listing on the NRHP by the Colorado State Historic Preservation Office:
 - A. *Site 5CC461.4*, Clear Lake Dam and Reservoir.
 - B. *Site 5CC461.3*, Georgetown Forebay Dam and Reservoir.
 - C. *Site 5CC70*, Open lithic scatter.
 - D. *Site 5CC178*, The Marshall Tunnel.
 - E. *Site 5CC.3.220*, The Colorado Central Railroad Grade.

Before we can submit our determination to the Colorado State Historic Preservation Officer (SHPO) for comment, and in accordance with the code of federal regulations number 36 part 800, we request your comments on our determination of eligibility within the next 30 days.

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist, at 303-716-2140 or write to the above address, Attention: HPD-16, Environment.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

Enclosures

bc w/o enclosures:

S. Hallisy,

M. Taylor

yc: reading file

Central file -CO FH 080

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U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

FEB 03 1999

In Reply Refer To:
HPD-16

Mr. James E. Hartman
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203-2137

Attention: Ms. Kaaren K. Hardy

Dear Mr. Hartman:

Subject: Colorado Forest Highway 80, Guanella Pass Road,
Determination of National Register Eligibility

The enclosed report entitled, "An Addendum to An Intensive Cultural Resource Survey along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado", prepared by SWCA, Inc., Environmental Consultants under contract to the Federal Highway Administration (FHWA), identifies and evaluates seven historic properties within the subject project study corridor. This report is an addendum to Dr. Henry Walt's final cultural resource inventory report which was distributed to you under separate cover in November 1998. Dr. Walt recorded one new site and reevaluated eight previously recorded sites. In response to the State Historic Preservation Officer's comments to the FHWA on October 22, 1997, the FHWA has prepared a site form for Guanella Pass Road. Dr. Walt's final inventory report of July 1998 has been revised beyond the scope of the earlier draft report (May 1997) to include archival research on historic properties within a two-mile wide study corridor (one mile on each side of Guanella Pass Road).

On the basis of Dr. Walt's inventory report and SWCA's supplemental report findings, and in accordance to Section 106 of the National Historic Preservation Act and Coded Federal Regulation 36 Part 800, the FHWA has determined that:

1. The following five sites do not meet eligibility criteria for listing on the National Register of Historic Places (NRHP):
 - A. *Site 5CC.861* consists of seven discontinuous linear features that might have been remnants of the historic Georgetown, Argentine, Snake River, and Green Lake Wagon Road. No contemporaneous artifacts were found associated with the road segments. Individually, these isolated segments are fragmentary, and have been disrupted by subsequent road building, erosion control features, roadside pullouts, and recent earth moving activities.

- B. *Site 5PA403* is the village of Grant, Colorado. Dr. Walt (1998) reevaluated this site, since it was first recorded in 1976 by Harold Warren, and concluded that little of the original village remains and that architecturally it lacks historic integrity. Dr. Walt's archival research found historic documentation to be insufficient to adequately establish the historic settlement pattern of the original village. We have applied National Register eligibility criteria in evaluating this site and find that the site does not possess integrity of location, design, setting, materials, workmanship, feeling, and association.
- C. *Site 5PA41*, consisting of five lightly worked flakes, was originally recorded by Ms. Jan Peaked in 1975. Dr. Walt was unable to relocate this site during his inventory. Consequently, we have applied National Register eligibility criteria in evaluating this site and find that the site does not possess integrity of location, design, setting, materials, workmanship, feeling, and association.
- D. *Site 5PA142* is the tumbling river rock shelter. Dr. Walt revisited and reevaluated this site and found it to be incorrectly located on the original site form. Since it was originally recorded in 1977, the site has been damaged by recent recreational use and retains little of its original fabric. We have applied National Register eligibility criteria in evaluating this site and, given its current condition, find that the site does not possess integrity of location, design, setting, materials, workmanship, feeling, and association. However, since this site is outside of the project's area of potential effect it was not tested for potential, intact subsurface deposits which could potentially provide sufficient information to determine the sites eligibility for the National Register.
- E. *Site 5CC995/PA1139, Guanella Pass Road*, has only been in use since 1951 and is less than 50 years old. We have applied National Register eligibility criteria and determined that Guanella Pass Road has not achieved exceptional importance or significance within the past 50 years. This site is neither unique nor distinctive in its design or construction methods. It does not possess significant qualities found in American history and engineering works, nor does it possess qualities associated with events, persons, distinctive construction methods or important information to merit National Register listing.

2. The following seven sites meet eligibility criteria for listing on the NRHP:

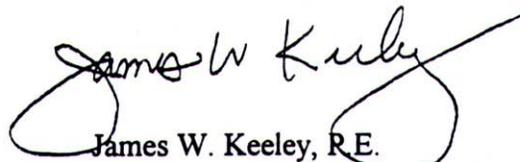
- A. *Site 5CC994*, the remnants of the Farwell smelter and *Sites 5CC988-5CC993*, six mine tailing dumps, are eligible for listing on the NRHP under National Register criteria "A" as contributing elements to the historic landscape of the Georgetown-Silver Plume National Historic Landmark District. Although site 5CC988 is located outside of but adjacent to the District, it is also recommended as potentially eligible for National Register listing should the boundaries of the District ever be expanded to include this site.

3. The following five sites have already been determined eligible for listing on the NRHP by the Colorado State Historic Preservation Office:
- A. *Site 5CC461.4*, Clear Lake Dam and Reservoir.
 - B. *Site 5CC461.3*, Georgetown Forebay Dam and Reservoir.
 - C. *Site 5CC70*, Open lithic scatter.
 - D. *Site 5CC178*, The Marshall Tunnel.
 - E. *Site 5CC.3.220*, The Colorado Central Railroad Grade.

In accordance with code of federal regulations number 36 part 800, we request your comments on our determination of eligibility. We have requested the Forest Service and Georgetown (Certified Local Government) to provide you with their comments on our findings within the next 30 days. We will forward these comments to you under separate cover.

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist, at 303-716-2140 or write to the above address, Attention: HPD-16, Environment.

Sincerely yours,



James W. Keeley, R.E.
Project Development Engineer

Enclosures

bc w/o enclosures:

S. Hallisy*

M. Taylor

yc: reading file

Central file -CO FH 080, Guanella Pass Road

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U.S. Department
of Transportation

**Federal Highway
Administration**

Central Federal Lands
Highway Division

555 Zang Street, Room 259
Lakewood, CO 80228

FEB 03 1999
In Reply Refer To:
HPD-16

Mr. Jim Cuthbertson
Clear Creek Ranger District
Arapaho National Forest
PO Box 3307
Idaho Springs, CO 80452

Dear Mr. Cuthbertson:

Subject: Colorado Forest Highway 80, Guanella Pass Road,
Cultural Resources Determination of National Register Eligibility

The enclosed report entitled, "An Addendum to An Intensive Cultural Resource Survey along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado", prepared by SWCA, Inc., Environmental Consultants under contract to the Federal Highway Administration (FHWA), identifies and evaluates seven historic properties within the subject project study corridor. This report is an addendum to Dr. Henry Walt's final cultural resource inventory report which was distributed to you under separate cover in November 1998. Dr. Walt recorded one new site and reevaluated eight previously recorded sites. In response to the State Historic Preservation Officer's comments to the FHWA on October 22, 1997, the FHWA has prepared a site form for Guanella Pass Road. Dr. Walt's final inventory report of July 1998 has been revised beyond the scope of the earlier draft report (May 1997) to include archival research on historic properties within a two-mile wide study corridor (one mile on each side of Guanella Pass Road). Be advised that Appendix A of the enclosed report is not a public document. To avoid violation of laws protecting the location of cultural resources, it is likely that information contained in the document would be withheld from the public even under a Freedom of Information Act request.

On the basis of Dr. Walt's inventory report and SWCA's supplemental report findings, and in accordance to Section 106 of the National Historic Preservation Act and Federal Regulation 36 Part 800, the FHWA has determined that:

1. The following five sites do not meet eligibility criteria for listing on the National Register of Historic Places (NRHP):
 - A. *Site 5CC.861* consists of seven discontinuous linear features that might have been remnants of the historic Georgetown, Argentine, Snake River, and Green Lake Wagon Road. No contemporaneous artifacts were found associated with the road segments. Individually, these isolated segments are fragmentary, and have been disrupted by subsequent road building, erosion control features, roadside pullouts, and recent earth moving activities.

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2. The following seven sites meet eligibility criteria for listing on the NRHP:

- A. *Site 5CC994*, the remnants of the Farwell smelter and *Sites 5CC988-5CC993*, six mine tailing dumps, are eligible for listing on the NRHP under National Register criteria "A" as contributing elements to the historic landscape of the Georgetown-Silver Plume National Historic Landmark District. Although site 5CC988 is located outside of but adjacent to the District, it is also recommended as potentially eligible for National Register listing should the boundaries of the District ever be expanded to include this site.

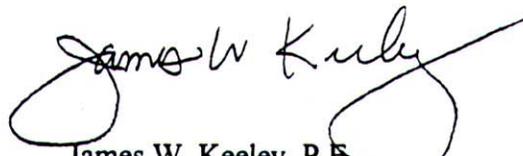
3. The following five sites have already been determined eligible for listing on the NRHP by the Colorado State Historic Preservation Office:

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- B. *Site 5CC461.3*, Georgetown Forebay Dam and Reservoir.
- C. *Site 5CC70*, Open lithic scatter.
- D. *Site 5CC178*, The Marshall Tunnel.
- E. *Site 5CC.3.220*, The Colorado Central Railroad Grade.

Before we can submit our determination to the Colorado State Historic Preservation Officer for comment, and in accordance with Code of Federal Regulations number 36 part 800, we request your comments on our determination of eligibility within the next 30 days.

If you have any questions, please contact Mr. Stephen Hallisy, Environmental Protection Specialist, at 303-716-2140 or write to the above address, Attention: HPD-16, Environment.

Sincerely yours,



James W. Keeley, P.E.
Project Development Engineer

Enclosures

bc w/o enclosures:

S. Hallisy*

M. Taylor

yc: reading file

Central file -CO FH 080, Guanella Pass Road

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**DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
TRI-LAKES PROJECT OFFICE, 9307 STATE HWY 121
LITTLETON, COLORADO 80128-6901**

August 18, 1998

**REPLY TO
ATTENTION OF:**

Robert Nestel
US Department of Transportation
Room 259
555 Zang Street
Lakewood, Colorado 80228

RF: Guanella Pass Road HPD-16.5

Dear Mr. Nestel:

This letter is to inform you that this office considers the wetland delineation dated July 23, 1998, accurate and acceptable. The wetlands are considered to be waters of the United States pursuant to Section 404 of the Clean Water Act. If a proposed activity requires work within these waters, this office should be contacted for proper Department of the Army permits.

This wetland jurisdictional determination is valid for a period of five years from the date of this letter unless information warrants revision of the delineation before the expiration date.

If you have any questions concerning this matter, please contact me at (303) 979-4120 and reference action ID #199580972.

Sincerely,

A handwritten signature in cursive script that reads "Rex Fletcher".

Rex Fletcher
Environmental Resource Specialist



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ES/CO: Federal Highway Administration:
Guanella Pass BA
Mail Stop 65412

Ecological Services
Colorado Field Office
P.O. Box 25486
Denver Federal Center
Denver, Colorado 80225-0207

Mr. James W. Keeley
Project Development Engineer
U.S. Department of Transportation
Central Federal Lands Highway Division
P.O. Box 25246
Denver, Colorado 80225-0246

JUN 19 1998

Dear Mr. Keeley:

In response to your Biological Assessment of April 24, 1998, the U.S. Fish and Wildlife Service (Service) is providing comments on the effects of the proposed improvement of Guanella Pass Road on Threatened or Endangered species. The Service concurs with your determination that there is no effect on any listed species by your project. However, the Service is concerned about the possible impact to the boreal toad and the lynx. The Service offers the following recommendations to minimize the potential impacts.

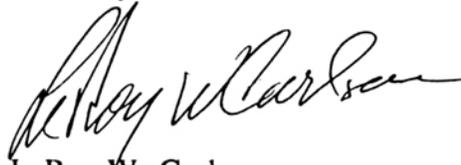
- Select the options that will not impact the boreal toad breeding habitat or modify the options that do by providing a buffer on the north side of the wetland in order to protect the habitat or avoid building on the north side
- Modify the options and/or the alternative to keep the road downstream of the breeding habitat
- If wetland impacts are unavoidable, could the wetland be bridged

The Service is also very interested in what mitigation is planned should toad habitat be impacted. Within the BA, the following lines are used, "without effective mitigation" and "with appropriate site-specific mitigation", however, there is no mitigation plan presented within the BA. It is also stated that any unmitigated impact to toad habitat may result in the loss of viability of toads in the Planning Unit and could move the toad closer to listing. The Service believes that this is not what we would like to see happen. Therefore, the Service would like to review your draft mitigation plan prior to going final in order to ensure that the habitat will be protected or replaced.

These comments have been prepared under the provisions of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et. seq.).

If the Service can be of further assistance, contact Clay Ronish of this office at (303) 275-2370.

Sincerely,

A handwritten signature in black ink, appearing to read "LeRoy W. Carlson". The signature is fluid and cursive, with the first name being the most prominent.

LeRoy W. Carlson
Colorado Field Supervisor

cc: Reading file
Project file

Reference: Clay\Species\Concur.027

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555

Clear Creek County Commissioners
Box 2000
Georgetown, CO 80444

March 11, 1998

Dear Commissioners:

The Board of Selectmen of the Town of Georgetown and members of its Planning Commission have reviewed the Preliminary Plan for the Guanella Pass Road prepared by the Federal Highway Department (FHWA). The town's initial position on proposed improvements to the Guanella Pass Road was expressed in a letter from this Board to the County Commissioners, dated February 11, 1997. As a result of developments and reviews during the past year, we are providing an update on the Town's position.

Goal: It is the goal of the Town of Georgetown is to preserve the character of the road, minimize negative visual impacts on the Town of Georgetown, preserve the historical significance of the National Historic Landmark District, and not adversely affect the Town's water supply, while also addressing the long-term concerns regarding safety, increased traffic, maintenance, and environmental requirements. The Town hopes to achieve this goal by making recommendations that would lead to a consensus between the Town and Clear Creek County.

Concerns: The primary concern is that the substantial widening, retaining, cutting, and filling that are proposed by the FHWA would dramatically change the existing purpose and experience of traveling the road. Within the Georgetown Silver Plume National Historic Landmark District, even substantial mitigation measures on Leavenworth Mountain would not be able to hide the construction scars that would be visible throughout town. Additionally, construction would negatively impact historic resources, including buildings and cultural sites. Furthermore, any changes at the Georgetown terminus of the road would have significant impact on the town itself.

The road traverses the watershed that provides the Georgetown water supply. Within and beyond the Landmark District, the Town seeks assurance that any road improvements that are made would not adversely affect Georgetown's water. Study results were not yet available to the Town to enable a full assessment of this aspect of the project.

Another concern is that increased traffic would have a negative impact on the environment, particularly noise, air pollution, and congestion. According to the FHWA study, 97% of present road use is by passenger cars, and 95% of all traffic moves at speeds of less than 30 mph. Paving would increase speed and volume, and "smoothing" the switchbacks would encourage larger vehicles.

Specific Recommendations for the Georgetown segment (Georgetown terminus to Silverdale)

1. Georgetown terminus:

If improvements between the Georgetown Reservoir and the summit, of the scope of those presented in either alternative 2 or 3 of the FHWA plans, are carried out, construct a by-pass that would include:

- a. A tunnel located south of the alignment that is currently proposed;
- b. A low bridge over Clear Creek to connect with Loop Drive;
- c. A "T" intersection with Loop Drive; and,
- d. Retention of a 2-way option to enter and/or exit Georgetown via Rose Street.

The tunnel terminus alternative has several advantages over other terminus alternatives. It would not impact historic structures. In contrast, the Rose Street terminus would significantly

impact historic structures. The tunnel also would not result in the visible scarring that the Sidehill alternative would have. The T intersection at Loop Drive would reduce the sweeping superstructure of the bridge. The T is also desirable because the seasonal traffic on Loop Drive is heavier than that on Guanella Pass Road (see attached).

2. Cross section and turning radii:

Make no major changes in the road cross section and turning radii on Leavenworth Mountain or within the Georgetown segment.

- a. Lessen shoulder width and do not pave shoulders;
- b. Do not pave drainage ditches; and,
- c. Extend the proposed "Georgetown road cross section" at least to Silverdale.

The proposed 3-meter lane widths provide sufficient space for vehicles. Lessening the proposed shoulder width and leaving shoulders unpaved visually constricts the road, thereby reducing speed and maintaining a more natural appearance. Extending the "Georgetown cross section" throughout the Georgetown segment to Silverdale lessens the impact on property owners adjacent to the road beyond the town limits of Georgetown.

3. Stone construction:

Utilize stone in the construction of all curbing, walls, and facings.

- a. Use low stone curbing; and
- b. Use walls only in locations where absolutely required for safety purposes.

Low stone curbing would remind drivers of the location of the road edge, would improve drainage and erosion, and would not impede snow-removal efforts.

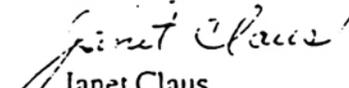
General recommendations for all segments

Do as little as possible to this road while addressing the long term concerns regarding safety, maintenance, and environmental requirements.

Many Georgetown residents have expressed the fear that extensive improvements would create a thoroughfare out of a rural road, thereby negatively affecting water, wildlife, quality of life and the preservation of historic and cultural resources. In its present condition, Guanella Pass Road is winding, narrow and paved only in certain segments. As such, it provides an experience that is uniquely semi-wilderness in character. Traveling the road is still an "adventure," a situation that is at the core of its designation as a Scenic and Historic By-way.

We urge the Board of County Commissioners to consider these recommendations in the further planning of Guanella Pass Road. The Town Board of Selectmen has charged the Georgetown Planning Commission to continue appropriate contact, cooperation, and conversations with the FHWA, Clear Creek County Commissioners, and USFS in order to seek a consensus that would satisfy the needs and desires of the residents of the Town and County concerning improvements to Guanella Pass Road.

Sincerely,


Janet Claus
Police Judge

cc: Mark Taylor, FHWA
Jim Moe, USFS, Chief Engineer
Joseph Bell, State Office of Historic Preservation
Corey Wong, USFS, Clear Creek Ranger District



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

October 22, 1997

Mr. Larry D. Henry
Federal Highway Administration
P.O. Box 25246
Denver, Colorado 80225-0246

Re: Colorado Forest Highway (FH) 80, Guanella Pass Road Draft
Cultural Inventory Report.

Dear Mr. Henry:

Our office has reviewed the presented documentation along with the comments received from the Town of Georgetown, Clear Creek County, and Historic Georgetown.

Our office concurs with the comments from the local organizations on the draft cultural resource report. The study is limited in its scope and scale. The document does not address the broader cultural landscape and how this proposed undertaking will affect this landscape visually, encroachment on identified historic properties, noise, air pollution, lighting, traffic, increased accessibility to historic and archeological sites, etc. The area of potential effects of this undertaking will extend well beyond the 100 feet centerline boundary established in the report. The road improvements will have a dramatic effect on the Georgetown Silver Plume National Historic Landmark District (5CC.3). It is our opinion that the cultural inventory report needs to be broadened to encompass all potential cultural resources that will be impacted by any road improvements.

Listed below are the sites identified by the presented cultural resource report along with our opinions on eligibility:

5CC.861 Needs Data to determine extent and integrity of entire length for wagon road.
5PA.403 Needs Data to determine extent of subsurface potential
5PA.41 Needs Data
5PA.142 Needs Data
5CC.70 Eligible under Criterion D
5CC.461.4 Contributes to a potential National Register District
5CC.178 Eligible under Criteria A and C
5CC.461.3 Contributes to a potential National Register District
5CC.3.220 Contributes to a National Historic Landmark District

page 2
October 22, 1997
Larry Henry

The report needs to be expanded to encompass all properties to be directly or indirectly impacted by this undertaking. This will assist in identifying all cultural resources to be affected by the project and aid in our future assessment of the effects of the undertaking on this important cultural landscape.

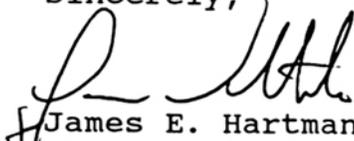
Please include a Summary and Conclusion section of all future reports; also good quality photographs of the cultural resources need to accompany the report. This will assist in our assessment of the resources. Poor quality photocopies of images do not assist in our office's review.

We look forward to reviewing a revised cultural resource report with a broader perspective of the area's cultural resources. This project has the potential of having a dramatic impact on the qualities of significance associated with this cultural landscape.

The assessment of the alternatives and impacts of the proposed undertaking needs to evaluate in depth the visual, audible, environmental, and physical impacts of the road improvements on the cultural resources. This includes the direct effects at the Georgetown terminus and those indirect effects at Silverdale as well as on the valley and the Guanella Pass Historic and Scenic Byway as a whole.

If you have any questions or need clarification, please contact Joseph Bell, our Architectural Services Coordinator, at (303) 866-3035.

Sincerely,


James E. Hartmann
State Historic Preservation Officer

Date: May 12, 1997

To: Interested Parties (see attached preliminary list)

From: Clyde M. Woods

Re: Guanella Pass (Forest Highway 80) Road Improvement Project

Subj: Native American Studies

The purpose of this letter is to solicit Native American input for the Guanella Pass (Forest Highway 80) Road Improvement Project (Project). Woods Cultural Research, Inc. (WCRI) has been retained by MK Centennial Engineering, Inc. on behalf of the Federal Highway Administration (FHWA). The Project is coordinated by the FHWA, with the cooperation and participation of the USFS, Colorado Department of Transportation, Park County, and Clear Creek County. The FHWA is analyzing several different alternatives to improve Guanella Pass Road in order to address current and projected future highway safety, operational efficiency, and environmental concerns. The alternatives include various levels of roadway reconstruction, resurfacing, and potential realignments.

Preliminary research indicates that the Project is situated within historic lands of the Ute Tribe, although by about 1750 other tribes such as the Shoshone, Commanche, Arapaho, and Cheyenne also passed through and utilized the area. Considering the high elevations, the Guanella Pass area was probably used by small hunting parties during the relatively short summer season. Supporting archaeological evidence collected to date is scant, however, consisting only of lithic materials (flakes and point fragments). No campsites are evident although there are two probable rockshelters in the general area. The preliminary archaeological evidence does support historic period timber and mining activities, and subsequent recreational use.

Guanella Pass Road is situated within the Pike and Arapaho National forests. As shown on Figure 1, the road extends for 23.6 miles from Grant on State Highway 285 in Park County, Colorado to Georgetown on Interstate Highway 70 in Clear Creek County, Colorado. Guanella Pass Road is also designated as Park County Road 62, Clear Creek County Road 381, and Forest Development Road 118. The road was designated as the Guanella Pass Scenic Byway in 1988.

Guanella Pass Road functions as a scenic byway and rural collector highway between Highway 285 and Interstate 70 and provides access to USFS recreation facilities, a resort, several residences, a Public Service Company Power Plant, the presently inactive Geneva Basin Ski Area, three forest development roads, and one county road. USFS facilities

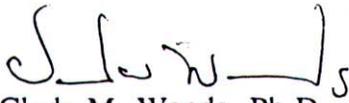
accessed include two picnic areas, five campgrounds, and four trailheads. The road is owned and maintained by Park and Clear Creek counties.

The Native American studies will attempt to identify, document, evaluate, and mitigate potential Project effects to Traditional Cultural Properties (TCPs) and other places of particular sensitivity and concern which may be located along the Project route. This will be accomplished through contacts with tribes, organizations, and individuals; a review of the ethnographic and historic literature; site visits and area reconnaissance of the Project area; and oral history interviews with tribal members and others who may know of Native American cultural activities and sites situated in the Project area or vicinity.

Please review the enclosed project map and the preliminary mailing list for the Native American studies. If you know of others who should be included on this list, please let us know. Maps with additional Project and area detail are available, and meetings can be arranged at your convenience. An attempt will be made to contact you by telephone to discuss the Project and the Native American studies within the next several weeks. In the meantime, if you would like additional information on the Project or the Native American studies, you are encouraged to call Clyde Woods toll-free at (800) 854-9274.

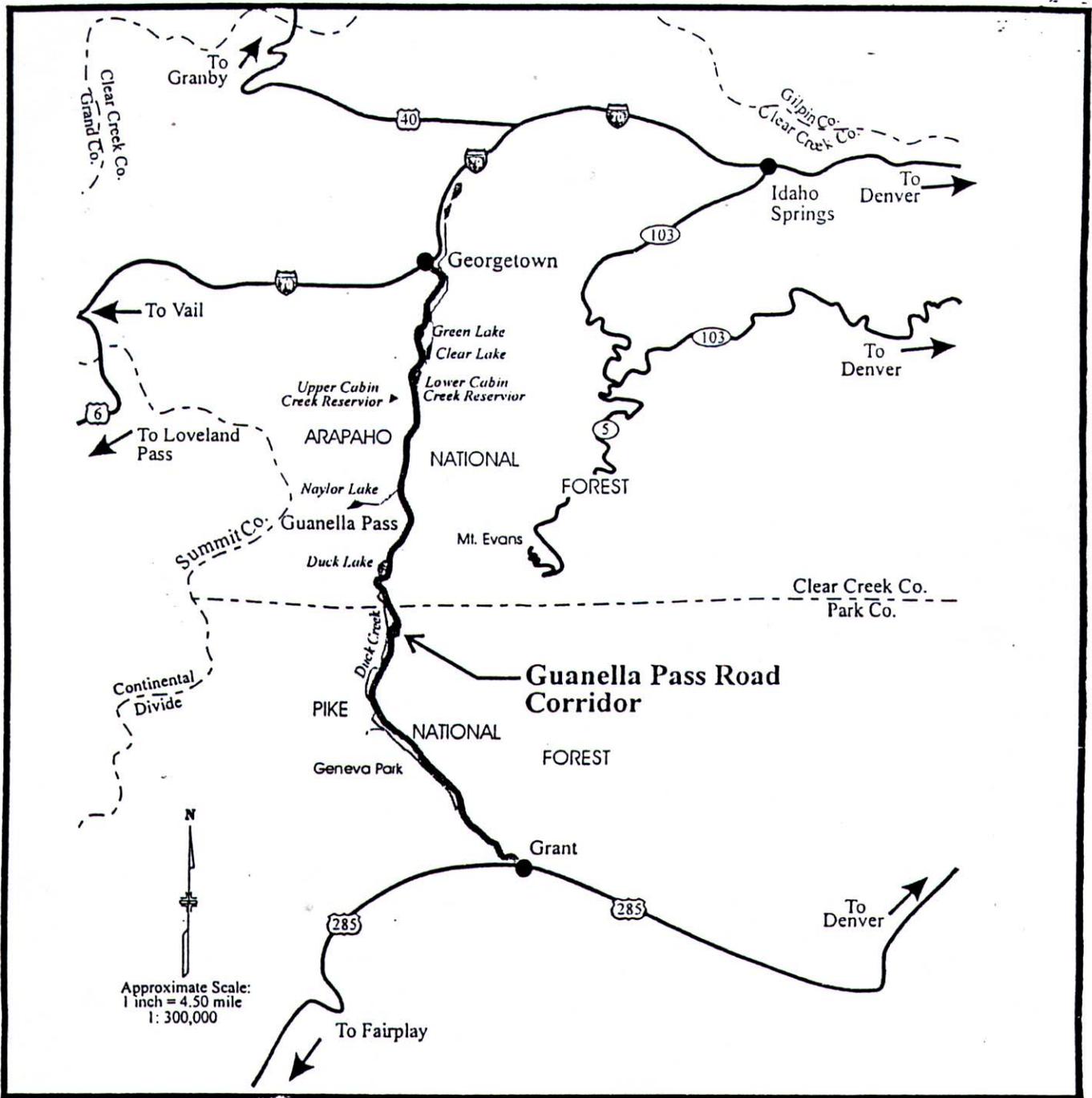
Sincerely,

Woods Cultural Research, Inc.



Clyde M. Woods, Ph.D
Project Anthropologist

Enclosures: Guanella Pass Road Vicinity Map
 Preliminary Mailing List



Approximate Scale:
 1 inch = 4.50 mile
 1: 300,000

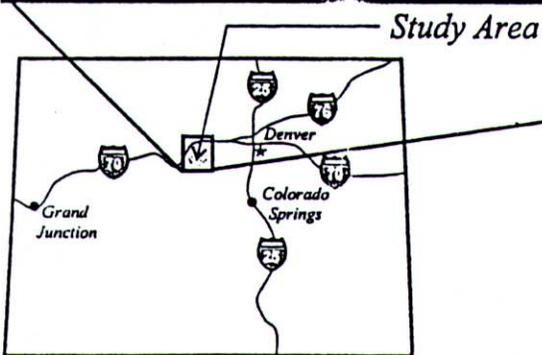


Figure 1
 Guanella Pass Road Vicinity Map

GUANELLA PASS

**Guanella Pass Road Improvement Project
Preliminary Native American Studies Mailing List**

Clement Frost, Chairperson
Southern Ute Tribal Council
Southern Ute Reservation
P.O. Box 737
Ignacio, Colorado 81137

Aldan Naranjo, Historian
Southern Ute Cultural Department
Southern Ute Reservation
P.O. Box 737
Ignacio, Colorado 81137

Judy Knight-Frank, Chairperson
Ute Mountain Ute Tribal Council
Ute Mountain Ute Reservation
General Delivery
Towaoc, Colorado 81344

Lynn Hartman
Tribal Manager
Ute Mountain Ute Tribe
General Delivery
Towaoc, Colorado 81344

Terry Knight
Spiritual Coordinator
Ute Mountain Ute Tribe
P.O. Box 52
Towaoc, Colorado 81344

Mary Jane Yazzi, Chairperson
White Mesa Ute Council
White Mesa Ute
P.O. Box 340
Blanding, Utah 84511

Ron Wopsock, Chairperson
Uintah & Ouray Business Committee
Uintah & Ouray Reservation
P.O. Box 190
Ft. Duchesne, Utah 84026

Betsy Champoose, Director
Cultural Preservation Office
Uintah & Ouray Reservation
P.O. Box 190
Ft. Duchesne, Utah 84026

John Washakie, Chairperson
Shoshone Business Council
Wind River Reservation
P.O. Box 217
Fort Washakie, Wyoming 82514

Joyce Posey, Director
Eastern Shoshone Culture Center
Wind River Reservation
P.O. Box 217
Fort Washakie, Wyoming 82514

Wallace Coffey, Chairman
Comanche Tribal Business Council
Comanche Tribe
H.C. 32 P.O. Box 1720
Lawton, Oklahoma 73502

✓ Phyllis Attocknie, Director
Cultural Preservation Office
Comanche Tribe
H.C. 32 P.O. Box 1720
Lawton, Oklahoma 73502

Richard Brannan, Chairperson
Northern Arapaho Business Council
Wind River Reservation
P.O. Box 217
Fort Washakie, Wyoming 82514

Francis Brown, Director
Northern Arapaho Cultural Commission
Wind River Reservation
P.O. Box 217
Fort Washakie, Wyoming 82514

William Walks Along, President
Northern Cheyenne Tribal Council
Northern Cheyenne Reservation
P.O. Box 128
Lame Deer, Montana 59043

Butch Sootkis, Director
Northern Cheyenne Cultural Committee
Northern Cheyenne Reservation
P.O. Box 128
Lame Deer, Montana 59043

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Environmental Impact Statement: Clear Creek and Park Counties,
Colorado

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in Clear Creek and Park Counties, Colorado.

FOR FURTHER INFORMATION CONTACT: W.R. Bird, Environmental Planning Engineer, Federal Highway Administration, P.O. Box 25246, Denver, Colorado 80225-0246, telephone 303-969-5909.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Pike and Arapaho National Forests, and the Colorado Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve Colorado Forest Highway 80 (FH 80), known as Guanella Pass Road. Guanella Pass Road is a Scenic Byway that extends from Grant to Georgetown, a distance of 23.5 miles. The proposed improvements include resurfacing the paved portion of the road, paving the sections of the road which are currently gravel, widening (to achieve a consistent two-lane cross section width), and incorporating roadside enhancements in conjunction with the Scenic Byway.

Alternatives under consideration include (1) the 'no build' alternative; (2) improvement of the existing roadway to appropriate American Association of State Highway and Transportation Officials' design criteria; (3) lesser improvements to the existing facility; and (4) other alternatives, including realignments that may be developed during the scoping process, will also be evaluated.

Notices describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed interest in this proposal. Interagency meetings, public scoping meetings and public hearing will be held in the project area and in other appropriate areas. Information on the time and place of public scoping meetings and public hearings will be provided in the local news media. The draft EIS will be available for public and agency review and comment prior to the hearings.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the address provided above. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 4, 1997.
Larry D. Henry,
Project Development Engineer, FHWA, Denver, CO.
[FR Doc. 97-6058 Filed 3-10-97; 8:45 am]
BILLING CODE 4910-22-M

The Town of Georgetown

P.O. Box 426

Local: 569-2555

Georgetown, Colorado 80444

Denver: 623-6882

Clear Creek County Commissioners
Box 2000
Georgetown, CO 80444

February 11, 1997

Dear Commissioners,

The Town of Georgetown, through its Planning Commission and Board of Selectmen, has reviewed the alternatives proposed by the FHWA for changes to the Guanella Pass road. We appreciate the cooperation of the design team and the FHWA officials in making information available to us, and for their attention to input from local citizens. Obviously, any changes at the Georgetown terminus of the road will have a substantial impact on the town.

Background

The Guanella Pass Road currently serves as access for Cabin Creek employees, local residents, workers involved in the maintenance of dams, and locals and tourists who participate in forest activities. These activities are multi-seasonal and include hiking, camping, fishing, 4-wheeling, mountain biking, cross-country skiing, snowshoeing, and hunting. The road traverses the watershed that provides the Georgetown water supply. According to the EIS traffic studies, 97 percent of the road use is by passenger cars, and 95 percent of all traffic moves at speeds less than 30 mph. The primary access is from the Georgetown terminus, and a great majority of the cars drive up to a certain point and return down the same way. In its present condition, which is winding, narrow and paved only in certain segments, Guanella Pass Road provides an experience that is uniquely semi-wilderness and truly rural road in character. Along many segments, the forest abuts the road rather than lies beyond it. Traveling the road is still and "adventure", a situation that is at the core of its designation as a Scenic and Historic By-way.

Concerns

The Town of Georgetown's primary goal is to preserve the park-like character of the road. The Board of Selectmen believes that under the proposed development the existing purpose of the road and experience of traveling it would change dramatically. We are deeply concerned that the visual impact will be negative on the face of Leavenworth Mountain, which is within the Georgetown Silver Plume National Historic Landmark District, because of the substantial widening, cutting and filling that is proposed. Mitigation measures will not be able to hide the scars on a mountain face that is visible throughout Georgetown. In addition, the construction would negatively impact historic resources, including buildings and cultural sites, that are in the vicinity.

Another concern is that increased traffic would have negative impacts on the environment, particularly noise, air pollution and congestion. Road safety is also a consideration. Even without barriers, the current road does not have a high accident rate. Any "improvement" that results in increased width and amount of paving is likely to increase the volume and speed of traffic and could actually result in increased danger to travelers.

Within and beyond the Landmark District, the Town wants assurance that any road improvements that are made would not adversely affect Georgetown's water supply. Unfortunately, the results of the water-quality studies were not available in time to enable an assessment of this aspect of the project.

Recommendations

In consideration of the concerns cited above, the Board of Selectmen of the Town of Georgetown recommends the following:

1. *Seek an alternative designation to the Guanella Pass Road that would allow a variance to the road-construction standards that are presently included in the design.*

Re-designation of the road type from "Collector Road" to, for example, "Park Road" would allow more flexibility in road-design features, thereby allowing retention of the park-like character of the roadway.

2. Make no major changes to the road cross section and turning radii on Leavenworth Mountain.

This action would retain the aesthetics of the face of Leavenworth Mountain, a major visual resource to Georgetown and the Historic Landmark District. Maintaining the current footprint would also a) keep speeds down; b) discourage the use of over-sized vehicles; c) discourage the use of the road as an arterial between Georgetown and Grant; and d) avoid the potential of expensive litigation on the part of Clear Creek County to acquire rights-of way.

3. Make the needed improvements to road drainage through the construction of drainage cuts, emplacement of stone curbing, and other appropriate measures.

Improved drainage along the roadway would reduce the potential for pollution of the Georgetown water supply, reduce erosion, and, thereby, reduce road maintenance costs for the county.

4. Utilize native stone in the construction of all curbing, walls and facings.

In the context of the Guanella Pass Road, steel guard rails are not needed and are not aesthetically pleasing. In contrast, low stone curbing, rock walls and rock facings would enhance the park-like appearance of the roadway. In addition, stone curbing would serve to remind drivers of the location of the roads edge , would help to improve the drainage and reduce erosion, and would not impede snow -removal efforts.

5. If paving to the summit of Guanella Pass is carried out, construct a Georgetown by-pass that would include:

- a. A tunnel located slightly to the south of the alignment that is presently proposed;*
- b. A low bridge over Clear Creek nearer to the Loop than is presently proposed;*
- c. a "T" intersection with the Loop Road*

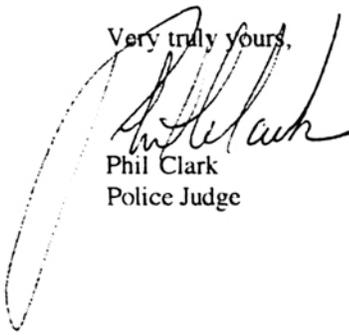
If paving is done, traffic is expected to increase more than if it is not done, and a by-pass route would be needed to accommodate the long term increase in traffic. The conditions (a,b, and c) stated above for this bypass are recommended to minimize the impacts on local residents and to minimize the visual impacts in the vicinity of the Loop Railroad.

6. If paving if not carried out to the summit, omit the by-pass from the design.

By not paving, the predicted traffic increase would not be great and the the Town could continue to accommodate the flow of traffic up Rose street to the Guanella Pass Road.

The Board of Selectmen believes that if the above recommendations are carried out the park-like character of the Guanella Pass Road would be retained to the benefit of residents and visitors alike. We earnestly hope that the Board of County Commissioners will consider these recommendations in the further planning of the Guanella Pass Road.

Very truly yours,



Phil Clark
Police Judge

cc: William Bird, FHWA
Mark Taylor, FHWA
Barry Schultz, MK Centennial
Michael Dotson, CDOT Planning

**Upper Arkansas and South Platte Project
of the Southern Rockies Ecosystem Project
from the headwaters to the plains**

September 4, 1996

Mr. Bill Bird
Environmental Engineer
Federal Highway Administration
P.O. Box 25246
Denver CO 80225

Dear Mr. Bird,

The Upper Arkansas and South Platte Project (UASPP) of the Southern Rockies Ecosystem Project (SREP) submits these comments for inclusion in the planning process conducted by the Federal Highway Administration for the Guanella Pass Scenic Byway road.

We attended the open house in Shawnee on July 10, and, after some delay, received additional materials from Centennial Engineering. Although I have extensive experience in the area, the road from Grant to Georgetown was driven one more time, and the proposed Duck Creek alignment was investigated in detail by hiking the survey stakes.

SREP and Colorado Environmental Coalition (CEC) have also submitted a "Citizens' Proposal" for the protection of habitat and biological diversity on the Guanella Pass corridor lands administered by the United States Forest Service. This document focused primarily on the south side of the pass. In addition, we support the Citizens Management Alternative, which includes the north side of the pass, submitted by CEC and SREP for the Arapaho Roosevelt Forest plan revision.

Our primary concern in both the proposed highway improvements and the corridor management plan is to maintain the quality of habitats which support native species of the area. We believe that preserving the landscape is integral to the preservation of native biodiversity, enhances the recreational qualities for those seeking a primitive back-country experience and best serves the long-term future of Front Range public lands. To that end, we are opposed to any actions which will increase high-speed traffic, result in more extensive developed recreation and generally alter the back-country, rustic character of this exemplary Scenic Byway.

I. Summary

In summary, we support reconstruction to the existing type of road surface on the current alignments and widths. We support appropriate environmentally benign techniques to reduce erosion and stream siltation, improve turnouts and stabilize slopes. All improvements should be conducted with primary attention to preserving habitat, retaining the primitive character of the byway and preventing damage during construction and in the future to the fragile slopes. We do not support any measures which will increase the potential of increased higher speed traffic.

Jean C. Smith, 1308 St. Paul, Denver CO 80206 (303) 388-3378 Email jean.smith@rmc.sierraclub.org
Coordinator

We oppose the proposed alignments, with the exception of the Georgetown section, as they are currently constituted. They represent an excessive intrusion into prime wildlife habitat and mature forest stands which are now roadless.

Our detailed comments in support of this position follows.

II. Road Surface And Improvements

Of the four alternatives presented to the public at Shawnee in July, only Alternative 3 -"reconstruct the roadway to its existing surface type"- would be potentially acceptable to our organization. We reserve the right to comment more extensively when explicit details of the alternative are available. Our potential endorsement of Alternative 3 is contingent on retaining the existing alignments (see following section) and mitigation of environmental and safety issues undertaken in keeping with maximum value being placed on retention of a more primitive roadway through important wildlife habitat and backcountry recreation areas.

Specific recommendations are:

1. As indicated in Alternative 3, reconstruct the roadway to its existing type of surface.
2. Dirt sections should be surfaced with indigenous, dense aggregate (gravel). The current dirt surfaces contribute to excessive sedimentation and dust during high traffic days.
3. Reconstruction should be limited to the current alignments. A possible exception is the paved section through Geneva Park. This straight stretch promotes high speed traffic, a danger to campers using the campgrounds at either end of the Park and to wildlife which crosses between Mt. Evans Wilderness and the Bear Creek/Buno Creek/Geneva Creek riparian and wetlands areas. I understand there is a recommendation that moderate curves and gravel surface be re-introduced along this stretch to slow traffic. We would be interested in seeing details of this suggestion.

In addition, the Georgetown end should be routed to avoid heavy traffic through the town.

4. Road widths and switchback radii should remain as currently constructed. Until we see detailed proposals on precisely where widening to 24 feet is recommended and/or switch backs modified, we are not willing to endorse widening the road. The road should be designed to accommodate only passenger cars, small trucks and campers and small towed vehicles. Oversized motor homes, tour buses and large delivery trucks are inappropriate for this road.
5. Unstable cut slopes should be stabilized and revegetated with indigenous plants to reduce erosion and maintenance. Retaining walls should be rustic in appearance.
6. Installation of ditches and culverts to channel runoff and prevent excessive erosion from the road surface is recommended. Baffles and filers to inhibit fine particles and reduce or channel water flow should be installed where appropriate. Bridges should replace culverts to facilitate wildlife use of riparian areas as they move across the valley.
7. Where the road borders riparian areas, outboard berms should be installed to prevent excessive erosion and sidecast into the streams.
8. Adequate turnouts with rustic retaining walls, for safety and to prevent off-road driving, should be installed at regular intervals.

III. Road Alignments

For the most part, we believe that the safety and maintenance issues of the current road alignment should be dealt with by improving the stability of slopes, addition of culverts, ditches and retaining walls and construction of good turnouts.

The exception to this is a solution for heavy traffic through Georgetown.

The alignments as depicted on July 10 would directly destroy or render ineffective prime wildlife habitat on both sides of the pass. This is a heavy price to contemplate for the projected increase in safety and reduction of maintenance for a road which by its very nature is not a high-speed highway.

The following comments primarily address the Duck Creek alignment since this is the area we know best. Other briefer comments are offered for the alignments north of Guanella Pass.

A. The Duck Creek alignment alternative is opposed

Overview:

- The proposed realignment relocates the road from its current alignment between the lower switchback leaving Geneva Park (T6S, R74W, NE quarter Section 1) and just south of the Alpendorf Road (T5S, R75W, NE quarter of Section 36). The new alignment is located down the slope approximately halfway between the current road and Duck Creek.

Immediately to the east of the current road is the boundary of the 74,401 acre Mt. Evans Wilderness. Just to the west of Duck Creek is the boundary of Square Top RARE II area which is proposed by conservationists as a core reserve with Wilderness designation. The biological values which led to this recommendation are detailed in A *Citizens' Proposal for Protecting Biodiversity and Ecosystem Health on the Guanella Scenic Byway Corridor* which was submitted to the USFS in September 1995.

The general area along the current and proposed road is an integral part of the larger landscape which runs from the Mt. Evans complex west into the Duck/Geneva Creek valley and continues to the Continental Divide. The Duck Creek valley is a comparatively lower elevation forested habitat which provides both thermal and hiding cover for deer, elk, bighorn sheep, small mammals and many bird species. Duck Creek, in contrast to Geneva Creek which has been polluted by mine runoff, harbors a trout fishery commensurate with its size.

- On the south end, the proposed alignment follows the old road (closed by the Forest Service) north along Duck Creek for approximately .3 mile where it makes a switchback of .15 miles south and then north on the side slope, continuing in a northerly direction to the Geneva ski basin.

This proposed new alignment goes through mature lodgepole pine (class size 8 & 9) and Englemann spruce (class size 9) which are intermixed with occasional Douglas fir, bristlecone pine and limber pine. The slope is not as steep as the current road, there are a number of rock outcrops, and the alignment is heavily forested (contrary to the annotation on Centennial's map as 'scattered trees.') Some trees were cut years ago as evidenced by stumps, but the characteristics of the area include many down, well decayed trees; a number of standing snags; primarily closed canopy; some understory of small trees and shrubs, and substantial duff on the floor. A number of individual trees are old - one lodgepole pine was 17" diameter (DBH) and limber/bristlecone were 20-30 feet tall and larger than 12" DBH. While this may not be called an old growth forest, it certainly is a valuable mature forest.

- On the north end, the proposed alignment emerges from the forest near the old Geneva ski buildings. The area is a flat, gravelly, sparsely vegetated valley, with adjacent slopes to the west where the old ski runs are slowly revegetating and similar forest on the east. Here the proposed alignment angles gradually upslope toward the north. It follows a ridge and then switchbacks across a steep slope above Duck Creek, connecting to the present highway just south of the Alpendorf Road.

Along the edge of Geneva Basin valley floor the alignment intrudes into the trees - Englemann spruce with some limber and bristlecone pine - with only a small elevation gain until the slope steepens at the north end. In the valley the east-west gradient is flat; on the north end it appears to be similar to the current road slopes.

- Wildlife observed (Aug. 18 from 10 :00 am until 2:00 pm) included common species such as red-shafted flickers, white-headed race of gray jays; dark-eyed juncos; broad-tailed humming birds, mountain chickadees; pine squirrels, chipmunks; porcupine damaged bark; deer sign, bighorn sheep and brook trout.

Documentation: The above descriptions are taken from USFS cover type/size class maps (1995), the alignment map furnished by Centennial Engineering, USGS topo Mt. Evans quadrangle, the Citizens' *Alternative* and personal observation on August 18 while hiking approximately 90% of the alignment.

Biological Values of the Duck Creek drainage.

The primary biological resources in the Duck Creek drainage are mature, closed canopy/multi-story forest, relatively healthy aquatic/riparian areas, and adjacent roadless/Wilderness areas.

Mature forests are especially valuable for general biodiversity and habitat for certain cavity dwellers. The closed canopy in Duck Creek, with some multi-story effect, provide general thermal and hiding cover, protection from harsh winter weather, may be a movement corridor between summer elk/bighorn range on the tundra to their calving/lambing grounds south of Burning Bear Creek. In addition, the adjacent water and/or openings enhance the area as potential Northern goshawk habitat.

Because Geneva Creek to the south is heavily polluted, thus sterile for fish, the fishery in Duck Creek is of added importance. In addition, the creek and associated riparian zone provide excellent habitat for large and small animals, especially in the forested areas above and below the Geneva ski basin.

Duck Creek drainage is an important connecting habitat corridor running from the Mt. Evans Wilderness on the east to the Square Top roadless area on the west. Although fragmented by the current Guanella Pass Road, with its heavy seasonal traffic, this area should be considered as one landscape.

Rationale for opposition to this realignment

1. Fragmentation of mature forest

Cutting a new road through mature stands of mixed confers (Englemann spruce, lodgepole pine, Douglas fir, bristle cone pine and limber pine) unnecessarily fragments a relative unimpacted stretch of forest adjacent to Duck Creek and the proposed Square Top core reserve/wilderness area.

The proposed alignment through the Geneva Ski Basin appears to have considered only the engineer's ideal gradient for the road, with no reference to the surrounding forest. In proposing to enter the forest along the edge, many mature trees are sacrificed for a small moderation of the gradient.

2. Impact on Duck Creek

The south end of the alignment is extremely close to Duck Creek which will only exacerbate siltation into the drainage. The best remediation during construction and for years to come cannot hope to improve on nature's heavily forested slopes for preventing erosion and siltation. The old road cut here, perhaps 4-5 feet wide, is slowly revegetating and should not be reopened.

The near north end through Geneva Basin again approaches Duck Creek, and the switchback at the north end is on a steep ridge directly above Duck Creek.

The general alignment throughout places the new road approximately halfway between the old road and Duck Creek. It therefore brings the source of potential siltation, erosion and runoff much closer to the creek. If construction methods and design options can prevent this problem on a new road, they should be applied to the current alignment.

3. Displacement of animal species from the lower elevation drainages of Duck Creek.

If the new alignment is carried out, it will effectively displace animals which currently use the east side-slope and riparian area of Duck Creek. In addition to cutting the east slope into two pieces, the traffic, general disturbance and increased access to Duck Creek will discourage animals from seeking shelter in the forest and water from the creek. This factor is especially important in winter when animals need these lower elevations which have more thermal cover as well as access to water.

Of equal concern is the destruction of direct habitat for U. S. Forest Region 2 sensitive species dependent on cavities such as are found in mature stands at these elevations. In addition, northern goshawk (Region 2 sensitive species) inhabit the corridor, as reported by the various raptor studies underway and documented anecdotally by two wildlife biologists.

4. Future impact on proposed wildlife habitat core reserve and/or wilderness.

The area immediately to the west of Duck Creek and Geneva Creek has been proposed by conservationists for habitat reserves with potential designation as Wilderness. This proposal was made on the basis of the large unaltered landscape in the Square Top/Burning Bear RARE II roadless areas; the presence of significant populations of deer, elk, bighorn sheep, the occurrences of sensitive species such as goshawks among others, and the potential to enhance similar populations and provide complementary habitat to that of Mt. Evans Wilderness.

Burning Bear and Square Top are among the largest front range areas left which are mostly undisturbed by human use and are an integral part of the larger landscape which will support sensitive species for hundreds of years to come. It is therefore very shortsighted to place the Duck Creek section adjacent to the proposed wilderness. Since the current road cut already impacts Mt. Evans, we should not multiply that impact by further fragmenting the area..

5. Visual impacts

The Department of Transportation Act requires preservation where possible of "natural beauty." Inserting a new road into what is now a heavily forested area, no matter how sensitively constructed, destroys a large part of that natural beauty. Furthermore, the old road cuts will always remain a scar on the hillside. No plans for rehabilitation of old road cuts were suggested at the Shawnee meeting, even in the most abstract form, and in fact at least one participant was given the impression that this was not even a relevant question. Once the slope has been cut, it is

very difficult to undo. At best it will take many years and extensive revegetating to begin to obliterate the scar.

6. Safety and maintenance alternatives

The rationale given by Centennial staff at the open house for the proposed Duck Creek alignment was to increase the safety and decrease the maintenance occasioned by the current road. Both safety and maintenance issues were described as related to the steep slope where the current road is located. It is our opinion that these issues can be addressed by adequate rebuilding of the present road, whether graveled or paved. Physical barriers and turn outs, stabilization of the embankments both above and below the road, adequate culverts and drainage installations are needed. With these improvements, this part of the road is no less safe than a number of other sections which are not proposed for realignments, such as the switchbacks above Georgetown.

Summary

We are strongly opposed to the Duck Creek proposed alignment primarily on the basis of fragmentation of forested areas, adverse impact on Duck Creek, displacement of animals and compromise of the integrity of potential wilderness areas. This small valley cannot be separated from its larger landscape which is prime wildlife habitat and the very basis for which the area was designated a scenic byway in the first place.

B The Cabin Creek alignment alternative is opposed.

Overview

The proposal suggests moving the current road from the west side to the east side of Cabin Creek reservoir. In either case, the road runs adjacent to the reservoir. On the current alignment, the south two-thirds of the steep slope above the road is heavily vegetated and appears stable. At the north end, there is a large area that is clearly unstable with various retaining devices and a large cut into the side slope. We presume the new alignment was recommended to avoid this unstable area. However, the south two-thirds of the east side is steep and sparsely vegetated, with no trees and a number of small slide tracks.

Rationale for opposition to this realignment

- 1. The proposed alternative would virtually abut the Mt. Evans Wilderness boundary adding to the impact on wilderness lands.**
- 2. Substituting one unstable slope appears to give little, if any benefit.**
- 3. Cutting a new road will increase siltation into the reservoir**
- 4. Cutting a new road will destroy habitat on the east side of the reservoir and displace species that move to the water from the wilderness area.**
- 5. Detrimental visual impacts will be increased since there will be a direct view of the old road cut and eroded area.**

C. Naylor Lake and Green Lake alternatives are not endorsed.

The reason for these alignments given to me at the Shawnee meeting was to increase safety, reduce maintenance and avoid avalanche chutes.

I have not followed these proposed alignments on the ground, but it appears that they both will require major cuts into previously unroaded forest. This destruction of habitat with resulting impact on wildlife and recreational activities is not worth the perceived improvement in the highway. Again, we cite the obvious - this is a backcountry road, and should remain that way.

We look forward to any scheduled field trips and public meetings, and ask to be kept informed of decisions on this project.

Sincerely,


Jean C. Smith
Coordinator

cc: Rocky Smith, Colorado Environmental Coalition
Jim Cuthbertson, Guanella Pass Scenic Byway planning team, USFS
Pam DeVore S. Platte Ranger District, USFS



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ES/CO:DOT:FWHA:Guanelia Pass
Mail Stop 65412

Ecological Services
Colorado Field Office
730 Simms Street, Suite 290
Golden, Colorado 80401

DEC 07 1995

Mr. Larry C. Smith
U.S. Department of Transportation
Federal Highway Administration
P.O. Box 25246
Denver, Colorado 80225-0246

Dear Mr. Smith:

This responds to your May 11, 1995, letter regarding possible environmental effects of Colorado Forest Highway 80, Guanelia Pass Road, located in Park County and Clear Creek County, Colorado.

The U.S. Fish and Wildlife Service (Service), due to staffing and budgetary constraints, is unable to participate in this project. We would, however, like to be kept informed throughout the process.

If you have not already done so, we recommend that you contact the Colorado Division of Wildlife to address any concerns it may have with fish and wildlife species for the State of Colorado. The contact person for this area of the State is Dave Weber at (303) 291-7231.

If the Service can be of further assistance, contact Clay Ronish of this office at (303) 231-5280.

Sincerely,

LeRoy W. Carlson
Colorado Field Supervisor

cc: CDOW, Denver, CO (Attn. Dave Weber)
CDOW, Colo. Springs (Attn. Bruce Goforth)
Reading file
Project file

c:\wpdocs\renee\dotna.ltr



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VIII

999 18th STREET - SUITE 500
DENVER, COLORADO 80202-2466

JUN 15 1995

REF: 8WM-EA

Mr. Bill Bird, Environment, HPD-16
U.S. Department of Transportation
Federal Highway Administration
555 Zang Street
P.O. Box 25246
Denver, CO 80225-0246

RE: Guanella Pass Road, Colorado
Forest Highway 80

Dear Mr. Bird:

Thank you for your May 11, 1995 letter to the U.S. EPA, Region VIII requesting cooperating agency status for development of the Guanella Pass Road Environmental Impact Statement. The Air Branch, Wetlands Protection Section, and the Environmental Assessment Branch have all reviewed your request.

The EPA feels that we can provide whatever service you may require through regular protocols. There does not seem to be a specific product that the FHA is asking of the EPA as a cooperating agency, such as modeling or site investigation with formal report. We look forward to assisting in review of National Environmental Policy Act (NEPA) documents in accordance with our responsibilities under NEPA and the Clean Air Act. We could also participate in field reviews to help resolve issues and concerns such as wetland impacts, disturbance to mine tailings, etc.

Please send NEPA related information or inquiries to Bill Geise, Environmental Assessment Branch Chief at the above address. Phone calls can be directed to Paul Momper of my staff at (303) 293-1695.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Geise".

J. William Geise, Jr., Acting Chief
Environmental Assessment Branch
Water Management Division



United States
Department of
Agriculture

Forest
Service

Rocky
Mountain
Region

Box 25127
Lakewood, CO 80225-0127
Delivery: 740 Simms St.
Golden, CO 80401

File Code: 7740

Date: JUN 02 1995

LARRY C. SMITH P.E.
DIVISION ENGINEER
FHWA - CENTRAL FEDERAL LANDS HIGHWAY DIVISION
P.O. BOX 25246
DENVER, CO 80225-0246

RE: Colorado FH 80, Guanella Pass Road (ref. your ltr of 5/11/95)

Dear Mr. Smith:

With regard to your letter requesting our participation as a cooperating agency in development of the Guanella Pass project, the Forest Service agrees to be a cooperating agency on this project.

Mr. Dana Bardsley of the Arapaho/Roosevelt National Forest will continue to serve as our representative for project development activities, including the SEE Study Team.

If you have any questions, please contact Mr. Bill Cassells, Transportation Engineer, at 303-275-5198.

Very truly yours,

Wm. J. GOURNAY
Director of Engineering

Enclosures

cc:
Arapaho/Roosevelt NF - B. Lisowsky
Arapaho/Roosevelt NF - D. Bardsley

BC:km



Caring for the Land and Serving the People



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

May 26, 1995



Planning Division

Mr. Bill Bird
U.S. Department of Transportation
Federal Highway Administration
Environmental HPD-16
555 Zang Street
P.O. Box 25246
Denver, Colorado 80225-0246

Dear Mr. Bird:

This is in regard to the Colorado Forest Highway (FH) 80, Guanella Pass Road project Environmental Impact Statement (EIS). Thank you for your letter of request dated May 11, 1995, requesting our involvement. The Corps appreciates the opportunity to be a cooperating agency in the NEPA process for the proposed project.

Section 404 of the Clean Water Act requires selection of the least environmentally damaging practicable alternative. We are therefore requesting that your agency involve the Corps of Engineers as early as possible in the scoping and alternative selection process.

Since the Guanella Pass Road project activities may involve the placement of fill materials into the waters of the United States including wetlands, those wetlands which would be impacted should be inventoried and delineated as to type and acreage.

Your point of contact for any Section 404 permit questions and issues, will continue to be Tim Carey, Tri Lakes Project Office, U.S. Army Corps of Engineers, 9307 Colorado State Hwy. #121, Littleton, Colorado 80123-6901. Your point of contact regarding the EIS will be Gail Campos, U.S. Army Corps of Engineers, Attention: CEMRO-PD-M, 215 North 17th Street, Omaha, Nebraska 68102-4978.

Sincerely,

Candace Thomas
for Richard D. Gorton
Chief, Environmental
Analysis Branch
Planning Division

May 25, 1995

I received a telephone call from Mr. Dave Webber of the Colorado Division of Wildlife. He stated, in response to our letter requesting the Division to be a cooperating agency, that the Division of Wildlife would be a cooperating agency and that he would be the official representative for that effort.

Address correspondence to:

Mr. Dave Webber
Colorado Division of Wildlife
6060 Broadway
Denver, Colorado 80216

Telephone: 291-7231
FAX: 291-7371

William R. Bird

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



Region 1
18500 East Colfax
Aurora, Colorado 80011
(303)757-9371

DATE: May 25, 1995

TO: Mr. Larry C. Smith, Division Engineer
Federal Highway Administration
Central Federal Lands Highway Division

555 Zang Street
P.O. Box 25246
Denver, Colorado 80225-0246

FROM: John M. Unbewust, Regional Transportation Director

SUBJECT: COLORADO FOREST HIGHWAY (FH 80), GUANELLA PASS ROAD
(REFERENCE HPD-16).

Dear Mr. Smith,

In response to your request, this shall serve as formal notice that the Colorado Department of Transportation (CDOT), Region I, will participate as a "cooperating agency", in the preparation of an environmental impact statement (EIS) for FH 80.

CDOT Region I will provide support data and will review the draft and final EIS documents, as may be requested by FHWA.

Our Regional Planner, Mr. Michael Dotson, has been designated as our representative to the SEE Study Team. You may contact him directly at the above address, by telephone at (303) 757-9110, or by FAX at (303) 757-9746.

The Department appreciates the opportunity to participate in this complex environmental and transportation planning issue.

Sincerely,


John M. Unbewust

JMU:mbd
CC: Atencio, Tasset

May 11, 1995

In Reply Refer To:
HPD-16

Mr. William J. Gournay
Director of Engineering
Forest Service, Region 2
P.O. Box 25127
Denver, CO 80225

Dear Mr. Gournay:

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division, in cooperation with the Forest Service, the Colorado Department of Transportation, and Clear Creek and Park Counties, is proposing to improve Colorado Forest Highway (FH) 80, Guanella Pass Road. Colorado FH 80 starts at the junction with U.S. Highway 285 at Grant in Park County and proceeds in a northerly direction over Guanella Pass to the southern edge of the town of Georgetown in Clear Creek County. Guanella Pass Road is a 23.5-mile-long Scenic Byway. The southerly 13.3 miles of the highway are within the Pike National Forest, South Platte Ranger District; the next 7.7 miles are in the Arapaho National Forest, Clear Creek Ranger District; and the northerly 2.7 miles are outside the National Forest boundary.

The route closely follows the Clear Creek and Geneva Creek drainages. There are numerous sensitive species which may be found in the project area. Improvement of this route is likely to have an effect on Georgetown's National Register Historic Landmark District. Population growth in Colorado, close proximity to the Denver area, and Scenic Byway designation could increase usage of this route. Also, the public has expressed concern for the potential environmental effects of this roadway project.

The FHWA, as the lead agency, will prepare an Environmental Impact Statement (EIS) for the proposed highway project following the Council on Environmental Quality's (CEQ) "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA)" of November 29, 1978, 40 CFR, Parts 1500-1508. In accordance with 23 CFR 771, the FHWA is requesting that your agency become a cooperating agency in the development of this project.

We are also requesting cooperating agency status from the following agencies: the Environmental Protection Agency; the Fish and Wildlife Service; the U.S. Army, Corps of Engineers; the Colorado Division of Wildlife; and the Colorado Department of Transportation.

The views of cooperating agencies will be sought through all stages of the development of the EIS. This coordination is intended to preclude any subsequent and duplicative reviews by cooperating agencies. This coordination will also aid in identifying all reasonable alternatives; Social, Economic,

and Environmental (SEE) impacts; and measures to minimize adverse impacts which may result from this highway improvement.

Enclosed is a copy of the FHWA's "Guidance on Cooperating Agencies," which outlines the responsibilities of the FHWA (as lead agency) and of cooperating agencies. More project specific responsibilities may have to be worked out during the project's scoping process.

Cooperating agencies are being asked to designate representatives to the SEE Study Team. SEE Team members provide guidance throughout project development, representing their agency and serving as a single point of contact for their agency.

We look forward to your response by May 31. If you have any questions or need additional information, you may call Mr. Bill Bird, Environmental Planning Engineer, at 303-969-5909 or write to the above address (Attention: Environment, HPD-16).

Sincerely yours,

LARRY D. HENRY

Larry C. Smith, P.E.
Division Engineer

Enclosure

Identical letters to:

Mr. John Unbewust
Regional Director
Colorado State Department of
Transportation
18500 East Colfax Avenue
Aurora, CO 80011

Mr. Tim Carey
Project Manager
U.S. Army, Corps of Engineers
9307 State Highway 121
Littleton, CO 80123-6901

Mr. LeRoy W. Carlson
Colorado State Supervisor
Fish and Wildlife Service
730 Simms Street, Suite 290
Golden, CO 80401

Mr. Perry Olson
Director
Colorado Division of Wildlife
6060 Broadway
Denver, CO 80216

Mr. James Scherer
Administrator, Region 8
Environmental Protection Agency
999 - 18th Street, Suite 500
Denver, CO 80202



PARK COUNTY ROAD AND BRIDGE DEPT.

P.O. Box 147
FAIRPLAY, COLO. 80440
719-836-2771 • 303-838-7509 • 719-689-2555

March 13, 1995

To Whom It May Concern:

County Road #62, also known as Guanella Pass Road, has sections of gravel, as well as very dated pavement. According to the area foreman, the pavement was constructed in approximately 1971. The road, as a whole, is on a regular maintenance schedule.

There is approximately five miles of County Road #62 that is constructed with a gravel surface. Currently, this gravel section is maintained every ten days. However, due to severe washboarding, it should be maintained twice a week. One machine requires two days to completely maintain this five mile distance. Consequently, the cost to operate a machine is \$56.57 per hour. Therefore, the total cost to maintain this five mile section of gravel, two days in the ten day rotation, is \$905.12. This will total approximately \$21,722.88 per year to do the minimum maintenance of two days every ten days. If we were able to maintain this five mile gravel section twice a week to prevent the washboarding problem, the estimated cost would be \$43,445.76 per year. This amount is over twice the current expenditure.

There is approximately five miles of aged pavement that requires maintenance as well. According to our maintenance schedule, the old sections of pavement are repaired twice a year, once in the spring and once in the fall. The cost to operate one machine with two men is \$76.00 per hour. This section takes approximately three days to complete repairs, therefore making a total cost for labor \$1,824.00. Materials (approximately 18 yds. of coal mix) will run approximately \$522.00 to repair this five mile section. The grand total to maintain the five mile section of pavement on County Road #62 is \$2,346.00 per year.

As you can see, the required maintenance cost is much less per year on the section of aged pavement compared to the gravel portion. It is our opinion, that it would cost far less than the above mentioned figures per year, if Guanella Pass, a.k.a County Road #62, was re-built and re-paved. Please note, however, that this construction would not be funded at the expense of Park County. Instead, the majority of costs for the application of the new pavement will be funded by the Federal Highway Administration.



COLORADO
HISTORICAL
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

April 15, 1994

Richard J. Cushing
Federal Highway Administration
P.O. Box 25246, HPD -16 (Cushing)
Denver, CO 80225-0246

Dear Mr. Cushing:

As research and study proceed on upgrading of the Guanella Pass Highway, the Colorado Historical Society would like several concerns to be addressed as the plan relates to the Society's Georgetown Loop Historic Mining and Railroad Park.

If the project route follows "Loop Drive," crossing Clear Creek just before the High Bridge of the Georgetown Loop Railroad, the Society has the following concerns:

1. Increased traffic along an upgraded road that filters or leads onto a much smaller road, such as the access road to the Railroad and Mining Park, could create significant problems. The access road under the High Bridge is very narrow, and, because of the bridge supports, it would be extremely difficult to widen. It also is a dead-end road that feeds into a parking area with limited space.

While the Society encourages visitation to the Park, the upgraded road along that particular route could create traffic problems that would make access to the Park more difficult. With no upgrade of our access road and other visitor facilities, the quality of a visit to the Park might be diminished. However, we also recognize that such an upgrade might benefit the Park significantly.

2. Bringing the Guanella Pass Road up "Loop Drive" and crossing the creek where it is proposed would have the road follow the old railroad bed. From a historic preservation point of view this might not be desirable, especially in such close proximity to the Park.

Not only would it hurt the historic integrity of the grade itself, it would, for all intents and purposes, prevent any future consideration of bringing the train further along the grade than it does at present. While the Society has no plans for any such expansion, it does not want to prevent future plans from being considered by any party that might deem them advisable.

Richard J. Cushing
Federal Highway Administration
April 15, 1994
Page two

While we do have these two concerns, please know that the Colorado Historical Society supports the study of alternatives and the eventual upgrade of the road. It will benefit our operations and we look forward to working with you as plans are developed.

If you have any questions, I can be reached at 866-4596. Thank you very much for your consideration of these points.

Sincerely,

A handwritten signature in cursive script that reads "Ben Duke".

H. Benjamin Duke III
Vice President, Development

cy

STATE OF COLORADO
Roy Romer, Governor
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE
AN EQUAL OPPORTUNITY EMPLOYER

Perry D. Olson, Director
6060 Broadway
Denver, Colorado 80216
Telephone: (303) 297-1192

REFER TO



*For Wildlife—
For People*

March 2, 1994

Robert Nestel
Environmental Biologist
Federal Highway Administration
555 Zang Street
P. O. Box 25246
Denver, CO 80225-0246

RE: State Sensitive Species - Guanella Pass Road Vicinity

Dear Mr. Nestel:

As per Jerry Budwig's letter of February 15, I am responding to your request for information on "State Sensitive Species" which might be found in the vicinity of the proposed Guanella Pass Road upgrade project. Since we do not use the term "sensitive" in our categorization of species, I am going to respond with reference to our state threatened, endangered, and species of special concern lists. Note that there may be important wildlife issues relating to common species not referred to in this letter.

Since the U. S. Fish and Wildlife Service has already listed bald eagle, greenback cutthroat trout, northern goshawk, and boreal toad I will not repeat any reference to them.

Threatened or Endangered Wildlife

Canada Lynx (Colorado Endangered List) - This species is very rare in Colorado since we are at the southern end of its range. Sightings of lynx are very rare, but reliable sightings have come from Clear Creek County and Summit County just to the west. There is a fair chance that this species could occur in the vicinity of the road.

Wolverine (Colorado Endangered List) - Another species at the southern edge of its range in Colorado, wolverines are also very rare with reliable sightings being quite uncommon. A fairly recent reliable sighting, however, was made near the Guanella Pass road.

Species of Special Concern

Northern Leopard Frog - This amphibian occurs in wetlands up to 11,000 feet in elevation and in the past has had a widespread distribution across the state.

DEPARTMENT OF NATURAL RESOURCES, Kenneth L. Salazar, Executive Director
WILDLIFE COMMISSION, Thomas M. Eve, Chairman • Louis F. Swift, Vice-Chairman • Arnold Salazar, Secretary
Jesse Langston Boyd, Jr., Member • Eldon W. Cooper, Member • Rebecca L. Frank, Member
William R. Hegberg, Member • Mark LeValley, Member

Striped Chorus Frog - Occurs to high elevations in Colorado. Breeds in pools and lives in wet meadows the rest of the time.

I hope this information is helpful. Let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Dave Weber". The signature is written in a cursive, flowing style.

Dave Weber
Habitat Biologist

cc: Russ Mason, Ron Oehlkers - DWM's



United States Department of the Interior



FISH AND WILDLIFE SERVICE FISH AND WILDLIFE ENHANCEMENT

Colorado State Office
730 Simms Street, Suite 290
Golden, CO 80401

ES/CO:Species List
Mail Stop 65412

Phone (303) 231-5280

FTS 554-5280

FAX (303) 231-5285

NOV 22 1993

Jerry L. Budwig, Division Engineer
U.S. Department of Transportation
Federal Highway Administration
555 Zang Street
Denver, Colorado 80225-0246

Dear Mr. Budwig:

In response to your letter of November 9, 1993, the U.S. Fish and Wildlife Service is providing comments addressing the project areas for the improvement of Colorado Forest Highway 80, Guanella Pass Road. This list and comments should be helpful in your preparation of the environmental assessment of possible environmental effects of the proposed project. These comments have been prepared under the provisions of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et. seq.).

The Service appreciates your invitation to attend the interagency meeting scheduled for December 1, 1993. The Service is unable to attend due to manpower and budgetary constraints but wishes to offer the following comments for your consideration. If the Service can be of further assistance, please contact the Colorado Field Office at the above address.

The federally listed threatened and endangered species that could occur at or visit the proposed sites include:

Birds: Bald eagle, *Haliaeetus leucocephalus*

Fish: Greenback cutthroat trout, *Oncorhynchus clarki stomias*

The Service also is interested in the protection of species which are candidates for official listing as threatened or endangered (Federal Register, Vol. 56, No. 225, November 21, 1991; Vol. 55, No. 35, February 21, 1990). 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 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.

The list of Federal candidate species that could occur at or visit the proposed sites include:

Birds: Northern goshawk, *Accipiter gentilis*, Category 2

Amphibians: Boreal western toad, *Bufo boreas boreas*, Category 2

You should be made aware that the Service was recently petitioned to list the Boreal western toad. The Boreal western toad breeds in small beaver ponds and glacial kettle ponds but may breed in any body of water lacking strong current and usually inhabits wetlands at altitudes above 8,000 feet. Breeding occurs in late spring as the snowpack begins to melt. It is recommended that any disturbance to wetlands or pools of standing water should be avoided during the breeding season to ensure potential egg deposits are not impacted. Several breeding populations have been found in Clear Creek County near Georgetown and are known to occur throughout the Rocky Mountains.

You should contact the Colorado Division of Wildlife to address any concerns it may have. The contact person for this area is Dave Weber of the Denver Office at (303) 291-7231.

If the Service can be of further assistance, contact Clay Ronish of this office at (303) 231-5280.

Sincerely,



LeRoy W. Carlson
Colorado Field Supervisor

cc: CDOW, Denver, CO (Attn: Dave Weber)
Reading file
Project file

Reference:
CRR*SPECLIST.42

The Town of Georgetown

P.O. Box 426

Local: 569-2555

Georgetown, Colorado 80444

Denver: 623-6882

January 11, 1990

Clear Creek County Commissioners
P.O. Box 2000
Georgetown, Colorado 80444

Re: Guanella Pass Forest Highway Program

Dear Commissioners:

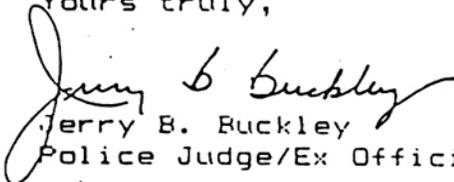
This letter is written to indicate to you that the Town of Georgetown strongly supports the Guanella Pass Forest Highway Program. We believe that this project would be very advantageous to the Georgetown area and we would like to encourage you to continue to make the effort to secure congressional funding of the project at the earliest possible date.

We recognize that this project would almost certainly generate increased traffic in the Georgetown area and we wish to stress the fact that we would want sufficient funding to account for the necessity of proper signage, proper drainage, and proper maintenance of the highway once completed.

We want also to advise you that the Town of Georgetown is currently working on a plan which will compliment this highway program. A newly created ordinance provides for a Town Promotions Commission. This commission will be taking advantage of the visitor information collected and analyzed by the National Park Service Task Force group which recently completed a study of our area. The information gained therein will be used to look at positive and effective ways to facilitate the flow of traffic through Georgetown and beyond, will look at adding parks and visitor amenities, and will look at adding additional parking areas both near-in and adjacent to the Town of Georgetown, the latter having the potential for the possibility of shuttle services into the downtown core. This commission will be advisory to the Board of Selectmen and will regularly be reporting to the Board.

Please keep us advised of progress in getting this Guanella Pass Forest Highway Program funded and in effect.

Yours truly,


Jerry B. Buckley

Police Judge/Ex Officio Mayor

photocopy: Bd of CC 15 Jan 90

ORGANIZATION OF RESPONSES TO PUBLIC COMMENTS

On mid-1999 the Draft Environmental Impact Statement (DEIS) evaluating the No Action alternative (Alternative 1), and build Alternatives 2-5 was released for public review. Public comments received indicated a need to evaluate a build alternative smaller in scope with less impact to the surrounding environment. In response to these comments, FHWA developed a new alternative, Alternative 6, in a Supplemental Draft Environmental Impact Statement (SDEIS) released in late 2000.

Public comments received on both the DEIS and SDEIS were entered into a database and assigned an identification number that permitted FHWA to track each individual comment. Due to the number of public comments received for both of these documents, they could not be included in this Final Environmental Impact Statement (FEIS). Instead, a list of all comments received and their identification numbers can be found under the tab labeled "Index." Copies of all public comments received on both the DEIS and the SDEIS are available for review at the locations listed at the beginning of Volume I of this FEIS. The DEIS and SDEIS public comments are found in a four-volume set and are organized by the assigned identification numbers. Please note that copies of inter-agency correspondence regarding proposed project have been included in Appendix A.

Because the public comments typically addressed similar issues, FHWA organized all comments into a total of 35 categories: 21 categories for the DEIS comments, 14 categories for the SDEIS comments. Some of these categories were further broken down into subcategories. FHWA has responded to each of the categories and corresponding subcategories in this Appendix. A complete list of the categories and subcategories and FHWA's responses to each of these can be found under the tab marked "Categories and Responses."

To determine how comments in individual letters were categorized, refer to the tab labeled "Index." The index lists all comments received in a spreadsheet. The comments are sorted first by the Comment Classification (Agency/Committees, Personal Communication, Public Hearing, Petition), then second by the name of the Agency or Committee (if applicable), and then by the Last Name and then First Name of the signatory. After having located a specific commentary, refer to the last column labeled "Category/Subcategory" to determine how the comment(s) were categorized. The numbers and letters found here refer to the categories and subcategories found under the tab "Categories and Responses."

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COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	Alperstein & Covell, P.C.	Caswall	Edward, M.		Legal Representation	500	DEIS	1, 4(A)
I. AGENCIES/ ORGANIZATIONS	Alperstein & Covell, P.C. (Represented by Faegre & Benson, LLP)	Fields	Leslie A.	Denver, CO	Legal Representation	501	DEIS	1, 3(F), 6(F), 9(D,G), 15(C,D), 16(C,E)
I. AGENCIES/ ORGANIZATIONS	American Discovery Trail	Hisgen	Harv	Golden, CO	Agent	682	DEIS	14(A,C)
I. AGENCIES/ ORGANIZATIONS	American Discovery Trail	Hisgen	Harv		12/6/00 Public Hearing	5074	SDEIS	14(A,C)
I. AGENCIES/ ORGANIZATIONS	American Lands Alliance	Savage	Harlin	Boulder, CO	Letter	480	DEIS	2(A,B,C), 3(A), 5(B), 12(D,E)
I. AGENCIES/ ORGANIZATIONS	American Lands Alliance	Savage	Harlin		Letter	5508	SDEIS	3(B), 5(E), 8(G), 9(B), 12(D,I), 17, 23(J), 24(A,B), 26, 28(E)
I. AGENCIES/ ORGANIZATIONS	Bicycle Aurora	Tobiassen	Tom	Aurora, CO	Agent	696	DEIS	1, 14(A)
I. AGENCIES/ ORGANIZATIONS	Bicycle CO, Denver Bicycle Touring Club, Bicycle Aurora	Tobiassen	Tom		12/6/00 Public Hearing	5070	SDEIS	26(B)
I. AGENCIES/ ORGANIZATIONS	Cherokee Park Ranch	Unreadable	Christine	Livermore,CO	Letter	72	DEIS	2(B,C,D), 3(A,B), 4(E), 12(E)
I. AGENCIES/ ORGANIZATIONS	Cherokee Park Ranch (duplicate from 8/13/99)	Unreadable		Livermore, CO	Agent	700	DEIS	2C, 3(A), 5(B), 8(F), 9(F)
I. AGENCIES/ ORGANIZATIONS	Citizens to Save GP	Anderson	Coralue	Georgetown, CO	Comment Sheet	507	DEIS	1, 3(D,E), 6(A,B), 15(B)
I. AGENCIES/ ORGANIZATIONS	Clear Creek County	Poirot/Sorensen/Watrous	Robert/Jo Ann/Fabyan	Georgetown, CO	Agent	689	DEIS	1, 2(B,C), 3(A), 5(A,B), 7(A), 9(B), 16(C,D)
I. AGENCIES/ ORGANIZATIONS	Clear Creek County Director of Economic Development	Stokes	Peggy		12/7/00 Public Hearing	5103	SDEIS	11, 22, 23(G)
I. AGENCIES/ ORGANIZATIONS	Clear Creek County Unincorporated	Wagner	Tom		Agent	697	DEIS	1, 4(A), 12(H)
I. AGENCIES/ ORGANIZATIONS	Clear Creek County(2 letters w/different topics)	Smith	Robert C.	Idaho Springs, CO	Agent	692	DEIS	2(H), 12(G,H,I)
I. AGENCIES/ ORGANIZATIONS	Clear Creek County(2 letters w/different topics)	Smith	Robert C.	Idaho Springs, CO	Agent	693	DEIS	1, 2(C,D,E,F), 3(A,H), 4(C), 6(F), 12(D,H)
I. AGENCIES/ ORGANIZATIONS	Clear Creek Economic Development Corporation	Stokstad	Peggy	Georgetown, CO	Agent	503	DEIS	10(A,B)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	Clear Creek Economic Development Corporation (Duplicate from 9/7/99)	Stokstad	Peggy	Georgetown, CO	Agent	695	DEIS	1, 11, 12(H)
I. AGENCIES/ ORGANIZATIONS	Coldwell Banker (Guest Ranch Specialist)	Callaway	Carolyn W.	Fort Collins, CO	Agent	674	DEIS	3(J), 5(A,B), 8(B), 9(F), 15(D)
I. AGENCIES/ ORGANIZATIONS	Colorado Community First National Bank	Harris	Howard L.	Fraser, CO	Agent	681	DEIS	2(A), 5(B,C,E), 15(D)
I. AGENCIES/ ORGANIZATIONS	Colorado Dude & Guest Ranch Association	Catlow	Wright M.	Labemash, CO	Agent	675	DEIS	3(A), 5(C)
I. AGENCIES/ ORGANIZATIONS	Colorado Historical Society	Wolfe	Mark		Letter	5464	SDEIS	22, 28(C)
I. AGENCIES/ ORGANIZATIONS	Colorado Mtn Club	Kummer	Phil		12/6/00 Public Hearing	5068	SDEIS	7, 26(A)
I. AGENCIES/ ORGANIZATIONS	Colorado Mule Riders	Fortney	Gale W.		Agent	680	DEIS	15(D)
I. AGENCIES/ ORGANIZATIONS	Colorado Wild	Smith	Rocky	Denver, CO	Agent	694	DEIS	1, 2(A,B,C,D), 3(A,H), 4(A), 5(A,B,D,E), 6(A,B,C), 7(A,B,D), 8(A,C), 9(B), 12(C,I), 15(B), 16(A,B,C,D)
I. AGENCIES/ ORGANIZATIONS	Colorado Wild	Smith	Rocky		12/4/00 Public Hearing	5021	SDEIS	12(D,I)
I. AGENCIES/ ORGANIZATIONS	Colorado Wild	Smith	Rocky		Letter	5751	SDEIS	16(D), 23(A,J,S), 24(A,B), 26(A), 28(D,E)
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch – (6 letters with varying issues)	Nevius	William H.	Grant, CO	Letter	590	DEIS	1, 5(A), 6(A,E)
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch - (6 letters with varying issues)	Nevius	William H.	Grant, CO	Letter	589	DEIS	1, 2(D), 3(A), 6(A,B,E)
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch – (6 letters with varying issues)	Nevius	William H.	Grant, CO	Letter	591	DEIS	1, 15(D)
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch – (6 letters with varying issues)	Nevius	William H.	Grant, CO	Letter	592	DEIS	1, 3(H)
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch – (6 letters with varying issues)	Nevius	William H.	Grant, CO	Letter	593	DEIS	6(A)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch – (6 letters with varying issues)	Nevius	William H.	Grant, CO	Letter	594	DEIS	1, 2(A), 9(G), 15(D), 16(B,C,E)
I. AGENCIES/ ORGANIZATIONS	East Mt. Evans Resource Growth & Development	Andrew	Mel		Personal Letter	5304	SDEIS	23(A,I), 24(A), 28(D)
I. AGENCIES/ ORGANIZATIONS	Evergreen Audobon Society/Rocky Mtn. Chapter of the Sierra Club	Armbrust	Lewis	Evergreen, CO	Letter	29	DEIS	2(B,C,D), 4(E), 8(G), 13(A)
I. AGENCIES/ ORGANIZATIONS	Fall River Homeowners Association	Arnold	Bill	Idaho Springs, CO	Agent	672	DEIS	2(A,B,D), 4(E), 7(D), 15(B)
I. AGENCIES/ ORGANIZATIONS	Georgetown Loop Railroad	Ashby	Rosa	Lakewood, CO	Form Letter #3	5341	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
I. AGENCIES/ ORGANIZATIONS	Georgetown Loop Railroad	Greksa	Leah		Form Letter #3	5525	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
I. AGENCIES/ ORGANIZATIONS	Georgetown Loop Railroad	Greksa	Mark		Form Letter #3	5527	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
I. AGENCIES/ ORGANIZATIONS	Georgetown Loop Railroad Inc.	Greksa	Mark and Leah	Georgetown, CO	Letter	156	DEIS	2(A,B,D,E), 3(J), 5(B,C), 9(F), 12(D,I), 14(A)
I. AGENCIES/ ORGANIZATIONS	Georgetown Loop Railroad, Inc.	Ropchan	David	Golden, CO	Comment Sheet	204	DEIS	3(H), 5(E), 8(F), 15(B)
I. AGENCIES/ ORGANIZATIONS	Georgetown, Board of Selectmen, Ward 1	Bradley	Christine	Georgetown, CO	Letter	34	DEIS	1, 4(A), 7(A,C,E), 15(B)
I. AGENCIES/ ORGANIZATIONS	Historic Georgetown, Inc	Neely	Ronald J.	Georgetown, CO	Agent	687	DEIS	1, 3(H), 8(D), 12(D)
I. AGENCIES/ ORGANIZATIONS	Jessup Family and Staff of Sylvan Dale Ranch	Jessup	Susan	Loveland, CO	Letter	47	DEIS	3(A,D,F,J), 8(B,C,E), 15(D), 16(C,E)
I. AGENCIES/ ORGANIZATIONS	Kay El Bar Guest Ranch	Loftis	John	Wickenburg, AZ	Letter	50	DEIS	2(A,D,E), 3(A,F,J), 4(E)
I. AGENCIES/ ORGANIZATIONS	Kay el Bar Guest Ranch	Loftis	John	Lakewood, CO	Letter	5190	SDEIS	3(A), 17, 24(B), 26
I. AGENCIES/ ORGANIZATIONS	Kilgore Ranch Company	Kilgore	Eugene	Tahoe City, CA	Letter	48	DEIS	3(A,B,C,D,E), 5(A,B,E), 12(A), 16(C)
I. AGENCIES/ ORGANIZATIONS	Kilgore Ranch Company	Kilgore	Eugene S.	Tahoe City, CA	Agent	685	DEIS	3(F), 5(B,C), 12(A), 15(D)
I. AGENCIES/ ORGANIZATIONS	Kilgore Ranch Company	Kilgore, III	Eugene S.	Tahoe City, CA	Letter	5457	SDEIS	2(A), 3(A), 12(A), 15(C)
I. AGENCIES/ ORGANIZATIONS	Lake Mancos Ranch	Sehnert	Kathryn	Mancos, CO	Letter	63	DEIS	2(A,B,C), 5(A,D,E), 8(E), 9(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	Lowe, Gray, Steele & Darko, LLP	Shively	Margaret	Indianapolis, IN	Letter	66	DEIS	3(B), 4(A,E), 8(E)
I. AGENCIES/ ORGANIZATIONS	Mountain Parks Bank	Brumbelow	Norman R.	Fairplay, CO	Agent	673	DEIS	15(D)
I. AGENCIES/ ORGANIZATIONS	National Audubon Society	Kirkpatrick	Susan	Boulder, CO	Letter	5432	SDEIS	2(A), 12(A), 24(A)
I. AGENCIES/ ORGANIZATIONS	Naylor Lake Fishing Club	Davia	David, Richard Valori, Jim Jordan, Phil Buckland,		Letter	5451	SDEIS	10(A,B,C)
I. AGENCIES/ ORGANIZATIONS	North Fork Guest Ranch	May	Dean	Shawnee, CO	Letter	51	DEIS	4(A,E), 5(A,E), 8(D,E), 9C, 15(D), 16(A,B,C,D)
I. AGENCIES/ ORGANIZATIONS	North Fork Guest Ranch	May	Dean G.	Shawnee, CO	Agent	686	DEIS	3(D), 4(A,E), 15(B,D), 16(C,E)
I. AGENCIES/ ORGANIZATIONS	NWF	Gilbert	Monique	Montpelier, VT	Letter	41	DEIS	2(A,B,C,D,E), 5(B), 9(F), 12(E,I)
I. AGENCIES/ ORGANIZATIONS	President, Zinn Cycles	Zinn	Lennard		E-Mail	527	DEIS	14(A)
I. AGENCIES/ ORGANIZATIONS	Rawah Ranch	Kunz	Pete and Ardythe	Jelm, WY	Letter	162	DEIS	2(C), 3(A,B,F), 5(B), 8(E), 15(C)
I. AGENCIES/ ORGANIZATIONS	Selected Properties International, Inc.	Fawcett	H. Bob	Denver, CO	Agent	678	DEIS	2(A,B), 3(D,F), 4(E), 5(A), 9(F), 15(D)
I. AGENCIES/ ORGANIZATIONS	Sierra Club	Armbrust	Lewis	Evergreen, CO	Comment Sheet	2	DEIS	2(A,C,E), 9(C)
I. AGENCIES/ ORGANIZATIONS	Sierra Club	Bacigalupi	Tod		12/4/00 Public Hearing	5015	SDEIS	2(A), 3(A), 23(L), 28(A)
I. AGENCIES/ ORGANIZATIONS	Sierra Club	Banta	Eric		12/6/00 Public Hearing	5066	SDEIS	7(D), 12(D), 30
I. AGENCIES/ ORGANIZATIONS	Sierra Club	Casini, LeFever	Greg, Susan		Letter	5455	SDEIS	23(J), 24(B), 26(A), 29
I. AGENCIES/ ORGANIZATIONS	Sierra Club, Mt. Evans Group	Yarroll	Lyn	Evergreen, CO	Agent	502	DEIS	13(B)
I. AGENCIES/ ORGANIZATIONS	Sierra Club, Mt. Evans Group	Yarroll	Lyn	Evergreen, CO	Agent	701	DEIS	1, 2(A,B,C,D,F), 3(A,E,H), 4(A), 5(B,E), 6(A,B,C,E), 7(A,B,D), 8(C), 9(B), 12(I), 16(A,B,C,D)
I. AGENCIES/ ORGANIZATIONS	Sierra Club, Mt. Evans Group	Yarroll and Bacigalupi	Lyn and Tod		Letter	5510	SDEIS	2(A,B,C,D,E), 3(A), 5(E), 9(B), 12(A,D,I), 16(B,D), 23(O,P), 24(A,B), 26, 28(D,E), 29(A,B,D)
I. AGENCIES/ ORGANIZATIONS	Sierra Club, Pikes Peak Group	Lockhart	James E.		Letter	5463	SDEIS	2(A,D), 8(G), 12(D), 17, 24(A,I), 28, 29(A)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	State of Colorado, Division of Wildlife	Hoover	Scott	Denver, CO	Agency Letter	5227	SDEIS	2(A,C), 28C, 29(A)
I. AGENCIES/ ORGANIZATIONS	State of Colorado, Division of Wildlife	Weber	Dave	Denver, CO	Agent	699	DEIS	1, 2(A,B,C), 8(D), 16(B)
I. AGENCIES/ ORGANIZATIONS	State of Colorado, Division of Wildlife	Weber	Dave	Denver, CO	Agent	710	DEIS	1, 2(A,B,C), 8(D), 16(B)
I. AGENCIES/ ORGANIZATIONS	Tarryall River Ranch	Baxter	Debra	Lake George, CO	Letter	49	DEIS	1, 2(A,B,C), 3(A,B,F,I,J), 5(C,E), 8(D), 9(D,E), 12(A,H), 15(C,E)
I. AGENCIES/ ORGANIZATIONS	Tarryall River Ranch	Fagerstrom	James	Lake George, CO	Letter	49	DEIS	1, 2(A,B,C), 3(A,B,F,I,J), 5(C,E), 8(D), 9(D,E), 12(A,H), 15(C,E)
I. AGENCIES/ ORGANIZATIONS	Tarryall River Ranch	Lahrman	James & Jeannine	Lake George, CO	Letter	49	DEIS	1, 2(A,B,C), 3(A,B,F,I,J), 5(C,E), 8(D), 9(D,E), 12(A,H), 15(C,E)
I. AGENCIES/ ORGANIZATIONS	The Burlington Ditch, Reservoir and Land Co.	Wall	Harlan	Brighton, CO	Agent	698	DEIS	10(A), 11, 18
I. AGENCIES/ ORGANIZATIONS	The Colorado Mountain Club	Neuman/Smith	Claude/Vera	Golden, CO	Agent	688	DEIS	2(B,C), 3(A,H), 4(A), 7(A), 9(C,F)
I. AGENCIES/ ORGANIZATIONS	The Denver Bicycle Touring Club, Inc.	Cole	Rex E.	Denver, CO	Agent	677	DEIS	14(A)
I. AGENCIES/ ORGANIZATIONS	The Evergreen Naturalists Audubon Society, Inc	Simon	Kent		Letter	5461	SDEIS	2(D), 3(A,C), 9, 12(E), 23, 24(B,C), 26(A), 29(A)
I. AGENCIES/ ORGANIZATIONS	The Evergreen Naturalists Audubon Society, Inc.	Price/Jones	Lynne/Dave	Evergreen, CO	Agent	690	DEIS	1, 2(B,C,D,G), 3(A), 5(A,B), 7(B,C,D), 9(B,F), 12(I)
I. AGENCIES/ ORGANIZATIONS	Town of Georgetown/Board of Selectmen	Claus	Janet	Georgetown, CO	Agent	154	DEIS	2(A,B,C,D), 3(H), 4(A), 7(A,E,G), 12(A,D,E,I), 15(B), 16(A,B,C,D)
I. AGENCIES/ ORGANIZATIONS	Town of Georgetown/Board of Selectmen	Claus	Janet	Georgetown, CO	Agent	504	DEIS	1, 2(A), 3(H), 4(A), 12(E), 15(B), 16(D)
I. AGENCIES/ ORGANIZATIONS	Trailhead Wilderness School	Ventimiglia	David	Georgetown, CO	Letter	170	DEIS	7(A)
I. AGENCIES/ ORGANIZATIONS	Tumbling River Ranch	Dougan	Scott		12/6/00 Public Hearing	5077	SDEIS	3(A), 4(E), 12(A), 26(A)
I. AGENCIES/ ORGANIZATIONS	University of the Wilderness	Mounsey	William Bird		Letter	5491	SDEIS	2(A), 8(G), 24(B), 29(A)
I. AGENCIES/ ORGANIZATIONS	Upper Arkansas & South Platte Project	Smith	Jean C.	Dener, CO	Agent	1A	DEIS	2(c), 3(A,B,F),19
I. AGENCIES/ ORGANIZATIONS	Upper Arkansas and South Platte Project	Smith	Jean C.	Denver, CO	Agent	691	DEIS	1, 2(A,B,C,D), 3(A,B,F,G), 5(A,B,E), 6(A), 7(A,D), 15(B,D), 16(C)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	Upper Arkansas and South Platte Project	Smith	Jean C.	Denver, CO	12/6/00 Public Hearing	5083	SDEIS	23(S,U)
I. AGENCIES/ ORGANIZATIONS	Upper Arkansas and South Platte Project	Smith	Jean C.	Denver, CO	Letter	5465	SDEIS	2(A,C), 7(A), 12(D), 16(D), 23(O,Q), 24(A), 28(A,D)
I. AGENCIES/ ORGANIZATIONS	US Dept. of the Interior	Taylor	Willie, R.	Washington, D.C.	Agent	505	DEIS	1, 3(H)
I. AGENCIES/ ORGANIZATIONS	US DOT/ FHWA	Kane	Anthony R.		Agent	684	DEIS	7(B)
I. AGENCIES/ ORGANIZATIONS	US EPA	Cody	Cynthia	Denver, CO	Agent	676	DEIS	1, 2(B,C)
I. AGENCIES/ ORGANIZATIONS	US EPA	Cody	Cynthia	Denver, CO	Agent	5811	SDEIS	1, 2(B,C)
I. AGENCIES/ ORGANIZATIONS	Vista Verde	Munn	John	Steamboat Springs, CO	Letter	54	DEIS	1, 2(B,C), 3(A), 5(A,B,C,D), 8(), 9(F)
I. AGENCIES/ ORGANIZATIONS	Water shed Administration	Jones	Bob		12/7/00 Public Hearing	5101	SDEIS	11, 23(A), 26(B)
I. AGENCIES/ ORGANIZATIONS	Waunita Hot Springs Ranch	Pringle	Rod, Junelle, Ryan, Tammy	Gunnison, CO	Letter	60	DEIS	2(A), 8 (D,E)
I. AGENCIES/ ORGANIZATIONS	Westcliffe Publishers	Fielder	John	Englewood, CO	Agent	679	DEIS	2(A,B,C), 3(A,J), 5(B), 8(C,E)
I. AGENCIES/ ORGANIZATIONS	Western Pacific Art Co.	Pugh	W.A.	Georgetown, CO	Comment Sheet	18	DEIS	2(A,E), 3(A,E,H), 5(D)
I. AGENCIES/ ORGANIZATIONS	Wilderness Society, The	Jones	Suzanne		Letter	5509	SDEIS	2(E), 3(B), 8(G), 9(C), 15(B), 23(E,F,J,G,N,Z), 24(A), 26, 33
I. AGENCIES/ ORGANIZATIONS	Wilderness Society, The	Jones/Morton	Suzanne/Dr. Pete	Denver, CO	Agent	683	DEIS	1, 2(A,B,C,D,E), 3(A,C,H,J), 5(B), 6(A), 9(B,C), 12(I), 15(B), 16(B,C,E)
I. AGENCIES/ ORGANIZATIONS	Audubon Society of Greater Denver	Reetz	Pauline P.	Littleton, CO	Letter	5435	SDEIS	2(A), 3(A), 12(D), 23(AA), 24(A), 26(A), 28(B,D)
I. AGENCIES/ ORGANIZATIONS	Bicycle Aurora	Tobiassen	Tom		Personal Email	5287	SDEIS	10(A,B), 14(A), 18
I. AGENCIES/ ORGANIZATIONS	Clear Creek County Economic Development Corp.	Stokstad	Peggy	Georgetown, CO	Personal Letter	5212	SDEIS	11, 22
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch	Nevius	William H.	Grant, CO	Personal Letter	166	DEIS	6(B,C)
I. AGENCIES/ ORGANIZATIONS	Consultant to Tumbling River Ranch	Nevius	William H.	Grant, CO	Personal Letter	5219	SDEIS	15(C,D), 23(B,L), 28(A)
I. AGENCIES/ ORGANIZATIONS	Georgetown Motor Inn	Williams	Marie-Claude and Tom	Georgetown, CO	Personal Letter	5298	SDEIS	8(G), 26(A), 33
I. AGENCIES/ ORGANIZATIONS	Georgetown Motor Inn	Williams	Marie-Claude and Tom	Georgetown, CO	Personal Letter	5365	SDEIS	3(A), 26(A), 33

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
I. AGENCIES/ ORGANIZATIONS	Rollinsville Community Church	Whitman	Forrest	Rollinsville	Personal Letter	5309	SDEIS	26(A), 28(A)
I. AGENCIES/ ORGANIZATIONS	Serria Club, Mt. Evans Group	Yarrol	Lyn	Evergreen, CO	Personal Letter	5218	SDEIS	34
I. AGENCIES/ ORGANIZATIONS	The Colorado Mountain Club	Neumann	Claude		Letter	5505	SDEIS	3(A), 5(E), 8(G), 12(D,E), 24(B), 26(A)
I. AGENCIES/ ORGANIZATIONS	Town of Empire	Short	Lori	Empire, CO	Personal Letter	5444	SDEIS	10(A), 11, 22
I. AGENCIES/ ORGANIZATIONS	Western Pacific Art Co.	Pugh	W.A		Comment Sheet	5221	SDEIS	28(N,F,A,U)
II. PERSONAL COMMUNICATION		Ambrust	William	Kittredge, CO	Comment Sheet	3	DEIS	2(A,C,E), 3(A,D), 4(E), 5(A,B,C,D), 9(E), 16(A)
II. PERSONAL COMMUNICATION		Anderson	Clyde	Idaho Springs, CO	Comment Sheet	1	DEIS	2(A), 4(E), 9(C),
II. PERSONAL COMMUNICATION		A.	Jorge		Personal Letter	5315	SDEIS	2(A,C), 3(A), 17
II. PERSONAL COMMUNICATION		Allen	Barbara	Georgetown, CO	Comment Sheet	140	DEIS	2(B,C,D,E), 3(A), 5(C), 12(D,I)
II. PERSONAL COMMUNICATION		Allen	Barbara J.	Georgetown, CO	Personal Letter	5302	SDEIS	2(A), 3(A), 5(E,B,), 12(D), 24(A), 26(A), 28(B,D)
II. PERSONAL COMMUNICATION		Allen	Barbara J.		Personal Letter	5770	SDEIS	3(A), 5(E), 12(D), 16(D), 24(A), 26(A), 28
II. PERSONAL COMMUNICATION		Allen	Christopher		Personal Letter	5768	SDEIS	3(A), 12(D), 26
II. PERSONAL COMMUNICATION		Ambrust	L.E.		Personal Letter	5243	SDEIS	3(A), 8, 28(F), 29(A,B), 33
II. PERSONAL COMMUNICATION		Ambrust	L.E.		Personal Letter	5244	SDEIS	2(A)
II. PERSONAL COMMUNICATION		Ambrust	L.E.		Personal Letter	5288	SDEIS	2(A,C,E), 3(A,B), 8, 26, 29(A), 33
II. PERSONAL COMMUNICATION		Ambrust	L.E.		Personal Letter	5289	SDEIS	2(A,C), 17
II. PERSONAL COMMUNICATION		Ambrust	Lewis		Personal Letter	215	DEIS	2(B,C), 3(A,J), 8(E), 9(C)
II. PERSONAL COMMUNICATION		Ambrust	William	Kittredge, CO	Comment Sheet	141	DEIS	2(C,D), 3(A,B), 8(B), 9(B)
II. PERSONAL COMMUNICATION		Anderson	Bennett Boyd JR		Personal Letter	5769	SDEIS	2(A), 26
II. PERSONAL COMMUNICATION		Anderson	Clyde R,	Idaho Springs, CO	Personal Letter	5237	SDEIS	2(A), 4(F), 8(B), 32

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Anderson	Coralue	Georgetown, CO	Comment Sheet	507	DEIS	1, 3(H), 16(C,D,E)
II. PERSONAL COMMUNICATION		Anderson	Coralue	Georgetown, CO	Personal Letter	528	DEIS	1, 2(A,B,G), 3(A,D,H), 4(A,E), 5(A,B,E), 6(A,B), 7(B,D), 8(C), 9(B,E,G), 13(A), 15(B), 16(C,D,E)
II. PERSONAL COMMUNICATION		Anderson	Coralue	Georgetown, CO	Comment Sheet	5253	SDEIS	2(B,C), 3(B), 4(F), 8(D,G), 12(A), 17, 29(C)
II. PERSONAL COMMUNICATION		Anderson	Coralue		Personal Letter	5501	SDEIS	4(E), 16(B,C,D), 23(F,R,P,L,S,Z)
II. PERSONAL COMMUNICATION		Anderson	Coralue		Personal Letter	5767	SDEIS	2(B), 3(A), 12, 16(C)
II. PERSONAL COMMUNICATION		Anderson	Henry K Jr		Form Letter #3	5783	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Anderson	Hugh	Georgetown, CO	Personal Letter	5241	SDEIS	2(A), 23(L), 24(B), 26, 29, 33
II. PERSONAL COMMUNICATION		Anderson	Hugh	Georgetown, CO	Form Letter #5	5273	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Anderson	Hugh	Georgetown, CO	Personal Letter	5294	SDEIS	2(A), 24(B), 26, 33, 35
II. PERSONAL COMMUNICATION		Anderson	Judy	Georgetown, CO	Personal Letter	213	DEIS	3(A), 7(A,D), 8(E)
II. PERSONAL COMMUNICATION		Anderson	Judy		Form Letter #5	5402	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Anderson	Wendy		Personal Letter	529	DEIS	2(B), 3(C,H), 4(A), 5(E), 12(A,E), 15(B)
II. PERSONAL COMMUNICATION		Anderson	Wendy		Form Letter #5	5530	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Anderson	Wendy		Form Letter #6	5542	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Anderson	Wendy, Coralue, Kneisel, Henry		Form Letter #3	5520	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Andrew	Mel		Personal Letter	148	DEIS	1, 2(A,F), 3(H), 12(D,E,I)
II. PERSONAL COMMUNICATION		Andrews	Paul	Denver, CO	Personal Letter	230	DEIS	2(B,C), 8(D,G), 12(A,D,I), 16(E)
II. PERSONAL COMMUNICATION		Andrews	Paul		Personal Letter	530	DEIS	2(A), 3(A), 8(B)
II. PERSONAL COMMUNICATION		Andromidas	Jorge, L.	Boulder, CO	Personal Letter	214	DEIS	2(A,B,C), 3(A,I), 8(F), 12(E)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Angell	Elissa	Denver, CO	Personal Letter	531	DEIS	1, 2(A,C,D), 3(A), 4(A),5(B), 6(E), 8(D,E)
II. PERSONAL COMMUNICATION		Angell	Elissa	Denver, CO	Personal Letter	5182	SDEIS	1, 23(U,W), 24(B), 26
II. PERSONAL COMMUNICATION		Angell	Elissa & Robert	Denver, CO	Personal Letter	5229	SDEIS	2(A,D), 24(B), 26(A)
II. PERSONAL COMMUNICATION		anonymous			Comment Sheet	23	DEIS	2(D), 8(G), 12(G)
II. PERSONAL COMMUNICATION		anonymous			Comment Sheet	147	DEIS	2(D), 7(A), 12(D,E)
II. PERSONAL COMMUNICATION		anonymous			Comment Sheet	197	DEIS	10(A,B)
II. PERSONAL COMMUNICATION		anonymous			Comment Sheet	506	DEIS	5(B), 12(D,G)
II. PERSONAL COMMUNICATION		Applegate	Sue		Form Letter #1	75	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Armstrong	David	Loveland, CO	Personal Letter	30	DEIS	2(E), 4(A), 8(E,G)
II. PERSONAL COMMUNICATION		Arnold	Matthew	Denver, CO	Personal Letter	31	DEIS	2(A,B,C,F,D), 3(A,J), 4(A), 7(A), 8(B,G) 12(D)
II. PERSONAL COMMUNICATION		Arnorld	Matt	Denver, CO	Form Letter #2	5383	SDEIS	8(G), 24(B), 26
II. PERSONAL COMMUNICATION		Ashby	Lindsey		Form Letter #3	5526	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Ashby	Lindsey and Rosa	Georgetown, CO	Form Letter #5	5349	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Asphang	Rolf	Littleton, CO	Comment Sheet	198	DEIS	2(E,F), 3(A,D,J), 7(D), 12(E,H)
II. PERSONAL COMMUNICATION		Augusto	Scott	Denver, CO	Personal Letter	532	DEIS	2(D), 12(A,E)
II. PERSONAL COMMUNICATION		Axley	Hartman		Telephone Conversation Record	5753	SDEIS	23(F), 26, 35
II. PERSONAL COMMUNICATION		Axley	Marge		Telephone Conversation Record	5752	SDEIS	2(B), 23(F), 32, 33
II. PERSONAL COMMUNICATION		Babcock	Scott	Littleton, CO	Form Letter #1	76	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Baehley			Form Letter #3	5523	SDEIS	23(N,D,P,T), 25, 28(F,H), 29(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Baer	Leslie	Denver, CO	Personal Letter	31	DEIS	2(A,B,C,F,D), 3(A,J), 4(A), 7(A), 8(B,G) 12(D)
II. PERSONAL COMMUNICATION		Baer	Leslie Martel	Denver, CO	Form Letter #2	5384	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Baer	Robin	Lakewood, CO	Personal Letter	533	DEIS	2(B,C,D), 3(C,D), 12(D,E)
II. PERSONAL COMMUNICATION		Baer	Robin		Personal Email	5361	SDEIS	3(A), 12(I), 24(B), 29(C), 33
II. PERSONAL COMMUNICATION		Baer	Robin M.		Personal Letter	5425	SDEIS	3(B), 24(B), 26, 33
II. PERSONAL COMMUNICATION		Bailey	Charles	Hygiene, CO	Form Letter #2	5118	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Baker	Mary & Thomas		Form Letter #1	77	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Baldwin		Lakewood, CO	Personal Letter	5228	SDEIS	3(A), 26
II. PERSONAL COMMUNICATION		Baleruy	Pam		Form Letter #1	78	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Balice	Judith		Personal Letter	5781	SDEIS	3(A), 12(D,G,H)
II. PERSONAL COMMUNICATION		Balogh	David R.	Boone, CO	Personal Letter	534	DEIS	2(A,C), 8(E,G)
II. PERSONAL COMMUNICATION		Barbash	Noel		Personal E-Mail	517	DEIS	2(C), 4(A), 8(B)
II. PERSONAL COMMUNICATION		Barker	Todd	Jericho, VT	Form Letter #1	79	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Barnes	Cynthia	Denver, CO	Personal Letter	216	DEIS	2(B), 3(A), 5(D), 8(F), 12(E)
II. PERSONAL COMMUNICATION		Beauchamp	Gary and Deanna	Georgetown, CO	Personal Letter	149	DEIS	3(A), 4(A), 12(D)
II. PERSONAL COMMUNICATION		Beauchamp	Gary and Deanna	Georgetown, CO	Personal Letter	150	DEIS	2(E), 3(E,J), 4(A), 8(C), 12(H)
II. PERSONAL COMMUNICATION		Beauchamp	Gary and Deanna	Georgetown, CO	Personal Letter	151	DEIS	2(B,C,D,E), 3(B), 4(A), 12(D)
II. PERSONAL COMMUNICATION		Bectern	Rose		Form Letter #1	80	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Bedford	Tamera		Personal Letter	5420	SDEIS	17, 23(C,AA), 24(B), 26, 28(F), 33
II. PERSONAL COMMUNICATION		Belknap	Russel L.	Lakewood, CO	Personal E-Mail	518	DEIS	1, 14(A)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Bell	Amy	Buffalo, NY/Georgetown, CO	Form Letter #2	5336	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Bell	Richard	Georgetown, CO	Comment Sheet	508	DEIS	4(C), 7(A), 9(F)
II. PERSONAL COMMUNICATION		Bellerson	Rebecca	Littleton, CO	Personal Letter	217	DEIS	11
II. PERSONAL COMMUNICATION		Bennent	Steve & Maureen	Georgetown, CO	Personal Letter	218	DEIS	2(D), 5(A,B,C,E), 8(E,F,G), 9(B)
II. PERSONAL COMMUNICATION		Bennett	Maurn		Form Letter #5	5398	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Bennett	Steve	Georgetown, CO	Personal Letter	5291	SDEIS	12(D)
II. PERSONAL COMMUNICATION		Bennett	Steve and Maureen		Personal Letter	5433	SDEIS	2(A,D), 8, 9(B), 17, 23(F,J)
II. PERSONAL COMMUNICATION		Benshoft	Pat	Bailey, CO	Comment Sheet	5199	SDEIS	24(B), 30(A)
II. PERSONAL COMMUNICATION		Bente	James	Denver, CO	Personal Letter	32	DEIS	2(B), 3(B), 4(E), 8(D), 9(F)
II. PERSONAL COMMUNICATION		Bente	James W.	Denver, CO	Personal Letter	5295	SDEIS	2(E)
II. PERSONAL COMMUNICATION		Berteau	Paul S.		Personal Letter	535	DEIS	2(D), 3(J), 12(A)
II. PERSONAL COMMUNICATION		Bertolli	Rita	Lakewood, CO	Personal Letter	33	DEIS	1, 2(A,B,C), 3(G), 9(C), 12(D,E)
II. PERSONAL COMMUNICATION		Bitner	Kelly	Denver, CO	Personal Letter	219	DEIS	2(A), 4(D), 7(D)
II. PERSONAL COMMUNICATION		Blau	George	Denver, CO	Personal Letter	220	DEIS	3(J), 12(D)
II. PERSONAL COMMUNICATION		Blau	Reiwen		Personal Letter	221	DEIS	12(D)
II. PERSONAL COMMUNICATION		Bleesz-Young	Mary Pat	Georgetown, CO	Personal Letter	5209	SDEIS	10(C), 11, 22
II. PERSONAL COMMUNICATION		Boak/Keller	Sean/Linda	Denver, CO	Personal Letter	536	DEIS	12(D)
II. PERSONAL COMMUNICATION		Bode	Alletta	Bailey, CO	Comment Sheet	5201	SDEIS	3(A), 17, 26
II. PERSONAL COMMUNICATION		Bohing	Millard & Helen		Form Letter #1	81	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Bolan	William, T.	Aurora, CO	Personal Letter	222	DEIS	10(A), 11

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Boll	Janis	Georgetown, CO	Comment Sheet	4	DEIS	10(B), 12(A,D), 15(A)
II. PERSONAL COMMUNICATION		Borneman	Walter, R.	Evergreen, CO	Personal Letter	223	DEIS	2(A,D), 3(H,I), 12(A,D,E)
II. PERSONAL COMMUNICATION		Borneman	Walter, R.	Evergreen, CO	Personal Letter	702	DEIS	2(A,D), 3(H,I), 12(A,D,E)
II. PERSONAL COMMUNICATION		Bostick	Neely H.		Personal Letter	5474	SDEIS	12(D), 16(D), 28(D,E)
II. PERSONAL COMMUNICATION		Boucke	Laurie	Lafayette, CO	Personal Letter	537	DEIS	7(D)
II. PERSONAL COMMUNICATION		Bowen	Daniel C.	Denver, CO	Form Letter #2	5126	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Bradford	Charles		Personal Letter	5418	SDEIS	23(C), 24(A,B), 26, 33, 35
II. PERSONAL COMMUNICATION		Bradley	Melissa	Denver, CO	Personal Letter	538	DEIS	3(A), 4(A), 8(E)
II. PERSONAL COMMUNICATION		Braub	Sharon		Form Letter #1	82	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Brauch	Sharon	Westminster, CO	Form Letter #4	5277	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Brenneman	Janet		Form Letter #5	5403	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Brever	Lawrence	Denver, CO	Form Letter #2	5385	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Brinkman	Jackie	Denver, CO	Form Letter #2	5119	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Broadhurst	Janet and Henry P.		Personal Letter	5760	SDEIS	12(A), 24(B), 29(A,C), 33
II. PERSONAL COMMUNICATION		Brooks	Koleen		Personal Letter	5488	SDEIS	3(B), 12(G), 16(C)
II. PERSONAL COMMUNICATION		Broussard	Bennett		Personal Letter	5427	SDEIS	3(A), 26(A)
II. PERSONAL COMMUNICATION		Brown	Byron & Carol	LaBarge, WY	Personal Letter	224	DEIS	11
II. PERSONAL COMMUNICATION		Brown	Roz		Personal Email	5362	SDEIS	3(A), 12(I)
II. PERSONAL COMMUNICATION		Brune	Renee	Golden, CO	Comment Sheet	199	DEIS	2(A,B,C,D), 3(D), 8(B,C,E)
II. PERSONAL COMMUNICATION		Buckland	Phil	Empire, CO	Comment Sheet	5	DEIS	1, 5(C), 14(A)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Buckland	Phil		Personal Letter	5450	SDEIS	10(A), 11(C), 22
II. PERSONAL COMMUNICATION		Buckland	Sally Guanella	Empire, CO	Comment Sheet	6	DEIS	11
II. PERSONAL COMMUNICATION		Buckland	Sally Guanella	Empire, CO	Personal Letter	539	DEIS	10(A,B)
II. PERSONAL COMMUNICATION		Buckland	Sally Guanella		Personal Letter	5446	SDEIS	11, 22
II. PERSONAL COMMUNICATION		Buckley	Karel	Evergreen, CO	Personal Letter	225	DEIS	2(B,D,E), 3(I), 4(A), 5(A,B,E), 8(G), 9(C), 12(E,I)
II. PERSONAL COMMUNICATION		Budny	Scott	Conifer, CO	Personal Letter	226	DEIS	11
II. PERSONAL COMMUNICATION		Budny	Scott	Conifer, CO	Personal Letter	5285	SDEIS	10(A,B), 18, 26(B)
II. PERSONAL COMMUNICATION		Burdich	Joan		Form Letter #1	83	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Burk	Mr. and Mrs. Gerald D	Bailey, CO	Comment Sheet	509	DEIS	3(E), 7(A), 8(G), 12(A)
II. PERSONAL COMMUNICATION		Burnap	Parry W.		Personal Letter	5417	SDEIS	24(A,B), 26, 33, 35
II. PERSONAL COMMUNICATION		Burrows	Richard W.		Comment Sheet	510	DEIS	2(D), 4(E), 12(A,B,E)
II. PERSONAL COMMUNICATION		Calhoun	John	Silver Plume, CO	Personal Letter	540	DEIS	1, 2(F), 4(A,E), 6(A,D), 8(G)
II. PERSONAL COMMUNICATION		Calhoun	John	Silver Plume, CO	Personal Letter	703	DEIS	1, 2(F), 4(A,E), 6(A,D), 8(G)
II. PERSONAL COMMUNICATION		Callison	Anne W.	Denver, CO	Personal Letter	152	DEIS	1, 3(E), 3(B,J), 8(A,E)
II. PERSONAL COMMUNICATION		Callison	Anne W.		Personal Letter	5426	SDEIS	2(A), 3(A), 8(G), 17
II. PERSONAL COMMUNICATION		Campbell	Carolyn L.		Form Letter #1	253	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		CampCrow			Personal E-Mail	24	DEIS	2(A,B,E)
II. PERSONAL COMMUNICATION		Campo	Mike	Boulder, CO	Personal Letter	541	DEIS	8(E), 12(A,D,E,I)
II. PERSONAL COMMUNICATION		Capps	Wes and Carol		Form Letter #3	5524	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Capps	Wes and Carol		Form Letter #5	5541	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Capps	Wes and Carol		Form Letter #5	5756	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Capps	Wes and Carol		Form Letter #5	5790	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Capps	Wes and Carol		Form Letter #5	5791	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Carberry	Eva		Personal Email	5808	SDEIS	10(A,B), 11
II. PERSONAL COMMUNICATION		Carman	Betty	San Francisco, CA	Personal Letter	35	DEIS	2(E), 8(C), 9(C), 12(E)
II. PERSONAL COMMUNICATION		Carman	Betty Criley	San Francisco, CA	Personal Letter	5233	SDEIS	2(D), 5(E), 12(D), 26(A), 28(A)
II. PERSONAL COMMUNICATION		Carman	Betty Criley	Georgetown, CO/San Francisco, CA	Form Letter #2	5257	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Carmen	Betty Criley		Form Letter #5	5806	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Carpenter	James R.	Zionsville	Personal Letter	5193	SDEIS	3(A), 17, 26
II. PERSONAL COMMUNICATION		Carpenter	Jim and Nancy	Zionsville, IN	Personal Letter	153	DEIS	2(B,C), 8(B,C,E)
II. PERSONAL COMMUNICATION		Carpenter	Nancy	Zionsville	Personal Letter	5194	SDEIS	2(A), 3(B), 17, 26
II. PERSONAL COMMUNICATION		Carper	Robert L. and Carol Joy		Personal Letter	5481	SDEIS	2(D), 3(B), 8(G), 12(D), 29(A), 33
II. PERSONAL COMMUNICATION		Cassella	John	Denver, CO	Personal Letter	5367	SDEIS	8
II. PERSONAL COMMUNICATION		Chamberlain	Robert M.		Personal Letter	5410	SDEIS	3(A), 8(B)
II. PERSONAL COMMUNICATION		Chambers	Roberta	Denver, CO	Personal Letter	5371	SDEIS	2(C), 3(A), 33
II. PERSONAL COMMUNICATION		Chandler	Polly		Personal Letter	542	DEIS	3(D), 4(A), 5(E), 12(A)
II. PERSONAL COMMUNICATION		Chandler	Polly		Personal Letter	5780	SDEIS	8, 16(C), 23(Z), 26
II. PERSONAL COMMUNICATION		Chastain	Andrew	Norcross, CO	Personal Letter	5188	SDEIS	3(A), 16(C), 17
II. PERSONAL COMMUNICATION		Christianmen	Chas		Personal Letter	5423	SDEIS	2(C), 16(B), 26
II. PERSONAL COMMUNICATION		Church	Kasey	Grant, CO	Comment Sheet	5200	SDEIS	4(E), 17, 26, 28(A,F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Ciancaglini	Alex	Denver, CO	Personal Letter	227	DEIS	1, 2(D), 7(D)
II. PERSONAL COMMUNICATION		Clark	Mary Riddle		Form Letter #2	5512	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Clark	Rich	Georgetown, CO	Personal Letter	5286	SDEIS	10(A,B,C), 11
II. PERSONAL COMMUNICATION		Clifford	Clara		Personal Letter	5359	SDEIS	2(A,D),12(I) , 16C, 28(B,G)
II. PERSONAL COMMUNICATION		Clifford	Clara J.		Form Letter #5	5792	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Clifford	Clara, J.	Georgetown, CO	Personal Letter	228	DEIS	2(B,C), 8(E), 12(F)
II. PERSONAL COMMUNICATION		Coletti	Ann Trelease		Form Letter #5	5800	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Coletti	Ann Trelease		Form Letter #5	5805	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Conley	Paula		Personal Letter	5412	SDEIS	2(A,C), 3(A), 24(B), 26
II. PERSONAL COMMUNICATION		Conley	Paula		Personal Letter	5413	SDEIS	23(C,D,P), 28, 33
II. PERSONAL COMMUNICATION		Conley	Paula		Personal Letter	5771	SDEIS	12(D), 16(C,D), 23(P), 26
II. PERSONAL COMMUNICATION		Connolly	Gregory, M.	Denver, CO	Personal Letter	229	DEIS	2(A,D,E), 3(A), 12(E,I)
II. PERSONAL COMMUNICATION		Connor	Paula	Morrison, CO	Personal Letter	543	DEIS	2(B,C,E), 3(B,D)
II. PERSONAL COMMUNICATION		Conway	Kathleen		Personal Letter	5763	SDEIS	17
II. PERSONAL COMMUNICATION		Cordova			Form Letter #1	84	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Corkern	Trey	Grant, CO	Personal Letter	36	DEIS	2(A,D,E), 3(A,B,E,F), 4(A,E), 15(C)
II. PERSONAL COMMUNICATION		CT and Coletti	Rob and Anne Trelease	Georgetown, CO	Form Letter #2	5254	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Cunningham	Kirk	Boulder, CO	Personal Letter	230	DEIS	2(B,C), 8(D,G), 12(A,D,I), 16(E)
II. PERSONAL COMMUNICATION		Curran	Carol		Form Letter #2	5511	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Dafary	Dennis M.		Personal Letter	5454	SDEIS	8(G), 12(D)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Daley	Andy	Ridgeway , CO	Personal Letter	5187	SDEIS	8(G)
II. PERSONAL COMMUNICATION		Dallas	Sandra	Denver, CO	Personal Letter	37	DEIS	1, 2(A,D), 3(B,E), 4(D)
II. PERSONAL COMMUNICATION		Dallas	Sandra		Form Letter #5	5406	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Dallas	Sandra		Form Letter #5	5528	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Damoc	Chester, J.	Denver, CO	Personal Letter	231	DEIS	11
II. PERSONAL COMMUNICATION		Davia	David and Deborah		Personal Letter	5502	SDEIS	2(B), 26
II. PERSONAL COMMUNICATION		Davidson	Mary Ellen		Personal Letter	5303	SDEIS	2(A),12(A)
II. PERSONAL COMMUNICATION		Davis	Carolyn	Bloomington, IN	Form Letter #2	5328	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Davis	Jerry	Fairplay, CO	Comment Sheet	200	DEIS	10(A), 11, 18
II. PERSONAL COMMUNICATION		Davis	Jerry	Fairplay, CO	Personal Letter	5214	SDEIS	17, 28(F,G)
II. PERSONAL COMMUNICATION		Davis	Susan		Form Letter #2	5389	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Day	Peggy		Form Letter #1	85	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		De Lange	CJ	Bailey, CO	Personal Letter	5282	SDEIS	10(B), 11, 22(A)
II. PERSONAL COMMUNICATION		Dean	Karen		Personal Letter	5761	SDEIS	17, 23(L), 24(B), 26, 33, 35
II. PERSONAL COMMUNICATION		Dean	Karen L.		Form Letter #2	5395	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Dean	Karen, L.	Georgetown, CO	Personal Letter	232	DEIS	3(A,D,J), 12(I)
II. PERSONAL COMMUNICATION		DeCola	Julie		Personal Letter	544	DEIS	4(A), 12(E)
II. PERSONAL COMMUNICATION		Delange	Betty	Lakewood, CO	Personal Letter	545	DEIS	3(D,H)
II. PERSONAL COMMUNICATION		Dennily	Owen		Form Letter #2	5516	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Dennily	Owen		Form Letter #6	5546	SDEIS	3(A), 24(B), 26, 33

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Deszcz-Pan	Maria	Lakewood, CO	Personal Letter	546	DEIS	12(A)
II. PERSONAL COMMUNICATION		Diblan	Tiffany	Bailey, CO	Comment Sheet	5210	SDEIS	17, 28(A,F)
II. PERSONAL COMMUNICATION		Divis	Pat	Bailey, CO	Comment Sheet	7	DEIS	3(B), 12(A,D)
II. PERSONAL COMMUNICATION		Domely	Owen		Form Letter #5	5794	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Dorsey	Vivian D		Form Letter #1	254	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Dugan	Megan	Grant, CO	Comment Sheet	201	DEIS	4(A), 8(B,E)
II. PERSONAL COMMUNICATION		Dugan	Megan		Personal Letter	5460	SDEIS	2(C), 3(A), 8(D), 16(C,D,E), 17, 24(B), 26
II. PERSONAL COMMUNICATION		Dugan	Scott	Grant, CO	Comment Sheet	202	DEIS	2(D), 3(A), 8(E)
II. PERSONAL COMMUNICATION		Dugan	Scott		Personal Letter	5459	SDEIS	2(A,C), 5(E), 23(D,L,O), 24(A), 26
II. PERSONAL COMMUNICATION		Dunn	Earnest		Personal Letter	5204	SDEIS	17
II. PERSONAL COMMUNICATION		Dworkin	Manny and Sally	Denver, CO	Personal Letter	155	DEIS	2(A,B,C), 3(B,J), 8(A,E)
II. PERSONAL COMMUNICATION		Dyer	Jennifer		Form Letter #1	86	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Dyer	Jennifer	Denver, CO	Form Letter #4	5379	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Dyer	Jennifer	Denver, CO	Form Letter #4	5396	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Eckard	Roberta and Henry		Form Letter #5	5401	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Eckels	Nini		Personal Letter	5408	SDEIS	10(A), 11
II. PERSONAL COMMUNICATION		Edwards	Laura		Form Letter #1	87	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Eisenman	Thomas R.	Bailey, CO	Comment Sheet	5198	SDEIS	12(D,I), 17, 29(D), 33
II. PERSONAL COMMUNICATION		Elliott	Robert B.	Lakewood, CO	Personal Letter	5239	SDEIS	2(D), 3(A), 12(D), 26
II. PERSONAL COMMUNICATION		Elliott	Thomas S.		Personal Letter	5437	SDEIS	2(A), 3(A), 8(D), 12(D), 24(B), 28(B,H)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Ells	Sharon	Lakewood, CO	Personal Letter	547	DEIS	2(A,D), 3(A), 5(E), 7(A), 8(C)
II. PERSONAL COMMUNICATION		Emanuel	Carolyn		Personal Letter	5248	SDEIS	26
II. PERSONAL COMMUNICATION		Emerson	Julie	Evergreen, CO	Personal Letter	5238	SDEIS	3(A), 16(B,C,D), 23(Q), 28(D,F), 29(A)
II. PERSONAL COMMUNICATION		Esson	Anne, L.	Vail, CO	Personal Letter	234	DEIS	2(A,B,C), 5(A), 8(B), 9(E)
II. PERSONAL COMMUNICATION		Fabyanic	Jerry	Georgetown, CO	Personal Letter	38	DEIS	2(B,C,D,E), 3(A,E,H,J), 8(A,D), 9(F), 12(A,E)
II. PERSONAL COMMUNICATION		Fabyanic	Jerry		Personal Letter	5482	SDEIS	8(D), 9(C), 24(B), 26
II. PERSONAL COMMUNICATION		Fallat	Ann Gray	Santa Ana, CA	Personal Letter	704	DEIS	3(I,J),12(H,I)
II. PERSONAL COMMUNICATION		Fallet	Ann Grey	Santa Anna, CA	Personal Letter	548	DEIS	2(E), 3(J), 12(I)
II. PERSONAL COMMUNICATION		Farny	Dave	Telluride, CO	Personal Letter	39	DEIS	8(E), 9(B,C)
II. PERSONAL COMMUNICATION		Farrow	Anne, C.	Georgetown, CO	Personal Letter	235	DEIS	2(C), 5(A), 8(B), 12(A,D,E), 14(A)
II. PERSONAL COMMUNICATION		Fawcett	James	Littleton, CO	Personal Letter	236	DEIS	10(A), 11
II. PERSONAL COMMUNICATION		Feikin	Daniel	Evergreen, CO	Personal Letter	40	DEIS	2(A,D), 3(A),8(E), 12(A,D,E,I)
II. PERSONAL COMMUNICATION		Fennessey	Shirley	Pine, CO	Form Letter #2	5129	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Figley	Betty	Empire, CO	Personal Letter	237	DEIS	7(A), 12(E)
II. PERSONAL COMMUNICATION		Finney	Terri	Denver, CO	Form Letter #2	5117	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Fintus	Lila		Form Letter #2	5394	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Fitzpatrick	Yvonne M.	Lakewood, CO	Form Letter #2	5122	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Ford	Gregory		Personal Letter	5360	SDEIS	10(A), 11, 22
II. PERSONAL COMMUNICATION		Ford	Rob		Form Letter #1	627	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Fox	Allen & Katie	Morrison, CO	Personal Letter	549	DEIS	8(E), 9(C)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Fox	Kate and Alan	Morrison, CO	Form Letter #2	5127	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Fox	Micheal	Lakewood, CO	Comment Sheet	511	DEIS	3(E), 8(G), 12(A)
II. PERSONAL COMMUNICATION		Fox	Susan	Denver, CO	Personal Letter	550	DEIS	8(E)
II. PERSONAL COMMUNICATION		Fraleley	Pattie		Form Letter #3	5264	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Fraleley	Pattie	Georgetown, CO	Form Letter #5	5269	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Fraser	Margaret		Personal Letter	5324	SDEIS	8(G), 26, 35
II. PERSONAL COMMUNICATION		Frasier	Bill and Gail	Evergreen, CO	Personal Letter	5356	SDEIS	2(D), 8(G), 9(C), 28(F), 33
II. PERSONAL COMMUNICATION		Gant	Donovan L.		Personal Letter	551	DEIS	2(D), 4(A), 8(2), 12(I)
II. PERSONAL COMMUNICATION		Gardner	Mr. And Mrs. Ronald E.	Morrison, CO	Personal Letter	552	DEIS	11
II. PERSONAL COMMUNICATION		Georinger	Ruben		Personal Letter	5779	SDEIS	16(C),17,23(R),26,28(B,H)
II. PERSONAL COMMUNICATION		Gidlow	Lilla		Personal Letter	5428	SDEIS	3(A), 5(E), 12(A), 23(C,F)
II. PERSONAL COMMUNICATION		Gilbert	Linda		Form Letter #1	88	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Gilmore	Mary A.	Empire, CO/Denver, CO	Personal Letter	553	DEIS	8(G), 12(A)
II. PERSONAL COMMUNICATION		Ginley	Roberta	Evergreen, CO	Personal Letter	238	DEIS	2(B,C,D), 5(A,B), 8(G), 16(A,D)
II. PERSONAL COMMUNICATION		Ginley	Roberta		Personal Letter	5476	SDEIS	2(A,D), 3(A), 23(S), 26, 28(E), 29(A)
II. PERSONAL COMMUNICATION		Glaser	Rose		Personal Letter	5493	SDEIS	10(A), 11(C), 22
II. PERSONAL COMMUNICATION		Goeringer	Rube	Georgetown, CO	Personal Letter	894	DEIS	1, 2(B,C,D), 5(B,E), 8(E), 9(C,E), 13(A,B), 15(A,B)
II. PERSONAL COMMUNICATION		Goeringer	Ruben		Personal Letter	5755	SDEIS	2(A,D), 5(E), 9(B,E), 12(G), 16(B,C), 28, 32
II. PERSONAL COMMUNICATION		Goldstein	Nathan	Denver, CO	Personal Letter	42	DEIS	8(E)
II. PERSONAL COMMUNICATION		Gordon	Bill	Fairplay, CO	Comment Sheet	8	DEIS	1, 2(C)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Gordon	Bill		Comment Sheet	5197	SDEIS	3(B), 28(A,F), 29(D)
II. PERSONAL COMMUNICATION		Gordon	James R.		Personal Letter	5225	SDEIS	2(A), 33
II. PERSONAL COMMUNICATION		Gordon	Jim		Personal Letter	5217	SDEIS	2(A), 23(S,O,N,K,E), 24(B), 28(A,F,G)
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	5234	SDEIS	4(E), 24(B), 32
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	5235	SDEIS	5(E), 28(A), 29
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	554	DEIS	1, 6(A), 15(B,D), 16(A,B,C,E)
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	555	DEIS	3(A), 5(A,B,E), 6(A,B), 9(B)
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	556	DEIS	1, 4(E), 6(A,B,C)
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	557	DEIS	1
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	558	DEIS	1, 2(B), 4(E), 6(A,B,D,E), 8(C,G), 16(B)
II. PERSONAL COMMUNICATION		Gordon	Jim	Grant, CO	Personal Letter	559	DEIS	6(A), 9(B)
II. PERSONAL COMMUNICATION		Gordon	Jim		Personal Letter	560	DEIS	1, 4(A,E)
II. PERSONAL COMMUNICATION		Gordon	Jim		Personal Letter	561	DEIS	1, 3(F), 5(B), 9(D), 15(C,D), 16(C)
II. PERSONAL COMMUNICATION		Gordon	Kevin and Whitney	Indiana IN	Personal Letter	5185	SDEIS	1, 2(A), 17, 26
II. PERSONAL COMMUNICATION		Gordon	Mary		Personal Letter	43	DEIS	3(A,F,J), 5(C), 8(D)
II. PERSONAL COMMUNICATION		Gordon	Rob	Grant, CO	Comment Sheet	142	DEIS	1, 2(A), 3(D,F), 4(A,E), 5(A,C,E), 8(F,G), 9(B,E,F,G), 12(D), 15(B,D), 16(C,D,E)
II. PERSONAL COMMUNICATION		Gottschalk	Elizabeth		Form Letter #1	89	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Gottschalk	Libbie	Littleton, CO	Form Letter #4	5279	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Gottschalk	Libbie	Georgetown, CO	Form Letter #5	5353	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Gottschalk	Libbie	Georgetown, CO	Form Letter #5	5387	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Gottschalk	Libbie	Georgetown, CO	Form Letter #5	5397	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Gottschalk	N.J.		Personal E-Mail	25	DEIS	2(E), 3(A,B,J), 8(E)
II. PERSONAL COMMUNICATION		Gottshalk	Libbie	Littleton & Georgetown, CO	Personal Letter	5223	SDEIS	3(B), 17, 23(A,J,F,U,T)
II. PERSONAL COMMUNICATION		Gottshalk			Form Letter #1	174	DEIS	2(B,C,D,E), 3(A), 12(E,J), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Gottshalk			Form Letter #1	175	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Graham	Geoffrey	Lisle, IL	Personal Letter	239	DEIS	2(A), 3(A,J), 5(E), 7(E), 16(E)
II. PERSONAL COMMUNICATION		Graham	Geoffry		Form Letter #2	5381	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Graham			Form Letter #1	90	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Grebe	Don A.	Lakewood, CO	Comment Sheet	9	DEIS	7(B,G)
II. PERSONAL COMMUNICATION		Grebe	Kathleen	Lakewood, CO	Comment Sheet	10	DEIS	2(A), 3(B), 12(A,D), 15(B)
II. PERSONAL COMMUNICATION		Guarella	Glenda M.		Personal Letter	5452	SDEIS	11
II. PERSONAL COMMUNICATION		Gulley	J.L and Jean	Georgetown, CO	Form Letter #5	5272	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Gulley	Mr & Mrs James	Tyler	Personal Letter	5240	SDEIS	3(A,B), 12(D), 28(B)
II. PERSONAL COMMUNICATION		Gulley	Mr & Mrs James L.	Georgetown, CO	Personal Letter	44	DEIS	2(A,B,E), 9(B,C), 12(E,I)
II. PERSONAL COMMUNICATION		Gustafson	Jeffry, A.	Evergreen, CO	Personal Letter	240	DEIS	2(A,C,E,F,G), 3(B,J), 5(B), 8(A,D)
II. PERSONAL COMMUNICATION		Gusteiman	Kate	Georgetown, CO/ Santa Fe, NM	Form Letter #2	5262	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Guyenn	Peter C. and Caroline C.	Denver, CO	Personal Letter	562	DEIS	2(A,B), 3(A), 4(A), 5(B), 9(B), 12(A)
II. PERSONAL COMMUNICATION		Hadley/Shanley	Barbara M./Phillip R.	Evergreen, CO	Personal Letter	241	DEIS	4(A), 12(A)
II. PERSONAL COMMUNICATION		Hamilton	Laurie		Personal Letter	157	DEIS	2(B), 8(G), 12(E)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Hamilton	Laurie		Personal Letter	5473	SDEIS	2(A), 8(G), 12(G), 28(E), 29(A)
II. PERSONAL COMMUNICATION		Harper	Triena Merydith	Indian Hills, CO	Personal Letter	563	DEIS	2(A,B,C), 4(A), 5(E), 9(C), 12(A)
II. PERSONAL COMMUNICATION		Harris	Melone and Carl		Personal Letter	5492	SDEIS	2(A), 3(B), 4(E)
II. PERSONAL COMMUNICATION		Hartong	Bill & Elaine	Georgetown, CO	Personal Letter	242	DEIS	2(C,E), 3(J), 5(B), 7(A,G)
II. PERSONAL COMMUNICATION		Hartong	E. Elaine & Ted	Georgetown, CO	Form Letter #2	5256	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Harvey	Edward W.	Grant, CO	Personal Letter	45	DEIS	2(A,D), 3(A,F), 5(A,C),8(E)
II. PERSONAL COMMUNICATION		Harvey	Edward W.	Grant, CO	Personal Letter	705	DEIS	2(A,D), 3(A,F), 5(A,C), 8(E)
II. PERSONAL COMMUNICATION		Haskell	Kirk		Form Letter #2	5513	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Haskell	Kirk		Form Letter #6	5543	SDEIS	3(A), 24(B), 26, 33
II. PERSONAL COMMUNICATION		Hatch	Dorothy	Conifer, CO	Personal Letter	243	DEIS	2(C), 3(A), 12(A,E,I)
II. PERSONAL COMMUNICATION		Hatcher	David H.		Personal Letter	5506	SDEIS	8(G),12(I), 24(A), 28(E), 33
II. PERSONAL COMMUNICATION		Hauser	Ken W.	Evergreen, CO	Personal Letter	244	DEIS	1, 2(B,C,D), 3(A,H), 4(D), 5(A), 7(A,E), 12(E)
II. PERSONAL COMMUNICATION		Hawkins	Kate	Georgetown, CO/Cedar Rapids, CO/LA	Personal Letter	564	DEIS	3(B,D), 5(E), 8(G), 12(A)
II. PERSONAL COMMUNICATION		Hawkins	Kate	Georgetown, CO/Cedar Rapids, IA	Form Letter #2	5334	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Hawkins	Kate		Form Letter #5	5803	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Hector	Louise	Denver, CO	Personal Letter	565	DEIS	8(E)
II. PERSONAL COMMUNICATION		Hegg	Heather		Form Letter #2	5391	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Helmstetter	Paul	Littleton, CO	Personal Letter	566	DEIS	3(A), 7(A)
II. PERSONAL COMMUNICATION		Henderson	Donita H.	Northport, AL	Personal Letter	245	DEIS	2(D,E), 3(A), 15(A)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Henning	William	Littleton, CO	Comment Sheet	143	DEIS	8(B,E,G), 9(C), 12(G)
II. PERSONAL COMMUNICATION		Henning	William	Highlands Ranch, CO	Personal Email	5251	SDEIS	8(G), 26
II. PERSONAL COMMUNICATION		Henning	William A.	Highlands Ranch, CO	Personal Letter	5232	SDEIS	8(G), 12(H)
II. PERSONAL COMMUNICATION		Hershberger	Ruth	Evergreen, CO	Personal Letter	246	DEIS	2(C), 8(E), 9(C)
II. PERSONAL COMMUNICATION		Hershberger	Ruth	Evergreen, CO	Personal Letter	5317	SDEIS	2(A), 12(A), 26(A)
II. PERSONAL COMMUNICATION		Heyse	Don	Fort Collins, CO	Personal E-Mail	519	DEIS	2(A,E,F), 3(A,H,J), 5(A,E), 7(A), 8(E,F), 9(F), 12(I)
II. PERSONAL COMMUNICATION		Heyse	Don		Personal Letter	5466	SDEIS	2(A,B,E), 5(E), 7(G), 8(C,G), 9, 16(D), 17, 23, 24(A), 25, 26(A), 29(A)
II. PERSONAL COMMUNICATION		Hickon	Gail	Denver, CO	Form Letter #2	5331	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Higgins	Sally M.	Pine, CO	Personal Letter	5373	SDEIS	2(A,B,D), 3(A), 5(E,B), 17, 24(B), 26(A), 28(A,F,D)
II. PERSONAL COMMUNICATION		Hisgen	Harv	Golden, CO	Personal E-Mail	520	DEIS	14(A,C)
II. PERSONAL COMMUNICATION		Hodges	Alice		Personal Letter	5762	SDEIS	8(G), 26
II. PERSONAL COMMUNICATION		Holmes	Julie		Personal Letter	5453	SDEIS	10(A), 11, 26(B)
II. PERSONAL COMMUNICATION		Hopkins	Wilson	Denver, CO	Comment Sheet	144	DEIS	1, 2(B), 3(A,D), 5(A), 8(B,F), 9(A,G), 15(B)
II. PERSONAL COMMUNICATION		Hopkins	Wilson	Denver, CO	Personal Letter	158	DEIS	1, 3(C), 4(A), 8(D), 9(C), 12(A)
II. PERSONAL COMMUNICATION		Hopkins	Wilson B.	Grant, CO	Personal Letter	5323	SDEIS	2(D), 28(L)
II. PERSONAL COMMUNICATION		Horwitz	Lawrence	Denver, CO	Personal Letter	247	DEIS	11
II. PERSONAL COMMUNICATION		Howell	Jan	Idaho Springs, CO	Comment Sheet	11	DEIS	3(A,B,D), 4(A,D)
II. PERSONAL COMMUNICATION		Howell	Jan and M. Sue		Personal Letter	5416	SDEIS	5(E), 17, 24(A,B), 26(A), 28(D)
II. PERSONAL COMMUNICATION		Huber	Patrick	Florissant, CO	Personal Letter	159	DEIS	2(C,D,E), 3(A,J), 4(A), 7(A,D,E)
II. PERSONAL COMMUNICATION		Huestis	Robert	Evergreen, CO	Personal Letter	567	DEIS	1, 2(B,C,D), 3(H)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Hughes	K.A.	Indianapolis, IN	Personal E-Mail	26	DEIS	2(A,D), 3(J), 8(E), 12(H)
II. PERSONAL COMMUNICATION		Hughes	Ralph M. & Mary Sue	Muncie, IN	Personal Letter	248	DEIS	2(B), 8(B,D,E)
II. PERSONAL COMMUNICATION		Hugo	Richard	Aurora, CO	Personal Email	5249	SDEIS	2(A,B,C,E), 3(A)
II. PERSONAL COMMUNICATION		Hume	Amy & Chad	Golden, CO	Personal Letter	5292	SDEIS	8(B,G), 17, 26
II. PERSONAL COMMUNICATION		Hume	Dorothy		Personal Letter	5507	SDEIS	8, 33
II. PERSONAL COMMUNICATION		Hume	Scot	Colorado Springs, CO	Personal Letter	46	DEIS	4(D), 12(D,E)
II. PERSONAL COMMUNICATION		Hume	Scot W.	Colorado Springs, CO	Personal Letter	5307	SDEIS	12(A), 26(A)
II. PERSONAL COMMUNICATION		Hun	Kimberly		Form Letter #1	91	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Hunninen	Katherine	Silver Plume, CO	Personal Letter	568	DEIS	1, 2(A,B,C,F), 3(C,D,H), 4(A,B,E), 5(B), 6(A,B,C,D), 7(D), 9(B), 15(B), 16(C,E)
II. PERSONAL COMMUNICATION		Hunt	Robert V.	Littleton, CO	Personal Letter	569	DEIS	2(E), 8(F)
II. PERSONAL COMMUNICATION		Huston	Ron	Evergreen, CO	Personal Letter	570	DEIS	2(B,C)
II. PERSONAL COMMUNICATION		Ikler	Bill	Nederland, CO	Personal Letter	249	DEIS	2(A,E,D), 4(C), 7(A,B,D), 8(D)
II. PERSONAL COMMUNICATION		Ikler	Bill		Personal Letter	5478	SDEIS	2(A), 7(G), 16(D), 24(A), 26(A), 28(A,E,F)
II. PERSONAL COMMUNICATION		Illig	Janice	Evergreen, CO	Personal Letter	250	DEIS	2(B,C,D), 3(A,J), 8(E)
II. PERSONAL COMMUNICATION		Illig	Janice	Evergreen, CO	Personal Letter	5310	SDEIS	2(A), 8(G), 12(A), 26(A), 29
II. PERSONAL COMMUNICATION		Imse	Ann	Morrison, CO	Personal Letter	571	DEIS	2(A,D), 3(A), 9(B)
II. PERSONAL COMMUNICATION		Isenhardt	Myra Warren & Frank	Denver, CO	Personal Letter	251	DEIS	2(A,D,E), 3(A,J), 4(A)
II. PERSONAL COMMUNICATION		Jackson	David F.	Littleton, CO	Personal Letter	5281	SDEIS	10(B), 11
II. PERSONAL COMMUNICATION		Jackson	David F. & Kathleen S.	Littleton, CO	Personal Letter	572	DEIS	10(A,B), 11
II. PERSONAL COMMUNICATION		Jacoby	Charles	Westminster, CO	Comment Sheet	5195	SDEIS	2(A), 26

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		James	Lynda	Fairplay, CO	Comment Sheet	145	DEIS	1, 4(A), 13(B)
II. PERSONAL COMMUNICATION		James	Lynda		Personal Letter	5479	SDEIS	3(A), 5(E), 12(G), 16(B,C), 17, 24(A,B), 28(D,E), 29(A)
II. PERSONAL COMMUNICATION		Jarboe	JoLynn		Personal E-Mail	27	DEIS	2(A,C), 3(B), 7(A,G), 8(E)
II. PERSONAL COMMUNICATION		Jarvis	James R.	Kansas City	Personal Letter	5290	SDEIS	26, 33
II. PERSONAL COMMUNICATION		Jausler	John		Personal Letter	5441	SDEIS	26
II. PERSONAL COMMUNICATION		Jay	Kathryn		Form Letter #1	92	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Jeglum	Glenn	Kittredge, CO	Personal Letter	573	DEIS	2(D), 3(A,B), 12(A)
II. PERSONAL COMMUNICATION		Jenkins	Howard	Littleton, CO	Personal Email	5293	SDEIS	2(B,C), 33
II. PERSONAL COMMUNICATION		Jenkins	Susan Worth	Littleton, CO	Personal Letter	252	DEIS	1, 2(A,B,C)
II. PERSONAL COMMUNICATION		Jenkins	Susan Worth	Littleton, CO	Personal Email	5252	SDEIS	2(B,C), 3(A), 12(G)
II. PERSONAL COMMUNICATION		Jensen	Einar N.	Idaho Springs, CO	Personal Letter	449	DEIS	2(A,B,C), 3(H,G), 5(D,E), 9(B), 12(A,E)
II. PERSONAL COMMUNICATION		Jensen	M.E.	Georgetown, CO	Personal Letter	450	DEIS	2(A,D), 3(C,G,J), 15(B)
II. PERSONAL COMMUNICATION		Johnson	Jane Murphy		Form Letter #1	255	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Johnson	Michael	Denver, CO	Personal Letter	574	DEIS	2(A), 12(E)
II. PERSONAL COMMUNICATION		Jones	Pat and Eldora		Personal Letter	5504	SDEIS	2(E), 3(A), 8(D), 35
II. PERSONAL COMMUNICATION		Jones	Susan	Boulder, CO	Personal Letter	160	DEIS	2(A,B,C,E), 8(E)
II. PERSONAL COMMUNICATION		Jorgensen	Dorothy		Form Letter #5	5534	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Joseph	Mark	Mt. Vernon, WA	Form Letter #2	5128	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Juliana			Form Letter #1	93	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Kaderet	Jeff		Personal Letter	5440	SDEIS	12(D), 26

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Kallman	Lisa	Evergreen, CO	Personal Letter	5186	SDEIS	3(A),12(I) , 24(B), 29
II. PERSONAL COMMUNICATION		Kaylor	Joy		Personal Letter	451	DEIS	8(1), 19(2)
II. PERSONAL COMMUNICATION		Keiser	Col. (Ret.) C.P.	Evergreen, CO	Personal Letter	161	DEIS	2(B,C,D), 3(A,D,I), 12(I)
II. PERSONAL COMMUNICATION		Keller	Linda	Denver, CO	Comment Sheet	5203	SDEIS	17, 26, 29
II. PERSONAL COMMUNICATION		Kelley	Kerin		Form Letter #5	5536	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Kelson	Betsy		Personal Letter	575	DEIS	3(J), 7(A,B,D)
II. PERSONAL COMMUNICATION		Kelson	Bitsy		Telephone Conversation Record	5495	SDEIS	3(A), 8(G), 24(A)
II. PERSONAL COMMUNICATION		Kemper	William	Denver, CO	Comment Sheet	12	DEIS	2(A,C), 4C, 5(A,B), 7(A)
II. PERSONAL COMMUNICATION		Kenry	George	Littleton, CO	Personal Letter	576	DEIS	8(E), 9(B,F)
II. PERSONAL COMMUNICATION		Kester	George D.	Crete	Personal Letter	5374	SDEIS	26
II. PERSONAL COMMUNICATION		Kester	Robert C.		Personal Letter	5480	SDEIS	2(E), 3(B), 8(G), 26, 33
II. PERSONAL COMMUNICATION		Kilgallion	Barbara		Personal Letter	5778	SDEIS	8(G,H)
II. PERSONAL COMMUNICATION		Klever	John H M		Personal E-Mail	521	DEIS	10(A,B), 11
II. PERSONAL COMMUNICATION		Knox	Kimberly		Form Letter #2	5515	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Knox	Kimberly		Form Letter #6	5545	SDEIS	3(A), 24(B), 26, 33
II. PERSONAL COMMUNICATION		Knox	Kimberly		Form Letter #5	5795	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Koehler	Suzanne		Form Letter #2	5393	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Kornelson	Mac & Jennie	Aurora, CO	Personal Letter	577	DEIS	2(A,B,C), 3(A), 12(A)
II. PERSONAL COMMUNICATION		Kramer	David	Evergreen, CO	Comment Sheet	512	DEIS	2, 3(A), 12(D)
II. PERSONAL COMMUNICATION		Krause	Kathryn		Personal Letter	5442	SDEIS	8

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Kreider	Jack	Greenwood Village, CO	Form Letter #2	5121	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Krieger	Abba	Carbondale, CO	Personal Letter	452	DEIS	2(A,B,C), 3(A), 12(D)
II. PERSONAL COMMUNICATION		Krueger	John		Form Letter #5	5539	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Krueger	John		Form Letter #6	5547	SDEIS	3(A), 24(B), 26, 33
II. PERSONAL COMMUNICATION		Kruger	Frances		Form Letter #1	94	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Kruger	Frances A.	Golden, CO	Form Letter #4	5275	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Kruger	Lois and Brent		Personal Letter	5487	SDEIS	2(A), 3(A), 5(F), 16(C,D)
II. PERSONAL COMMUNICATION		Kuehn	Kathleen	Evergreen, CO	Personal Letter	453	DEIS	2(C), 3(C,D), 7(D)
II. PERSONAL COMMUNICATION		Kurath	John and Stacey	Arvada/Jefferson, CO	Personal Letter	454	DEIS	2(A,B), 8(B), 9(C)
II. PERSONAL COMMUNICATION		Lamb	Shaman L	Georgetown, CO	Form Letter #5	5268	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Lambert	Edmund G. and Carol Lee		Personal Letter	5490	SDEIS	2(E,B), 3(A), 8(D), 12(D), 26
II. PERSONAL COMMUNICATION		Lamping	Jim		Personal Letter	5447	SDEIS	4(E)
II. PERSONAL COMMUNICATION		Lamping	Jim		Personal Letter	5448	SDEIS	3(B), 10(A,B,C), 11(C)
II. PERSONAL COMMUNICATION		Lamping	Jim	Grant, CO	Personal Letter	5208	SDEIS	11, 29(D)
II. PERSONAL COMMUNICATION		Landberg	Ronald J.	Georgetown, CO	Form Letter #2	5260	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Landberg	Ronald J.		Form Letter #5	5804	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Landberg	Sandra L.	Georgetown, CO	Form Letter #2	5259	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Landberg	Sandra L.	Georgetown, CO	Form Letter #5	5350	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Lankford	Polly	Georgetown, CO	Comment Sheet	13	DEIS	7(A)
II. PERSONAL COMMUNICATION		Lankford	Polly	Georgetown, CO	Form Letter #5	5352	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Larrick	Louise Gottschalk	Englewood, CO	Personal Letter	455	DEIS	2(D), 3(A,D), 8(G), 12(D,I)
II. PERSONAL COMMUNICATION		Lee	Patricia		Personal Email	5377	SDEIS	2(D), 8(B)
II. PERSONAL COMMUNICATION		Lehrer	Charles	Loveland, CO	Personal Letter	163	DEIS	2(B,E), 3(A,D), 4(A,B), 8(C), 9(C), 12(I), 13(B)
II. PERSONAL COMMUNICATION		Lehrer	Charles "Bud"		Personal Letter	5469	SDEIS	4(E), 12(D), 16(D,E)
II. PERSONAL COMMUNICATION		Lembitz	Deanne	Loveland, CO	Personal Letter	5306	SDEIS	2(A), 3(A), 12(D), 16C, 26(A)
II. PERSONAL COMMUNICATION		Levin	Mark	Idaho Springs, CO	Comment Sheet	513	DEIS	1
II. PERSONAL COMMUNICATION		Levy	Mimi	Denver, CO	Personal Letter	579	DEIS	10(B)
II. PERSONAL COMMUNICATION		Lewis	Margaret		Personal Letter	5439	SDEIS	3(A), 9(C), 24(B)
II. PERSONAL COMMUNICATION		Leyendecker	Liston E. and Barbara B.		Personal Letter	5424	SDEIS	3(A), 8(G), 23(C,P,T), 28(B)
II. PERSONAL COMMUNICATION		Lincoln	Daniel B.	Evergreen, CO	Personal Letter	5354	SDEIS	2(D), 8(G), 9(C), 24(B), 28(A,F), 29(A)
II. PERSONAL COMMUNICATION		Lupe	John		Form Letter #1	628	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Luther	Beth A.	Georgetown, CO	Personal Letter	5286	SDEIS	10(A,B,C), 11
II. PERSONAL COMMUNICATION		Lutz	Katherine M.	Denver, CO	Comment Sheet	514	DEIS	2(A,B,D), 12(D)
II. PERSONAL COMMUNICATION		Mainquish	Linda		Form Letter #1	95	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Malk	Diane	Denver, CO	Form Letter #2	5125	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Mann	Kathryn & Timothy	Arvada, CO	Personal Letter	456	DEIS	3(A,G), 4(A), 7(A)
II. PERSONAL COMMUNICATION		Markovitz	Laurie	Georgetown, CO	Personal Letter	164	DEIS	2(A,C,D), 3(A,D,J), 4(A), 12(D,E)
II. PERSONAL COMMUNICATION		Markowitz	Laurie		Form Letter #5	5404	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Marrell	Kristi and Family		Form Letter #5	5535	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Marsh	Tracey	Grant, CO	Comment Sheet	14	DEIS	2(A,B,C,E), 3(A,B)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Master	Jane L.		Form Letter #2	5765	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Mathowitz	Joanne Holden	Georgetown, CO	Comment Sheet	15	DEIS	10(A), 19(2), 20(20)(1)
II. PERSONAL COMMUNICATION		Mc Daniel		Pine, CO	Comment Sheet	16	DEIS	11
II. PERSONAL COMMUNICATION		Mc Nabb	Kerry	Aurora, CO	Personal Letter	580	DEIS	2(A,B,C), 5(B), 8(E)
II. PERSONAL COMMUNICATION		Mc Nair	Don		Comment Sheet	203	DEIS	2(A,B,C), 3(A), 12(I)
II. PERSONAL COMMUNICATION		McCann	James D	Georgetown, CO	Personal Letter	5286	SDEIS	10(A,B,C), 11
II. PERSONAL COMMUNICATION		McHugh	Kerry Ann		Comment Sheet	5500	SDEIS	9(C), 33
II. PERSONAL COMMUNICATION		McKinney	Jan		Personal Letter	5456	SDEIS	2(D), 3(A), 5(E), 8, 29(A)
II. PERSONAL COMMUNICATION		McLaren	Brian		Form Letter #1	96	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		McLaren	Brian	Denver, CO	Form Letter #4	5278	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		McMeekin	Dorothy	Chanata	Personal Letter	5224	SDEIS	3(A), 33
II. PERSONAL COMMUNICATION		McMeekin	Dorothy & John		Personal Letter	457	DEIS	12(E,I)
II. PERSONAL COMMUNICATION		McNair	Donald W.	Empire, CO	Personal Letter	5246	SDEIS	33
II. PERSONAL COMMUNICATION		McNiel	M.		Form Letter #3	5784	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		McNiel	M.		Form Letter #2	5514	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		McNiel	M.		Form Letter #6	5544	SDEIS	3(A), 24(B), 26, 33
II. PERSONAL COMMUNICATION		Meeks	Mark	Bailey, CO	Personal Letter	581	DEIS	2(B,D), 3(H), 7(D), 12(I)
II. PERSONAL COMMUNICATION		Meeks	Mark	Bailey, CO	Personal Letter	5192	SDEIS	3(A), 28(A,F)
II. PERSONAL COMMUNICATION		Mekse	Penelope		Form Letter #1	97	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Menze	Sue		Personal Letter	5368	SDEIS	2(A), 8

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Meo	Annie	Denver, CO	Personal Email	5205	SDEIS	22
II. PERSONAL COMMUNICATION		Merrill	M. Stanely		Personal Letter	5414	SDEIS	2(A), 3(G), 26
II. PERSONAL COMMUNICATION		Merrill	M. Stanley		Personal Letter	5776	SDEIS	2(A), 26
II. PERSONAL COMMUNICATION		Metz	Diane M.	Greenwood Village, CO	Form Letter #2	5120	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Meyer	Eric R.	Boulder, CO	Personal Letter	582	DEIS	2(A,D,F), 3(D,J), 12(A,D)
II. PERSONAL COMMUNICATION		Meyer	Paul A. & Linda K.	Evergreen, CO	Personal Letter	583	DEIS	11
II. PERSONAL COMMUNICATION		Milland	Steph C.		Personal Letter	5407	SDEIS	10(A,B), 11
II. PERSONAL COMMUNICATION		Miller	Ardis	Denver, CO	Form Letter #2	5382	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Minick	Virginia	Golden, CO	Personal Letter	5242	SDEIS	2(A), 3(G), 5(E), 12(D), 24(A), 26, 28(D), 29(A)
II. PERSONAL COMMUNICATION		Minick	Virginia C.	Golden, CO	Personal Letter	458	DEIS	2(C,D,H), 3(A,I), 4(A), 5(A,D,E), 12(I), 16(D)
II. PERSONAL COMMUNICATION		Mishler	Laura	Colorado Springs, CO	Personal Letter	165	DEIS	1, 2(A,B,C,E), 3(J), 5(B,E), 15(B)
II. PERSONAL COMMUNICATION		Mishler	Robert	Monument, CO	Personal Letter	52	DEIS	2(A,C), 8(E), 9(G)
II. PERSONAL COMMUNICATION		Mollenauer	Paul	Evergreen, CO	Personal Letter	5236	SDEIS	2(D), 24(B), 26
II. PERSONAL COMMUNICATION		Moller	Anne S.		Personal Letter	5431	SDEIS	2(D), 3(A), 12(A), 23(S), 26(A), 29(A)
II. PERSONAL COMMUNICATION		Moore	Janice & Mike	Georgetown, CO	Personal Letter	584	DEIS	3(D,H), 12(E,I)
II. PERSONAL COMMUNICATION		Moore	Janice and Michael		Form Letter #5	5405	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Moore	Michael		Personal Letter	5777	SDEIS	3(A,B), 16C, 23(Z), 29(A,B)
II. PERSONAL COMMUNICATION		Morris	Estel & Lucille		Form Letter #1	98	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Morton	Elizabeth	Lakewood, CO	Personal Letter	5312	SDEIS	8(F)
II. PERSONAL COMMUNICATION		Mott	Marcha	Evergreen, CO	Personal Letter	459	DEIS	2(B,C), 3(A), 4(A), 7(D), 8(G)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Mott	Martha		Personal Letter	5245	SDEIS	24(B), 29
II. PERSONAL COMMUNICATION		Mueller	Lavonne	DeKalb, IL	Personal Letter	460	DEIS	3(J), 7(A)
II. PERSONAL COMMUNICATION		Mueller	Linda	Georgetown, CO	Personal Letter	53	DEIS	1, 2(B,C), 3(A,C,D,J), 7(A), 8(B), 12(E)
II. PERSONAL COMMUNICATION		Mueller	Mike	Littleton, CO	Personal Letter	585	DEIS	2(A,B,C,D,F), 4(A), 7(C,D)
II. PERSONAL COMMUNICATION		Muenchow	Kurt	Morrison, CO	Personal Letter	586	DEIS	1, 2(A,B,C,D,F), 4(A), 5(A), 6(A,B,D,E), 7(E), 8(2), 9(B), 12(3), 15(D)
II. PERSONAL COMMUNICATION		Murphy	Jerry L.	Georgetown, CO	Personal Letter	587	DEIS	10(A,B), 11
II. PERSONAL COMMUNICATION		Murphy	Marcia	Denver, CO	Personal Letter	461	DEIS	10(A), 11
II. PERSONAL COMMUNICATION		Murphy	Ruth	Arvada, CO	Personal Letter	462	DEIS	3(A), 8(G), 12(E)
II. PERSONAL COMMUNICATION		Murphy	Ruth Mary		Personal Letter	5297	SDEIS	3(A), 12(A), 24(B), 26
II. PERSONAL COMMUNICATION		Murphy	Ruth Mary	Georgetown, CO	Form Letter #5	5348	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Nau	J.B.	Evergreen, CO	Personal Letter	463	DEIS	2(B,E), 4(E), 15(B)
II. PERSONAL COMMUNICATION		Neale	Terry	Bailey, CO	Comment Sheet	5196	SDEIS	12(I), 26
II. PERSONAL COMMUNICATION		Nelson	Mary Jo	Evergreen, CO	Personal Letter	55	DEIS	2(C), 3(C,E,J), 8(A)
II. PERSONAL COMMUNICATION		Nelson	Mary Jo	Evergreen, CO	Personal Letter	706	DEIS	2(C), 3(C,E,J), 8(A)
II. PERSONAL COMMUNICATION		Nelson	Mary Jo		Personal Letter	5496	SDEIS	2(A), 3(A), 8(A,C), 12(G), 24(A)
II. PERSONAL COMMUNICATION		Nelson	Noel		Form Letter #1	176	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Nelson	Robert A.	Golden, CO	Personal Letter	588	DEIS	1, 3(A), 4(A), 5(A,E), 8(C)
II. PERSONAL COMMUNICATION		Nelson	Robert A.		Personal Letter	5445	SDEIS	22, 28(D)
II. PERSONAL COMMUNICATION		Nent	Lori		Form Letter #5	5533	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Neumann	Claude		Comment Sheet	515	DEIS	7(A), 9(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Nicklas	Jim		Personal Letter	56	DEIS	2(A,B), 8(E), 9(F), 15(A,B,D)
II. PERSONAL COMMUNICATION		Nikkel	Dave	Littleton, CO	Comment Sheet	5202	SDEIS	12(D)
II. PERSONAL COMMUNICATION		Nisco	Alessandra	Telluride, CO	Personal Letter	464	DEIS	3(A,B,F,J), 5(B), 8(A)
II. PERSONAL COMMUNICATION		Nisler	Paul	Georgetown, CO	Form Letter #2	5337	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Noel	Cyndy	Colorado Springs, CO	Form Letter #2	5335	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Noraden	Elizabeth		Personal Letter	5415	SDEIS	12(A), 26
II. PERSONAL COMMUNICATION		Norton	Marcella D.	Georgetown, CO	Personal Letter	465	DEIS	3(D,J), 4(A), 12(A,D)
II. PERSONAL COMMUNICATION		Norton	Marcella D.		Form Letter #5	5538	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Oakes	Bill	Aurora, CO	Personal Letter	595	DEIS	3(A), 4(A), 12(A)
II. PERSONAL COMMUNICATION		Olinicy	Dan and Ruth	Evergreen, CO	Personal Letter	5296	SDEIS	2(A), 8(D), 24(A), 26, 28(D)
II. PERSONAL COMMUNICATION		Olinicy	Ruth & Dan	Evergreen, CO	Personal Letter	466	DEIS	2(C,D), 3(G), 5(B,E), 8(B,E,F)
II. PERSONAL COMMUNICATION		Oliver	Wendy	Buena Vista, CO	Personal Letter	596	DEIS	2(A,B,C), 4(A), 5(E), 8(B)
II. PERSONAL COMMUNICATION		Onago	Nancy A.	Georgetown, CO	Personal Letter	467	DEIS	2(A,C,D), 3(D), 4(A), 9(C), 16(E)
II. PERSONAL COMMUNICATION		Osborn	Jerry	Littleton, CO	Personal Letter	597	DEIS	2(A,B,C), 3(A), 8(G)
II. PERSONAL COMMUNICATION		Otto	Elizabeth	Lakewood, CO	Personal Letter	5318	SDEIS	26(A)
II. PERSONAL COMMUNICATION		Otto	Elizabeth	Idaho Springs, CO	Personal Letter	468	DEIS	2(A,B,D), 3(D), 7(B)
II. PERSONAL COMMUNICATION		Overpeck	Kim and John		Form Letter #5	5531	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		P.	E.B.		Personal Letter	233	DEIS	8(G)
II. PERSONAL COMMUNICATION		Page	Barbara		Personal Letter	469	DEIS	3(A,D), 4(A), 5(A,B,C,E),9(E), 12(I), 16(E)
II. PERSONAL COMMUNICATION		Page	Barbara		Personal Letter	5471	SDEIS	12(I), 16(E,C), 17, 23(P,R,Z), 24(B)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Palmer	Sandra L.	Denver, CO	Form Letter #1	256	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Parker	Nina and Larry		Personal Letter	5477	SDEIS	2(A,D), 3(A), 8(G), 17, 26(A)
II. PERSONAL COMMUNICATION		Parsons	Harry	Morrison, CO	Personal Letter	5247	SDEIS	3(A), 26
II. PERSONAL COMMUNICATION		Parsons	Harry V.	Morrison, CO	Personal Letter	470	DEIS	3(I), 8(B), 9(C), 12(A)
II. PERSONAL COMMUNICATION		Passas	Delinda and Christopher		Personal Letter	5497	SDEIS	8(D), 12(A), 16(D), 23(Z)
II. PERSONAL COMMUNICATION		Pate	Bill	Joplin, MO	Personal Letter	5355	SDEIS	8(G), 12(A,I), 24(A)
II. PERSONAL COMMUNICATION		Patterson	Ned	St. Paul, MN	Form Letter #2	5326	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Patterson	Sally D.	St. Paul, MN	Personal Letter	471	DEIS	2(A,B,C), 3(A,H), 4(A), 8(B), 9(F)
II. PERSONAL COMMUNICATION		Patterson	Sally D.	Georgetown, CO	Form Letter #5	5344	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Patterson	Thomas	Georgetown, CO	Form Letter #5	5345	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Patton	Brenda	Littleton, CO	Personal Letter	472	DEIS	2(A,B,C,D), 3(A), 7(A)
II. PERSONAL COMMUNICATION		Patton	John W.	St. Paul, MN	Form Letter #2	5330	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Paul	Sophia	Bailey, CO	Comment Sheet	17	DEIS	2(A), 7(D)
II. PERSONAL COMMUNICATION		Pedersen	Pilar	Boulder, CO	Personal Letter	57	DEIS	2(B,C,D), 3(I), 8(G), 12(E,I)
II. PERSONAL COMMUNICATION		Pedeuen	Pilar		Personal Letter	5430	SDEIS	3(A), 8(G), 26
II. PERSONAL COMMUNICATION		Pedlow	Kerry, Joyce, Margaret	Georgetown, CO	Form Letter #5	5270	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Pequette	James	Georgetown, CO	Personal Letter	58	DEIS	1, 2(B,C), 3(A,C,D,J), 7(A), 8(F), 9(B), 12(E)
II. PERSONAL COMMUNICATION		Pequette			Personal Letter	5429	SDEIS	24(B), 26, 33, 35
II. PERSONAL COMMUNICATION		Person	Deanna		Form Letter #1	99	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Peters	Donna		Form Letter #5	5400	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Peters	John A.		Form Letter #2	5390	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Peters	Johnny	Georgetown, CO	Personal Letter	5216	SDEIS	2(A), 3(A,B), 23(F,P,M)
II. PERSONAL COMMUNICATION		Phillips and Masters	Wendy and Ellen J.		Form Letter #3	5518	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Pinkowitz	Susan F.		Personal Letter	5467	SDEIS	8(G), 9(C), 16(B,C,D), 17, 24(A,B), 26, 28(D), 29(A,D), 33
II. PERSONAL COMMUNICATION		Pinkowitz	Tod		Personal Letter	5486	SDEIS	5(B,E), 23(H,O,Z), 24(B)
II. PERSONAL COMMUNICATION		Plutt	Steve	Lake George	Personal Letter	598	DEIS	2(D), 7(A)
II. PERSONAL COMMUNICATION		Polhemus			Personal Letter	473	DEIS	2(A,E), 3(A)
II. PERSONAL COMMUNICATION		Poor			Form Letter #1	100	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Powell	Dienne	Idaho Springs, CO	Personal Letter	59	DEIS	2(A,B,C,D), 5(B), 7(A), 8(F), 9(B), 12(E)
II. PERSONAL COMMUNICATION		Primus	Robert J.	Georgetown, CO	Personal Letter	5231	SDEIS	24(B), 26, 28(B), 29(E)
II. PERSONAL COMMUNICATION		Primus	Robert J.	Georgetown, CO	Personal Letter	5378	SDEIS	23(F), 28(B)
II. PERSONAL COMMUNICATION		Pugh	W.A.		Form Letter #5	5399	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Puzitar	Robert M		Form Letter #4	5274	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Pyle	J.E.		Personal Letter	5422	SDEIS	24(B), 26, 35
II. PERSONAL COMMUNICATION		Rachel	Naomi	Boulder, CO	Personal Letter	61	DEIS	2(A,B,C), 3(A,J), 5(B), 12(D,H)
II. PERSONAL COMMUNICATION		Rachel	Naomi	Boulder, CO	Personal Letter	5305	SDEIS	26(A)
II. PERSONAL COMMUNICATION		Radovich	Nicholas D.	Denver, CO	Personal Letter	599	DEIS	2(A,B), 5(A,B,C), 12(A)
II. PERSONAL COMMUNICATION		Rapp	Ed	Dumont, CO	Personal Letter	5213	SDEIS	18, 19, 20, 21, 22
II. PERSONAL COMMUNICATION		Raup	Toni	Phoenix, AZ	Personal Letter	474	DEIS	2(A,C,D), 8(E)
II. PERSONAL COMMUNICATION		Raup	Toni		Personal Letter	5314	SDEIS	26

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Reed	Nora	Ex. Springs	Personal Letter	5280	SDEIS	2C, 3(A), 8, 23(D), 28(A,B,F)
II. PERSONAL COMMUNICATION		Reiquam	Bill and Elenor	Lakewood, CO	Personal Letter	5230	SDEIS	8(G), 26
II. PERSONAL COMMUNICATION		Reynolds	Marianne		Form Letter #1	101	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Reynolds	Marianne	Lakewood, CO	Form Letter #4	5343	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Reynolds	Marlin	Lexington	Form Letter #2	5263	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Rhodes	Marilyn	Evergreen, CO	Personal Letter	475	DEIS	2(D), 7(B)
II. PERSONAL COMMUNICATION		Richie	Page D.		Personal Letter	5370	SDEIS	2(D), 3(A,B), 5(C,E),12(I), 23(L)
II. PERSONAL COMMUNICATION		Robertson	Alex		Personal E-Mail	211	DEIS	4(A)
II. PERSONAL COMMUNICATION		Robinson	Lisa	Grant, CO	Personal Letter	600	DEIS	1, 3(F), 15(D), 16(C)
II. PERSONAL COMMUNICATION		Robinson	Roy E,	Denver, CO	Form Letter #2	5130	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Rodina	Christine	Georgetown, CO	Personal Letter	5357	SDEIS	2(A), 3(A), 8(G)
II. PERSONAL COMMUNICATION		Roe	John & Sandra	Minneapolis, MN	Personal Letter	5184	SDEIS	2(F), 3(A),12(I),15(A), 24(B), 28(F)
II. PERSONAL COMMUNICATION		Roe	John & Sandra	Georgetown, CO	Form Letter #5	5266	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Roe	Katharine	St. Paul, MN	Form Letter #2	5339	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Roe	Sandra B	Saint Paul, MN	Personal Letter	601	DEIS	2(B), 3(C), 7(G)
II. PERSONAL COMMUNICATION		Roe	Suca J. and David B		Personal Letter	5443	SDEIS	3(A), 26, 33
II. PERSONAL COMMUNICATION		Roeh	Teri		Form Letter #1	177	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Rogers	Buck & Mary	Perry	Personal Letter	5222	SDEIS	23(F,P,N,U,A), 26
II. PERSONAL COMMUNICATION		Rosenfeld	Ruth K.	Georgetown, CO	Personal Letter	602	DEIS	2(B,D), 3(A,H), 4(A), 5(B), 8(E)
II. PERSONAL COMMUNICATION		Roske	Waron		Personal Letter	5311	SDEIS	12(A), 26(A), 29

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Roske	Warren	Golden, CO	Personal Letter	476	DEIS	2(A,C,D), 12(I)
II. PERSONAL COMMUNICATION		Ross	Grady		Personal Letter	5503	SDEIS	2(A)
II. PERSONAL COMMUNICATION		Rossmiller	Gary A.	Denver, CO	Personal Letter	603	DEIS	2(B,D), 3(A), 4(B), 8(C), 9(C)
II. PERSONAL COMMUNICATION		Rotigan	Barbara and John		Form Letter #5	5807	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Roubos	Terie		Personal Letter	5775	SDEIS	8(G)
II. PERSONAL COMMUNICATION		Ruhoff	Ron	Evergreen, CO	Personal Letter	477	DEIS	2(C), 4(A), 7(A), 9(F)
II. PERSONAL COMMUNICATION		Russack	Sid		Personal E-Mail	522	DEIS	14(A)
II. PERSONAL COMMUNICATION		Rutherford	Frank "Buff" and Mary Lou		Form Letter #5	5540	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Rutter	Anita	Denver, CO	Personal Letter	578	DEIS	3(A,J), 8(B)
II. PERSONAL COMMUNICATION		Ryan	Marlys K.	Georgetown, CO	Personal Letter	478	DEIS	11
II. PERSONAL COMMUNICATION		Sample	Joan		Personal Letter	5484	SDEIS	12(A), 23(S), 24(B)
II. PERSONAL COMMUNICATION		Sanders	Helen	Georgetown, CO	Personal Letter	479	DEIS	2(A,B,C), 3(A,E), 4(A,E), 12(E)
II. PERSONAL COMMUNICATION		Sanders	Helen	Georgetown, CO	Personal Letter	5366	SDEIS	2(B), 3(A), 5(E), 17, 24(B), 26(A), 28(B), 32
II. PERSONAL COMMUNICATION		Sanders & Temple	Laura-Neta & Len	Idaho Springs, CO	Comment Sheet	205	DEIS	2(A,B,C,E), 3(B), 8(G), 12(D)
II. PERSONAL COMMUNICATION		Sarne	Julie	St. Paul, MN	Form Letter #2	5327	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Saum	George H.	Agate, CO	Personal E-Mail	28	DEIS	2(A), 3(B), 5(D), 8(E), 9(F)
II. PERSONAL COMMUNICATION		Schach	Ray	Lakewood, CO	Personal Letter	5380	SDEIS	10(A), 11, 22
II. PERSONAL COMMUNICATION		Schaefer	Susan		Personal Letter	5411	SDEIS	24(B), 29(C,F)
II. PERSONAL COMMUNICATION		Scheerer	Mr F.R.	Grant, CO	Comment Sheet	206	DEIS	4(B), 10(A)
II. PERSONAL COMMUNICATION		Scherer	Dave	South Fork, CO	Personal Letter	604	DEIS	8

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Schmalz	Ted and Mary		Form Letter #3	5785	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Schmidt	Janet		Form Letter #2	5388	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Schobinger	Charles W.		Personal Letter	605	DEIS	3(H), 12(G)
II. PERSONAL COMMUNICATION		Schomberg	Mr & Mrs A. Thomas		Personal Letter	481	DEIS	2(A,C,D), 7(A), 9(F)
II. PERSONAL COMMUNICATION		Schreier	Susan M.		Form Letter #5	5529	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Schreiner	John	Rural Clear Creek County	Comment Sheet	207	DEIS	2(B)
II. PERSONAL COMMUNICATION		Scott	Gates & Sara		Personal Letter	482	DEIS	2(A,B,C,E), 3(C,D,J), 5(B), 8(D), 12(A)
II. PERSONAL COMMUNICATION		Scott	Julia and William		Personal Letter	5759	SDEIS	12(A), 24(B), 29(A,C), 33
II. PERSONAL COMMUNICATION		Scott	Julie	Englewood, CO	Personal Letter	62	DEIS	REQUEST COPY OF EIS
II. PERSONAL COMMUNICATION		Scott	Mr & Mrs WM L.		Form Letter #1	102	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Scott	Patrica		Personal Letter	167	DEIS	2(C,D), 3(A), 4(A), 8(G)
II. PERSONAL COMMUNICATION		Scott	Patricia A.	Georgetown, CO	Form Letter #5	5351	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Seeley and Eagle	Richard H. and Lynda		Form Letter #5	5796	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Seeley and Eagle	Richard H. and Lynda		Personal Letter	5498	SDEIS	16(B,C,D,E), 26
II. PERSONAL COMMUNICATION		Seeley and Eagle	Richard H. and Lynda		Personal Letter	5499	SDEIS	5(C), 16(B,C,D,E), 26
II. PERSONAL COMMUNICATION		Seeley and Eagle	Richard H. and Lynda		Personal Letter	5772	SDEIS	16(B,C,D), 23(P), 26
II. PERSONAL COMMUNICATION		Selby	Alice		Form Letter #3	5517	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Semler	Roger	Kalispell, MT	Personal Letter	64	DEIS	1, 2(B,C), 3(A,B,C,D,E), 5(A,E), 12(D,E,I)
II. PERSONAL COMMUNICATION		Semler	Roger	Kalispell, MT	Personal Letter	707	DEIS	1, 2(B,C), 3(A,B,C,D,E), 5(A,E), 12(D,E,I)
II. PERSONAL COMMUNICATION		Shaw	John and Melody		Form Letter #2	5392	SDEIS	7(G), 24(B), 26

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Shea	Charles		Personal Letter	5375	SDEIS	3(A), 15(B), 24(B), 26, 33, 35
II. PERSONAL COMMUNICATION		Shea	Charles		Form Letter #5	5757	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Shea	Susan		Personal Letter	5376	SDEIS	3(A), 15(B), 24(B), 26, 33, 35
II. PERSONAL COMMUNICATION		Shelton	Catherine K.	Evergreen, CO	Personal Letter	606	DEIS	2(B,C,D), 3(J), 5(A,B), 12(A,G)
II. PERSONAL COMMUNICATION		Shield	Samuel		Personal Letter	65	DEIS	3(A,J), 4(A,E), 5(B,C), 8(E)
II. PERSONAL COMMUNICATION		Sitzman	Betty J.		Form Letter #2	5766	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Sitzman	Betty, J.	Georgetown, CO	Personal Letter	232	DEIS	3(A,D,J), 12(I)
II. PERSONAL COMMUNICATION		Skeen	Cynthia	Georgetown, CO	Personal Letter	168	DEIS	4(B,E), 7(A,D)
II. PERSONAL COMMUNICATION		Skeen	Cynthia		Personal Letter	5485	SDEIS	2(A), 7(A), 16(D), 28(F)
II. PERSONAL COMMUNICATION		Slattery	Dan		Personal Letter	5421	SDEIS	2(B), 5(E), 17, 24(B), 26, 29(A), 35
II. PERSONAL COMMUNICATION		Slavec	Paul		Personal Letter	5308	SDEIS	12(A), 26(A)
II. PERSONAL COMMUNICATION		Smith	Antonettee DeLauro	Englewood, CO	Personal Letter	5191	SDEIS	3(B), 8(G), 24(B), 29
II. PERSONAL COMMUNICATION		Smith	Barton B.		Personal Letter	5419	SDEIS	3(A), 8(G), 24(C), 26, 33
II. PERSONAL COMMUNICATION		Smith	Dorothy		Form Letter #1	257	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Smith	Robert C.		Comment Sheet	5226	SDEIS	22, 28(B)
II. PERSONAL COMMUNICATION		Smith	Robert C.		Comment Sheet	5284	SDEIS	10(A), 11, 22, 28(B)
II. PERSONAL COMMUNICATION		Snodgrass	Brent		Personal Letter	483	DEIS	1, 2(A,B,C,D), 4(C), 5(A,B), 8(G), 12(D,E)
II. PERSONAL COMMUNICATION		Snyder	Pat		Personal Letter	5313	SDEIS	2(E), 3(A), 26(A)
II. PERSONAL COMMUNICATION		Sorensen	Patricia	Evergreen, CO	Personal Letter	484	DEIS	2(B), 12(I)
II. PERSONAL COMMUNICATION		Speaks	William	Lakewood, CO	Comment Sheet	19	DEIS	2C, 5(B), 8(D), 13(A)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Spector	Cheryl A.		Form Letter #2	5809	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Spezia	John	Steamboat Springs, CO	Personal Letter	67	DEIS	2(A,B,C), 5(B,E), 12(D,E,I)
II. PERSONAL COMMUNICATION		Spielman	Malcolm and Robbie		Form Letter #4	5276	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Spielman	Roberta		Form Letter #1	103	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Spiller	Dianne		Personal E-Mail	212	DEIS	4(B), 14(A)
II. PERSONAL COMMUNICATION		Springer	Chemaine		Personal Letter	5494	SDEIS	3(A), 8(C)
II. PERSONAL COMMUNICATION		Springer	Joseph		Personal Letter	5754	SDEIS	2(D), 3(B), 8(G), 26
II. PERSONAL COMMUNICATION		Stacy	Richard	Montrose, CO	Personal Letter	5183	SDEIS	2(A), 12(G)
II. PERSONAL COMMUNICATION		Stacy	Richard D.	Montrose, CO	Personal Letter	607	DEIS	1, 10(B), 11, 16
II. PERSONAL COMMUNICATION		Stahl	Mark A & Bobbie Jo	Lakewood, CO	Personal Letter	608	DEIS	2(B), 3(J), 8(E)
II. PERSONAL COMMUNICATION		Stanbogh	Leo		Form Letter #3	5521	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Stanley	Paul & Janet	Georgetown, CO	Personal Letter	68	DEIS	2(D,E), 3(A,D), 9(F), 12(E,I)
II. PERSONAL COMMUNICATION		Starbuck	Joanne M.	Littleton, CO	Form Letter #2	5258	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Stavy	Michael	Chicago, IL	Personal Letter	5321	SDEIS	2(C), 12(I), 26, 33, 35
II. PERSONAL COMMUNICATION		Steele	Steven M.		Personal Letter	5472	SDEIS	4(E), 8(G), 24(A,B), 28(E)
II. PERSONAL COMMUNICATION		Stevens	Carl	Wheat Ridge, CO	Personal Letter	69	DEIS	3(A), 7(A,G)
II. PERSONAL COMMUNICATION		Stibeeel	James		Form Letter #3	5522	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Stokes	Dennis B.	Boulder, CO	Personal Letter	5299	SDEIS	2(A), 8(G), 33
II. PERSONAL COMMUNICATION		Stokes	Ellen C	Boulder, CO	Personal Letter	5363	SDEIS	2(A), 3(A), 17
II. PERSONAL COMMUNICATION		Stokstad	Peggy		Telephone Conversation Record	5449	SDEIS	10(C), 11(C)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Stokstad	Peggy		Personal Letter	5462	SDEIS	11C, 23, 28
II. PERSONAL COMMUNICATION		Stowell	John		Personal E-Mail	523	DEIS	2(A,D), 3(A,J), 8(C)
II. PERSONAL COMMUNICATION		Straub	Cherie & Russ	South Dartmouth/Evergreen, MA/CO	Personal Letter	485	DEIS	3(A,B,C), 3(A,J), 8(G)
II. PERSONAL COMMUNICATION		Straub	Cherrie	Evergreen, CO	Personal Letter	5369	SDEIS	3(A), 24(B), 26(A)
II. PERSONAL COMMUNICATION		Straub	D'Arcy	Littleton, CO	Personal Letter	609	DEIS	1, 14(A)
II. PERSONAL COMMUNICATION		Straub	D'Arcy		Personal Letter	5475	SDEIS	2(A,B), 3(B), 5(F), 9(B)
II. PERSONAL COMMUNICATION		Streete	John L.	Denver, CO	Personal Letter	486	DEIS	2(A,C), 12(D)
II. PERSONAL COMMUNICATION		Sullivan	Colleen		Personal Letter	5764	SDEIS	12(A), 26
II. PERSONAL COMMUNICATION		Sullivan	Dale	Houston, TX	Personal Letter	169	DEIS	2(A,C,D), 3(J), 8(C), 12(H)
II. PERSONAL COMMUNICATION		Sush	Britt	Sante Fe, NM	Form Letter #2	5261	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Sustern	Britt		Form Letter #5	5799	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Sweetser	Elliot	Lakewood, CO	Personal Letter	5206	SDEIS	29(E)
II. PERSONAL COMMUNICATION		Swem	Helen and Theodor		Personal Letter	5438	SDEIS	4(E), 8(G), 17, 24(A), 28(D), 29(A)
II. PERSONAL COMMUNICATION		Swem	Theodor & Helen	Evergreen, CO	Personal Letter	610	DEIS	1, 2(A,D,F), 3(C), 4(A,E), 5(B), 7(A)
II. PERSONAL COMMUNICATION		Swett	Sondra	Salida, CO	Personal Letter	5358	SDEIS	2(A), 8(G), 24(A), 29(F)
II. PERSONAL COMMUNICATION		Swift	Kevin		Form Letter #5	5798	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Sykes	Virginia	Golden, CO	Personal Letter	611	DEIS	2(C), 3(J), 8(E)
II. PERSONAL COMMUNICATION		Sylvester	Les & Martha-Ann		Personal Letter	612	DEIS	2(C), 3(A), 5(B)
II. PERSONAL COMMUNICATION		Tauriello	Daniel	Conifer, CO	Personal Letter	613	DEIS	2(A,C), 5(A,B), 12(A)
II. PERSONAL COMMUNICATION		Taylor	Jan	Devon, England	Personal Letter	5322	SDEIS	3(A), 8, 16(E,D)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Terrell	Lawrence P.	Evergreen, CO	Personal Letter	487	DEIS	1, 2(A,B,C,F,G), 3(A), 5(B,E), 7(E,G), 8(D)
II. PERSONAL COMMUNICATION		Terrell	Lawrence P.		Personal Letter	5436	SDEIS	2(B), 5(E), 24(A,B), 26(A), 28(D), 29(A)
II. PERSONAL COMMUNICATION		Terry	Linda & Bob		Personal Letter	70	DEIS	2(A,B,C), 4(A), 12(E,I), 15(A)
II. PERSONAL COMMUNICATION		Tesky	Barbara		Personal Letter	5483	SDEIS	26, 33, 35
II. PERSONAL COMMUNICATION		Tesky	Jonathan	Denver, CO	Personal Letter	5320	SDEIS	3(A), 29(C)
II. PERSONAL COMMUNICATION		Tesky	Jonathan		Personal Letter	5319	SDEIS	2(A,D), 3(A), 8(B,G,H), 26(A)
II. PERSONAL COMMUNICATION		Tesky	Jonathan C.		Personal Email	5250	SDEIS	2(A,D), 3(A), 8(B,G,H), 24(B), 26(A)
II. PERSONAL COMMUNICATION		Thach	Catherine A.	Lakewood, CO	Personal Letter	614	DEIS	2(C,D), 3(D), 4(A,E), 8(E)
II. PERSONAL COMMUNICATION		Thach	Catherine A.	Lakewood, CO	Personal Letter	708	DEIS	2(C,D), 3(D), 4(A,E), 8(E)
II. PERSONAL COMMUNICATION		Thompson	Grace		Form Letter #1	104	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Tibbs	Bob		Form Letter #3	5340	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Tibbs	Bob and Konin	Georgetown, CO	Form Letter #5	5347	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Tiglsy	Brian	Empire, CO	Form Letter #2	5255	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Tinberry	Leroy		Form Letter #5	5537	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Tolpo	Carolyn	Shawnee, CO	Comment Sheet	20	DEIS	3(A,H), 7(A,G), 8(C)
II. PERSONAL COMMUNICATION		Tolpo	Vincent & Carolyn	Shawnee, CO	Personal Letter	488	DEIS	2(B,C,G), 3(A,H), 5(B,E), 7(A,B,D,F)
II. PERSONAL COMMUNICATION		Tomasi	Edwin J & Nell	Georgetown, CO	Personal Letter	615	DEIS	1, 3(A,H), 4(A), 7(B), 12(E)
II. PERSONAL COMMUNICATION		Tomocik	Joe	Denver, CO	Comment Sheet	208	DEIS	11
II. PERSONAL COMMUNICATION		Torok-Glover	Patricia A. and Brian A.		Personal Letter	5434	SDEIS	2(A,B), 3(A), 5(E), 12(D), 17, 23(C,Q), 24(A,B), 26, 28(B,D), 29(A)
II. PERSONAL COMMUNICATION		Townsend	Barbara		Form Letter #1	105	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Trelease-Bell	Amy	Georgetown, CO	Personal Letter	5364	SDEIS	3(A), 26, 28(B,F)
II. PERSONAL COMMUNICATION		Tullberg	Karen	Lakewood, CO	Form Letter #2	5333	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Unger	Joel	Denver, CO	Personal Letter	616	DEIS	11
II. PERSONAL COMMUNICATION		Upland	Chester R. and Virginia	Georgetown, CO	Form Letter #5	5271	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Valentine	Sherri	Evergreen, CO	Personal Letter	617	DEIS	2(A,B,C,D), 7(A)
II. PERSONAL COMMUNICATION		Valyburne	Glenn S.	Erie, CO	Form Letter #2	5332	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Van der Slice	John		Comment Sheet	146	DEIS	2(D,E), 3(H), 5(B,E), 7(A)
II. PERSONAL COMMUNICATION		Van der Slice	John	Georgetown, CO	Personal Letter	489	DEIS	2(B,D,E), 3(B,H), 5(B,C), 7(A)
II. PERSONAL COMMUNICATION		Van der Slice	John	Miami, FL	Form Letter #2	5386	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Vaughn	Cathy	Empire, CO	Comment Sheet	209	DEIS	8(E)
II. PERSONAL COMMUNICATION		Vaughn	Cathy		Personal Letter	5372	SDEIS	3(D), 26
II. PERSONAL COMMUNICATION		Ventimiglia	Lori		Personal Letter	490	DEIS	5(A,C), 9(F)
II. PERSONAL COMMUNICATION		Vigil	Marilyn	Thorton, CO	Personal E-Mail	524	DEIS	2(A,B), 3(J), 8(B)
II. PERSONAL COMMUNICATION		Vigor	William & Linda		Personal Letter	618	DEIS	8(G), 12(A)
II. PERSONAL COMMUNICATION		Wagner	Thomas & Kay	Evergreen, CO	Personal Letter	491	DEIS	7(A,D)
II. PERSONAL COMMUNICATION		Wahlborg	Harold J.	Georgetown, CO	Personal Letter	5215	SDEIS	22, 23(C,D,F,Y)
II. PERSONAL COMMUNICATION		Wahlborg	Maraday	Georgetown, CO	Personal Letter	171	DEIS	2(A,B), 3(A,C,J), 9(C), 12(D,E), 16(E)
II. PERSONAL COMMUNICATION		Waldman	Lawrence S.	Morrison, CO	Personal Letter	492	DEIS	11
II. PERSONAL COMMUNICATION		Walker	Louise C.	Evergreen, CO	Personal Letter	619	DEIS	2(B,C,F), 5(E), 8(E), 12(E)
II. PERSONAL COMMUNICATION		Walker	Sheila	Denver, CO	Form Letter #2	5124	SDEIS	7(G), 24(B), 26

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Walters	John and Karen	Lakewood, CO	Personal Letter	5316	SDEIS	2(A), 3(A), 17
II. PERSONAL COMMUNICATION		Waltz	Phil	Littleton, CO	Personal Letter	172	DEIS	2(C,D), 5(D), 8(D,E)
II. PERSONAL COMMUNICATION		Ward	Bruce		Personal Letter	5409	SDEIS	10(A,B), 11
II. PERSONAL COMMUNICATION		Ward	Thomas C.	Denver, CO	Personal Letter	620	DEIS	2(B,C,D), 5(B), 8(C), 12(D)
II. PERSONAL COMMUNICATION		Ward	Tim		Personal Letter	5458	SDEIS	2(A), 8(G)
II. PERSONAL COMMUNICATION		Wason	John E.	Evergreen, CO	Personal Letter	493	DEIS	2(B,C,D,E,G), 3(B,J), 9(C)
II. PERSONAL COMMUNICATION		Watson	Cathy	Georgetown, CO	Comment Sheet	21	DEIS	7(G), 12(A), 15(A)
II. PERSONAL COMMUNICATION		Waugh and Martin	Eliza and Scott	Austin, TX	Form Letter #4	5342	SDEIS	2(A), 4(F), 5(C), 16, 28(F,H), 29
II. PERSONAL COMMUNICATION		Weisner	Mrs. W.J.	Columbus, IL	Personal Letter	173	DEIS	2(B,C), 3(A,B,J), 8(E)
II. PERSONAL COMMUNICATION		Wells	Marion & Jeff	Conifer, CO	Comment Sheet	22	DEIS	2(D), 5(B,E), 12(A,E)
II. PERSONAL COMMUNICATION		Wendell	Roger J.		Telephone Conversation Record	5470	SDEIS	2(A,B), 3(B), 8(G), 12(A)
II. PERSONAL COMMUNICATION		Werblake	Kay		Personal Letter	5468	SDEIS	2(A), 4(E), 24(B), 29(F)
II. PERSONAL COMMUNICATION		Werlin	Peter and Kim	Georgetown, CO	Form Letter #5	5346	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		West	Mary E.	Denver, CO	Personal Letter	494	DEIS	10(A)
II. PERSONAL COMMUNICATION		West	Mary Eabels	Denver, CO	Personal Letter	5283	SDEIS	10(A)
II. PERSONAL COMMUNICATION		Westlye	Jane		Form Letter #1	106	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Whitcomb	Joyce		Personal Letter	621	DEIS	2(B,C), 3(B), 5(B)
II. PERSONAL COMMUNICATION		White	Larry		Personal Letter	622	DEIS	1, 5(A,B)
II. PERSONAL COMMUNICATION		Wicks	Dave	Colorado Springs, CO	Personal Letter	495	DEIS	2(A,B,F), 3(D), 5(B), 8(2), 12(1)
II. PERSONAL COMMUNICATION		Wilhour	Jane H.		Personal Letter	5301	SDEIS	12(A), 23(P,Z), 26, 28(B,F), 33

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Wilkins	Anne	Georgetown, CO	Personal E-Mail	525	DEIS	2(C,D), 5(A,B,E), 8(F), 12(A)
II. PERSONAL COMMUNICATION		Wilkins	Gary L.	Georgetown, CO	Personal E-Mail	526	DEIS	1, 2(A,B), 3(B,C), 5(C,E), 8(C)
II. PERSONAL COMMUNICATION		Willard	LeRoy		Personal Letter	5489	SDEIS	2(B), 3(A), 9(F), 24(B)
II. PERSONAL COMMUNICATION		Willhour	James R.		Personal Letter	5774	SDEIS	3(A), 12(D), 16(D), 23(Z), 26
II. PERSONAL COMMUNICATION		Willhour	Robert R.		Personal Letter	5300	SDEIS	12(A), 23(P,Z), 26, 28(B,F), 33
II. PERSONAL COMMUNICATION		Williams	Marie Claude		Form Letter #3	5789	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Williams	Marie Claude		Form Letter #5	5801	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Wilson	Linda	Tabernash, CO	Personal Letter	496	DEIS	2(A,D), 3(D), 5(E), 12(A)
II. PERSONAL COMMUNICATION		Wilson	Tom		Form Letter #3	5788	SDEIS	23(N,D,P.T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Wilson	Tom		Form Letter #5	5802	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Windemuller	Douglas L	Pine, CO	Comment Sheet	516	DEIS	2(D), 7(D), 15(D), 16(C)
II. PERSONAL COMMUNICATION		Winter	Kay	Denver, CO	Personal Email	5189	SDEIS	24(B)
II. PERSONAL COMMUNICATION		Winter	Sandra Kay	Denver, CO	Personal Letter	71	DEIS	2(A,D,E), 3(A,B,C,D), 4(A,E), 9(C,E)
II. PERSONAL COMMUNICATION		Wolf	Pauline and M.		Form Letter #5	5758	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Wood			Form Letter #1	107	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Woodard	Ben	Lakewood, CO	Personal Letter	623	DEIS	2(A,C), 3(A), 5(B)
II. PERSONAL COMMUNICATION		Woodard	Laura	Lakewood, CO	Personal Letter	709	DEIS	5(B,D),8(E,F,G)
II. PERSONAL COMMUNICATION		Woodland	Shirley	Pine, CO	Comment Sheet	210	DEIS	2(B,C,D), 4(D), 6(F), 8(G)
II. PERSONAL COMMUNICATION		Woods	Julie		Personal Letter	5773	SDEIS	2(A), 3(A), 16(C,D), 26(A), 29C
II. PERSONAL COMMUNICATION		Woods	Ruthann	Conifer, CO	Personal Letter	497	DEIS	2(A,B,C), 3(A,J), 12(I)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Writer	Gwendolyn	Georgetown, CO	Form Letter #3	5265	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Writer	Gwendolyn	Georgetown, CO	Form Letter #5	5267	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Zietz	Marion	Lakewood, CO	Personal Letter	624	DEIS	2(B), 3(A), 8(G)
II. PERSONAL COMMUNICATION		None Given	Nick	Loveland, CO	Personal Email	5220	SDEIS	3(B), 26
II. PERSONAL COMMUNICATION		Unknown			Comment Sheet	5207	SDEIS	10(B)
II. PERSONAL COMMUNICATION		Unknown			Comment Sheet	5211	SDEIS	22
II. PERSONAL COMMUNICATION		Unreadable	Bill & Jill	Grand Junction, CO	Personal Letter	625	DEIS	12(A)
II. PERSONAL COMMUNICATION		Unreadable	David		Form Letter #5	5532	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Unreadable			Personal Letter	73	DEIS	4(A,E), 8(F), 9(B), 12(E), 16(E)
II. PERSONAL COMMUNICATION		Unreadable			Personal Letter	74	DEIS	2(A,B,C,E)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	108	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	109	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	110	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	111	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	112	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	113	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	114	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	115	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	116	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	117	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	118	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	119	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	178	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	179	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	180	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	181	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	182	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	183	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	184	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	185	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	258	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	259	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	260	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #1	261	DEIS	2(B,C,D,E), 3(A), 12(E,I), 16(A,B,C,D)
II. PERSONAL COMMUNICATION		Unreadable		Denver, CO	Personal Letter	626	DEIS	2(C), 12(A)
II. PERSONAL COMMUNICATION		Unreadable		Morrison, CO	Form Letter #2	5123	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Unreadable		St. Paul, MN	Form Letter #2	5325	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Unreadable		St. Paul, MN	Form Letter #2	5329	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Unreadable		Lakewood, CO	Form Letter #2	5338	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #3	5519	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #2	5782	SDEIS	7(G), 24(B), 26
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #3	5786	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #3	5787	SDEIS	23(N,D,P,T), 26, 28(F,H), 29(F)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #5	5793	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
II. PERSONAL COMMUNICATION		Unreadable			Form Letter #5	5797	SDEIS	12(I), 23(Z), 24(B), 26(A), 28(B,F), 29(F)
III. PUBLIC HEARING		Abbey	Ann	Georgetown, CO	DEIS Public Hearing	829	DEIS	5(E), 9(B), 16(D,E)
III. PUBLIC HEARING		Allen	Barbara	Georgetown, CO	DEIS Public Hearing	814	DEIS	12(D)
III. PUBLIC HEARING		Allen	Chris	Georgetown, CO	DEIS Public Hearing	800	DEIS	8(D), 9(C), 16(B,E)
III. PUBLIC HEARING		Allen	Christopher	Silver Plume, CO	DEIS Public Hearing	873	DEIS	9(E,G)
III. PUBLIC HEARING		Anderson	Coralue	Georgetown, CO	DEIS Public Hearing	726	DEIS	1, 2(A), 3(C,H), 6(E), 7(C), 9(B), 12(I), 15(A,B), 16(C,D,E)
III. PUBLIC HEARING		Anderson	Coralue	Georgetown, CO	DEIS Public Hearing	838	DEIS	1, 2(A), 3(H), 4(E), 9(E), 16(B,C,D,E)
III. PUBLIC HEARING		Anderson	Coralue		DEIS Public Hearing	849	DEIS	7(A,E,F)
III. PUBLIC HEARING		Anderson	Coralue		DEIS Public Hearing	874	DEIS	1, 4(A), 5(A), 6(B), 7(B), 12(I), 16(C)
III. PUBLIC HEARING		Anderson	Coralue		12/5/00 Public Hearing	5044	SDEIS	1, 23(F,P,D,J), 28(A)
III. PUBLIC HEARING		Anderson	Coralue		12/5/00 Public Hearing	5049	SDEIS	12(A)
III. PUBLIC HEARING		Anderson	Coralue		12/7/00 Public Hearing	5096	SDEIS	23(P,F), 26
III. PUBLIC HEARING		Anderson	Coralue		12/7/00 Public Hearing	5107	SDEIS	23(U,A,J), 26(A)
III. PUBLIC HEARING		Anderson	Henry K. Jr.	Georgetown, CO	DEIS Public Hearing	808	DEIS	1, 2(B,C), 5(C), 6(A), 8(E,G), 13(A,B), 15(A)
III. PUBLIC HEARING		Anderson	Smoky		12/5/00 Public Hearing	5033	SDEIS	23(P,O)
III. PUBLIC HEARING		Anderson	Wendy	Georgetown, CO	DEIS Public Hearing	817	DEIS	4(A), 7(A,G)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Andrew	Mel		DEIS Public Hearing	877	DEIS	1, 2(B), 9(F), 12(E,I)
III. PUBLIC HEARING		Angell	Elissa	Denver, CO	DEIS Public Hearing	711	DEIS	1, 2(A,C,D), 3(E), 5(B), 6(B,E), 8(E), 14(A)
III. PUBLIC HEARING		Angell	Elissa	Denver, CO	DEIS Public Hearing	731	DEIS	1, 2(B,C), 6(E), 8
III. PUBLIC HEARING		Angell	Elissa	Denver, CO	DEIS Public Hearing	732	DEIS	1, 2(C)
III. PUBLIC HEARING		Angell	Elissa		12/6/00 Public Hearing	5071	SDEIS	23(J), 26(A)
III. PUBLIC HEARING		Angell	Elissa		12/6/00 Public Hearing	5086	SDEIS	23(O)
III. PUBLIC HEARING		Anonymous			DEIS Public Hearing	714	DEIS	7(F), 10
III. PUBLIC HEARING		Armbrust	Lewis	Evergreen, CO	DEIS Public Hearing	715	DEIS	2(A,B,C,D), 3(A), 5(A,B), 8(D,F), 9(B)
III. PUBLIC HEARING		Armburst	William	Kittredge, CO	DEIS Public Hearing	716	DEIS	2(D), 3(A), 9(B)
III. PUBLIC HEARING		Ashmore	Patrick K.	Georgetown, CO	DEIS Public Hearing	827	DEIS	12(A,B), 15(B)
III. PUBLIC HEARING		Axley	Hartman	Denver, CO	DEIS Public Hearing	794	DEIS	2(A,D,E), 3(A), 5(E), 8(F,G)
III. PUBLIC HEARING		Bacigalupi	Tod	Conifer, CO	DEIS Public Hearing	768	DEIS	12(I)
III. PUBLIC HEARING		Bacigalupi	Tod		DEIS Public Hearing	847	DEIS	1, 4(A), 5(E), 7(A)
III. PUBLIC HEARING		Bacigalupi	Tod		DEIS Public Hearing	882	DEIS	1, 2(A), 6(A,C), 7(A)
III. PUBLIC HEARING		Bacigalupi	Todd		12/6/00 Public Hearing	5072	SDEIS	23(U,I), 29(A)
III. PUBLIC HEARING		Bacigalupi	Todd		12/7/00 Public Hearing	5110	SDEIS	23(V)
III. PUBLIC HEARING		Bahrens	Lee		12/5/00 Public Hearing	5027	SDEIS	28(C)
III. PUBLIC HEARING		Bahrens	Lee		12/5/00 Public Hearing	5034	SDEIS	23(O)
III. PUBLIC HEARING		Bahrens	Lee		12/5/00 Public Hearing	5062	SDEIS	23(O)
III. PUBLIC HEARING		Bell	Janice	Georgetown, CO	DEIS Public Hearing	825	DEIS	9(E), 12(D,I)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Bell	Richard	Georgetown, CO	DEIS Public Hearing	824	DEIS	4(C), 7(A), 12(I)
III. PUBLIC HEARING		Bell	Richard		DEIS Public Hearing	875	DEIS	4(A), 15(A)
III. PUBLIC HEARING		Bennett	Maureen		DEIS Public Hearing	891	DEIS	4(A), 5(A,B,C,E)
III. PUBLIC HEARING		Bennett	Maureen		12/5/00 Public Hearing	5056	SDEIS	5(A,B), 17
III. PUBLIC HEARING		Bertoli	Rita		12/6/00 Public Hearing	5080	SDEIS	2(A), 3(B), 23(U)
III. PUBLIC HEARING		Bertolli	Rita	Lakewood, CO	DEIS Public Hearing	773	DEIS	3(C,G,I), 5(A,D,E), 8(B,C), 12(H)
III. PUBLIC HEARING		Bleesz	Mary		DEIS Public Hearing	876	DEIS	1, 2(B), 3(C), 7(B)
III. PUBLIC HEARING		Bolyn	Jan		12/7/00 Public Hearing	5115	SDEIS	10(A)
III. PUBLIC HEARING		Bowes	Tyler		12/6/00 Public Hearing	5085	SDEIS	28(D)
III. PUBLIC HEARING		Bowman	Marci	Idaho Springs, CO	DEIS Public Hearing	718	DEIS	2(D), 12(A)
III. PUBLIC HEARING		Buckland	Phil	Empire, CO	DEIS Public Hearing	775	DEIS	2(A,B,C), 3(B)
III. PUBLIC HEARING		Buckland	Phil		DEIS Public Hearing	887	DEIS	11
III. PUBLIC HEARING		Buckland	Sally		DEIS Public Hearing	885	DEIS	1, 11
III. PUBLIC HEARING		Buckland	Sally Guanella	Empire, CO	DEIS Public Hearing	803	DEIS	11
III. PUBLIC HEARING		Buckland	Sally Guanella		12/7/00 Public Hearing	5090	SDEIS	10(C), 11
III. PUBLIC HEARING		Burrows	Dick	Conifer, CO	DEIS Public Hearing	750	DEIS	2(A,F), 6(E), 12(E,I)
III. PUBLIC HEARING		Burrows	Dick		12/4/00 Public Hearing	5009	SDEIS	2(A), 3(B), 12(H)
III. PUBLIC HEARING		Calhoun	John	Silver Plume, CO	DEIS Public Hearing	770	DEIS	1, 2(F), 3(A,D,G,I), 4(E)
III. PUBLIC HEARING		Capps	Wes	Georgetown, CO	DEIS Public Hearing	798	DEIS	2(A,D), 3(A,B,D,E), 12(G)
III. PUBLIC HEARING		Carpenter	Dave	Shawnee, CO	DEIS Public Hearing	740	DEIS	2(A), 5(A,B)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Carpenter	David		DEIS Public Hearing	845	DEIS	9(E), 12(G,I)
III. PUBLIC HEARING		Champion	Ann	Georgetown, CO	DEIS Public Hearing	812	DEIS	3(A,B), 12(D)
III. PUBLIC HEARING		Champion	Charles	Georgetown, CO	DEIS Public Hearing	813	DEIS	5(A,B), 8(G)
III. PUBLIC HEARING		Chandler	Polly	Georgetown, CO	DEIS Public Hearing	790	DEIS	3(A,E), 6(D), 8(E)
III. PUBLIC HEARING		Church	Kasey		12/4/00 Public Hearing	5008	SDEIS	27
III. PUBLIC HEARING		Claus	Janet		DEIS Public Hearing	871	DEIS	1, 2(A,D), 3(H), 4(A,C), 7(A), 12(D,E), 15(B), 16(C,D,E)
III. PUBLIC HEARING		Corkern	Trey	Grant, CO	DEIS Public Hearing	736	DEIS	2(A,E), 3(B)
III. PUBLIC HEARING		Crespo	Kathy	Pine, CO	DEIS Public Hearing	746	DEIS	2(A,D,E), 8, 12(D,I)
III. PUBLIC HEARING		Debenham	Etta	Evergreen, CO	DEIS Public Hearing	807	DEIS	2(A,B,C), 7(D,G)
III. PUBLIC HEARING		Debenham	Etta		DEIS Public Hearing	879	DEIS	1, 2(A,B,C), 3(A,E,H), 4(A,C), 5(B), 7(B), 12(D)
III. PUBLIC HEARING		Delange	CJ		12/6/00 Public Hearing	5076	SDEIS	11
III. PUBLIC HEARING		Delange	CJ		12/6/00 Public Hearing	5078	SDEIS	22(A)
III. PUBLIC HEARING		DeLong	Jim	Georgetown, CO	DEIS Public Hearing	818	DEIS	7(E), 12(I)
III. PUBLIC HEARING		DeLong	Jim		12/7/00 Public Hearing	5092	SDEIS	12(I), 23(O), 29(C)
III. PUBLIC HEARING		Denver	Bruce		12/6/00 Public Hearing	5088	SDEIS	23(N), 30
III. PUBLIC HEARING		Divis	Pat	Bailey, CO	DEIS Public Hearing	737	DEIS	2(A,D), 3(A)
III. PUBLIC HEARING		Divis	Pat		DEIS Public Hearing	850	DEIS	3(D), 9(B)
III. PUBLIC HEARING		Drucker	Dan		DEIS Public Hearing	853	DEIS	1, 2(B,D)
III. PUBLIC HEARING		Dugan	Megan	Grant, CO	DEIS Public Hearing	756	DEIS	8
III. PUBLIC HEARING		Dugan	Megan		DEIS Public Hearing	863	DEIS	8(E), 16(E)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Dugan	Megan		12/4/00 Public Hearing	5001	SDEIS	17, 26
III. PUBLIC HEARING		Dugan	Megan		12/4/00 Public Hearing	5024	SDEIS	5(B), 17, 23(L,M,N,O), 26
III. PUBLIC HEARING		Dugan	Megan		12/5/00 Public Hearing	5055	SDEIS	17, 23(S,O), 25
III. PUBLIC HEARING		Dugan	Scott	Grant, CO	DEIS Public Hearing	758	DEIS	3(C,D), 5(A,B), 8
III. PUBLIC HEARING		Dugan	Scott		DEIS Public Hearing	856	DEIS	8(E), 9(F)
III. PUBLIC HEARING		Dugan	Scott		12/4/00 Public Hearing	5023	SDEIS	17, 24(B), 26, 29
III. PUBLIC HEARING		Dugan	Scott		12/5/00 Public Hearing	5042	SDEIS	3(L), 17, 23(N)
III. PUBLIC HEARING		Eichler	Garth		12/4/00 Public Hearing	5002	SDEIS	17, 26
III. PUBLIC HEARING		Eichler	Garth		12/4/00 Public Hearing	5019	SDEIS	3(A), 5(A), 23(K)
III. PUBLIC HEARING		Enochs	John	Georgetown, CO	DEIS Public Hearing	783	DEIS	8(E), 12(D), 15(A)
III. PUBLIC HEARING		Fabyanic	Jerry	Georgetown, CO	DEIS Public Hearing	795	DEIS	2(B,D), 3(E), 5(B), 12(D,H), 15(B)
III. PUBLIC HEARING		Faircloth	Phil	Bailey, CO	DEIS Public Hearing	786	DEIS	2(D), 8(E,F)
III. PUBLIC HEARING		Ferrin	Bruce	Bailey, CO	DEIS Public Hearing	749	DEIS	4(A)
III. PUBLIC HEARING		Ferrin	Bruce		DEIS Public Hearing	851	DEIS	1, 2(A,E,D), 3(A,B,D), 4(E), 9(G)
III. PUBLIC HEARING		Ferrin	Judy	Bailey, CO	DEIS Public Hearing	748	DEIS	3(A), 9(C), 12(A)
III. PUBLIC HEARING		Foster	Mike	Golden, CO	DEIS Public Hearing	713	DEIS	2(A,B,C), 5(C,E)
III. PUBLIC HEARING		Frost	George		12/4/00 Public Hearing	5026	SDEIS	12(G), 17, 24(B), 28(B)
III. PUBLIC HEARING		Garinger	Rube		DEIS Public Hearing	884	DEIS	2(A), 4(A,E), 9(F)
III. PUBLIC HEARING		Gordon	Bill		DEIS Public Hearing	840	DEIS	1, 2(A,C)
III. PUBLIC HEARING		Gordon	Jim	Grant, CO	DEIS Public Hearing	741	DEIS	4(A,B,E), 8

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Gordon	Mary Dale	Grant, CO	DEIS Public Hearing	739	DEIS	3(F), 8, 15(D), 16(C)
III. PUBLIC HEARING		Gordon	Mary Dale		DEIS Public Hearing	862	DEIS	2(A), 3(A,C,J)
III. PUBLIC HEARING		Gordon	Mary Dale		12/4/00 Public Hearing	5000	SDEIS	17, 26
III. PUBLIC HEARING		Gordon	Mary Dale		12/4/00 Public Hearing	5022	SDEIS	3(A), 8(G)
III. PUBLIC HEARING		Gordon	Rob	Grant, CO	DEIS Public Hearing	728	DEIS	8(E), 9(B,G)
III. PUBLIC HEARING		Gordon	Rob		DEIS Public Hearing	854	DEIS	4(A)
III. PUBLIC HEARING		Gordon	Rob		DEIS Public Hearing	869	DEIS	3(A), 5(E), 6(B), 8(E)
III. PUBLIC HEARING		Gorringer	Ruben F.	Georgetown, CO	DEIS Public Hearing	816	DEIS	2(A,C), 3(A), 4(A,E), 5(B), 8(A), 9(F), 13(A,B)
III. PUBLIC HEARING		Gotschalk	Libbie	Littleton, CO	DEIS Public Hearing	820	DEIS	3(G), 5(E), 7(A)
III. PUBLIC HEARING		Gottschalk	Libbie	Littleton, CO	DEIS Public Hearing	721	DEIS	2(B,C), 3(A), 5(A), 8, 12(I)
III. PUBLIC HEARING		Gottschalle	Libbie		DEIS Public Hearing	870	DEIS	1, 2(B,C), 6(A), 7(A)
III. PUBLIC HEARING		Gottshalk	Libby		12/6/00 Public Hearing	5082	SDEIS	23(P,D)
III. PUBLIC HEARING		Gottshalk	Libby		12/7/00 Public Hearing	5094	SDEIS	17, 26(A)
III. PUBLIC HEARING		Greksa	Mark	Georgetown, CO	DEIS Public Hearing	793	DEIS	2(A), 5(A,B,C,E), 12(E,I), 15(A)
III. PUBLIC HEARING		Greksa	Mark		DEIS Public Hearing	892	DEIS	2(A,B,D), 3(A,C), 5(B,C), 7(1), 8(2), 12(D,H), 15(B)
III. PUBLIC HEARING		Griffin	Karen	Pine, CO	DEIS Public Hearing	747	DEIS	1, 2(B,C,F), 3(A), 5(B,C), 9(C), 12(H)
III. PUBLIC HEARING		Guarella	Glenda	Empire, CO	DEIS Public Hearing	778	DEIS	11, 21
III. PUBLIC HEARING		Gulley, Jr.	J .L.	Georgetown, CO	DEIS Public Hearing	797	DEIS	9(C), 12(E,I)
III. PUBLIC HEARING		Hallberg	Mary Ellen	Georgetown, CO	DEIS Public Hearing	815	DEIS	3(A), 7(A), 16(C,E)
III. PUBLIC HEARING		Hartl	Joe	Bailey, CO	DEIS Public Hearing	811	DEIS	4(E), 8(D), 9(F)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Hartong	Bill	Georgetown, CO	DEIS Public Hearing	785	DEIS	20, 21
III. PUBLIC HEARING		Hartong	Elaine	Georgetown, CO	DEIS Public Hearing	784	DEIS	8(E)
III. PUBLIC HEARING		Harvey	Edward	Grant, CO	DEIS Public Hearing	738	DEIS	2(A,C), 3(F), 8, 15(D)
III. PUBLIC HEARING		Harvey	Edward		DEIS Public Hearing	841	DEIS	8(E), 9(E,F)
III. PUBLIC HEARING		Hisgen	Harv	Golden, CO	DEIS Public Hearing	729	DEIS	14(C)
III. PUBLIC HEARING		Holmes	Julie	Georgetown, CO	DEIS Public Hearing	765	DEIS	10(A), 11
III. PUBLIC HEARING		Holmes	Julie		DEIS Public Hearing	889	DEIS	10
III. PUBLIC HEARING		Holmes	Julie		12/7/00 Public Hearing	5098	SDEIS	7(A,G)
III. PUBLIC HEARING		Homes	Julie		12/4/00 Public Hearing	5017	SDEIS	2(B)
III. PUBLIC HEARING		Hotkins	Wilson	Denver, CO/Grant, CO	DEIS Public Hearing	753	DEIS	8(E)
III. PUBLIC HEARING		Houston	Rod		12/6/00 Public Hearing	5084	SDEIS	29
III. PUBLIC HEARING		Howell	Sue		DEIS Public Hearing	788	DEIS	2(D), 3(B,E), 5(B), 8(E,F)
III. PUBLIC HEARING		Hunninen	Kathy		DEIS Public Hearing	890	DEIS	1, 2(E), 3(A), 4(E), 6(A,B)
III. PUBLIC HEARING		Hust	Frances		DEIS Public Hearing	878	DEIS	2(A,B), 5(B), 12(I)
III. PUBLIC HEARING		Jackson	David		12/6/00 Public Hearing	5081	SDEIS	12(D)
III. PUBLIC HEARING		James	Karen		12/5/00 Public Hearing	5053	SDEIS	3(A)
III. PUBLIC HEARING		James	Lynda		12/4/00 Public Hearing	5007	SDEIS	17, 23(B,F,C,D,E,G), 24(A)
III. PUBLIC HEARING		Jeffers	Paul		DEIS Public Hearing	868	DEIS	2(A,C), 3(J), 12(A)
III. PUBLIC HEARING		Jefferson	Mike		12/7/00 Public Hearing	5112	SDEIS	11
III. PUBLIC HEARING		Johnson	Violet	Idaho Springs, CO	DEIS Public Hearing	787	DEIS	7(G)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Jones	Bob		DEIS Public Hearing	866	DEIS	12(G)
III. PUBLIC HEARING		Jones	Bob		12/7/00 Public Hearing	5106	SDEIS	23(A)
III. PUBLIC HEARING		Jones	Bob		12/7/00 Public Hearing	5108	SDEIS	23(A)
III. PUBLIC HEARING		Jones	Dave	Evergreen, CO	DEIS Public Hearing	722	DEIS	13
III. PUBLIC HEARING		Jones	David		12/6/00 Public Hearing	5075	SDEIS	17, 22, 29(B)
III. PUBLIC HEARING		Joye	Darin		12/4/00 Public Hearing	5018	SDEIS	5(C,E), 23(J)
III. PUBLIC HEARING		Kauffman	Jeff	Englewood, CO	DEIS Public Hearing	761	DEIS	2(A,B), 3(A), 8
III. PUBLIC HEARING		Keller	Linda		12/6/00 Public Hearing	5067	SDEIS	2(A), 3(A), 26(A)
III. PUBLIC HEARING		Kelly	Glenn	Grant, CO	DEIS Public Hearing	760	DEIS	2(A,B), 3(A), 4(A), 5(B), 8
III. PUBLIC HEARING		Kelson	Betsy	Georgetown, CO	DEIS Public Hearing	836	DEIS	3(A,C,D,E), 5(E), 8(A,G), 9(F), 12 (B,I)
III. PUBLIC HEARING		Kemple	Joan		12/7/00 Public Hearing	5100	SDEIS	29(C)
III. PUBLIC HEARING		Kessler	Ron		DEIS Public Hearing	867	DEIS	2(D), 9(C)
III. PUBLIC HEARING		Kingery	Gayle	Bailey, CO	DEIS Public Hearing	743	DEIS	8(G)
III. PUBLIC HEARING		Kingery	Richard A.	Bailey, CO	DEIS Public Hearing	744	DEIS	12(A)
III. PUBLIC HEARING		Krueger	John	Evergreen, CO	DEIS Public Hearing	837	DEIS	2(A,B,D), 3(A), 4(D,E), 5(E), 7(A,C), 8(F), 16(C,D,E)
III. PUBLIC HEARING		Krueger	John		DEIS Public Hearing	843	DEIS	6(A), 7(A,C,D)
III. PUBLIC HEARING		Krueger	John		DEIS Public Hearing	872	DEIS	1, 2(B), 8(E), 9(B), 16(D,E)
III. PUBLIC HEARING		Krueger	John		12/5/00 Public Hearing	5048	SDEIS	23(O)
III. PUBLIC HEARING		Krueger	John		12/5/00 Public Hearing	5050	SDEIS	28(C), 32
III. PUBLIC HEARING		Lahrman	James		DEIS Public Hearing	857	DEIS	1, 2(A), 3(A,D,E), 8(E)

COMMENT CLASSIFICATION	AGENCY	LAST NAME	FIRST NAME	CITY & STATE	FORM OF COMMENT	ID NUMBER	DOCUMENT	CATEGORY / SUBCATEGORY
III. PUBLIC HEARING		Lambert	Ed	Evergreen, CO	DEIS Public Hearing	755	DEIS	2(C), 3(A), 8(D)
III. PUBLIC HEARING		Lands	Lark	Georgetown, CO	DEIS Public Hearing	796	DEIS	2(C), 3(B,D), 6(C,F), 13(A)
III. PUBLIC HEARING		Lankford	Polly	Georgetown, CO	DEIS Public Hearing	822	DEIS	7(A,D)
III. PUBLIC HEARING		Larman	James		12/4/00 Public Hearing	5011	SDEIS	3(A)
III. PUBLIC HEARING		Larrick	Louise G.	Georgetown, CO	DEIS Public Hearing	791	DEIS	2(B), 3(A,J), 4(A,B), 9(C)
III. PUBLIC HEARING		Leland	Kathy		DEIS Public Hearing	893	DEIS	34
III. PUBLIC HEARING		Leven	Mark		12/7/00 Public Hearing	5104	SDEIS	23(A), 29
III. PUBLIC HEARING		Leven	Mark		12/7/00 Public Hearing	5111	SDEIS	23(A)
III. PUBLIC HEARING		Lewis	Bob	Conifer, CO	DEIS Public Hearing	751	DEIS	7(A)
III. PUBLIC HEARING		Lewis	Jean H.	Englewood, CO	DEIS Public Hearing	830	DEIS	3(A), 12(I)
III. PUBLIC HEARING		Markovitz	Laurie	Georgetown, CO	DEIS Public Hearing	789	DEIS	4(D), 5(E), 8(F,G), 12(D)
III. PUBLIC HEARING		Marrone	Marty		12/5/00 Public Hearing	5032	SDEIS	23(P)
III. PUBLIC HEARING		Marsh	Tracy	Fort Collins, CO	DEIS Public Hearing	757	DEIS	8
III. PUBLIC HEARING		Massey	Marlies	Georgetown, CO	DEIS Public Hearing	804	DEIS	2(A,D), 12(D)
III. PUBLIC HEARING		Massey	Rance	Georgetown, CO	DEIS Public Hearing	805	DEIS	2(B,C), 3C, 9(E)
III. PUBLIC HEARING		Miceli	Belinda	Pine, CO	DEIS Public Hearing	745	DEIS	8, 9(C)
III. PUBLIC HEARING		Mickley	Ms.		12/5/00 Public Hearing	5051	SDEIS	23(L)
III. PUBLIC HEARING		Millot	Martha		12/6/00 Public Hearing	5079	SDEIS	3(A)
III. PUBLIC HEARING		Mlodzik	Roger	Pine, CO	DEIS Public Hearing	764	DEIS	11, 14(A)
III. PUBLIC HEARING		Moore	Michael		12/7/00 Public Hearing	5089	SDEIS	23(F), 29(A,C)

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III. PUBLIC HEARING		Moore	Mike		12/5/00 Public Hearing	5065	SDEIS	12, 17
III. PUBLIC HEARING		Muenchow	Kurt	Morrison, CO	DEIS Public Hearing	712	DEIS	1, 2(A,E), 3(A), 5(B,E), 6(E), 8(B,C), 9(B,F)
III. PUBLIC HEARING		Muenchow	Kurt	Morrison, CO	DEIS Public Hearing	723	DEIS	1, 2(B,C,D,F), 3(A), 4(A), 5(A,B,E), 6(A,B,D,E), 7(A,B),8(C), 9(F), 12(C,D), 15(D), 16(B)
III. PUBLIC HEARING		Muetz	Percy	Bailey, CO	DEIS Public Hearing	734	DEIS	2(A,D), 3(A), 4(A), 7, 20
III. PUBLIC HEARING		Murphy	Bennett	Grant, CO	DEIS Public Hearing	735	DEIS	3(F), 15(D)
III. PUBLIC HEARING		Murphy	Bennett		DEIS Public Hearing	842	DEIS	2(E), 8(E)
III. PUBLIC HEARING		Murphy	Bennit		12/4/00 Public Hearing	5005	SDEIS	8(E), 16(D)
III. PUBLIC HEARING		Neale	Terry		12/4/00 Public Hearing	5013	SDEIS	4(E), 5(F), 9(B), 16(D)
III. PUBLIC HEARING		Neely	Cynthia		12/7/00 Public Hearing	5093	SDEIS	16, 23(O), 29
III. PUBLIC HEARING		Neely	Cynthia C.	Georgetown, CO	DEIS Public Hearing	780	DEIS	1, 2(B,D), 3(A,D), 6(B), 12(I)
III. PUBLIC HEARING		Nelson	Ken	Georgetown, CO	DEIS Public Hearing	819	DEIS	2(B), 9(B)
III. PUBLIC HEARING		Neville	Bob	Shawnee, CO	DEIS Public Hearing	752	DEIS	8(E)
III. PUBLIC HEARING		Nevious	Bill		DEIS Public Hearing	844	DEIS	6(A), 9(B,G)
III. PUBLIC HEARING		Nikkel	Dave		12/6/00 Public Hearing	5069	SDEIS	3(A), 24(C)
III. PUBLIC HEARING		Nisler	Paul		12/5/00 Public Hearing	5037	SDEIS	23(M)
III. PUBLIC HEARING		Novak	Diane		DEIS Public Hearing	858	DEIS	2(B)
III. PUBLIC HEARING		Olsen	Bill		12/7/00 Public Hearing	5102	SDEIS	23(E), 24(D)
III. PUBLIC HEARING		Page	Barb		DEIS Public Hearing	888	DEIS	1, 2(F), 3(A,J), 5(A,B), 9(B,E)
III. PUBLIC HEARING		Page	Barbara		DEIS Public Hearing	792	DEIS	5(B,C), 8(C), 12(D)
III. PUBLIC HEARING		Page	Barbara	Georgetown, CO	DEIS Public Hearing	802	DEIS	2(F), 13(A)

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III. PUBLIC HEARING		Page	Barbara		12/5/00 Public Hearing	5036	SDEIS	28(C), 30
III. PUBLIC HEARING		Page	Barbara		12/5/00 Public Hearing	5057	SDEIS	23(F,P,R)
III. PUBLIC HEARING		Paterson	Jack	Littleton, CO	DEIS Public Hearing	730	DEIS	2(A,F), 5(B), 12(I)
III. PUBLIC HEARING		Pequette	Jim	Georgetown, CO	DEIS Public Hearing	810	DEIS	6(A)
III. PUBLIC HEARING		Pequette	Naomi	Georgetown, CO	DEIS Public Hearing	809	DEIS	2(A), 8(E,G)
III. PUBLIC HEARING		Peterson	Jim	Evergreen, CO	DEIS Public Hearing	769	DEIS	2(D), 4(A), 5(B), 8(C), 12(I)
III. PUBLIC HEARING		Pinkowitz	Susan		12/4/00 Public Hearing	5012	SDEIS	23(G), 24(B), 26
III. PUBLIC HEARING		Pinkowitz	Ted		12/4/00 Public Hearing	5010	SDEIS	25
III. PUBLIC HEARING		Porter	Robert		DEIS Public Hearing	865	DEIS	1, 2(B), 4(A), 12(E,I)
III. PUBLIC HEARING		Prendergast	Bob	Georgetown, CO	DEIS Public Hearing	826	DEIS	12(A,F)
III. PUBLIC HEARING		Prendergast	Lynda	Georgetown, CO	DEIS Public Hearing	828	DEIS	7(A,F,G)
III. PUBLIC HEARING		Primus	Bob		12/5/00 Public Hearing	5039	SDEIS	23(D,N)
III. PUBLIC HEARING		Primus	Bob		12/5/00 Public Hearing	5054	SDEIS	17
III. PUBLIC HEARING		Pyle	Jocelyn	Georgetown, CO	DEIS Public Hearing	777	DEIS	2(B,C), 8(B,E)
III. PUBLIC HEARING		Que	Wendel		12/7/00 Public Hearing	5116	SDEIS	29
III. PUBLIC HEARING		Radley	Christy		12/5/00 Public Hearing	5063	SDEIS	23(O)
III. PUBLIC HEARING		Ravizzo	Aubrey		12/4/00 Public Hearing	5014	SDEIS	3(A), 23(J), 26
III. PUBLIC HEARING		Reichwein	Betty	Dumont	DEIS Public Hearing	806	DEIS	2(C), 8(B,C,E,G)
III. PUBLIC HEARING		Reichwein	Mel	Georgetown, CO	DEIS Public Hearing	774	DEIS	11
III. PUBLIC HEARING		Ruhter	Edward	Georgetown, CO	DEIS Public Hearing	835	DEIS	12(D)

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III. PUBLIC HEARING		Rutter	Tom	Denver, CO	DEIS Public Hearing	717	DEIS	2(A,D), 3(A,J), 6(E), 8(A,C)
III. PUBLIC HEARING		Sanders	Bill	Idaho Springs, CO	DEIS Public Hearing	719	DEIS	2(A,B,D), 5(A,B), 6(E)
III. PUBLIC HEARING		Sanders	Helen	Georgetown, CO	DEIS Public Hearing	772	DEIS	2(A), 8(G)
III. PUBLIC HEARING		Scott	Bill	Englewood, CO	DEIS Public Hearing	724	DEIS	8
III. PUBLIC HEARING		Scott	Bill	Georgetown, CO	DEIS Public Hearing	831	DEIS	1, 2(A), 8(E)
III. PUBLIC HEARING		Scott	Greg		DEIS Public Hearing	880	DEIS	6(B,D)
III. PUBLIC HEARING		Scott	Jacob M.	Englewood, CO	DEIS Public Hearing	834	DEIS	2(F), 3(A)
III. PUBLIC HEARING		Scott	Julia	Georgetown, CO	DEIS Public Hearing	832	DEIS	1, 3(H), 8(E), 12(H), 16(E)
III. PUBLIC HEARING		Scott	Julie	Englewood, CO	DEIS Public Hearing	725	DEIS	6(B), 8(E)
III. PUBLIC HEARING		Shimon	Shirley	Englewood, CO	DEIS Public Hearing	821	DEIS	7(A,E,F)
III. PUBLIC HEARING		Shina	Shirley		12/5/00 Public Hearing	5061	SDEIS	23(N)
III. PUBLIC HEARING		Shirlaw	Bob	Georgetown, CO	DEIS Public Hearing	771	DEIS	3(D), 7(E)
III. PUBLIC HEARING		Shirlaw	Jan		12/5/00 Public Hearing	5040	SDEIS	12(G)
III. PUBLIC HEARING		Shirlaw	Jan		12/5/00 Public Hearing	5058	SDEIS	30
III. PUBLIC HEARING		Skeen	Cynthia		12/5/00 Public Hearing	5029	SDEIS	24(A)
III. PUBLIC HEARING		Skeen	Cynthia		12/5/00 Public Hearing	5031	SDEIS	23(G)
III. PUBLIC HEARING		Slavec	Paul	Georgetown, CO	DEIS Public Hearing	782	DEIS	8(E), 12(G)
III. PUBLIC HEARING		Smith	Kelly		12/4/00 Public Hearing	5003	SDEIS	17, 26
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III. PUBLIC HEARING		#6 unknown			12/5/00 Public Hearing	5046	SDEIS	28(C)
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IV. PETITION		Petition #1-27 Signatures			Petition #1 – Commissioners of Park County Petition	186-191	DEIS	4(A,E), 5(A,B,E), 9(B), 16(C,D,E)
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Responses to DEIS COMMENTS

Category 1: DEIS Does Not Address All Issues

This category was established to represent the overall comment that the DEIS either did not address all issues or did not address them adequately. As a result, the SDEIS was developed to provide an additional alternative that would provide an acceptable build alternative that would have a lesser impact upon the environment and affected community. Specific commentaries as they relate to the DEIS and subsequent SDEIS follow in categories 2 through 35.

Category 2: Overuse of Guanella Pass

This category refers to the overuse of Guanella Pass that results from any major improvements. The improvements would bring more activity to the Guanella Pass area, creating a situation of overuse. This overuse leads to the impacts in the subcategories listed below:

A. Increase in people, traffic, noise, and pollution in the area

People and traffic

Under Alternative 1, traffic volumes are projected to increase 56 percent by the year 2025 over 1995 traffic volumes. Alternative 6 was developed in response to concerns related to reducing the rate of growth in traffic and noise volumes for the project. Traffic volumes under Alternative 6 are projected to increase an additional 20 percent at the summit over Alternative 1, which is considerably less than the build alternatives 2-5. For further information see **Section III.B.1b**.

Noise

A noise analysis was conducted for the Guanella Pass Road improvement project. The existing condition, Alternative 1, and all build alternatives (Alternatives 2-6) were analyzed.

Based on the noise analysis, none of the alternatives produce substantial traffic noise impacts. State transportation agencies do not implement mitigation measures for changes in noise levels of less than 10 to 15 dBA. None of the areas analyzed were projected to experience more than a 3-dBA increase with future traffic projections. It should be noted that along Loop Drive, noise levels are produced primarily by traffic on Interstate 70 and not Guanella Pass Road. No substantial benefit is derived from mitigation of local traffic noise produced by the project. For further information see **Section III.C.2**.

Air Pollution

The proposed project is located in an area designated as “attainment by the EPA. As a result, pollution in the area from vehicle emissions would increase in proportion to the traffic increase, but would still not pose any threat to wildlife populations, vegetation, or human populations. For further information see **Section III.C.1**.

B. Environmental impacts such as soil erosion and sedimentation, with additional impacts to wetlands, water quality, and the alpine tundra

Alternative 6 will improve the existing conditions that degrade the water quality, such as eroding roadway ditches, shoulders, and embankments. The use of best management practices (BMP's) during and after construction and an aggressive revegetation program are expected to improve the conditions for water quality. Alternative surface types create a harder surface than reconstructed gravel, which may provide more opportunity for erosion control and reduced sedimentation runoff.

In addition to improvements made to drainage structures, ditches, and sediment control structures, improvements such as earth berms and boulders adjacent to the road will control off-road access or dispersed access to public lands along the road. Controlling this access will reduce impacts to sensitive areas near the road. For further information see **Section III.B.2a, III.B.2b, and IV.I.3.**

C. Wildlife impacts such as habitat degradation, fragmentation, and impacts to threatened or endangered species

Alternative 6 has a lower design criteria than any of the DEIS build alternatives. This includes a narrower roadway and reduced design speed, resulting in reduced impacts to wildlife and wildlife habitat. Road improvements such as the use of guardrail, designated pullouts, and defined parking areas will control off-road access or dispersed access to public lands along the road, which could be a benefit to wildlife.

Winter closure (to be decided by local agencies) could also result in beneficial reduction of potential impacts to wildlife in the Guanella Pass area. For further information see **Section III.B.5.**

D. The creation of an Interstate 70 – US 285 system linkage that the infrastructure cannot handle

Proposed improvements under Alternative 6 are not designed to encourage the use of Guanella Pass Road as a connector between I-70 and US 285. The classification of Guanella Pass Road as a rural local road allows the use of lower design criteria such as lower design speed and sharper curvature, which make the route less attractive for through traffic.

Management responsibilities for maintaining the use of the roadway as a rural local road fall under local agencies, including discouragement of an increase in through traffic. These responsibilities may include the possible use of size limits or seasonal travel restrictions. For further information see **Section II.D.4a-b, and II.D.6.**

E. Encouragement of unwanted development/sprawl

As stated in the DEIS, improving Guanella Pass Road is not expected to substantially increase the population of Georgetown, Clear Creek County, or Park County above the current projections. Only a small proportion of land along Guanella Pass Road is privately owned. Most of the land is owned by the Federal Government and administered by the FS. Historic Georgetown or the Historic District Public Lands Commission holds much of the private land near Georgetown and the

Georgetown Reservoir for the purpose of protecting it from development. As a result, improving the road will cause little additional development in the corridor.

Future development, either commercial or residential, would be regulated by the land management agencies to reflect a rural local road functional classification.

Potential secondary impacts to land use include increased tourist-oriented and recreation development. However, because Georgetown and Silver Plume are in historic districts, some controls are in effect to determine the style and type of development or redevelopment that may occur within these towns (such as the zoning restrictions passed in the fall of 2001). For further information see **Sections III.B.1c, III.B.1e, and III.B.1f**.

F. Overuse by vehicles of a size and width that is excessive for this type of road

Alternative 6 proposes a decreased vehicle size as compared to the DEIS build alternatives (17 feet vs. 20 feet). Roadway use restrictions may be implemented by local agencies that would regulate the size of vehicles using the road. For further information see **Section II.D.4c**.

G. The proposed parking lot at the top of Guanella Pass to accommodate more people would be out of character

Locations of pullouts and parking areas will be consistent with FS Visual Quality Objectives in areas that were determined to be necessary for the protection of FS area resources.

Proposed parking at the top of Guanella Pass has been revised since the DEIS. The proposed parking is anticipated to accommodate approximately 100 vehicles, which is less than proposed in the DEIS and is currently less than the number of vehicles that park there on the weekend (estimated 175 vehicles). Roadway designs will discourage vehicles from pulling off the road. The proposed parking at the summit does not meet the projected year 2025 demand and assumes that designated parking and/or a Wilderness Use Permit will limit use of the area. For further information see **Section II.E.1, III.B.3**.

Category 3: Loss of Character

This category addresses issues raised concerning the rustic character that commenters believe would be lost in the Guanella Pass area with any major improvements to the roadway. Subcategories range from the loss of visual character to the emotional impacts that reconstruction would have on local residents as well as to visitors in the area. The subcategories related to this loss of character are as follows:

A. Major improvements ruin the beauty and present character of the area

Alternative 6 was developed specifically to minimize the impact of the project on the character of the road. New design criteria allow a narrower road with slower speeds and fewer areas of full reconstruction, allowing a more rustic and scenic roadway setting. The change in community character is to some extent proportional to the increase in traffic volume. Impacts to the character of the community under Alternative 6 would be less than for the DEIS build alternatives due to lower traffic volume.

Improvements under Alternative 6 also have less visual impact to the surrounding area. This alternative is intended to better retain the visual quality and character of the road than the other DESI build alternatives, resulting in a more rustic and scenic roadway setting. Based on the road character elements defined in **Table III-12** of the FEIS, Alternative 6 is the most consistent of all alternatives in keeping with the existing character of the road.

Alternative surface types were evaluated which would help preserve the character of the road. Other design considerations included retaining walls, slope treatments and revegetation, and guardrail design and materials that are visually in keeping with the rural character of the road. For further information see **Section III.B.1a, III.B.3**

B. The dwindling natural beauty and wilderness of Colorado must be protected

The scenic quality of the road will actually be enhanced by improvements under Alternative 6 such as revegetation of cut slopes up to the edge of the road (currently, poor surface conditions prevent vegetation from growing to the edge of the road). For further information see **Section III.B.3**.

C. Improvements lessen the quality of life for residents

Traffic forecasts for each of the alternatives show that Alternative 6 will have the least traffic impact of all build alternatives, with minimal change in the quality of life for residents and the community character. Construction schedules and haul routes will be designed to minimize impacts to area residents and visitors. For further information see **Section III.B.1a-d**.

D. Desirable qualities of Guanella Pass would be forever altered

Alternative 6 was presented after the public commented on the DEIS build alternatives. Compared to other build alternatives, Alternative 6 minimizes changes in desirable qualities of the road, and better preserves the existing beauty and character of the road by providing a more environmentally and aesthetically sensitive alternative through reduced design criteria.

Improvements that are found in Alternative 6 are designed to enhance the scenic qualities of Guanella Pass and increase environmental protection. Some of these measures include the revegetation of unstable slopes, improvements to roadway drainage, reduction in road surface sedimentation, and the addition of designated pullouts and relocation of parking areas to restrict access to environmentally sensitive areas. For further information see **Sections III.B.1a and III.B.3**.

E. Cars will carry people over Guanella Pass too quickly to enjoy pristine environment, the recreation opportunities, and the amenities that local businesses have to offer

The design speed of Alternative 6 varies between 20 to 30 mph - 6 mph less than the DEIS build alternatives. The lower design speed and curvilinear alignment of the roadway will discourage vehicles from traveling at excessive speeds, accommodating a more leisurely pace. For further information see **Section II.D.4b**.

F. Dude ranches depend on existing character for business

Alternative 6 was developed in response to concerns about a loss of character for the road. Alternative 6 includes a narrower roadway with more rehabilitation and light reconstruction sections than the DEIS Alternatives. Alternative 6 was developed to better preserve the rustic and rural character of the existing road. Limitation of hauling and construction activities in the vicinity of the dude ranch will minimize impacts on the existing character and business. For further information see **Sections III.B.1d and IV.I.**

G. There is a need to balance transportation with the sensitive nature of the environment

FHWA believes Alternative 6 strikes a balance between transportation needs and minimizing impacts to the environment by reconstructing only selected portions of the corridor that are in greatest need of transportation improvements, while retaining the existing roadway characteristics in most locations.

H. Reconstruction would impact the scenic byway designation of the roadway as well as the Historic District and landmarks

Based on the information presented in the Corridor Management Strategy (CMS), the Scenic Byway Committee supports improvements to Guanella Pass Road to preserve the Scenic Byway. The CMS also supports the improvements to the roadway as a means of stabilizing and enhancing the roadway and the beauty of the area. Visitor use of the Guanella Pass area continues to increase, making it difficult for the FS to manage. The FS believes that the proposed improvements will aid in their ability to manage the area by restricting off-road access to sensitive areas.

Alternative 6 is anticipated to have less traffic and requires less construction hauling within the Historic Landmark District than the DEIS build alternatives. The narrower roadway width and reduced curve radii in the Georgetown area reduce the visual impact to Leavenworth Mountain and the Historic District.

Improvements such as retaining walls, careful blasting techniques, rock-cut stain, and revegetation will be used to minimize visual impacts to Section 4(f) Resources. Additionally, architectural treatments will be incorporated into the retaining wall design to reflect the backdrop and character of the historic district. Neither the State Historic Preservation Officer nor the National Park Service, which oversees projects in the National Landmark Districts have indicated that the project would adversely effect the Historic Landmark Status of the Historic District of Georgetown. For further information see **Section III.B.1g, III.B.3, and IV.A.**

I. Creative ways to protect and preserve the present quality of Guanella Pass should be presented

During the development of Alternative 6, flexibility and creativity was exercised in the selection of design criteria and solutions that required less reconstruction. These criteria and solutions also allowed more rehabilitation work, a narrower roadway, a slower design speed, tighter curve radii,

smaller design vehicles, and reduced traffic volume. In addition, surfacing alternatives were tested as a creative alternative to traditional gravel and paving methods.

J. Guanella Pass offers a place to get away from the crowds of the city or stress of everyday life and escape to the beauty of nature – improvements would impact this experience

Alternative 6 accommodates current uses of the corridor, and will better preserve the existing beauty and character of the road by providing a more environmentally and aesthetically sensitive alternative. In addition, proposed improvements are in compliance with the FS Visual Quality Objectives.

Proposed improvements under Alternative 6 such as the revegetation of unstable slopes and alternative surface types will serve to enhance the visual character of Guanella Pass. For further information see **Sections III.B.1b and III.B.3**.

Category 4: Purpose of the Project

This category of comments addresses conflicts with the purpose of the project. Many comments expressed that the purpose does not reflect the voice of the majority. The subcategories concerning the purpose of the project are as follows:

A. The local community does not want major improvements - Georgetown residents should have a large input, in particular

The Town of Georgetown, through Town officials and public meetings, has been involved in the development of this project since its inception.

FHWA recognizes that the majority of commenters do not wish to have major improvements made to Guanella Pass. Based on public and agency comments on the DEIS build alternatives, Alternative 6 was created to provide improvements that involve more rehabilitation of the road and less reconstruction. Improvements under Alternative 6 were developed to create less of an impact on the visual and natural setting, as well as the local communities. For further information see **Section I.B.1**.

B. The public was not informed of the project until too late in the process

The development of the project began approximately 15 years ago, when Clear Creek County officials began seeking federal funding assistance for improving the road's condition and began attending the annual Forest Highway Program meetings in 1987. Park County became involved in 1990. Through those meetings the two counties requested that the Guanella Pass Road receive consideration for improvements under the Forest Highway Program.

The FHWA Reconnaissance and Scoping Report was completed in 1993. After the report was prepared and reviewed with other government agencies, public scoping meetings regarding the proposed project were held in early 1994 prior to the development of any preliminary design for the road. The fact that FHWA developed a new alternative, Alternative 6, in response to public comments demonstrates that public comment received during the DEIS comment period was not "too late". For further information see **Section I.B.1 and Chapter III**.

C. The alternatives suggested in the DEIS go beyond the original intention of simply improving Guanella Pass

Due to the severely degraded nature of the road, any improvement intended to last for a lengthy period of time may seem excessive. Existing and projected use and the poor condition of the road do not permit FHWA engineers, in good conscience, to propose anything less than Alternative 6. Alternative 6 was developed to reduce the amount of paving and reconstruction from that which was proposed for the DEIS alternatives. Alternative 6 is intended to be more responsive than the DEIS build alternatives to public concerns regarding the environmental setting and the rustic and rural character of the road. For further information see **Sections I.B.1 and I.C.**

D. There is no economic link between Grant and Georgetown and the surrounding communities; therefore, no advantage of diverting Interstate 70 traffic to US 285 via Guanella Pass

Alternative 6 recognizes that Guanella Pass is not meant to be a commercial link or through route between Interstate 70 and US 285. The primary purpose of Guanella Pass Road is, and will continue to be, to provide recreational access to the forests and access to the developments provided by the FS such as camping, picnicking, etc. Alternative 6 emphasizes this by giving the road a “rural road” classification. For further information see **Section I.C.1d.**

E. The project appears to be financially motivated, i.e., developers and others who stand to gain monetarily

The development of the project began approximately 15 years ago, when Clear Creek County officials began seeking federal funding assistance for improving the road’s condition and began attending the annual Forest Highway Program meetings in 1987 (Park County became involved in the process in 1990). Through those meetings Clear Creek County requested that the Guanella Pass Road receive consideration for improvements under the Forest Highway Program.

The Program Agencies (FHWA, FS, and CDOT) chose Guanella Pass Road for federal funding because the route serves both the national forests and the State or Counties and has a great need for improvement. The very limited amount of privately owned land within the project corridor prevents any dramatic increase in development of the area. For further information see **Section I.B.1.**

F. Public attitude has changed since the request for federal funds on Guanella Pass

Public input was received and utilized during scoping and development of the DEIS. Public meetings were held after the release of the DEIS. Public comments received on the DEIS identified a need to develop a new alternative. Alternative 6 was developed to provide an alternative that is more responsive than the DEIS build alternatives to the current public attitude regarding the project. For further information see **Section I.B.**

Category 5: Safety

This category describes commentaries relative to safety issues regarding the proposed reconstruction. The subcategories describe the safety problems anticipated from any major

improvements to the roadway. The following are the subcategories relating to the increase in safety issues caused by reconstruction:

A. More accidents occur on a paved roadway

Accident rates on Guanella Pass Road are notably higher than the accident rates on similar hard-surface recreational roads. Many safety deficiencies on the existing roadway create a high accident potential. The hazards created by these safety deficiencies will become an increasing problem on the existing road as traffic volumes increase over time. With a paved road, although traffic will be traveling at slightly increased speeds in a more open corridor, improved road surface and geometry will offset this hazard potential and increased stopping sight distance and better vehicle handling will result. For further information see **Section I.C.1c**.

B. Major improvements result in increased crime, litter, road kill, rock slides, speeds, chemical spills, and non-point source pollution to the watershed

Crime

Due to the wide variety of factors affecting crime rates, there is no way to predict whether there would be an increased level of crime resulting from the roadway improvement project. Information is not available on this subject as the connection between roadway improvements and increased crime has not been determined.

Wildlife

The magnitude of potential adverse impacts of an improved road on fish and wildlife in the affected area will be dependent upon the changes in the traffic volume and speed of vehicles that travel the road in comparison to current conditions. Long-term increases in vehicle-wildlife accidents are anticipated under all of the alternatives as a direct result of increased traffic volumes above current conditions. Road kill may result in local decrease wildlife abundance. Potential adverse effects of the build alternative on wildlife would be greatest under Alternatives 2 and 3, somewhat reduced in magnitude under Alternatives 4 and 5, and of lowest magnitude under Alternative 6. For further information see **Section III.B.5**.

Rock slides

Alternative 6 provides improved rockfall protection over the existing rockfall ditches and reduction of roadside hazards. It also has the least amount of full reconstruction of all build alternatives, minimizing the potential for affecting unstable materials. For further information see **Section I.C.2b**.

Speeds

The design speed under Alternative 6 is 20 to 30 mph. This is 5 to 10 mph less than the 25 to 40 mph design speed for Alternatives 2-5. This reduction in design speed allows a curvilinear alignment that more closely follows the existing roadway. This sharp curvature in combination with a narrower roadway width discourages vehicles from speeding on the road. For further information see **Section II.D.4b**.

Chemical spills

Alternative 6 proposes a shorter vehicle length than Alternatives 2-5 (17 feet vs. 20 feet), allowing a road design that more closely follows the existing roadway. The shorter design vehicle would limit increased use by oversize vehicles (especially commercial vehicles and large trucks) from using this roadway as a system linkage between I-70 and US 285. Trucks that would typically be used for hauling loads such as chemicals would exceed this length. For further information see **Section II.D.4c**.

Non-point source pollution

Guanella Pass Road is currently a non-point source of pollution to the surrounding water sources. The proposed improvements under Alternative 6 will lessen the existing impact of the roadway to water quality in the area.

In regard to construction activities, the contractor will be required to comply with all local, state, and national water quality standards and regulations for construction activities. NPDES permits and certification must be acquired from the state prior to construction. Pullouts, camping, picnicking, and recreational areas designated by the FS will discourage public use in undesired and/or sensitive areas, reducing impacts such as litter and other forms of pollution to these sensitive areas. For further information see **Sections III.B.2, III.B.6a, and IV.I.3**.

C. Disregard for pedestrians increases with an improved roadway

The proposed improvements for Alternative 6 include a two-foot wide shoulder. In addition, some of the most dangerous existing tight curves are reconstructed with more gradual curves, reducing the number of blind spots and improving sight distances. Although traffic will be traveling at slightly increased speeds in a more open corridor, this hazard potential will be offset by roadside safety improvements such as, increased stopping sight distance, and better vehicle handling because of the improved road surface and geometry. FHWA had considered implementing a wider shoulder and separate foot/bike path. However, these options were eliminated due to the increase in impacts the construction of these facilities would have on the environment. For further information see **Section III.B.4c**.

D. Improvements will increase speeds resulting in less safety

The design speed under Alternative 6 is 30 to 50 km/h (20 to 30 mph). This is at least 10 km/h (6 mph) less than the 40 to 60 km/h (25 to 40 mph) design speed for Alternatives 2-5. The change in design speed allows a curvilinear alignment that more closely follows the existing roadway. This sharp curvature in combination with a narrow roadway width makes it difficult for vehicles to achieve high speed on the road. Also, improvements such as the addition of guardrails and a consistent roadway width provide less chance for a vehicle to roll over the edge of the roadway where steep drop-offs occur. For further information see **Section II.D.4b**.

E. Improvements give a false sense of security

Alternative 6 improves the safety of the roadway by providing increased rockfall protection, consistent geometry, increased sight distances, increased guardrail, and vehicle pullouts.

In addition to the improved safety of the roadway, the low design speed and curvilinear alignment of the road will discourage vehicles from traveling at excessive speeds. For further information see **Section III.E.2.**

F. Negative effect on emergency services

Under Alternative 1 (No-Action), calls for emergency services could reasonably be expected to increase proportionally to the amount of increased traffic. Given this assumption, the emergency service calls could be expected to increase by 56 percent. Alternative 6 will have the least impact of the build alternatives, increasing the number of calls an additional 20 percent over the Alternative 1. For further information see **Section III.C.10.**

Category 6: Inconsistencies in the DEIS

This category addresses inconsistencies in the DEIS identified by commentaries. These are issues that the commentaries argue do not make sense within the DEIS, or they have other information to prove otherwise. The subcategories addressing inconsistencies in the DEIS are as follows:

A. Accident numbers, costs, and/or lane widths are found to be inaccurate, inconsistent, or incomplete

Accident numbers are those reported on Guanella Pass Road and were obtained from public records.

Construction costs are reported as conceptual comparison costs. These costs are based on preliminary design and may change during final design. These costs should be used for comparison purposes only. Future maintenance costs assume that the proposed road surfaces are maintained to a level consistent with standard recommended practices, preferred surface conditions, and projected traffic volumes. As with any costs that have been developed for the purposes of this document, the maintenance costs are intended to give a relative comparison between alternatives and are not intended for county or city budget planning. The maintenance costs are developed with assumptions that may or may not be an accurate representation of actual maintenance activities.

Information on lane widths was obtained by review of public records and through interviews with agencies responsible for maintenance. For further information see **Section I.C.1c, III.B.6b, and III.C.11.**

B. The purpose of the project – Some commentaries believe the stated purpose of the project would have the opposite result after reconstruction. These purposes include increased safety, correction of environmental problems, and avoiding the creation of a connecting highway between Interstate 70 and US 285.

Alternative 6 was developed to address concerns that Alternatives 2-5 would worsen some of the problems that they were intended to address, such as those mentioned above. Alternative 6 addresses some of these concerns by a change in the functional classification of the roadway from a rural collector road to a rural local road. The change in functional classification allows a lower design speed with sharper roadway curves and a narrower roadway width than what was originally proposed in the DEIS. Each of these changes in the design criteria permits Alternative 6 to follow more closely the existing roadway. These changes discourage excessive speeds (a safety concern), environmental problems (less disruption to the environment occurs because of the narrower

roadway width), and the creation of a connecting highway (commercial and/or large vehicles would be discouraged from using the road). For further information see **Section II.B.6**.

C. The DEIS states that a Preferred Alternative has not been identified but seems to imply a preference through suggestive descriptions and displays

The Preferred Alternative was not identified in the DEIS. Any implication of a preference for a particular alternative was unintentional, as the Preferred Alternative was developed after public comments were received on both the DEIS and the SDEIS.

D. The state of the existing road differs between local opinion vs. DEIS opinion

Professional Engineers in the State of Colorado assessed the state of the existing road. The substandard roadway surface conditions were determined in relation to the current and projected traffic volumes on the road. The existing roadway surface is not strong enough to carry current traffic volume loads, and further deterioration will occur if the roadway is not improved. For further information see **Section II.B.1**.

E. Traffic numbers – Some commentaries expressed that the traffic counts taken were inaccurate or were taken using improper methods

The traffic volume information presented in the DEIS, the SDEIS, and the FEIS are based on traffic studies completed between August of 1994 and August of 1995. A detailed analysis of traffic volume information is provided in *Guanella Pass Road Traffic Study, Technical Memorandum, Traffic Volume Projections* (MK Centennial, September 29, 2001).. The information-gathering methods presented in this technical memorandum as well as in the SDEIS are based on accepted engineering techniques and standards.

F. Coordination efforts

1) FHWA has stated that they have had several interactions with local and state agencies, but this is not the case

The development of the project began approximately 15 years ago, when Clear Creek County officials began seeking federal funding assistance for improving the road's condition and began attending the annual Forest Highway Program meetings in 1987 (Park County became involved in the process in 1990). Through those meetings the two counties requested that the Guanella Pass Road receive consideration for improvements under the Forest Highway Program.

Although federal funds are used for the projects, the maintenance and control of the roads and the joint approval of the project details remain with the State or local entity having jurisdiction – in this case Clear Creek County, Park County, and the Town of Georgetown. The Town of Georgetown has been involved in the development of this project since its inception. All coordination events are listed in Chapter VII. For further information see **Section I.B.1 and Chapter VII**.

2) FHWA should be more receptive of public opinion

Alternative 6 was developed based on public comments received on the DEIS. The new alternative was developed by the FHWA in cooperation with Clear Creek County, the Town of Georgetown, Park County, the FS, and the CDOT. These agencies participated in numerous work group sessions to coordinate a response to public comments and develop a new alternative for public consideration. These work group sessions were held from early February through early May 2000 and were open to the public for observation. For further information see **Sections I.B.1-4.**

G. This subcategory is for a general comment made concerning inconsistencies in the DEIS that does not fall under a more specific category

This comment has been noted and will be considered as part of the official documentation for this project.

Category 7: Sierra Club

This category describes comments made that stress the need for repair or maintenance for the road, but not to the extent proposed by the build alternatives. These commentaries expressed that Alternatives 2-5 are above and beyond what the roadway needs, but that “No-Action” will not solve the problems that exist. The comments made may range from a suggestion for rehabilitation to no pavement beyond Geneva Park. These commentaries are in favor of the Sierra Club Alternative and the subcategories are as follows:

A. The Sierra Club Alternative should be fully analyzed, considered, and pursued

The Sierra Club Alternative was initially considered and then eliminated from detailed analysis. The Sierra Club Alternative may appear to be adequate for current traffic, but it does not provide for the increases in traffic expected in 20 years. It is not considered a wise investment of public funds to expend limited resources on improvements that soon will become inadequate or inappropriate. The most hazardous conditions are left unaddressed and may leave the Counties, the FS, and the FHWA with a facility having many operational, maintenance, and safety liabilities.

Many of the environmental enhancements recommended as part of this alternative are included in Alternative 6. Alternative 6 provides the closest solution to the Sierra Club Alternative concerns while addressing much needed operational, maintenance, and safety concerns. If FHWA were obligated to select between the Sierra Club Alternative and the No-Action Alternative (Alternative 1), FHWA’s stewardship responsibilities would require it to select Alternative 1. These responsibilities are described in the Code of Federal Regulation (CFR) at 23 CFR Part 625.2 which states that “Plans and specifications . . . shall provide for a facility that will (1) Adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance . . .” For further information see **Section II.F.8.**

B. FHWA guidelines for reconstruction should be adapted to maintain the rustic nature of the roadway

After the release of the DEIS, many commentaries on the document expressed concern over the level of reconstruction proposed in the build alternatives, including widening the roadway,

increasing the design speed, and realignment of sharp curves. The FHWA responded by creating Alternative 6, which changes the functional classification of the roadway to a rural local road. This classification is consistent with a lower design speed with sharper roadway curves, a narrower roadway width, and a smaller design vehicle than the DEIS build alternatives.

Alternative 6 is a compromise between the environmental and aesthetic concerns, while reducing maintenance for counties and improving the safety for the traveling public to an acceptable level. For further information see **Section I.B.4**.

C. The FHWA manual has 2 categories that can be applied to a road for maintenance: Rehabilitation and Reconstruction – rehabilitation has not been considered

Rehabilitation of the road was considered but eliminated because it leaves the most hazardous conditions unaddressed and could leave the counties and FHWA with a facility having many operational, maintenance and safety liabilities. If FHWA were forced to select between a rehabilitation alternative and Alternative 1, FHWA’s stewardship responsibilities would require it to select Alternative 1. “Plans and specifications . . . shall provide for a facility that will (1) Adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance . . .”

Alternative 6 was developed in response to comments received on the DEIS. Many commentaries disagree with the extent of reconstruction proposed for the build alternatives. Alternative 6 includes much more rehabilitation (63 percent of the route) than the DEIS alternatives (49 percent under Alternative 5 and zero percent under the remaining DEIS alternatives). Also, the proposed amount of light and full reconstruction under Alternative 6 are substantially less than the DEIS build alternatives. For further information see **Section II.D.1-3**.

D. The Sierra Club Alternative provides a sensible solution to preserve the beauty and rustic character of the area

The Sierra Club Alternative for an inadequate level of improvement for the road because it does not allow for correction of the most hazardous conditions. The improvements provided for in the Sierra Club Alternative are also short-lived and would not be sufficient for the projected traffic volumes in 20 years. If the FHWA were obligated to select between the Sierra Club Alternative and Alternative 1, FHWA’s stewardship responsibilities would require it to select the Alternative 1. “Plans and specifications . . . shall provide for a facility that will (1) Adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance . . .”

Alternative 6 was created to more closely match the existing road, while providing adequate safety and maintenance improvements. The improvements would preserve the character of the area better than the DEIS build alternatives. For further information see **Section II.F.8**.

E. If the Sierra Club proposal is eliminated, then prefer Alternative 1: No-Action

This comment has been noted and will be considered as part of the official documentation for this project.

F. The Build Alternatives create a roadway that is too wide, with too much cut slope, too many retaining walls, unnecessary shoulders, etc. – the Sierra Club Alternative stays within the current footprint

The Sierra Club Alternative provides an inadequate level of improvement for the road because it does not allow correction of the most hazardous conditions. These improvements are also short-lived and would not be sufficient for the projected traffic volumes in 20 years. Because of this, the alternative was eliminated from consideration. If the FHWA were forced to select between the Sierra Club Alternative and the Alternative 1, FHWA's stewardship responsibilities would require it to select the Alternative 1. These responsibilities are described in the Code of Federal Regulation (CFR) at 23 CFR Part 625.2 which states that "Plans and specifications . . . shall provide for a facility that will (1) Adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance . . ."

Alternative 6 was developed to more closely match the existing alignment of the roadway than the DEIS build alternatives. Alternative 6 changes the functional classification of the roadway to a rural local road. This classification is consistent with a lower design speed with sharper roadway curves, a narrower roadway width, and a smaller design vehicle than the DEIS build alternatives. For further information see **Section II.F.8**.

G. Don't want road reconstructed, just stabilized as in the Sierra Club Alternative

The Sierra Club Alternative provides an inadequate level of improvement for the road because it does not allow correction the most hazardous conditions. These improvements are also temporary and would not be sufficient for the projected traffic volumes in 20 years. If the FHWA were forced to select between the Sierra Club Alternative and Alternative 1, FHWA's stewardship responsibilities would require it to select Alternative 1. These responsibilities are described in the Code of Federal Regulation (CFR) at 23 CFR Part 625.2 which states that "Plans and specifications . . . shall provide for a facility that will (1) Adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance . . ."

Alternative 6 was created to more closely match the existing road, while providing adequate safety and maintenance improvements. The improvements would preserve the beauty and fit in with the character of the area better than the DEIS build alternatives. For further information see **Section II.F.8**.

Category 8: Alternative 1 - No Action

This category includes comments made in favor of leaving the roadway as it is. These commentaries expressed opposition to all of the build alternatives in the DEIS. Many of the commentaries indicated that their choice of Alternative 1 was based on not having a minimal improvement alternative to choose. If a minimal improvement alternative were available, then the minimal improvement alternative would be their choice. The subcategories listed in favor Alternative 1 are:

A. If reconstructed, unspoiled wilderness areas are more difficult to access

This is correct. One of the goals of the FS is to limit access to sensitive wilderness areas. Proposed improvements would limit access through the use of designated pullouts, guardrail, and other barriers.

B. Existing road serves its purpose for the area it transverses

FHWA, the FS and the maintaining agencies do not agree. The present poor condition of the road illustrates its inability to adequately accommodate existing use. Part of the need for the proposed improvements to the road is to both accommodate and control access to the recreational facilities the FS manages. Improvements to the roadway provide an opportunity for the FS to better manage the locations used for parking; control off-road camping, parking, and travel in areas where it is not desired; and install interpretive pullouts and signs. The primary purpose of the road is, and will continue to be, to provide safe recreational access to the national forests and access to the facilities mentioned above. For further information see **Section I.C.1d**.

C. Roads like Guanella Pass are an adventure and limit traffic by their nature

See response to subcategory B, above.

D. Negative impacts outweigh any advantages of improvements

Based on the Purpose and Need of the project described in Chapter I, the need for improvements to the roadway is substantial, whereas many of the negative impacts can be mitigated or minimized by careful planning. Transportation needs, environmental needs, and maintenance needs for the roadway are all greater than the impacts that may result from improvements under Alternative 6. The benefits of improvements to the road will outweigh the negative impacts of the project. Negative impacts have been substantially mitigated/reduced from those identified for the DEIS build alternatives. For further information see **Section I.C**.

E. Against improving and/or widening

This comment has been noted and will be considered as part of the official documentation for this project.

F. The area can't handle impacts associated with increased use, such as increased amounts of traffic, equipment, costs for maintenance, and the need for increased emergency services

Under alternative 1 (No-Action), projected increases in use are 56 percent over existing use. Failure to perform improvements to the road will make it even more difficult to manage this increase in use. The FS supports improvements of Guanella Pass Road as a means to help preserve the Scenic Byway. Visitor use of the Guanella Pass area continues to increase, making it increasingly difficult for the FS to manage. The FS feels that the proposed improvements will aid in their ability to manage the area by restricting the use of sensitive areas by recreationalists.

Alternative 6 results in the least amount of traffic of all build alternatives, and though it increases speed it also increases roadway safety. Construction activities and equipment hauling will be performed so as to minimize impacts to the area. (Maintenance costs are lower for all build alternatives than for Alternative 1.)

Traffic

Under Alternative 1, traffic volumes are projected to increase approximately 56 percent over the 1995 values by the year 2025. The improvements to the roadway under Alternative 6 increase traffic volumes over Alternative 1 levels by 20 percent at the summit. Because of the sharp curvature, narrow roadway width, and low speed limits, traffic volumes are not expected to increase as much under Alternative 6 compared to the DEIS build alternatives, which increase traffic volumes 35-80 percent over Alternative 1 volumes at the summit. Management of the roadway and enforcement of speed, weight, and vehicle limits would be the responsibility of local agencies. For further information see **Section III.B.1b**.

Equipment

Some construction impacts are anticipated under any of the build alternatives during construction activities. However, mitigation measures will be implemented during construction activities such as scheduling during off-peak periods, when possible; use of construction haul routes that minimize local impacts; and the use of approved portions of the right-of-way for storing material and placing equipment. For further information see **Section III.B.6**.

Costs for maintenance

The improved surface makes maintenance less resource intensive, easier, and less expensive. Winter closure of the road would also reduce maintenance costs associated with plowing the road (note: the winter closure issue will be decided by local agencies). For further information see **Section III.C.11**.

Emergency services

Calls for emergency services could reasonably be expected to increase proportionally to the amount of increased traffic. Given this assumption, the emergency service calls for Alternative 1 could be expected to increase by 56 percent over 1995 values by the year 2025. Alternative 6 will have the least impact of the build alternatives, increasing the number of calls an additional 20 percent over the Alternative 1. It should be noted that despite the increases in speed, the increased site and stopping distances and improved road geometry proposed under all build alternatives may reduce accidents, thereby reducing the need for emergency services. For further information see **Section III.C.10**.

G. Guanella Pass should remain a rustic/scenic roadway

Alternative 6 more closely matches the existing road, while providing adequate safety and maintenance improvements. The improvements would preserve the beauty and fit in with the character of the area better than the DEIS build alternatives. For further information see **Sections I.B.4 and II.B.6 and III.B.3**.

Category 9: Overall Cost

This category addresses the objections to reconstruction because of the overall costs that would be incurred. The costs identified range from costs to the counties for maintenance to the costs of right-of-way acquisition. The concerns of the overall costs resulting from major improvements are as follows:

A. The difference in costs between paving, not paving, and minor improvements is substantial

The construction cost for Alternative 6 is less than Alternatives 2-5. Projected costs for Alternative 6 are \$28.9 million as compared to \$29.2, \$35.9, \$44.6 and \$46.1 million for Alternatives 4, 5, 3, and 2 respectively. Alternative 6 includes a much greater amount of rehabilitation Alternatives 2-5. Rehabilitation is less expensive than full reconstruction.

In regard to minor improvements, it is not considered a wise investment of resources to perform spot road improvements (e.g. further reduce the proposed width, resurface the road without widening narrow sections, or not correct the most deficient alignment and geometric inconsistencies) that soon will become inadequate or inappropriate. The most hazardous conditions would be left unaddressed and may leave the Counties, FS and the FHWA with a facility having many operational, maintenance, and safety liabilities. For further information see **Sections III.B.6b and III.C.11**.

B. Park and Clear Creek Counties and the taxpayers will end up paying for long-term maintenance, increased patrols, and litter pick-up

Long-term maintenance

The cost of maintenance of the road for 20 years after construction of Alternative 6 is 64 percent of the cost of maintenance under the Alternative 1 assuming that the road surfaces are maintained to a level consistent with standard recommended practices, preferred surface conditions, and projected traffic volumes. In essence, maintenance of Alternative 6 is less costly than trying to maintain the status quo. The project allows the Counties to get more for their maintenance dollar than what they are getting now.

Winter closure (to be decided by the land management agencies) will also reduce the maintenance costs associated with plowing the road. Winter closure helps preserve the surface structure by reducing the exposure of the surface to freeze-thaw cycles that result when the road is cleared of snow. The snow acts as insulation to the road that protects it from the temperature extremes that occur between the winter days and nights. For further information see **Section III.C.11**.

Increased patrols

Based on the number of current emergency response calls and the projected traffic volumes, it is expected that the emergency services will see an increase in calls and requests for assistance. It is not clear, however, how much of an increase can be expected. A reasonable assumption would be that the increase in calls is proportional to the amount of increased traffic. Given this assumption, Alternative 6 will have the least impact of the build alternatives and increase the number of calls an additional 20 percent over Alternative 1. For further information see **Section III.C.10**.

Litter

Additional traffic, which is expected under all alternatives including the Alternative 1, means more tourists and visitors in Georgetown and other portions of the study area. While this translates to additional income for the tourist-dependent business, it could also result in increased congestion, littering, and impacts on the natural environment. This could lead to additional demand for community services such as trash removal. However, increased and better management of these areas could address these issues. In addition, an increase in people to the area also translates into an increase in taxable sales, which would help to offset the additional costs for community services. For further information see **Section III.C.10**.

C. Spend this money on other projects, such as: US 285 (most frequently mentioned), Interstate 70, Hwy 9 to Breckenridge, Bear Creek, or a skyway from Denver to Vail

The Forest Highway Program provides federal funding for capital improvements of a special category of public roads that directly serve National Forest lands nationwide. This roadway system is designated as the Forest Highway road system. Federal funding (Forest Highway Funds) is allocated for the Forest Highway Program, specifically, as other federal funding would be allocated for the types of projects mentioned above. Interstate 70, US 285, and Highway 9 are not Forest Highways and therefore are not eligible for this funding. For further information see **Section I.B.1**.

D. Costs to Clear Creek and Park Counties due to damages brought forward by local businesses (Example: Tumbling River Ranch)

Comment noted. These types of costs cannot be estimated.

E. Counties are currently unable to keep up with maintenance costs of paved portions on Guanella Pass Road; therefore, they would not be able to maintain the costs of the road if fully paved

As traffic volumes increase over time, and the roadway continues to age, the need for increased maintenance will continue. However, lack of monetary resources will result in accelerated deterioration of the road. Lack of maintenance will contribute to environmental degradation of the area through dust, erosion, and sedimentation.

Objective number four of the Project Objectives (see **Section I.D**) is to reduce anticipated maintenance costs of Guanella Pass Road. Alternative 6 reduces maintenance costs as compared to the other alternatives, including the Alternative 1. Under Alternative 6, 20-year maintenance costs would be 64 percent of the Alternative 1 maintenance cost due to the longer life expectancy of the improved roadway. For further information see **Sections I.C.3, I.D and III.C.11**.

F. Paving and widening is an overly expensive alternative

Alternative 6 reduces the amount of paving and allows a narrower roadway cross-section than Alternatives 2-5. The construction cost for Alternative 6 is less Alternatives 2-5. Projected costs for Alternative 6 are \$28.9 million as compared to \$29.2, \$35.9, \$44.6 and \$46.1 million for Alternatives 4, 5, 3, and 2 respectively.

Additionally, maintenance costs under Alternative 6 would be 64 percent of Alternative 1 over a 20-year period. For further information see **Section III.B.6b**.

G. Costs to counties for right-of-way acquisition from local landowners and businesses

The right-of-way necessary for Alternative 6 along the road corridor is expected to be less than any of Alternatives 2-5. Alternative 6 calls for a decreased amount of full reconstruction, reduced roadway width, and lower design speed, all of which result in a closer match to the existing roadway and associated right-of-way. See reference section for information on the amount of right-of-way that needs to be acquired by each county. For further information see **Section III.C.5**.

Category 10: Benefits of Improving Guanella Pass Road

This category summarizes commentaries indicating there are benefits to making major improvements to Guanella Pass Road. The subcategories of the benefits of improving Guanella Pass Road are as follows:

A. Reconstruction will save Guanella Pass from dust and runoff impacts; as well as reduce maintenance costs; increase safety; and decrease unauthorized camping, parking, and social trails

The Alternative 2-5 were developed to address roadway safety and operational issues and the overall condition of the road.

B. Improvements will ensure future maintainability for the roadway

Improvements will facilitate future maintainability, as future maintenance costs under the DEIS build alternatives and Alternative 6 are projected to be less than under the Alternative 1. For further information see **Section III.C.11**.

C. Positive economic impacts

Traffic volumes on Guanella Pass Road are projected to increase after completion of construction under all of the build alternatives, which, in turn, creates increased sales for local businesses. Under Alternative 6, however, traffic volumes are not expected to increase as much as they would under Alternatives 2-5. Therefore, economic benefits would not be as great under Alternative 6. For further information see **Section III.B.1d**.

Category 11: Use the Federal Money for Major Improvements to Guanella Pass Road

This category addresses comments in favor of utilizing the money that the Federal Government is offering and making the proposed improvements to Guanella Pass Road. Commentaries indicate

that the improvements are necessary for the future existence of the road. The subcategories for the commentaries in favor of using the Federal money for major improvements to Guanella Pass Road are as follows:

A. Park and Clear Creek Counties have limited resources to rehabilitate the road

For this reason, the Counties appealed to the Forest Highway Program to fund the improvements to the road. However, the Counties would still be responsible for future maintenance costs for the road.

B. Paving the road would be beneficial to correct the current problems

While paving is an option for an improved roadway, using a hardened surface or other alternative surface types are also proposed in specific locations to correct identified problems. For further information see **Section II.B.6a**.

C. The road could become inaccessible due to dangerous driving conditions – the road is in need of improvements for future maintainability

Based on the project objectives, Alternatives 2-5 were developed to address roadway safety issues and the overall condition of the road.

Category 12: Minimal Improvements

This category describes comments that stress the need for repair or maintenance for the road, but not to the extent proposed by the Build Alternatives. Commentaries expressed that Alternatives 2-5 are above and beyond what the roadway needs, but that “No-Action” will not solve the problems that exist. Comments range from a suggestion for rehabilitation to no pavement beyond Geneva Park. Comments are in favor of minimal improvements and the subcategories are as follows:

A. In favor of minimal repairs

To fulfill the project objectives identified for this project such as safety, drainage, and slope stability, full reconstruction is necessary for certain areas of the roadway. Alternative 6 was developed to provide a greater amount of rehabilitation of the roadway, with full reconstruction proposed only for areas with substantial safety and/or maintenance concerns.

Minimal repairs would not address the most deficient alignment and geometric inconsistencies. The most hazardous conditions would be left unaddressed and may leave the Counties, FS, and the FHWA with a facility having many operational, maintenance, and safety liabilities. For further information see **Sections I.C and II.F.8**.

B. Major maintenance would be too costly

As traffic volumes increase over time, and the roadway continues to age, maintenance needs increase. An improved roadway, however, requires less resources and money to maintain. The greater longevity of the improved roadway would also keep maintenance costs down over time. For further information see **Section III.C.11**.

C. Minor repairs should be supported by federal funds through county maintenance activities

Minor repairs are not supported by the project objectives, as stated in **Chapter I: Purpose and Need**. In addition, the Federal funding available for this project is limited for a specific category of construction projects and cannot be used to fund maintenance activities. For further information see **Section II.F.5**.

D. Perform modest improvements including one or more of the following: safety, drainage, sedimentation, and/or recreational use improvements

After the release of the DEIS, many commentaries agreed with the need for repair or maintenance of the road, but not to the extent described by Alternatives 2-5 included in the DEIS. Alternative 6 was developed to provide more modest improvements to the roadway including the needed safety, drainage, sedimentation, and/or recreational use improvements. For further information see **Sections I.B.1 and I.C**.

E. No widening beyond what exists now, i.e., do not widen to FHWA standards

While the DEIS build alternatives proposed a widening of the roadway to 24 feet, Alternative 6 provides for a roadway width of 22 feet, based on the rural local road functional classification. The existing roadway width varies between 18 and 24 feet. To meet minimum AASHTO design guidelines, the roadway needs to be widened by up to four feet in some areas. For further information see **Section II.D.4**.

F. Do not pave on the Park County side of Guanella Pass/beyond Geneva Park

A justification for the types of improvements proposed for each of the segments in Alternative 6 is provided in **Appendix C: Rationale for the Design Criteria and the Proposed Improvements**. The reasons for proposed reconstruction and paving in certain areas beyond Geneva Park (particularly Shelf Road) are the substantial safety concerns (such as steep cut slopes and heavy rockfall) and deficient roadway conditions (such as poor drainage).

G. Provide regular maintenance

In the past, Park and Clear Creek Counties expended a great proportion of their available resources and money trying to maintain Guanella Pass Road. Even with their efforts, the level of maintenance has been inadequate. The counties agree that additional maintenance of the roadway is desirable, but budget restrictions and the large amount of work required have prohibited this.

Under Alternative 6, the improved roadway would require less resources and money to maintain. The roadway would be easier to maintain for a longer period of time. Better maintenance results in a safer road, an enhanced recreational driving experience, and less dust, erosion, and sedimentation. For further information see **Section I.C.3**.

H. Improve, but do not pave or change the footprint of the roadway

Alternative 6 was developed to make needed improvements to the roadway such as safety and maintenance, while more closely matching the existing width and alignment. Alternative 6 also provides for the use of alternative surface types instead of pavement or gravel surfaces. The alternative surface types would provide a hardened surface while retaining a rustic look and feel. For further information see **Sections I.B.1 and II.B.6.**

I. Pursue rehabilitation

Alternative 6 was developed to provide a greater amount of rehabilitation of the roadway, with full reconstruction proposed only for areas with substantial safety and/or maintenance concerns. Alternative 6 proposes 63 percent of the roadway for rehabilitation, 18 percent for light reconstruction, and 19 percent for full reconstruction. The DEIS build alternatives proposed full reconstruction for the entire length of the road with the exception of Alternative 4 (49 percent no action) and Alternative 5 (49 percent rehabilitation). For further information see **Section II.D.1-3.**

Category 13: Issues with the Guanella Pass Public Hearings

This category addresses comments concerning issues with the Guanella Pass Road public hearings that took place. The following comments were made concerning the public hearings:

A. Not a true public hearing because it did not facilitate discussion

Public hearings were held on August 3, 4, and 5, 1999 to receive public input on the DEIS. At these hearings, a court recorder took public comments and written comments were also received. In the interest of providing the most productive forum for these hearings, FHWA employees and other representatives knowledgeable about the project were present to encourage one-on-one discussions with the public to answer questions and facilitate discussion.

Based on public sentiment that the public hearings did not facilitate discussion, additional public hearings were held by the Counties to provide for a format that would facilitate discussion. The additional public hearings were held in Clear Creek County on August 20, 1999 and in Park County on August 25, 1999. For further information see **Section I.B.2-4.**

B. The open house format limited debate – interested in learning other people’s thoughts about the pros and cons of the project

Based on public sentiment that the initial public hearings did not facilitate discussion, additional public hearings were held by the Counties to provide for a format that would facilitate discussion. The additional public hearings were held in Clear Creek County on August 20, 1999 and in Park County on August 25, 1999.

All comments received on the EIS process for Guanella Pass Road are a matter of public record and have been made available for public review. Also, all comments received have been considered and used for the development of Alternative 6. For further information see **Section I.B.2-4.**

Category 14: Recreational safety considerations

This category addresses comments made about the need for consideration of recreational safety in any plans for improvement. Bicycling enthusiasts made many of these comments, but other types of recreationalists, such as hikers and horseback riders made some. The subcategories for recreational safety considerations are as follows:

A. Need to improve hiking/biking trails and provide a shoulder wide enough to accommodate bicyclists

The proposed improvements under Alternative 6 include a shoulder two feet wide. In addition, some of the existing tight curves are reconstructed with more gradual curves, reducing the number of blind spots and improving sight distances. Adding width to the roadway to accommodate pedestrians and bicycles was eliminated from consideration because of the additional environmental impacts that would occur. Motor vehicles, pedestrians and bicyclists will have to share the road. For further information see **Section II.F.4**.

B. Put in emergency phones for recreationalists

Emergency phones along Guanella Pass Road are addressed in the Corridor Management Strategy (CMS) developed by the FS and Scenic Byway Committee. Recommendations made in the CMS concerning emergency phones include an emergency phone system that is accessible year round at Guanella Pass Campground and emergency phones at one of the summit parking lots and at Burning Bear Campground. The emergency phone system is not within the scope of this project.

C. Include American Discovery Trail on Guanella Pass Road

The American Discovery Trail corridor (in the planning stage) will cross near Guanella Pass. This trail corridor will connect California and Maryland. To date, there are no plans to dedicate a specific trail on Guanella Pass Road.

Category 15: Negative impacts on local economies

This category addresses concerns about the negative impacts that major improvements would have on the local economy. The commentaries stated different reasons for negative impacts ranging from the bypassing of Georgetown to construction that would take place within and outside of Georgetown. The subcategories related to negative effects on the local economy due to major improvements are as follows:

A. Bypassing Georgetown adversely affects business owners by taking away business

None of the bypass options for the Town of Georgetown presented in the DEIS were considered desirable. All were dropped from further consideration. For further information see **Sections II.F.6 and II.F.9**.

B. Impacts within Georgetown – the additional traffic through Georgetown creates more business, employees are difficult to find, inadequate parking, and congestion

Alternative 6 was developed to reduce project impacts such as, increased traffic, to the surrounding areas. Traffic volume increases under Alternative 6 are projected to increase an additional 20 percent over the year 2025 Alternative 1 volumes.

Traffic increases may increase the demand for parking and create seasonal parking problems during the high-visitor months of June through September. Currently, the downtown business district provides sufficient parking. Overflow peak parking is required three times during the year: 4th of July, aspen viewing season, and Christmas Market. During these special events, buses are used to transport visitors to and from off-site parking locations.

The Georgetown Planning Commission is concerned with current traffic flow problems at certain locations within the downtown area. Numerous bypass routes were evaluated to address their concerns to divert through traffic around downtown Georgetown. However, none were considered desirable and they were dropped from consideration. The Town will address parking issues and congestion that might result from traffic volume increases. For further information see **Sections III.B.1b and 1.d.**

C. Businesses (such as Tumbling River Ranch) will assert substantial monetary claims for compensation and damages

The FHWA is making an effort to work with and minimize impacts to local businesses.

D. Many local businesses contribute substantially to the economy (Tumbling River Ranch) – if these businesses fold due to construction, the impact would be significant to the economy

Three case studies are provided in the FEIS for three communities that have experienced roadway construction projects similar to the proposed improvements to Guanella Pass Road. Based on the three economic case studies, construction activities did not conclusively have a substantial negative impact on any of the three towns studied.

In addition, a survey of 14 members of the Colorado Association of Dude and Guest Ranches was conducted to help assess the potential impact that improvements to Guanella Pass Road will have on the dude ranch located along the road. Three of the ranches surveyed currently have road construction on the road to their ranch. None of the three have experienced any negative impacts, mainly due to the fact that the guests make their reservations well in advance. For further information see **Sections III.B.1d, III.B.6h, and III.B.6i.**

Category 16: Construction Impacts

This category addresses concerns about the actual construction impacts that might occur from a seven to ten year construction period. These impacts are to occur under each of the build alternatives over the entire time, length, and geographic area of the construction. The subcategories related to the construction impacts resulting from major improvements to Guanella Pass are as follows:

A. Wildlife would be negatively impacted by the noise, trucks, and habitat disturbance

Several mitigation measures will be taken to reduce construction impacts to wildlife. For a complete list of construction mitigation measures for wildlife, see the reference sections provided. For further information see **Sections IV.G and IV.I.**

B. The environment would be impacted due to construction runoff, noxious weed introduction, and the removal of native species

Construction runoff

During construction, best management practices (BMP's) will be used as directed by the project engineer to reduce runoff velocity and extract sediment.

Despite the caution that will be taken during construction activities to avoid impacts to water quality, minimal impacts could occur. However, the short-term impacts that could result from construction activities are far outweighed by the long-term improvements to water quality that will result from the drainage improvements to the roadway. For further information see **Section IV.I.3.**

Noxious weed introduction

Construction equipment will be washed before entering the National Forest system lands to reduce the chance of introducing foreign weed seeds to the ecosystem. In addition, all imported fill material and revegetation plant mixes will be weed-free. For further information see **Section IV.I.1.**

Removal of native species

Much of the right-of-way disturbance along the existing road was either untreated at the time of the original construction or seeded with introduced species. Once construction is complete, denuded slopes will be revegetated with native cover using modern revegetation materials and techniques. This constitutes a positive effect of the proposed actions. A comprehensive revegetation plan will be developed in coordination with the FS and the local weed control officer and implemented in disturbed areas. For further information see **Sections III.C.15 and IV.G.**

C. The local economy would be affected because visitors will avoid the construction area

Alternative 6 would require less hauling and construction activity than Alternatives 2-5 (consistent with a lesser amount of reconstruction and/or paving). Alternative 6 reduces the duration of a construction project by incorporating more rehabilitation and light reconstruction sections into the project.

While construction activities might affect the local economy temporarily during certain periods, measures will be taken to lessen impacts to the area (see reference section). Also, the case studies provided in the FEIS of similar construction projects show that negative economic impacts did not result from construction activities. For further information see **Sections III.B.6I and IV.I.1.**

D. The local traffic will be congested due to construction delays as well as by the large trucks and equipment

Alternative 6 is aimed at reducing the amount of construction traffic required for the project by incorporating on-site materials sources, on-site staging areas and constructing a haul route through Georgetown that will minimize impacts to traffic. Any construction activities will involve traffic delays. However, several measures would be taken to ensure that delays are minimized. For further information see **Sections III.B.6 and IV.I.2.**

E. A time frame of seven to ten years is too long and will place undue stress on the area

Under the DEIS build alternatives, the worst-case scenario projected that construction activities would take place over seven to ten years. Alternative 6 was developed in an effort to address the many concerns, including the impact that the construction seasons will have on the community. Under Alternative 6, the construction in Clear Creek County will be done in two phases and will require no more than three construction seasons for each phase. The construction period on the Park County side will also be done in two phases and will require two construction seasons for each phase. Construction staging has not yet been determined. The FHWA will plan phases of construction in coordination with the Counties and local communities. For further information see **Section III.B.6.**

Categories 17-22

Categories 17-22 Categories 17-22 all indicate a preference for a particular Alternative listed in the DEIS or the SDEIS. These preferences have been noted. The categories correspond to the Alternatives as follows:

Category 17: DEIS Alternative #1

Category 18: DEIS Alternative #2

Category 19: DEIS Alternative #3

Category 20: DEIS Alternative #4

Category 21: DEIS Alternative #5

Category 22: DEIS Alternative #6

Responses to SDEIS COMMENTS

Category 23: SDEIS Issues Need To Be Elaborated

This category addresses comments concerning issues in the SDEIS that were not thoroughly discussed. The subcategories for SDEIS issues that need to be elaborated are as follows:

A. Sedimentation issues

Details on water quality standards, sediment transport, and runoff information are found in the *Hydrologic, Water Quality, Sediment Transport, and Bulk Atmospheric-Deposition Data, Guanella Pass Area, Colorado* (October 1, 1994, through September 30th, 1997, USGS).

The FS monitors areas along Guanella Pass Road (within their jurisdiction) for sedimentation concentrations. The current levels are not acceptable with FS standards and guidelines, and the rate at which sedimentation occurs is increasing. This is a cause of concern for the FS. Under Alternative 6, improvements such as improved drainage facilities, provision of sediment traps, hardened surface types, and revegetation of barren slopes are also part of the proposed improvements. For further information see **Section I.C.2b and III.B.2a**.

B. Impacts to Local Businesses

A more detailed discussion on potential impacts to the local businesses along Guanella Pass Road area is included in the FEIS (see reference sections). Additional information includes a more detailed analysis of noise impacts on the area during construction activities and additional mitigation measures to be used during construction activities. Possible mitigation techniques to control noise include restricting noisy construction operations to specific times of the day and specific days of the year and requiring adequate mufflers on all equipment. For further information see **Sections III.B.6, III.B.1d, and IV.I**.

C. Number of construction trucks on road

This information has been updated and expanded upon in the FEIS. For further information see **Section III.B.6c**.

D. Clarification of construction period

More detailed information concerning construction schedules and closure periods is provided in the FEIS (see reference section). This information specifies the times of the day, days of the week, seasons of the year, and number of construction seasons that construction activities and closures will take place. For further information see **Section III.B.6**.

E. Cost of maintenance

Costs for maintenance were developed based on traffic volumes, future surface conditions, climatic conditions, and the Counties' maintenance budgets and resources. The process used to develop the costs was based on a valid and accepted means of calculating costs for such a project. The maintenance costs are intended to give a general feel for relative costs. For further information see **Section III.C.11**.

F. Impacts to Georgetown

Issues specific to Georgetown are addressed in **Section III.G.1b**. Based on agency correspondence, the Town appears to accept the proposed design and drainage improvements of Alternative 6, within their jurisdiction. The FHWA is committed to addressing the concerns about impacts to the Town of Georgetown. For further information see **Section IV.I.4 and III.G**.

G. Traffic numbers

The traffic volume information presented in the SDEIS is based on traffic studies completed between August of 1994 and August of 1995. This traffic count data is presented in its entirety in the *Guanella Pass Road Traffic Study, Technical Memorandum, Traffic Volume Projections*, (MK Centennial, September 29, 2001). The information-gathering methods presented in this technical memorandum as well as in the SDEIS are based on accepted engineering techniques and standards.

The year 2025 No-Action traffic projections for the road were updated to reflect an annual traffic increase of 1.5 percent, which is consistent with the rate of increases for roads 'similar to' Guanella Pass Road.

H. Traffic on US 285

This report is focused on impacts from the Guanella Pass Road project. Traffic on US 285 may or may not have any influence on this project. FHWA initially considered including US 285 expansion as part of its cumulative effects analysis but eliminated it from consideration when it was learned that expansion would only extend west to Bailey, CO.

I. Character issues of road

Table IV- 8 in the SDEIS presented road character elements to better address the issues relative to each build alternative. **Table III-12** elaborates on these issues by including more character elements. The Town of Georgetown, Clear Creek County, and Park County developed these character elements. For further information see **Section III.B.3**.

J. Impacts to wildlife

Wildlife impacts of Alternative 6 are of the lowest magnitude of any build alternative. See **Section III.B.5: Plants and Animals** for additional information on impacts to wildlife.

K. Pedestrian/bike/equestrian issues

Adding width to the roadway to accommodate pedestrians and bicycles was eliminated from consideration because of the additional environmental impacts that would occur. Pedestrians and bicyclists will have to “share the road” with motor vehicles.

The FHWA is working to minimize impacts to equestrian usage, including the creation of an equestrian trail (see **Section II.E.4**). For further information see **Sections II.F.4 and III.B.4c**.

L. No mitigation for people affected by construction

In addition to the construction mitigation measures listed in the SDEIS, other mitigation is discussed in the FEIS to prevent disruption to the community and tourists visiting the area. An additional mitigation measure includes the location of staging areas within the Guanella Pass Road corridor to reduce the amount of construction truck traffic. Haul routes that avoid most of Georgetown’s business areas are also under consideration and would reduce impacts to residents and visitors. For further information see **Section IV.I**.

M. No litigation for easements and ROW

Property acquisitions will be done in accordance with applicable provisions of the Uniform Relocation and Real Property act of 1970 (P.L. 91-646) and the Uniform Relocation Act Amendment of 1987. For further information see **Section III.C.5**.

N. Traffic during construction

The FEIS includes additional information about traffic delays during construction. One option for mitigation of construction delays includes the location of staging areas within the Guanella Pass Road corridor to reduce the amount of construction truck traffic. Construction traffic will be routed through Georgetown using an agreed upon route that minimizes traffic impacts. Construction of a bridge at 7th Street is under consideration and would allow the haul route to bypass most of Georgetown’s high traffic areas. For further information see **Sections III.B.6g and IV.I**.

O. Changes that may occur in design

Design issues are discussed in as much detail as possible for the current phase of this project. An important consideration in the design of improvements to Guanella Pass Road is to maintain flexibility in decision-making. Committing to specific final design elements early in the NEPA process limits future design considerations to the extent that future design cannot address different issues and concerns that may arise during the NEPA process and after the process has been completed. In addition, providing information on every potential change that could occur in the final design phase would be neither practical nor cost-effective. For further information see **Section II.G**.

P. Vibrations due to construction

A vibration study was conducted in Georgetown between June 18, 2001 and July 10, 2001. This study was conducted simultaneously with the placement of test strips of alternative surface types. The test results indicate that the vibrations created by the construction traffic are well below the levels considered to be harmful to historic structures. For further information see **Section III.B.6f**.

Q. Difference between light reconstruction and rehabilitation

Light reconstruction work can include all of the activities listed under rehabilitation as well as additional activities (see reference section) so long as the work occurs within the existing road's original construction disturbance. For further information see **Section II.D.4e.ii**.

R. Economic impact determination

A more detailed analysis of economic impacts for local communities is included in the FEIS. Additional information includes case studies for three communities that have experienced roadway construction projects similar to the proposed improvements to Guanella Pass Road. Based on the three economic case studies, construction activities did not conclusively have a negative impact on any of the three towns studied. However, deterrents to the growth of the economies of Georgetown, Grant, and Bailey could occur if the road is improved. These deterrents could include traffic congestion and limited parking that tends to discourage visitors. For further information see **Section III.B.1d, III.B.6h**.

S. Vague language

All information presented in the SDEIS is based on analysis and research that has been completed by professionals with extensive knowledge and training in these fields. In some cases language may appear to sound vague due to circumstances such as a lack of information available (this is generally stated in the text) or the phase of the project, which might not allow for the availability of specific information at the time. An example of this would be certain design issues. Because final design issues are not addressed and solidified until later phases of the project, only the preliminary design information is provided.

T. Air quality

Air quality is not elaborated upon in the SDEIS because Alternative 6 would cause no supplemental environmental impacts to air quality. As noted, the dust suppression of the alternative surface types is a beneficial impact to the air quality in the corridor. For further information see **Section III.C.1**.

U. Environmental issues

All environmental issues for improvements to Guanella Pass Road have been addressed in the FEIS in accordance with NEPA standards and all other federal regulations.

V. Community involvement

Numerous public meetings, workshops, and hearings have been held since the project's inception (see referenced section) to inform the public about the project and receive public input.

Alternative 6 was developed based on public comments received on the DEIS. The new alternative was developed by the FHWA in cooperation with Clear Creek County, the Town of Georgetown, Park County, the FS, and the CDOT. These agencies participated in numerous work group sessions to coordinate a response to public comments and develop a new alternative for public consideration. These work group sessions were held from early February through early May 2000 and were open to the public for observation. For further information see **Section I.B.2-4 and Chapter VII**.

W. Visual impacts

The SDEIS presents a table of road character elements (**Table IV-8**) to better address the issues for visual quality relative to each build alternative. The FEIS elaborates on these issues (**Table III-12**) by including more character elements. The Town of Georgetown, Clear Creek County, and Park County developed these character elements. For further information see **Section III.B.3**.

Y. School children impacts

Construction routes for the project will avoid the streets near the school, if possible. In addition, it is expected that truck traffic will operate below existing traffic speeds.

Z. Quality of life

During the preparation of the DEIS, a survey was given to the people within the Guanella Pass area to understand their perceptions of the project. Most of the respondents believe that their quality of life is impacted by all of the build alternatives. They believe that any improvements to Guanella Pass Road, especially paving, will directly affect the character of the community. Traffic forecasts for each of the alternatives show that Alternative 6 will have the least traffic impact of all build alternatives, thus helping to maintain the community character. In addition, alternative surface types have been proposed as a means of maintaining the rustic character of the road. For further information see **Section III.B.1a**.

AA. Revegetation

Specific revegetation issues are not addressed as a part of the EIS process. Revegetation of cut slopes and other areas will take place in accordance with FHWA's best management practices (BMP's), described in the FHWA Standard Specifications and FS revegetation guidelines. A revegetation plan will be developed in coordination with the local weed control officer and the FS and implemented for disturbed areas. For further information see **Sections IV.I.3 and IV.G**.

Category 24: Problems with the SDEIS

This category addresses comments concerning issues in the SDEIS that were major problems. The subcategories for problems with the SDEIS are as follows:

A. Design vehicle too big

The design vehicle under Alternative 6 is a Class C recreational vehicle with a wheelbase of 17 feet. This is reduced from the DEIS build alternatives, which proposed a design vehicle of a single-unit truck with a wheelbase of 20 feet. The design vehicle for Alternative 6 was chosen to represent a designated class of vehicle that the road is intended to accommodate and is not necessarily the majority of vehicles using the road. Reducing the wheelbase of the design vehicle allows a design that more closely follows the existing roadway and better matches the radii of the existing switchbacks. For further information see **Section II.D.4c**.

B. Not representative of public's wishes

During the comment period for the DEIS, several major issues were identified, including the need to develop a new alternative. The majority of commentaries agreed with the need for repair or maintenance of the road, but not to the extent described by the build alternatives in the DEIS.

Based on comments received from the public on the DEIS, a new alternative was developed by the FHWA in cooperation with Clear Creek County, the Town of Georgetown, Park County, the FS, and the CDOT. These agencies participated in numerous work group sessions to coordinate a response to public comments and develop a new alternative for public consideration. The new alternative was developed to be more responsive than the DEIS build alternatives to the environmental setting and the rustic and rural character of the road. For further information see **Section I.B.4**.

C. Does not address environmental concerns

All environmental issues for improvements to Guanella Pass Road have been addressed in the FEIS in accordance with NEPA standards and all other federal regulations. For further information see **Chapters III and IV**.

D. Time table for construction

Detailed information concerning construction schedules and closure periods is provided in the FEIS. This information details the times of the day, days of the week, and seasons of the year that construction activities and closures are estimated to take place. For further information see **Sections III.B.6a and III.B.6c**.

Category 25: No Guarantee that Guanella Pass Will Not Continue to Change

This category addresses comments made concerning the issue of Guanella Pass continuing to change and develop into a highway. There were no subcategories related to this category.

Response:

Future development activities occurring after construction of Guanella Pass Road are unforeseeable. However, Alternative 6 is intended to maintain the rustic character of the corridor by designating this road as a rural local road, and discourage use of the road as a throughway or highway between Interstate 70 and US 285.

Category 26: Oppose SDEIS Alternative

This category addresses comments opposing Alternative 6. The subcategories for opposing the SDEIS Alternative 6 are as follows:

A. Alternative 6 is not enough of a compromise

The improvements proposed for Guanella Pass Road under Alternative 6 are the minimum acceptable standards set by the FHWA, the FS, and the CDOT to be eligible for federal money under the Forest Highway Program. These standards are the minimum requirements for safety and operations of the traveling public based primarily on anticipated future traffic volumes on the roadway and type of use.

The DEIS contained proposing build alternatives up to 100 percent reconstruction of the road. The FHWA created Alternative 6 with input from local agencies to serve as a compromise from 100 percent full reconstruction to only 19 percent full reconstruction of the road. For further information see **Section II.B.6**.

B. Not enough problems solved by Alternative 6

Alternatives 2-5 were developed to most effectively address all safety issues and the inadequate surface condition of the roadway. The majority of public comments on the DEIS agreed with the need for repair or maintenance of the road, but not to the extent described by the build alternatives in the DEIS. Alternative 6 was developed to balance the need for the necessary improvements to the road with public sentiment and the sensitive environment. For further information see **Section I.B.4**.

Category 27: Comment Previously Addressed (Public Hearing)

This category includes commentaries stating that another member of the public earlier in the public hearing already stated their comment. This category is to ensure that all comments are accounted for. There are no subcategories included with this category.

Category 28: Concerns with Construction

This category addresses comments referring to concerns regarding problems associated with construction. The subcategories for concerns with construction are as follows:

A. Construction impacts on wildlife

The increased noise and activity of construction operations may affect wildlife in the immediate vicinity. Activities such as blasting, clearing, and grading will be appropriately scheduled to minimize the disturbance to wildlife during critical periods (e.g. nesting for sensitive bird species). Other mitigation efforts will be directed toward short-term and long-term reestablishment of habitat and structural diversity. Displacement of birds, mammals, and aquatic life are limited in extent and duration with effective best management practices (BMP's) and mitigation activities. For further information see **Sections III.B.5 and IV.G**.

B. Construction truck traffic

Impacts including noise and traffic congestion will result from construction traffic under any of the EIS alternatives during construction activities. However, mitigation measures will be implemented during construction activities to lessen these impacts. See reference section for a list of these mitigation measures. For further information see **Sections III.B.6c and IV.I.1-2.**

C. Construction of retaining walls

Retaining walls are necessary for sections of the road that have been identified in areas where additional safety measures are needed or in areas where the proposed geometry of the road is not easily accommodated by the existing roadway conditions. The walls under consideration will blend in with the natural setting for a more aesthetic appearance. Several options are presented in the FEIS to reduce potential visual impacts created by retaining walls (see referenced section). These options include tiering and use of context-sensitive materials. For further information see **Section II.G.1**

D. Road surface damage from construction vehicles

Special care will be taken to minimize damage to roads from construction vehicles. Measures such as creating more than one construction route to spread out the impact and reduction of speeds through sensitive areas will be used during construction activities. FHWA is committed to repairing, restoring, or resurfacing roads in Georgetown that are impacted by construction vehicles or equipment. The use of materials source sites and equipment staging areas along the road will reduce the construction vehicle traffic through near by towns. For further information see **Section III.B.6I.**

E. Road location

The alignment Alternative 6 more closely matches the existing road. In areas where safety issues are a substantial concern, a slightly different alignment is proposed to correct these deficiencies. For further information see **Sections II.D.4 and III.B.3.**

F. Construction impacts on the environment

All environmental issues for improvements to Guanella Pass Road have been addressed in the FEIS in accordance with NEPA standards and all other federal regulations.

In addition, the contractor's activities occurring during construction will be closely monitored and are subject to legal requirements as set forth in the design plans and by FHWA standards. Any non-compliance by the contractor as far as all requirements set forth or adherence to design plans would be the liability of the contractor. For further information see **Section IV.I.**

G. Pedestrian/horse/bike safety during construction

Construction activities will discourage recreational use of the Guanella Pass area. Construction related impacts such as noise, dust, visual impacts, and traffic delays will make the construction

zones less appealing to visitors. Construction will be done in limited areas in any given year, so most of the route will be relatively unaffected at any particular time. Mitigation measures will be used to reduce potential impacts to pedestrians, bicyclists, and horses during construction (see reference). For further information see **Section IV.I.1**.

H. Construction impacts on the economy

While construction activities might temporarily affect the local economy during certain phases, measures will be taken to lessen impacts to the area. See reference section for a list of these measures.

In addition to the measures in **Section III.B.6i**, Alternative 6 would require less hauling Alternatives 2-5 (consistent with a lesser amount of reconstruction and/or paving). For further information see **Sections III.B.6h and III.B.6i**.

Category 29: Want Another Alternative

This category addresses comments requesting that another alternative be considered. The subcategories for wanting another alternative are as follows:

A. Winter closure

The decision to close or not maintain Guanella Pass Road during the winter lies with the agencies that have legal jurisdiction of the road: the FS, Park County, Clear Creek County, and the Town of Georgetown. This option may be considered by these agencies in combination with other improvements to the road. For further information see **Section II.E.3**.

B. Road closure

This alternative was eliminated from consideration because it does not adequately address the objectives of the Guanella Pass Road project. In addition, it does not support the activities or meet the FS goals of providing mobility within the project corridor and access for the general public to forest resources. For further information see **Section II.F.1**.

C. Pursue other options for financing road improvements

In 1987, the Counties approached the FHWA to request funding for improvements to Guanella Pass Road. The FHWA has developed roadway improvement alternatives for the Counties to consider. If the Counties do not accept the Record of Decision produced by the FHWA for this project, other opportunities could be pursued with the involvement of the County Commissioners.

D. Control access

Land management agencies are responsible for determining the extent and location of access. In addition, controlling access to the road does not support the activities of the FS and does not meet the FS goals of providing mobility within the project corridor and access for the general public to forest resources. For further information see **Section II.F**.

E. Bypass Georgetown

A construction bypass bridge and haul route along the railroad grade is being considered as a route for construction traffic so that construction trucks will not go through the portions of the town that are of most concern. However, in order to implement this option, the FHWA needs Georgetown to commit to obtaining a temporary easement from the private property owner, over whose property the temporary bridge crosses

None of the permanent bypass options for the Town of Georgetown presented in the DEIS were considered desirable, and all were dropped from further consideration. For further information see **Sections III.B.6c, II.F.6, and II.F.9.**

F. Rehabilitation

To fulfill the project objectives identified for this project such as safety, drainage, and slope stability, a full reconstruction level of improvement is necessary for certain areas of the roadway. Alternative 6 was developed to provide a greater amount of rehabilitation of the roadway, with full reconstruction proposed only for areas with substantial safety and/or maintenance concerns.

In addition, it is not considered a wise investment of resources to perform road improvements (e.g. further reduce the proposed width, resurface the road without widening the narrowest portions, or not correct the most deficient alignment and geometric inconsistencies) that soon will become inadequate or inappropriate. The most hazardous conditions would be left unaddressed and may leave the counties, the FS, and the FHWA with a facility having many operational, maintenance, and safety liabilities. For further information see **Section II.B.6.**

Category 30: How Is the Final Decision Made

This category addresses comments questioning how the final decision of an alternative for Guanella Pass is made. There are no subcategories included with this category.

Response:

The purpose of NEPA is to ensure disclosure of reasonably identifiable environmental impacts that of a proposed action prior to its implementation. The FHWA will determine whether or not the project has a substantial environmental impact or if impacts of the project can be mitigated adequately with proposed mitigation measures. Based on these findings the FHWA will produce a Record of Decision. Voting is not part of the procedure to produce a Record of Decision. The County Commissioners, however, may decide to vote on whether or not to support the ROD or to concur with the final design.

Category 31: FHWA Money Can Be Used Elsewhere

This category addresses comments relating to the fact that FHWA money involved with the Guanella Pass project can be used on other projects if determined it will not be used for this project. There are no subcategories for this category.

Response:

Funds currently allocated for Guanella Pass Road may be used for other Colorado roads in the Forest Highway Program.

Category 32: Too Much Money Spent on this Project

This category addresses comments concerning the issue that too much taxpayer money has been spent to date on this project. There are no subcategories for this category.

Response:

This comment has been noted and will be considered as part of the official documentation for this project.

Category 33: Oppose All FHWA Alternatives

This category addresses comments reflecting opposition to all alternatives presented in both the DEIS and the SDEIS. There are no subcategories for this category.

Response:

This comment has been noted and will be considered as part of the official documentation for this project.

Category 34: Request for Comment Period Extension

This category addresses comments requesting an extension on the cut off date for the public comment period. There are no subcategories for this category.

Response:

The comment period for the SDEIS was extended for 45 days beyond the original deadline.

Category 35: Only Acceptable Alternative Must Include Specific Items

This category addresses comments concerning specific items that must be included in an alternative for the alternative to gain public support. This category contains some of the information in Form Letter #6, however additional information was included with the individual letters addressing these issues and therefore a category 35 was established to address these combined issues. The combined issues that the only acceptable alternative must include are:

A. Original road area must remain in its current limits of disturbance

Alternative 6 was developed to provide an alternative for improvements to Guanella Pass Road that differs from the DEIS build alternatives. The alignment of this new alternative more closely matches the existing roadway. The existing roadway width for the sections proposed for reconstruction under the build alternatives is already narrower than recommended AASHTO guidelines. The proposed width is the minimum recommended under FHWA CFLHD guidelines for the level of traffic, and the minimum that is supported by the FS and the CDOT for reconstruction of this type of forest road with the anticipated level of traffic and the type of use.

It is not considered a wise investment of resources to perform road improvements (e.g. further reduce the proposed width, resurface the road without widening the narrowest portions, or not correct the most deficient alignment and geometric inconsistencies) that soon will become inadequate or inappropriate. To remain entirely within the current limits of disturbance would maintain the most hazardous conditions of the road and would leave the Counties, FS and the FHWA with a facility having many operational, maintenance, and safety liabilities. If FHWA were

required to select between keeping the road entirely within the original limits of disturbance Alternative 1, FHWA would select Alternative 1. For further information see **Section II.B.6**.

B. No heavy construction, blasting, or construction materials hauling should be permitted up either side of the Pass

It is not possible to perform the needed improvements in the given construction season without heavy construction, blasting, and hauling. FHWA has worked very hard to minimize construction impacts to the greatest extent possible. Less than ten percent (possibly less than five percent) of the construction work will require rock blasting. The rock blasting is mostly anticipated for reduction of small isolated rock outcrops and individual boulders, and is necessary to address safety issues.

Mitigation measures will be used to minimize impacts from construction activities. Continued coordination will take place between the FHWA and Clear Creek County, Park County, the Town of Georgetown, local landowners to discuss the timing of construction activities. The use of staging areas and materials source locations within the corridor will minimize hauling distances (see reference section). For further information see **Section III.b.6c-e**.

C. The project should only focus on repairing the existing surface type and fixing drainage and erosion problems

See subcategory A above for response.

D. The project should only be classified as a rehabilitation project

See Category 29F above for response.

E. Any damage to private property owners in both Park County and Clear Creek County should be compensated by the Federal Highway Administration

Contractors will be liable for damage of private property resulting from construction activities.

FORM LETTERS

The comments also include six form letters as described below. These letters are included in the *Summary of Comments* document.

Form Letter #1

A. Oppose Alternative 6

This comment has been noted and will be considered as part of the official documentation for this project.

B. Oppose all FHWA Alternatives

This comment has been noted and will be considered as part of the official documentation for this project.

C. Alternative 6 does not respond to previous comments

FHWA acknowledges that Alternative 6 does not contain all the design considerations desired by the public. Alternative 6 is FHWA's best attempt to respond to public comments without undermining the engineering industry standards that must be used to design this or any road. FHWA has made it clear at the public hearings held in December 2000 that the rehabilitation-only alternative requested by the public is not feasible, nor a wise use of federal funds. If forced to choose between a rehabilitation-only alternative and the Alternative 1, FHWA would be forced to select Alternative 1.

D. Only acceptable alternative will include:

1) Roadway area to be in current limits of disturbance

See Category 35A above for comment response.

2) No heavy construction, blasting, or hauling through towns/over pass

See Category 35B above for comment response.

3) Only repair the existing surface, fix drainage, and erosion problems

See Category 35A above for comment response.

4) Rehabilitation only

See Category 29F above for comment response.

5) Any damage to private property must be compensated by FHWA

See Category 35E above for comment response.

Form Letter #2

A. Greatly concerned about construction impacts (truck traffic, construction duration, economy, vibration, air quality, noise, quality of life)

Truck traffic

Some construction impacts are anticipated under any of the EIS alternatives during construction activities. However, mitigation measures for truck traffic will be used during construction activities. See reference section for a full description of these mitigation measures.

In addition to the measures in **Section IV.I**, Alternative 6 would require less hauling than Alternatives 2-5 (consistent with a lesser amount of reconstruction and/or paving). For further information see **Sections III.B.6I and IV.I**.

Construction duration

Under the DEIS build alternatives, the worst-case scenario projected construction activities to take place over seven to ten years. Under Alternative 6, the construction in Clear Creek County will be done in two phases and will require no more than three construction seasons for each phase. The construction period on the Park County side will also be done in two phases and will require no more than three construction seasons for each phase.

An option under consideration for mitigation of construction delays includes the location of staging areas within the Guanella Pass Road corridor to reduce the amount of construction truck traffic. This could potentially reduce the construction period as well. For further information see **Section III.B.6c**.

Economy

While construction activities might affect the local economy temporarily during certain periods, measures will be taken to lessen impacts to the area. For further information see **Section III.B.6h**.

Vibration

A vibration study was conducted in Georgetown between June 18, 2001 and July 10, 2001. This study was conducted simultaneously with the placement of test strips of alternative surface types. The preliminary results indicate that the trucks used to conduct these studies did not produce vibrations damaging to historical structures. For further information see **Section III.B.6f**.

Air quality

Air quality impacts in the vicinity of construction are localized and temporary. Dust particles stirred up during construction and vehicle emissions from construction equipment and delayed vehicles will temporarily affect air quality. Pollution levels are not expected to exceed air quality standards. For further information see **Sections III.B.6a and IV.I.1**.

Noise

Noise from construction equipment and operations will impact the residents of Georgetown and Grant, as well as hikers, campers, and tourists in the vicinity of Guanella Pass Road. Impacts will vary depending on the operations taking place and the location of construction during that time. Techniques considered to control noise during construction include restricting noisy construction operations to specific times of the day and specific times of the year and requiring adequate mufflers on all equipment. These measures help eliminate construction noise during sensitive nighttime and early morning hours, and minimize it at other times. For further information see **Sections III.B.6e and IV.I.1**.

Quality of life

Several measures will be used to reduce impacts to the local communities during construction activities. While the quality of life may be lessened for some local residents during these activities,

construction activities would be scheduled in such a way that most of the route will be relatively unaffected in any given time period. For further information see **Section III.B.6I**.

B. Want rehabilitation to be the newly developed alternative

See Category 29F above for response.

C. Do not accept Alternative 6

This comment has been noted and will be considered as part of the official documentation for this project.

Form Letter #3

A. Need “now” solution to a “now” problem, i.e., the issues have changed since the project’s inception and these new issues need to be addressed

While the duration of the project has taken place over a long period of time, each document produced for the Guanella Pass Road EIS contains relevant, updated information. For example, in the DEIS, traffic volumes had been projected through the year 2015 to represent 20-year volumes. In the SDEIS, these volumes were further projected to the year 2025 to represent the updated information relative to the current year of planning for the project.

In addition, new issues identified over time through the public hearing process have been included in subsequent documents, such as winter closure and alternative surface types.

B. Alternative 1 doesn’t solve all problems but it does preserve existing conditions

Existing conditions on Guanella Pass Road would be preserved only for the short-term. Even without construction, traffic is projected to increase, which means that the road surface will continue to deteriorate and erosion and sedimentation will increase. Operational and safety problems will worsen and proper road maintenance will become virtually impossible given the county road budgets. In the long-term, Alternative 1 will not preserve existing conditions; it will only make them worse. For further information see **Section II.B.1**.

C. Issues related to project

1) Construction impacts

Potential construction impacts are anticipated and several mitigation measures have been planned to reduce and/or avoid these impacts to the economy, local traffic, environment, wildlife, etc. For further information see **Sections IV.I.1 and III.B.6**.

Wetland impacts

Based on wetland impacts identified under the DEIS build alternatives, alignments were adjusted to avoid impacts where possible and reduce impacts where they were unavoidable under Alternative 6. It is anticipated that additional adjustments such as minor alignment shifts, steepening fill slopes, and the use of retaining walls will be made during final design to further reduce impacts. See referenced section for a list of measures to be used to mitigate wetland impacts. For further information see **Sections III.B.2b and IV.D.**

2) Endangered species impacts

The BA/BE suggests that the Boreal Toad (Candidate, State Endangered) and Canada Lynx (Federally Threatened, State Endangered) are likely to be adversely affected by any of the build alternatives. The USFWS will be requested to review the mitigation proposed for impacts to these species. Findings also indicate any adverse impacts that occur to FS sensitive species should not substantially affect their viability under any of the alternatives.

A mitigation plan will be implemented to reduce and/or avoid impacts to endangered species. Winter closure could also result in beneficial reduction of potential impacts to wildlife, especially threatened and endangered species. For further information see **Sections III.B.5b and IV.H.**

3) Overuse of wilderness areas

Alternatives formalize established parking areas considered and discourage use of non-formal parking. This will alleviate some of the problems of inappropriate use and overuse.

In addition, interpretive signs developed in concert with the CMS plan will provide information about the natural environment and recreation opportunities in the area and educate people about ways to minimize environmental impacts from recreational uses. Ultimately, how much use a wilderness receives can be controlled by the FS through a permit program and, therefore, extends beyond the FHWA's jurisdiction. For further information see **Section IV.F.**

4) Local citizen safety

As part of the mitigation measures for construction activities, work will be performed in a manner that assures the safety and convenience of the public and protects the residents and property adjacent to the project. The roadway will be maintained in a safe and acceptable condition, including periods when work is not in progress. The contractor will maintain intersections with trails, roads, streets, businesses, parking lots, residences, garages, and other features. Drivers of construction vehicles must follow the same traffic laws as any other citizen. For further information see **Section IV.I.1.**

5) Economy

While construction activities might affect the local economy temporarily during certain phases, measures will be taken to lessen impacts to the area. See reference section for a list of these

measures. Also, Alternative 6 would require less hauling than Alternatives 2-5 (consistent with a lesser amount of reconstruction and/or paving). For further information see **Section III.B.6h**.

6) Pollution – air, noise, and water

Air pollution

Pollution in the area from vehicle emissions would increase in proportion to the traffic increase, but would still not pose any threat to wildlife populations, vegetation, or human populations. For further information see **Section III.C.1**.

Noise

A complete noise analysis was conducted for the Guanella Pass Road improvement project. The existing condition, Alternative 1, and all build alternatives (Alternatives 2-6) were analyzed.

Based on the noise analysis, none of the alternatives produce substantial traffic noise impacts. State transportation agencies do not implement mitigation measures for changes in noise levels of less than 10 to 15 dBA. None of the areas analyzed were projected to experience more than a 5-dBA increase with future traffic projections. It should be noted that along Loop Drive, noise levels are produced primarily by traffic on Interstate 70 and not Guanella Pass Road. No substantial benefit is derived from mitigation of local traffic noise produced by the project. For further information see **Section III.C.2**.

Water pollution

Alternative 6 will improve the existing conditions that degrade the water quality, such as eroding roadway ditches, shoulders, and embankments. The use of BMP's during and after construction, and an aggressive revegetation program, are expected to improve the conditions for water quality. Alternative surface types for the gravel surfaces create a harder surface than reconstructed gravel, which may provide more opportunity for erosion control and reduced sedimentation runoff. For further information see **Sections III.B.1 and IV.I.3**.

Form Letter #4

A. Need “now” solution to a “now” problem, i.e., the issues have changed since the project’s inception and these new issues need to be addressed

See Form Letter #3, Category A above for comment response.

B. Issues related to project

1) Construction impacts

See Form Letter #3, Category C1 above for comment response.

2) Wetland impacts

See Form Letter #3, Category C2 above for comment response.

3) Endangered species impacts

See Form Letter #3, Category C3 above for comment response.

4) Overuse of wilderness areas

See Form Letter #3, Category C4 above for comment response.

5) Local citizen safety

See Form Letter #3, Category C5 above for comment response.

6) Economy

See Form Letter #3, Category C6 above for comment response.

7) Pollution – air, noise, and water

See Form Letter #3, Category C7 above for comment response.

C. Alternative 1 doesn't solve all problems but it does preserve existing conditions

See Form Letter #3, Category B above for comment response.

Form Letter #5

A. Construction affects quality of life

FHWA acknowledges that construction will have a temporary impact on the local citizenry. Several mitigation measures will be used to reduce impacts to the local communities during construction activities. While the quality of life may be lessened for some local residents during these activities, construction activities would be scheduled in such a way that most of the route will be relatively unaffected in any given time period. See **Sections III.B.6I and IV.I** for a complete description of mitigation measures..

B. SDEIS does not thoroughly address safety issues and construction impacts

Alternative 6 was developed to address the many safety issues identified. Some of these include rockslides, protection of hazards, washboarding, and deficient roadway surface. Alternative 6 includes a change in functional classification of the roadway, from a rural collector to a rural local road. This reclassification may increase safety on Guanella Pass Road (compared to the DEIS build alternatives) as the more curvilinear alignment and narrower width, which prevent excessive speeds.

The construction impacts section of the FEIS was expanded substantially to address all construction impacts identified by previous public and agency comments. For further information see **Sections I.C.1c, III.B.6i, and IV.I**.

C. Trade-off of getting road work done isn't worth ruining environment

While some environmental impacts may occur because of construction activities, improvements to the road would mitigate many existing environmental problems in the area. See reference section for issues that would be addressed by improvements. For further information see **Sections I.C and Chapter IV**.

Other measures to prevent impact to natural resources resulting from increased use is the use of guardrail, designated pullouts, and formalized parking areas. These measures will help to control the amount of recreational use in undefined or undesirable areas.

D. Do not accept Alternative 6; want minimum rehabilitation instead

See Category 29F above for response.

Form Letter #6

A. Opposition to Alternative 6

This comment has been noted and will be considered as part of the official documentation for this project.

B. Alternative 6 will destroy the scenic, aesthetic, rural, and rustic nature of the area

Improvements under Alternative 6 have less visual impact on the surrounding area than the DEIS build alternatives. This alternative is intended to retain the visual quality and character of the road. Based on the road character elements defined in **Table III-12**, Alternative 6 is the most consistent of all build alternatives in keeping with the existing character of the road.

The SDEIS also introduced alternative surface types for consideration in roadway design as well as retaining walls, slope treatments, and guardrail design and materials that create an aesthetic design in keeping with the character of the road. For further information see **Sections III.B.1 and III.B.3**.

C. The only acceptable alternative must consist of:

1) Roadway area to be in current limits of disturbance

See Form Letter #1, Category D1 above for comment response.

2) No heavy construction, blasting, or hauling through towns/over pass

See Form Letter #1, Category D2 above for comment response.

3) Only repair the existing surface, fix drainage, and erosion problems

See Form Letter #1, Category D3 above for comment response.

4) Rehabilitation only

See Form Letter #1, Category D4 above for comment response.

5) Any damage to private property must be compensated by FHWA

See Form Letter #1, Category D5 above for comment response.

Petition #1

A summary of the issues addressed in Petition #1 is as follows:

A. Opposition to Alternative 6

This comment has been noted and will be considered as part of the official documentation for this project.

B. Oppose all FHWA alternatives

This comment has been noted and will be considered as part of the official documentation for this project.

C. The only acceptable alternative must consist of:

1) Roadway area to be in current limits of disturbance

See Form Letter #1, Category D1 above for comment response.

2) No heavy construction, blasting, or hauling through towns/over pass

See Form Letter #1, Category D2 above for comment response.

3) Only repair the existing surface, fix drainage, and erosion problems

See Form Letter #1, Category D3 above for comment response.

4) Rehabilitation only

See Form Letter #1, Category D4 above for comment response.

5) Any damage to private property must be compensated by FHWA

See Form Letter #1, Category D5 above for comment response.

Petition #2

The petition expresses an opposition to reconstruction of the road with the need for rehabilitation in Clear Creek County while maintaining the current roadway width and surface type, but improving the drainage and surface quality.

Response:

See Category 29F above for response.

Petition #3 – “Save Guanella Pass”

A. The project funding was first approved ten years ago

The project was approved for available funding beginning in 1993, assuming a build alternative would be selected.

B. The public does not want the project

During the initial scoping and development of the DEIS, some opposition to the project was voiced. As comments were received after the release of the DEIS, several major issues were identified, including the need to develop a new alternative. The majority of commentaries agreed with the need for repair or maintenance of the road, but not to the extent described by the build alternatives in the DEIS. The commentaries indicated that a new alternative should be developed that emphasizes rehabilitation or minimal improvements to Guanella Pass Road. Alternative 6 was developed to be more responsive than Alternatives 2-5 to the environmental setting and the rustic and rural character of the road. For further information see **Section I.B.4**.

C. The Commissioners have had adequate time to study the issue

The Park and Clear Creek County Commissioners have been closely involved in the decision-making process since the inception of the project. By attending meetings, staying updated on all current literature and progress, and learning as much as possible about the project, they will be able to make the most informed decision about the project.

D. \$50 million budget is for ten years of heavy construction and road closure, triple the traffic and increased traffic speeds, increased accidents and injuries, destruction of wildlife habitat, and \$5 million cost to the County and endless lawsuits

Construction period

Under the DEIS build alternatives, the worst-case scenario projected that construction activities would take place over seven to ten years. Alternative 6 was developed in an effort to address the many concerns, including the impact that the construction seasons will have on the community. Under Alternative 6, the construction in Clear Creek County will be done in two phases and will require no more than three construction seasons for each phase. The construction period on the Park County side will also be done in two phases and will require no more than three construction seasons for each phase. Construction staging has not yet been determined. The FHWA will plan phases of construction in coordination with the Counties and local communities. For further information see **Section III.B.6c**.

Increased traffic volumes and speeds

Under the Alternative 1, traffic volumes are projected to increase approximately 56 percent by 2025. The improvements to the roadway under Alternative 6 increase traffic volumes over Alternative 1 levels by 20 percent at the summit. Because of the sharper curvature, narrower

roadway width, and lower speed limits, traffic volumes are not expected to increase as much under Alternative 6 compared to Alternatives 2-5. For further information see **Section III.B.1b**.

Accidents and injuries

Accident rates on Guanella Pass Road are notably higher than the accident rates on similar hard-surface recreational roads. Many safety deficiencies on the existing roadway create a high accident potential. The hazards created by these safety deficiencies, and left as they now exist with Alternative 1, will become an increasing problem as traffic volumes increase. For further information see **Section I.C.1c**.

Wildlife habitat

The extent of habitat disturbance and wildlife displacement under Alternative 6 is reduced in comparison to the DEIS build alternatives. Roadkill is projected to be reduced in comparison to the other DEIS build alternatives as a result of lower design speed and lower traffic volumes anticipated for Alternative 6. This is partially offset by poorer sight distances compared to alternatives with more full reconstruction. Several mitigation measures for wildlife habitat impacts will become elements of the selected alternative.

If implemented, winter closure would reduce direct/indirect impacts of the road on wildlife. For further information see **Sections III.B.5 and IV.G**.

Costs to Counties

Under Alternative 6, maintenance costs would be 64 percent of the Alternative 1 costs over a 20-year period. This is due to the increased life cycle of the improved roadway. For further information see **Section III.C.11**.

Lawsuits/litigation

Costs for litigation that may or may not result from the project cannot be estimated.

Petition #4

Petition #4 states opposition to reconstruction due to the following factors:

A. Takes away the rustic and primitive character of the road and its surrounding areas

Alternative 6 was presented after the public's comments on Alternatives 2-5. Alternative 6 was created to preserve the existing beauty and character of the road by providing a more environmentally and aesthetically sensitive alternative.

Improvements under Alternative 6 cause less visual impacts to the surrounding area. This alternative is intended to retain the visual quality and character of the road. Based on the road character elements defined in **Table III-12**, Alternative 6 is the most consistent in keeping with the existing character of the road.

The SDEIS also introduced alternative surface types for consideration in roadway design as well as retaining walls, slope treatments, guardrail design and materials that create an aesthetic design in keeping with the character of the road. For further information see **Section III.B.3**.

B. Inappropriate use of Guanella Pass Road would be encouraged

Measures to prevent impact to natural resources resulting from increased and/or inappropriate use include the use of designated pullouts, guardrail, and formalized parking areas. These measures will help to control the amount of recreational use in undefined or undesirable areas. Ultimately, use of lands adjacent to Guanella Pass Road falls within the land management agency jurisdiction, not the FHWA. For further information see **Section III.B.4a**.

C. Serious destructive impacts on wildlife

The extent of habitat disturbance and wildlife displacement under Alternative 6 is reduced in comparison to Alternatives 2-5. Roadkill is projected to be reduced in comparison to the other DEIS build alternatives as a result of lower design speed and lower traffic volumes anticipated for Alternative 6. This is partially offset by poorer sight distances compared to alternatives with more full reconstruction. Several mitigation measures for wildlife habitat impacts will become elements of the selected alternative (see reference section). If implemented, winter closure would reduce direct/indirect impacts of the road on wildlife. For further information see **Sections III.B.5 and IV.G**.

D. Up to nine acres of wetlands would be destroyed

Wetland impacts for Alternatives 2-5 are greater than under Alternative 6. Alternatives 2 and 3 have the greatest impact at 2.96 hectares (7.32 acres). Alternative 6 has approximately 0.28 hectare (0.71 acre) of impact. However, it is anticipated that additional adjustments will be made during final design to further reduce wetland impacts. Any wetland impacts will be mitigated by the restoration of wetlands as approved by the EPA and the USACE. For further information see **Sections III.B.2b and IV.D**.

E. Noise

See Form Letter #3, Category D7 above for response.

F. Paving and widening the Guanella Pass Road does not equal a safer road

Alternative 6 partially improves the safety of the roadway. The reconstructed sections provide consistent geometry, improved sight distances, improved rockfall mitigation, and provision for vehicle pullouts.

In addition to the improved safety of the roadway, the lower design speed and curvilinear alignment of the road under Alternative 6 will prevent vehicles from traveling at excessive speeds. For further information see **Section I.C.1c**.

Petition #5

Petition #5 expresses opposition to reconstruction with the following ideas mentioned:

A. Improving not in best long-range interests of Clear Creek County

The existing roadway has safety and maintenance issues that would be in the best long-range interests of Clear Creek County to address. Alternative 6 improves the safety of the roadway. The reconstructed sections provide improvements such as consistent geometry, improved sight distances, improved rockfall protection, and provision for vehicle pullouts.

The cost of maintenance of the road after construction of Alternative 6 for 20 years is 64 percent of the cost of maintenance for Alternative 1. Maintenance cost estimates assume that the road-surfaces are maintained to a level consistent with standard recommended practices, preferred surface conditions, and projected traffic volumes. Long-term costs to maintain the road would be less expensive for the counties under Alternative 6. For further information see **Sections I.C.1c and III.C.11**.

B. Need to say no to rapid sprawl

Rapid sprawl is not an issue with the proposed project given that only a small amount of land along Guanella Pass Road is privately owned. Historic Georgetown or the Historic District Public Lands Commission holds much of the private land near Georgetown and the Georgetown Reservoir for the purpose of protecting it from development. As a result, improving the road will cause little additional development in the corridor.

Potential secondary impacts to land use include increased tourist-oriented and recreation development. However, because Georgetown and Silver Plume are in historic districts, some controls such as the recently passed revised zoning regulations in Georgetown are in effect to determine the style and type of development or redevelopment that may occur within these towns.

Future development, either commercial or residential, will be regulated by the local land management agencies to be consistent with the rural local road functional classification. For further information see **Sections III.B.1c and III.B.1e**.

C. Few historic towns remaining

Alternative 6 is anticipated to have less traffic and requires less construction hauling within the Historic Landmark District than the DEIS build alternatives. The narrow roadway width and sharp curve radii in the Georgetown area reduce the visual impact to Leavenworth Mountain and the District.

Retaining walls, careful blasting techniques, rock-cut stain, and revegetation will be used to minimize visual impacts to Section 4(f) Resources. For a more detailed list of measures to minimize impacts to historic resources, see reference section. For further information see **Section IV.K**.

D. Too much- too soon development will make us lose mountains

See Petition #4, Category A above for response.

E. We are becoming “Californicated”

This comment has been noted and will be considered as part of the official documentation for this project.

F. Won’t know what we have until it’s gone

This comment has been noted and will be considered as part of the official documentation for this project.

Petition #6

Petition #6 was submitted by a group of glass artists. Commentaries expressed a desire for improvements to the roadway based on the following reasons:

A. People are inspired by the beauty of the mountains and require safe travel

The build alternatives developed for this project are intended to provide safety improvements for Guanella Pass Road by correcting deficient roadway conditions and accommodating existing and projected future traffic volumes.

B. Guanella Pass is very dangerous

See section A above.

C. Improving/paving will make the drive more comfortable and safer for everyone

See section A above.

Petition #7

Petition #7 was signed by business owners in Georgetown expressing opposition to reconstruction of the road. These business owners urge the pursuit of rehabilitation in Clear Creek County, maintaining the current roadway width and surface type, but improving the drainage and surface quality.

Response:

See Form Letter #1, Category D1 for response.

Petition #8

Petition #8 also expresses opposition to reconstruction:

A. Opposition to Alternative 6

This comment has been noted and will be considered as part of the official documentation for this project.

B. Oppose all FHWA alternatives

This comment has been noted and will be considered as part of the official documentation for this project.

C. The only acceptable alternative must consist of:

1) Roadway area to be in current roadway width

See Form Letter #1, Category D1 above for comment response.

2) No heavy construction, blasting, or hauling through towns/over pass

See Form Letter #1, Category D2 above for comment response.

3) Only repair the existing surface, fix drainage, and erosion problems

See Form Letter #1, Category D3 above for comment response.

4) Rehabilitation only

See Form Letter #1, Category D4 above for comment response.

5) Any damage to private property must be compensated by FHWA

See Form Letter #1, Category D5 above for comment response.

Petition #9

Petition #9 expresses opposition to reconstruction of the road as proposed by the FHWA. The petition urges the pursuit of rehabilitation in Clear Creek County, maintaining the current roadway width and surface type, but improving the drainage and surface quality.

Response:

See Form Letter #1, Category D1 for response.

Petition #10

Petition #10 expresses opposition to all of the construction alternatives including Alternative 6. The petition states that none of the alternatives reflect the requests of the public. The only acceptable alternative that maintains the rural and rustic nature of Guanella Pass as requested by the public must consist of the following:

A. Eliminate all full reconstruction and realignment

See Form Letter #1, Category D1 for response.

B. Retain the roadway slope, neighboring slopes, and old growth

It is not considered a wise investment of resources to perform road improvements that soon will become inadequate or inappropriate, such as to further reduce the proposed width, resurface the road without widening the narrowest portions, or not correct the most deficient alignment and geometric inconsistencies. The most hazardous conditions would be left unaddressed and may leave the counties, the FS, and the FHWA with a facility having many operational, maintenance, and safety liabilities. For further information see **Section II.D.4.**

C. Use natural materials on accompanying road structures and leave the unpaved surfaces unpaved

Improvements under Alternative 6 are less visually impacting to the surrounding area than the DEIS build alternatives. This alternative is intended to retain the visual quality and character of the road. Improvements to the roadway also include alternative surface types for consideration in roadway design as well as retaining walls, slope treatments, and guardrail design and materials that create an aesthetic design in keeping with the character of the road. For further information see **Sections II.B.6, II.G and III.B.3.**

D. Focus only on repairing existing surface type and fixing drainage and erosion problems

See Form Letter #1, Category D1 for response.

E. Construction impacts on communities and the Guanella Pass Road area must be very limited

Several mitigation measures will be used to reduce impacts to the local communities during construction activities. While the quality of life may be lessened for some local residents during these activities, construction activities would be scheduled in such a way that most of the route will be relatively unaffected in any given time period. See **Sections III.B.6I and IV.I.1** for a list of mitigation measures for construction impacts.

F. If changes to the design cannot be limited to maintenance improvements to the existing road surface, then we would like the FHWA to choose Alternative 1

This comment has been noted and will be considered as part of the official documentation for this project.

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APPENDIX C:

**RATIONALE FOR THE DESIGN CRITERIA AND THE PROPOSED
IMPROVEMENTS FOR ALTERNATIVE 6 (THE PREFERRED
ALTERNATIVE)**

The information contained in this appendix provides the rationale for design criteria *as it was presented in the SDEIS*. Since the release of the SDEIS, Alternative 6, as it is presented in this FEIS, has been modified slightly (surface types and number of segments). This appendix does not reflect these minor modifications.

Determination of Design Criteria for Alternative 6 (The Preferred Alternative)

Various considerations influence the determination of design criteria for specific roadway projects. The primary considerations in roadway design are the intended function of the road (based in part on approved land management plans), the volume and type of vehicles to be accommodated, the type of terrain traversed, environmental constraints, and the desired user experience. These considerations are addressed through the selection and application of appropriate design controls and criteria. Design controls are those limiting characteristics, or situations, that the facility is intended to accommodate involving the vehicles, pedestrians, drivers, traffic, environmental conditions, etc. Design criteria are measurable values that relate to a level of performance, such as traffic volume, speed, road width, geometry, gradient, sight distance, etc. Controls and criteria are used in road design to ensure that the facility will safely and adequately accommodate the expected traffic use, and to encourage consistency of operation. The major design controls and criteria for rural roads such as the Guanella Pass Road are determined by the road's purpose, functional classification, design traffic volume, design speed, and design vehicle. Design criteria are based on established engineering practices and recent research. Highway design policies are developed through the continuing work of long-standing committees made up of the leading highway engineering professionals nationwide. For reconstruction projects, guidance is provided by *A Policy on Geometric Design of Highways and Streets, 1994*, published by the American Association of State Highway and Transportation Officials (AASHTO). For resurfacing, restoration or rehabilitation (3R) projects, guidance is provided by TRB Special Report 214, *Designing Safer Roads: Practices for Resurfacing, Restoration and Rehabilitation* and related publications. For Federally funded highway projects, Title 23 CFR Part 625 mandates that certain established design practices be used, based on the policies adopted by each State highway agency. In the case of the Guanella Pass Road, even though the road is under jurisdiction of local entities, the standards adopted by the Colorado Department of Transportation (CDOT) are applicable for any reconstruction or 3R work, and supercede the above references and publications.

The road should provide a design and environment consistent with the driving tasks required. Design consistency is recognized as critical to safety and operations, and is defined in the AASHTO publication *Highway Safety Design and Operations Guide, 1997*, as “the avoidance of abrupt changes in geometric features for contiguous highway elements and the use of design elements in combinations that meet driver expectations.” Design consistency is best achieved by selecting design criteria for all critical elements (roadway width, design speed, gradient) on a corridor rather than individual location basis. Drivers' experiences with the highway, roadside, and operational features (intersections, pullouts, signs, markings) along the road are the factors that establish their expectations and influence their behavior. Consistent highway design is extremely important to drivers because through past experiences they have learned how to react to common situations. Drivers will react in a consistent manner to familiar situations; conversely, if drivers experience new situations or situations they are not expecting, their responses are delayed and can be improper or detrimental. Inconsistencies in the design of such features as highway alignment, roadway width (including shoulders), intersection layout, roadside access, and roadside hardware (such as signs, guardrail) violate driver expectations and contribute to indecision or error. Coordinating the various design elements and roadway features to the drivers' expectations and avoiding abrupt changes in the design criteria greatly supports the driving task.

Design standards represent a set of minimum numerical values (e.g. sight distance, curve radius, lane and shoulder width) that should be provided to allow a given level of performance. A

comprehensive matrix of minimum design standards has been established by AASHTO and adopted by the CDOT and FHWA for various types of highways, ranging from local roads to interstate freeways, and for various types of conditions. Given the wide range of highway types and conditions, some flexibility can be exercised in the selection of the applicable design standards to be used for a particular road. For any type of highway, the design should strive for the highest practical level of performance, within economic and environmental constraints, to allow for a margin of error in the design assumptions, provide additional tolerance for unanticipated conditions, and extend the function and service life of the facility. For any given design standard, minimum numerical values have been established for the designer's use; however, safer design values (above minimum) should be provided whenever it is feasible and economical to do so considering the constraints encountered.

Summary of The Preferred Alternative Design Criteria

The cross-section elements of the proposed design criteria are illustrated in Figures II-5a, b, and c of the FEIS. The proposed roadway design criteria are:

Functional Classification:	Rural Local Road [DEIS proposal is Collector]
Travel Lanes:	2.7 m (9 feet) throughout [DEIS proposal is 3.0 meter (10 feet) for reconstruction areas and 2.7 m for rehabilitation areas]
Shoulders:	0.6 m (2 feet) [same as DEIS proposal]
Structural Section:	150 mm (6 inches) maximum thickness for rehabilitation areas and 250 mm (10 inches) maximum thickness for reconstruction areas [DEIS proposal is 50-100 mm (2-4 inches) thickness for rehabilitation areas and 250 mm thickness for reconstruction areas]
Foreslopes:	1.0 m (3 feet) for reconstruction areas, 0.6 m (2 feet) for rehabilitation areas [DEIS proposal is 1.0 m (3 feet) for both reconstruction and rehabilitation areas]
Ditches:	0.6 to 1.2 m (2 to 4 feet) past the foreslope for graded ditch, or 0.6 to 1.2 m (2 to 4 feet) past the roadway shoulder for paved ditch in reconstruction areas, and variable (no minimum) beyond foreslope in rehabilitation areas [DEIS proposal is 1.2 m (4 feet) past the foreslope for graded ditch; same for paved ditch]
Design Speed*:	Ranges from 30 km/h (19 mph) to 50 km/h (31 mph) (with exceptions at switchbacks to 20 km/h (13 mph) [DEIS proposal ranges from 40 km/h (25 mph) to 60 km/h (37 mph) (with exceptions at switchbacks to 23 km/h (14 mph)]
Switchback Radius:	12 m (40 feet) [DEIS proposal is 15 m (50 feet)]
Design Vehicle:	Class C Motorhome with 5.2 m (17 feet) wheelbase and 2.4 m (8 feet) width [DEIS proposal Standard SU Vehicle with 6.1 m (20 feet) wheelbase and 2.6 m (8.5 feet) width]

Superelevation:	6 percent maximum [same as DEIS proposal]
Crown:	2 percent [same as DEIS proposal]
Maximum Grade:	9 percent [same as DEIS proposal]
Clear Zone	2 meters (6.6 feet) [same as DEIS proposal]
Offset to Barrier or Curb:	0.6 m (2 feet) from edge of shoulder, minimum 3.9 m (13 feet) from centerline [DEIS proposal 0.6 m (2 feet) from edge of shoulder, except 0.3 m (1 foot) from edge of shoulder in “Georgetown Switchbacks” section]
Curve Widening:	Based on off-tracking of the Class C Motorhome design vehicle outside the traveled way [DEIS proposal is based on off-tracking of the SU design vehicle]

*Design speed determines horizontal and vertical curvature, and stopping sight distance.

Functional Classification

Roads are grouped for transportation planning purposes into different functional classes according to the character of service they provide. In the DEIS, the functional classification for the Guanella Pass Road was designated as a rural minor collector since it is a transportation link within each County, and one of few public roads that connect Park and Clear Creek Counties with other parts of the State. The road primarily provides access to numerous destinations within the Pike and Arapaho National Forests from US 285 and I-70. A frequent comment received on the DEIS was that the route should not become a major link or encourage through traffic, but instead should only accommodate the current pattern of use, which for the majority of traffic is to a particular destination along the road and then return the same way. Discussions with the local agencies and additional analysis by FHWA indicated that because of the current and intended use of Guanella Pass Road it is better classified as a rural local road than a rural collector road as it was in the DEIS. It is not intended to be a link between two major arterial routes (I-70 and US 285) or to carry substantial commercial traffic.

Rural local roads emphasize the land access function, as opposed to through movement. The rural local road system provides access to land adjacent to a collector network and serves travel over a relatively short distance. The rural local road system constitutes all rural roads not classified as principal arterials, minor arterials, or collector roads. The functional classification and average trip length are important considerations in selecting design speeds. The higher the functional classification and the longer the trip, the greater the desire for expeditious movement, and vice versa.

The design criteria for local roads is lower than for the collector classification, and the change in functional classification allows greater flexibility in the selection of a lower design speed and a narrower roadway, which would more closely match the existing road. A caveat to this change is that the Counties and the Forest Service will need to manage the road corridor for local access, and for limited through traffic or commercial traffic. Otherwise, the lower design criteria may not be adequate for traffic operations or safety.

Design Traffic Volume

After Functional Classification, the single factor that most influences the determination of design criteria is the traffic volume, generally measured as the volume per day in both directions of travel.

The current traffic volume varies along the route; the highest traffic volume is at the north end of the route near Georgetown, and the traffic volume decreases to 50 percent at the pass, and then it decreases to 25 percent south of the pass, and from there it increases toward Grant with 65 percent of the route and traffic volume. The current annual average daily traffic (AADT or ADT), averaged over the entire length of the route, is 182 and is expected to grow at a 1.5 percent annual rate even if no improvements are made. The actual future traffic that will use the facility is uncertain and the actual traffic may be increasing at a higher or lower rate than is estimated, but is likely to increase at a similar rate as the population of the greater Denver area.

Additional traffic growth is anticipated if the route is improved, depending on the extent of improvement (primarily the extent of additional paving). Under the DEIS alternatives, if the entire route were paved a 40 percent to 80 percent additional increase over the No-Action Alternative is projected. The additional traffic projected for the Preferred Alternative is 20 percent greater than for the No-Action Alternative.

A major investment in a highway facility should consider anticipated future traffic volume in order to avoid wasting time and money on improvements that soon may become inadequate or obsolete.

For reconstruction projects the anticipated future traffic demand, usually based on a 20-year projection, is considered for determining design standards. For rehabilitation projects there is usually a shorter anticipated service life of the improvements, and these types of projects may be developed on the basis of a shorter design period. For the proposed Preferred Alternative, which consists of a combination of reconstruction and rehabilitation type improvements, using a 15-year to 20-year projection for design traffic volume is appropriate.

The high seasonal use of the Guanella Pass Road is also a strong consideration in the selection of appropriate design criteria. The projected seasonal average daily traffic (SADT) is listed in the DEIS (Table III-1) although it is not strictly used as the basis of design standards. The high seasonal traffic occurs from June through September and is approximately double the ADT. The weekend use accounts for over half of the total traffic, particularly the summer weekend traffic which is about 3.5 times the ADT. The design of certain elements, such as intersections, should consider the high seasonal and weekend volumes. During the high traffic volume periods, the road shoulders are anticipated to be heavily used by traffic, which will adversely affect pedestrian and bicycle use during these periods.

Design Speed

For highway design purposes, speed is associated with various terminology including legal speed, running speed, design speed and operating speed. Legal speed is the regulatory posted speed that is intended to *limit* the speeds of vehicles for safety, consistency or other reasons. Absent a legal speed, a percentage of drivers would otherwise travel the road at a faster speed. Running speed is a measure of the *observed* speeds of free-moving vehicles at various locations along the highway, and is often expressed either as the arithmetic mean (50th percentile, which approximates the average), or as the 85th percentile (which approximates a reasonable majority) of the observations. A design speed is a theoretically safe and highest *constant* speed that can be maintained throughout the entire length of a specified section of highway, based on the most limiting geometric feature(s)

of the roadway design within that section, and absent other limiting conditions (traffic, weather, surface, regulatory, environmental). A design speed may be lower or higher than the observed running speeds, depending on the capabilities of the drivers, vehicles, roadway surface, weather, speed limitations, etc. Operating speed is a theoretically safe and highest *overall* speed that can be attained on the highway (including various sections of differing design speeds) under favorable weather conditions and under the prevailing traffic conditions.

For new construction projects or reconstruction, rehabilitation, and resurfacing (3R) projects, the design speed should meet drivers' expectation for the type and character of the highway. Where a difficult condition (terrain or other physical condition) is obvious, drivers are more apt to conform to lower speed operation than where there is no apparent need. The design speed should be consistent with the typical running speed observed for a majority (85th percentile) of drivers. Once the appropriate design speed is selected, it is important to develop all of the pertinent features of the roadway in relation to the design speed to obtain a balanced design. A benefit of engineering a road utilizing a specific design speed is to provide a consistent geometry within each individual curve and between the curves. This is done by representing the roadway centerline by a series of circular arcs of various radii with interconnecting tangents (straight sections), and through the proper correlation of the superelevation (surface cross slope or banking). Superelevation influences side friction between the vehicle tires and road surface and helps counteract the centrifugal forces of vehicles in curves.

For the Guanella Pass Road, the range of design speeds for the corridor was determined primarily in an attempt to best fit and closely match the existing roadway alignment as much as possible to minimize new impacts. Other lesser considerations were to accommodate the controlling features along the corridor (steep terrain, existing access points, roadside developments, sensitive environmental areas), and accommodate an appropriate range of operating speed that is expected by the majority of drivers. The purpose and need for improvement is not to increase the overall operating speed. The range of design speed of 30 to 50 km/h (19 to 31 mph) has been proposed to best match the existing road and meet the combination of physical limitations of the terrain, current and projected traffic volumes, existing running speeds, driver expectation, safety concerns, and the existing posted speed limits. In the areas proposed for rehabilitation, the primary effect of selecting the design speed is to determine the proper superelevation rates for the resurfacing, and has little or no effect on the other design elements or the physical impacts.

In areas of the Guanella Pass Road that are proposed for reconstruction, the existing road has a number of curves that are much sharper than normal, and the running speed is much lower than the adjacent curves and the posted speed limit. The current road's horizontal alignment is very irregular and inconsistent, with numerous sharp curves intermixed with sections of relatively gentle alignment. It also has a number of sudden crests and dips in the vertical alignment, and steep uphill slopes just adjacent to the roadway around curves, which restrict the driver's ability to see oncoming conditions and react to them. The inconsistent alignment creates sudden limitations in sight distance and speed, and does not conform to driver expectations raised by the adjacent gentler sections, which adversely affects the driver's ability to respond to road conditions. Improving the consistency of the existing roadway involves a combination of softening the sharpest curves and inducing additional curvature in adjacent straighter sections, lowering of the most sudden crests and raising abrupt dips, and extending crests and dips onto adjacent sections of more uniform grade, all of which can only be accomplished by a reconstruction level of improvement. The attempt to provide more consistency is balanced with the competing need to closely match the existing road alignment and to fit other controlling features.

The proposed design speed for Alternative 6 varies along the corridor in response to changes in the terrain, existing road characteristics, and the posted speed limit, with exceptions at the difficult switchbacks. The design speeds for the DEIS alternatives resulted from additional consideration and emphasis placed on a need to address the portion of traffic that is traveling over the entire length of the corridor, consistent with a higher functional classification.

Location	Km post	Design Speed for DEIS Alternatives	Design Speed for Alternative 6
Grant to Falls Hill	1.0 to 8.0	50 km/h (31 mph)	40 km/h (25 mph)
Falls Hill	8.0 to 9.4	40 km/h (25 mph)	30 km/h (19 mph)
Falls Hill to Shelf Road	9.4 to 15.7	60 km/h (37 mph)	50 km/h (31 mph)
Shelf Road to Guanella Pass	15.7 to 22.1	50 km/h (31 mph)	40 km/h (25 mph)
Guanella Pass to Georgetown	22.1 to 39.2	40 km/h (25 mph)	30 km/h (19 mph)

The minimum design speed recommended by AASHTO policy in mountainous terrain is 30 km/hr (19 mph) for ADT less than 400, and 50 km/hr (31 mph) for ADT 400 to 1500. There are no established design criteria for design speeds less than 30 km/h (19 mph). The design speeds proposed for Alternative 6 are between 30 and 50 km/h (19 and 31 mph). This is 10 km/h (6 mph) less than the 40-60 km/h (25-37 mph) design speed for the DEIS build alternatives. The reduction in design speed for Alternative 6 is consistent with the determination that the road better fits a lower functional classification. The change in design speed from 40 to 30 km/hr corresponds to a reduction in the minimum centerline radius for curves from 55 m (180 feet) to 30 m (100 feet). The lower design speed allows a more curvilinear alignment in the proposed reconstruction areas that more closely follows the existing roadway by allowing more closely spaced curves and shorter tangent (straight) sections between the curves. The lower 30 km/h (19 mph) design speed is used for most of the reconstruction segments with the exception of the shelf road area and the area above Duck Lake, both of which are located in areas of fairly uniform alignment. Aside from the difficult switchbacks, there are few curves on the existing road with less than a 55 m overall radius, so this change results in some slight additional curvature of the roadway design, and will likely result in a slight decrease in operating speed in relation to the DEIS alternatives. The change in design speed also results in slight changes in the vertical alignment in relation to the DEIS alternatives. Under the Preferred Alternative, providing more closely spaced curves results in many slight adjustments in the proposed alignment in the reconstruction areas, and results in the addition of a few slight wiggles in the alignment, all of which will allow a slightly closer match with the existing roadway in numerous areas.

There is concern that the overall operating speed will increase, which could influence travelers in selecting the Guanella Pass Road as an alternate route to I-70 or US 285, and encourage additional through traffic. There is also concern that running speeds will increase, which could offset the increase in safety gained by a slightly wider roadway, easing of some of the sharpest curves, and providing additional sight distance in the reconstruction areas. There is also concern that potential higher running speeds will result in increased wildlife mortality. Research has shown that drivers' speeds and operations are largely governed by the physical characteristics of the roadway and roadsides over extended lengths of the highway alignment; specifically, by the topography, the number of curves and extent of curvature, sight distances, and frequency of roadside access points; and also by the weather, the presence of other vehicles, and the speed limitations (either legal or because of control devices). Running speeds may increase slightly as a result of a new roadway surface. The horizontal alignment (which is the primary physical constraint on operating speed) is improved in 9.2 km (5.6 miles) or 24 percent of the overall length. The running speeds for the other 76 percent (18.1 miles) of the route, for which the horizontal alignment is not changed, is not anticipated to increase as a result of these proposed horizontal alignment improvements. The surface conditions, amount of traffic, the posted speed limit, and the level of enforcement are the major factors influencing a possible change in running speed.

Ideally, the design speed should never be selected to be lower than the legal driving speed of the highway. In cases where the design speed of an existing road is less than the legal speed, a higher design speed should be utilized and the substandard elements identified and addressed. Isolated locations where substandard geometric features result in a lower theoretical safe speed than the selected design speed are called exceptions to the design speed. Isolated, reduced legal speed zones are not appropriate for addressing individual substandard features. They would violate the driver's expectations and generate disregard for the reduced legal speed zone signing. Although advance warning signs and advisory speed limits may provide a margin of safety, they may not reduce actual running speed as they are often ignored because they pose no physical constraint.

A caveat with the lower design speed is that the Counties and Georgetown will need to manage running speeds accordingly. Regulatory and warning signs will need to be installed consistent with the design speeds. Pullouts will be provided along the road corridor which can assist in enforcement of the posted speed limit.

Roadway Width

Total roadway (lane and shoulder) width is among the most important cross-section considerations in the safety of a two-lane highway. Wider lanes or shoulders normally result in fewer crashes. For low volume, low speed rural local roads the minimum width consists of 2.7 m (9 feet) travel lanes and 0.6 m (2 feet) shoulders for a total roadway width of 6.6 m (22 feet). This is the width proposed for the Preferred Alternative. This is a reduction from 7.2 m (24 feet) for the DEIS alternatives resulting from the change in functional classification from a rural collector road to a rural local road.

Research on performance of two-lane rural roads is provided in *NCHRP Report 362, Roadway Widths for Low Traffic Volume Roads*. Studies on two-lane rural roads show that inadequate vehicle clearances and edge-of-roadway clearances exist on surfaces less than 6.6 m (22 feet) wide carrying even moderate amounts of traffic. Where volume is such that meeting and passing opposing vehicles is common, an effective width of 6.0 m (20 feet) is considered inadequate. Recreational vehicles are typically 2.4 to 2.6 m (8.0 to 8.5 feet) wide, excluding mirrors, which leaves essentially no room to maneuver within a 2.7 m (9 feet) travel lane. This results in these types of vehicles continuously encroaching into either the oncoming lane or onto the shoulder. On even low-speed facilities, where there is use by recreational (or commercial) vehicles, 3.0 m (10 feet) travel lanes should be provided. The *AASHTO-Geometric Design of Highways and Streets* states: “Where there is appreciable traffic volume, roads with a narrow traveled way and narrow shoulders give poor service, have a relatively higher accident experience, and require frequent and costly maintenance.”

The shoulder on rural roads with narrow travel lanes serves as additional width to permit drivers meeting opposing vehicles to drive on the very edge of the roadway without leaving the surfacing, thus making frequent use of the shoulder itself. In addition to allowing drivers to safely deviate from the travel lane, shoulders provide a variety of other functions. Shoulders provide space to escape potential accidents or reduce their severity, provide additional space for pedestrians and bicyclists, improve sight distance in cut sections provide lateral clearance for signs and guardrails, provide structural lateral support for the surfacing and to reduce edge of surfacing breakup, provide space for maintenance operations such as snow removal and storage. Shoulders also enhance drainage by directing surface runoff and ditch drainage farther from the surfacing, and minimizing seepage adjacent to the roadway which directly reduces pavement breakup. Regardless of width, a shoulder should be continuous. The full benefits of a shoulder are not available unless there is space where a driver can deviate from the travel lane at any point.

The minimum roadway width for local roads is primarily dependent on the design traffic volume, the design speed, and the mix of vehicle size and use. For mountainous terrain such as the Guanella Pass Road, the AASHTO guidelines for lane and shoulder width change when ADT exceeds 600 and/or the design speed exceeds 60 km/h (37 mph). For design ADT less than 600 and low design speeds, the minimum travel lane is 2.7 m (9 feet) and shoulder is 0.6 m (2 feet) for a minimum total roadway width of 6.6 m (22 feet). For design ADT from 600 to 1,500 and low design speed, the minimum travel lane is 3.0 m (10 feet) and the minimum shoulder is 1.5 m (5 feet) for a minimum total roadway width of 9.0 m (30 feet). The higher ADT values would be applicable if the high

seasonal traffic volume were the primary consideration and control in determining the design criteria.

Guidance for design of 3(R) projects is provided in TRB Special Report 214, *Designing Safer Roads: Practices or Resurfacing, Restoration and Rehabilitation*. The report provides minimum standards for lane and shoulder width that are suggested for Federal and State funding for 3(R) projects; however, the FS, CDOT, and FHWA have not formally adopted these standards. For two-lane rural highways with design year volume (ADT) less than 750, running speed under 50 mph, less than 10 percent trucks, and on mountainous terrain, the minimum value (lane and shoulder width) recommended is 10 feet, or 20 feet (6.1 m) total roadway width. On the Guanella Pass Road, the most typical existing roadway width for portions of the project that are considered a viable candidate for rehabilitation type work is 6.6 m (22 feet). It would not be appropriate to reduce these sections to a narrower, substandard width when it is feasible to maintain the current width with rehabilitation type construction. Publication No. FHWA-FLP-91-010, *Design Risk Analysis*, documents that the increase in accident potential resulting from narrowing a two-lane roadway by 0.3 m (1 foot) on either side is 12 percent. On 3(R) projects the design should strive to improve the roadway above absolute minimums, and to provide the highest level of safety possible within existing conditions and constraints. Under the Preferred Alternative approximately 64 percent of the route, or 24.6 km (15.3 miles), is proposed for rehabilitation type improvements to provide a 6.6 m (22 feet) roadway width. Of the remaining 36 percent proposed for reconstruction, the road is so substandard that most of this length would still require reconstruction to obtain even a 6.1 m (20 feet) roadway width. Less than 3 km (2 miles) could be simply rehabilitated to provide a 6.1 m (20 feet) roadway width, with alignment and grade close to minimal standards, surfacing foreslopes, ditches, drainage features and guardrail where needed. It would not be appropriate or safe practice to vary the roadway width in rehabilitation sections from 6.6 m (22 feet) to 6.1 m (20 feet) at numerous locations.

In development of the Preferred Alternative, the width of the proposed improvements has been reduced to the absolute minimum that will achieve the purpose and need. The design has been reduced at the request of the public and the cooperating agencies to the lowest practical minimums within the flexibility and exceptions allowed by current highway policy. Selective narrowing of the roadway to a lesser width, or leaving intermittent portions of the roadway at the current narrow width, does not meet the purpose and need for the project and is considered an unsafe practice, and is not considered an acceptable alternative to the Forest Service, the CDOT or the FHWA.

The proposed reduction in roadway width from 7.2 m (24 feet) to 6.6 m (22 feet) under the Preferred Alternative requires several caveats that must be agreed to by the cooperating agencies in order to assure reasonable safety and effectiveness of the improvements. The narrower roadway width will not safely accommodate a substantial volume of trucks, commercial vehicles, or large recreational vehicles, and the Counties and FS will need to manage corridor development accordingly and not encourage high traffic volumes or a larger proportion of through traffic, large RV's, busses or commercial traffic.

Switchback Radius/Design Vehicle

The Guanella Pass Road has numerous 180-degree switchbacks, the majority of which are located on the north side of the pass, which receives the greatest use. The existing switchbacks range from mild bends with 55 m (180 feet) centerline radius to extremely tight crooks with 4.5 m (15 feet) centerline radius. Most of the existing switchbacks are in the 9 to 12 m (30 to 40 feet) radius range, however. For consistency, and to avoid trapping occasional oversize vehicles at an isolated

switchback location, the sharper switchbacks should be improved to conform to either the minimum design speed radius or to a minimum radius established for the design exceptions for all of the switchbacks on the corridor. The switchbacks are usually located on the steepest grades in the most precipitous terrain, and typically require sudden deceleration in running speed to negotiate. The switchbacks are significant safety hazards within the corridor (in recent years two fatal accidents have occurred at switchback locations); in addition, they create operational and maintenance problems.

The physical characteristics and proportions of the vehicles using the road are primary controls in establishing the road geometry. Design vehicles are selected motor vehicles that represent a designated class of vehicle types that the road is intended to accommodate. For purposes of controlling the geometric design, each design vehicle represents the larger physical dimensions and larger minimum turning radius of almost all vehicles in its class. General classes of vehicle types, and the dimensions for various design vehicles, have been established and accepted for standard practice by AASHTO. In the switchbacks, the alignment of the roadway centerline is described by a 180 degree circular curve of a particular radius. The outermost path of the design vehicle's body while making the sharpest 180 degree turn it can, with a minimal allowance for clearance, represents a controlling dimension of the minimum centerline radius. In other words, the minimum turning circle of the design vehicle must be able to fit within the switchback centerline radius (inside lane of the road). The determination of the switchback design radius is also influenced by the tracking characteristics of the mix of other vehicles (passenger cars and pickup trucks with trailers, occasional permitted single and dual-unit trucks and large construction vehicles) expected to use the road, as well as operational and safety considerations.

An origin-destination (O-D) survey was performed for the Guanella Pass Road project during a single day in 1995 to develop an indication of the mix of vehicles using the road. The O-D data is supplemented by observations of the vehicle usage provided by the cooperating agencies. The frequently observed vehicles range from cars and pickup trucks pulling trailers (travel, horse, recreational equipment, supplies, etc.), various classes of recreational vehicles (some pulling trailers), commercial trucks carrying equipment and supplies to businesses and residences, and commercial trucks involved in construction or repair of both public and private facilities. Oversize, i.e. greater than 6 m (20 feet) overall length, vehicles use the Guanella Pass road on a daily basis. In all engineering work, including highway engineering, the controlling condition for design purposes is a worst case condition that is likely to be experienced at some anticipated frequency during the service life of the facility. The effects of all likely conditions (e.g., for vehicles other than the design vehicle) need to be analyzed and the operational and safety risks considered. Since the Guanella Pass Road is a public road and open to all users, the agencies responsible for making improvements to the road have an obligation to accommodate all likely users of the facility, as described in the purpose and need. The intent of the project is not to create a facility that will intentionally discriminate against specific classifications of users that have a rightful purpose to use the facility. The switchback design criteria should not be established to regulate the type of vehicle use on the highway, but to improve the safety, operation, and maintenance of the road to the maximum extent possible. The benefits of improving the switchbacks will apply to all vehicles using the road.

In the DEIS, the AASHTO standard SU design vehicle was recommended for design purposes because it represents both single-unit trucks and recreational vehicles (motorhomes), and to some extent vehicles pulling trailers, which use the roadway with some frequency (3 to 5 percent or about 10 to 20 vehicles per day on average), especially on the north side of the pass. The existing

switchbacks will not accommodate these type vehicles safely (vehicles must encroach into the oncoming lane). The next smaller standard design vehicle is the passenger car (P design vehicle). The minimum switchback radius of 15 m (50 feet) was proposed in the DEIS to safely and efficiently accommodate the SU design vehicle within its own lane (with some widening for off-tracking), while minimizing impacts of the switchback realignment. The design speed of the 15 m radius switchbacks is 23 km/hr (14 mph). Most single-unit and tractor-trailer trucks and commercial vehicles that use the road are destined to either the Cabin Creek Power Plant or short-term construction sites, and could possibly be accommodated on the road by special permit.

In the Preferred Alternative, a non-AASHTO standard design vehicle is proposed which has a wheelbase shorter than an SU, but longer than a standard passenger car. The recreational vehicles which use the road most frequently are medium size units, less than 9 m (30 feet) in overall length, as the largest size motorhomes are probably discouraged by the existing poor road surface conditions and sharp switchbacks. The smaller and medium size motorhomes are represented by the Class C Motorhome as defined by the recreational vehicle manufacturing industry. This class uses a full size van cab and modified chassis with the living quarters added around the exterior of the cab. This type motorhome typically has up to a 5.2 m (17 foot) wheelbase, which is in between the 6.1 m (20 foot) wheelbase defined by the AASHTO SU design vehicle and the 3.4 m (11 feet) wheelbase of the AASHTO P design vehicle. A representative motorhome of this size class is the “Minnie-Winnie” manufactured by Winnebago. The proposed design vehicle, with a 5.2 m (17 foot) wheelbase, would be used during the design process to represent all oversize (over 6 m (20 foot) overall length) vehicles that the road should safely accommodate. Using the 5.2 m wheelbase for the design vehicle, the minimum switchback radius can be reduced from 15 m to 12 m (40 feet), which allows the proposed alignment to fit much closer to the existing roadway. The 12 m design radius also just accommodates a passenger car-trailer combination standard design vehicle (P/T) with similar widening for off-tracking of the trailer as for the Class C Motorhome. The design speed of the 12 m radius is 20 km/hr (13 mph). Since most of the switchbacks are proposed to be “belled” out using retaining walls, this change from 15 m to 12 m radius results in reduction of these retaining wall heights by at least one-half, and eliminates the need for retaining walls in several locations.

Further reduction of the switchback radius would require substantial additional roadway widening for tracking of a P/T passenger car-trailer standard design vehicle through the switchback, which would then become a control in the switchback design, and would offset any benefit from the further reduction of centerline radius. For example, using a P/T standard design vehicle would allow the centerline radius to be reduced to 9 m (30 feet), but the roadway width through the switchback would need to be enlarged to 15 m (50 feet) wide to accommodate the off-tracking, which would negate any reduction of impact from the smaller centerline radius. Some longer wheelbase vehicles such as an SU vehicle or bus would have to make multiple-point maneuvers by backing up and going forward several times to negotiate the 9 m radius switchbacks, which would be a very unsafe situation. A further reduction in the switchback radius (e.g. from 12 m radius to 9 m radius) would have little benefit, if any, in terms of reduction of the overall physical impacts of construction, and would leave the operational and safety problems of the existing sharp switchbacks unaddressed. From a vehicle size management standpoint, a further reduction in the switchback design would result in many more vehicles (all vehicles over 6 m (20 feet) in length), needing to be managed by special permit, and would significantly add to the Counties’ burden of administering the proposed permit system.

Under the Preferred Alternative, the larger size SU, tractor-trailer, and other similar oversize vehicles can still be accommodated through the reduced radius switchbacks, but only by encroaching into the oncoming lane. For example, a 15.2 m (50 feet) long tractor-trailer (WB-12 design vehicle) will

require the entire roadway width (travel lanes and shoulders for both directions) to negotiate the 12 m radius switchback design. If the oversize and commercial vehicles are restricted and allowed only by special permits managed by the County, the safety issue of this change can be mitigated. For practical purposes, any vehicle size restriction should be based on overall length instead of actual wheelbase, although wheelbase is the primary dimension controlling the design. In order to be inclusive of essentially all vehicles with larger wheelbase than the design vehicle, a 7.6 m (25 feet) overall vehicle length should be used as the minimum length for vehicles requiring a special permit. Some vehicles (especially motorhomes) with overall length up to 9.0 m (30 feet) will possess a 5.2 m (17 feet) wheelbase and could safely negotiate the proposed switchback design; however, these vehicles would still be included in the 7.6 m (25 feet) minimum size limit and, therefore, need to be managed under special permit.

Maximum Grades

Design criteria for maximum grades are determined by the operating speed of vehicles and by operational, weather, safety, and maintenance considerations. For rural collector roads, the AASHTO criteria allows a maximum grade of 11 percent for a design speed of 40 km/h (25 mph), which corresponds to the DEIS alternatives. For rural local roads, maximum grades of 14% to 16% can usually accommodate the proposed design speeds of 30 to 50 km/h (19-31 mph) respectively. However, in the case of the Guanella Pass Road, the operational, weather, safety, and maintenance considerations necessitate limiting the maximum design grade to approximately 9 percent, as described below.

Steep grades have an adverse effect on stopping distance and vehicle operation and control, especially when the surface is loose, wet, snow packed, or icy. In combination with sharp horizontal curves, steep grades greatly increase accident potential. During snow packed and icy conditions, vehicles have great difficulty maintaining traction or control when grades exceed 10 percent and this is exacerbated by the superelevation (banking) on curves. In the switchback locations, where sudden decelerations are typical approaching the sharp curves, the maximum grade should not exceed 4 percent or 5 percent. For gravel or alternative stabilized gravel surfaces, the rate of gravel loss and generation of washboard condition greatly increases when grades exceed 6 percent. For grades over 9 percent, the rate of gravel loss and severe washboard condition becomes so great as to make maintenance of aggregate surfacing impractical. The sections of the Guanella Pass Road that are unpaved and currently have grades over 9 percent exhibit severe washboard condition and loss of surface material. Where practical in the reconstruction segments, the sections of steeper grade are proposed to be flattened to 9 percent. This is done by a combination of lowering the crests and raising the adjacent dips, or in combination with minor realignment to lengthen the road.

Roadside Design

Additional guidance for design of features adjacent to the roadway (beyond the shoulders) is provided by the *Roadside Design Guide, January 1996*, published by AASHTO. The design of clear zones, roadside slopes, ditches, retaining walls, barriers (e.g., guardrail), roadside appurtenances (e.g., signs, culvert inlets, etc.), and other roadside features should be consistent with this criteria to provide a forgiving roadside with associated safety benefits. The design of most roadside features is done during the final design phase, following the environmental review process and after a decision is made regarding selection of a preferred alternative. The potential reductions in the footprint of the build alternatives that are discussed in the DEIS in **Section II.3: Possible Further Roadway Cross-Section Reductions** are incorporated in the Preferred Alternative. Some further

reductions of the footprint at certain site-specific locations may be possible during the final design process with minor adjustments to the alignment, grade, slopes, ditches, and retaining walls.

Need for Reconstruction versus Rehabilitation in Designated Areas

The Guanella Pass Road was initially constructed without incorporation of currently accepted engineering practices in many locations, and is an accumulation of various maintenance and construction efforts by various entities that were intended to address localized site and field conditions encountered in the past, and did not consider the corridor as a whole. Due to the serious roadway deficiencies located in many areas of the route, a conventional 3(R) type project staying totally within the existing prism for the entire length of the route would not provide reasonably consistent or minimum geometric standards, adequate roadway structure, safety enhancement, service life, or maintenance capabilities. The 3(R)-only concept does not consistently utilize any established guidelines for the geometric design, or achieve improvement of the roadway to some appropriate and consistent standard. The FHWA, FS, and CDOT do not believe that 3(R) improvements alone constitute a reasonable alternative for this route. These agencies believe that making such limited improvements in areas where reconstruction is warranted would create an unsafe condition by giving drivers false impressions and unrealistic expectations of the roadway condition and safety in many locations. Also, there are certain locations where guardrail is desired for safety enhancement but there is currently insufficient platform width available for proper installation unless the road is widened by reconstruction. A 3(R) proposal would not correct the narrow roadway width and substandard horizontal (changes in direction) and vertical (crests and dips) curves in numerous locations. Such a proposal would not address the purpose and need for improvements in these locations, and would leave numerous width transitions along the existing narrow road, which would then become even more potentially hazardous locations, decreasing the overall safety of the road. A simple resurfacing project would not correct any of the problems associated with the narrow road and the sections of poor alignment, and would likely result in an increase in operating speed without improving safety.

Many portions of the route, however, have far fewer, or less serious, deficiencies and are fairly close to meeting the criteria for a candidate 3(R) project (see FEIS **Section II.B.6: Typical Cross Sections**). The DEIS indicated 50 percent of the length can be rehabilitated under Alternatives 4 or 5 to a roadway width of 6.6 m (22 feet). The proportion of the route that falls within the rehabilitation category is increased by breaking down the DEIS reconstruction segments into more discrete sections. Breaking the route into 36 segments results in about 64 percent of the route that can be rehabilitated (as opposed to 50 percent indicated in the DEIS for Alternative 5). Conversely, 36 percent of the route is not a candidate for 3(R) rehabilitation treatment, primarily because the overall platform width needed to provide at least a 6.6 m (22 foot) roadway width is typically not available in those segments.

The determination of the type of improvement proposed for each segment was based on that segment's overall road width, horizontal and vertical alignment, the nature of the existing cut and fill slopes, and its current condition. The sections identified as the most deficient and in the greatest need of reconstruction include one or more of the following problems:

- numerous substandard or inconsistent geometric features
- insufficient width for design vehicles to safely pass in opposite directions

- limited sight distance
- excessive maintenance costs
- severe environmental degradation
- severe slope stability problems
- insufficient ditch width and drainage problems
- hazardous and steep roadside conditions
- steep roadway gradients

To determine the areas included for rehabilitation versus reconstruction, the width of the existing platform was measured from surveyed cross-sections at 20 meter (66 feet) intervals throughout the length of the route. The sections that measured less than 7.9 meters (26 feet) platform width were grouped, and exceptionally narrow areas identified. The existing roadway horizontal and vertical alignments were compared with the minimum criteria for 30 km/hr design speed, and areas that deviated more than 2 meters (6 feet) horizontally or 1 meter (3 feet) vertically from the minimum standards were also grouped, and the exceptions identified. The exceptionally narrow and substandard areas of the route were evaluated in the field to verify if the extent of deficiencies necessitated reconstruction, and the remaining candidate areas for rehabilitation were evaluated to determine if the operational, safety and maintenance conditions could be adequately addressed by a 3(R) approach. The areas identified for reconstruction were evaluated as either being predominantly light reconstruction or full reconstruction (see FEIS **Chapter II.D.4e: Typical Cross Sections**) and the resulting areas grouped into 36 segments. Table II-3 of the FEIS summarizes the improvements by segment for the Preferred Alternative. Figure II-5 of the FEIS shows the mix of improvement work for the Preferred Alternative and for the DEIS alternatives. Each of the segments is discussed in detail below.

Proposed Improvements by Segment

Within the segments proposed for rehabilitation type improvement, there may exist localized areas (less than 30 meters or 100 feet) that are particularly narrow but which have not been identified during the preliminary design process as needing other than rehabilitation type improvements. If specific locations are identified during the final design process which need more than rehabilitation level of improvement to provide the proposed 6.6 meters (22 feet) of roadway width, such locations (if any) will be evaluated and treated individually, either as an exception to the proposed roadway width standard, or as a spot repair for minor widening. Spot repairs, if necessary to provide minor widening, may consist of a short (less than 30 meters or 100 feet) length of grading for a new slope or a short section of retaining wall.

Grant

The 0.77 kilometer (0.48 mile) segment of the route from Grant to near Half Mile Gulch is located adjacent to the Geneva Creek floodplain and runs parallel to the creek along its east bank. The existing roadway generally follows the gradient of the creek with grades averaging less than 3 percent. The roadway is typically 6.6 meters (22 feet) wide with surfacing consisting of a conventional asphalt chip seal with 10 mm (3/8 inch) maximum size aggregate.

Under the Preferred Alternative, this segment of the road would be rehabilitated. The new roadway surfacing would be asphalt or asphalt with a chip seal. Several additional culverts would be installed to improve drainage. The typical width of disturbance would be 8 meters (26 feet).

Geneva Canyon

The 5.23 kilometer (3.25 mile) segment of the route from near Half Mile Gulch to just north of the Tumbling River Ranch (beginning of pavement) is generally located adjacent to the Geneva Creek flood plain and runs parallel to the creek along its east bank. The existing road generally follows the gradient of the creek with grades averaging less than 3 percent. The existing surfacing is gravel/dirt.

Under the Preferred Alternative, the existing roadway would be rehabilitated with 150 mm (6 inches) of gravel. Several sections of substandard roadway geometry (sharp curves and abrupt crests/dips at Stations 2+000, 4+150, and 6+800) would not be improved but would be identified with warning signing. There are also several areas where the existing roadway elevation is at or below the 50-year flood plain elevation which will continue to be subject to periodic inundation by Geneva Creek. At these locations the roadway grade would be raised 150 mm (6 inches) for subgrade repair. The existing roadway varies from 6.0 to 6.6 meters (20 to 22 feet) in width and, with possibly one or two exceptions in the vicinity of 3+500 to 3+640, could be rehabilitated and resurfaced to a 6.6 meters width. Cut walls are proposed for the two exceptions. The total combined length of these cut walls is 130 meters (427 feet) with an average height of 1.2 meters (4 feet). Additional culverts would be installed to improve drainage; however, many existing drainage problems would not be addressed under the Preferred Alternative because the existing ditches and roadway foreslopes are narrow or non-existent, and widening of the existing ditches would require reconstruction type improvements. The stream bank is very close to the roadway in several locations. The steep bank and stream flow may be considered a hazard adjacent to the roadway, but the slope would typically remain unprotected since there is insufficient existing width to install guardrail. Short sections (15 meter or 50 feet) of stream bank stabilization such as rock riprap may be installed at several locations to protect the existing roadway embankment from erosion of the stream and to help restore the stream's natural state. A gravel berm or some form of curb may be placed at selected locations along the roadway to help retain gravel on the road and minimize migration of gravel into the stream. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet).

Falls Hill Segment A

The 1.10 kilometer (0.68 mile) segment from just north of Tumbling River Ranch to the base of Falls Hill is adjacent to Geneva Creek and crosses Scott Gomer Creek. The average grade through this area is 7 percent. The existing roadway is 6.6 meters (22 feet) in width with surfacing consisting of asphalt pavement.

Under the Preferred Alternative, this segment of the road would be rehabilitated. The new roadway surfacing would be asphalt or asphalt with a chip seal. Several additional culverts would be installed to improve drainage. The existing culvert at Scott Gomer Creek would be left in place. The typical width of disturbance would be 8 meters (26 feet).

Falls Hill Segment B

The 1.04 kilometer (0.65 mile) segment climbs out of Geneva Canyon through a series of

switchbacks. The average grade through this area is 9 percent. The existing paved roadway varies in width from 6.0 to 6.6 meters (20 to 22 feet) with asphalt pavement. The main deficiency of this segment is the existing unstable cut slopes adjacent to the roadway. The existing cut slopes are 15 to 20 meters (50 to 65 feet) high and have been oversteepened and are unstable. The unstable cut slopes contribute large rockfall into the ditches, exacerbating the drainage problems.

Under the Preferred Alternative, this segment of the road would undergo full reconstruction to repair the unstable slopes. Cut side walls, approximately 3 to 6 meters (10 to 20 feet) high and approximately 170 meters (558 feet) long, are proposed at the two worst oversteepened slopes (e.g., where concrete blocks are now and above the upper switchback) to allow backfilling behind the wall with a flatter slope angle, topsoil placement, and revegetation of the existing slopes. Other cut slopes between the upper switchback and the top of Falls Hill would be laid back at a flatter slope to promote revegetation. Two sections of low (2 to 3 meter or 6 to 10 feet) mechanically stabilized embankment (MSE) fill side wall, 2 to 3 meters (6 to 10 feet) in height and totaling 175 meters (574 feet) in length, are proposed to retain the fill slope at the lower switchback. Another low MSE wall is proposed to retain the fill slope for a section of the road just above the upper switchback. This MSE wall is approximately 100 meters (328 feet) in length. The reconstruction will closely follow the existing alignment and grade. The typical width of disturbance in areas where the existing cut slopes are reconstructed would be 30 meters (100 feet). Extensive revegetation work including topsoil, native seed, mulch, and native container stock (trees and shrubs) will be provided on the stabilized slopes. The new roadway surfacing would be asphalt or asphalt with a chip seal. Several additional culverts would be installed to improve drainage. Enlargement of an existing pullout near the upper switchback at the waterfalls of Scott Gomer Creek is proposed to provide a paved pullout for 6-8 cars. There are high steep fill slopes adjacent to the existing road which are especially hazardous near the top of the switchbacks. This is also an area of sharp curves and inconsistent geometry. The existing guardrail will be replaced and extended. A total length of 535 meters (1,755 feet) of guardrail is proposed for this segment. Approximately 380 meters (1,247 feet) of this length is replacing existing guardrail and the remaining 155 meters (508 feet) will be new sections of guardrail along this segment.

Geneva Park

The 7.00 kilometer (4.35 mile) segment of the route from the top of the Falls Hill area to the upper switchback at the end of Geneva Park (existing end of pavement) generally follows along the east bank of Geneva and Duck Creeks, which form a relatively broad and flat valley in this area. The existing roadway generally follows the gradient of the creeks, with average grades of less than 3.5 percent. There are no high, steep fill slopes adjacent to the existing road that are especially hazardous. There is one section of inconsistent geometry at Station 13+300 which will need to be identified with warning signs. The existing roadway has a consistent 6.6-meter (22 feet) paved width.

Under the Preferred Alternative, the segment would be rehabilitated and resurfaced to 6.6-meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance would be 8-9 meters. Most existing drainage problems would be addressed with additional culvert pipes and minor reshaping of the existing ditches. The existing ditches and foreslopes are consistently slightly narrow, but are closer to conformance with the proposed typical section than in other portions of the route. Most existing slopes are relatively stable, so that only a minor amount of slope repair and revegetation is proposed. The existing parking area at Abyss Trailhead (Station 9+300) is proposed to be enlarged with a new paved parking lot for approximately

40 vehicles (separated from the road by an earth berm), and additional restrooms are proposed by the FS.

Shelf Road - Park County

The 1.66 kilometer (1.03 mile) segment from Geneva Park to the Park County line (Station 17+800) is an area where the existing road was cut into the steep and rocky hillside forming a shelf in the slope. This segment has numerous problems and deficiencies. Much of the maintenance efforts of Park County are spent on this segment of the road. The roadway has a gravel/dirt surface varying from less than 4.8 meters (16 feet) to more than 7.2 meters (24 feet) in width, and is typically 5.5 meters (18 feet) wide. This segment of the road has an average grade of 7 percent with long stretches at over 8 percent, which contributes to the loss of gravel and sediment from the road and requires additional maintenance effort and expense. Throughout this area are high (15 to 30 meters or 50 to 100 feet), unstable cut slopes, and large boulders frequently fall onto the roadway. The unstable cut slopes produce extensive rockfall into the ditches and onto the roadway, exacerbating the drainage problems and creating safety hazards. The existing drainage structures are few and too small to accommodate predicted storms. Springs in the existing slopes from 16+300 to 16+600 create drainage problems throughout the year and create ice flows across the road in winter.

Under the Preferred Alternative, this segment of the road would undergo full reconstruction to provide a consistent 6.6 meter (22 feet) roadway width and to repair and stabilize the existing unstable cut slopes to the extent possible. The slope stabilization may consist of scaling loose, unstable rocks and boulders, installing reinforcing rods into the cut to anchor the slope, installing steel reinforcing dowels and placing concrete wedges below unstable boulders, backfilling of the lower portion of existing oversteepened slopes, and use of vegetation to hold the soil surrounding the rocks and boulders and to help stabilize the slopes. A wider (3 meter or 10 feet overall width) rockfall ditch is proposed throughout this segment to mitigate and collect anticipated rockfall that will likely continue despite the stabilization efforts (a 50 percent reduction in rockfall is a reasonable goal). The wider ditch will accommodate equipment such as a front loader to more easily clean up the ditch. Because of anticipated continued rockfall, any retaining wall structures built into the cut slope would likely become damaged or destroyed, and are not proposed. Because the existing slopes are very steep, laying back the existing cut slopes on a flatter slope is not practical. Minimal excavation of the cut slopes is proposed. MSE retaining walls are proposed on the downhill side of the road throughout this entire segment to accommodate the wider roadway and ditch. The average height of the MSE walls would be approximately 3 meters (10 feet). The reconstruction will closely follow the existing alignment and grade.

The typical width of disturbance in this area would be 15 meters (50 feet). Extensive revegetation work including placement of topsoil, native seed, mulch, and container stock (trees and shrubs) will be provided on the stabilized slopes. The new roadway surfacing would be asphalt or asphalt with a chip seal. Several additional culverts would be installed to improve drainage, and subsurface drainage features installed in the area of the springs. There are high, steep, and very hazardous fill slopes adjacent to the existing road throughout this segment. The existing guardrail will be replaced and extended, and additional guardrail added throughout the segment. An approximate total length of 1610 meters (5282 feet) of guardrail is proposed for this segment. Approximately 488 meters (1601 feet) of this length is replacing existing guardrail and the remaining 1122 meters (3681 feet) will be new guardrail along this segment. An existing pullout at the switchback near the start of this

segment (16+230) is proposed to be formalized with a paved pullout for 4-6 cars.

Shelf Road - Clear Creek County

The 1.34 kilometer (0.83 mile) segment from the Clear Creek County Line (just south of the entrance to the abandoned ski area [Station 17+800]) to the intersection to the private residence at Duck Lake has very similar problems and deficiencies as the previous segment. The roadway has a gravel/dirt surface typically 5.5 meters (18 feet) wide. This segment of the road has an average grade of 7 percent with long stretches at over 8 percent, which contribute to the loss of gravel and sediment from the road and requires additional maintenance. Within the segment from 17+800 to 18+700 are high (10 to 20 meters or 33 to 66 feet), unstable cut slopes, and large boulders frequently fall onto the roadway in this area. The unstable cut slopes produce extensive rockfall into the ditches and onto the roadway, exacerbating the drainage problems and creating safety hazards. The existing drainage ditches and culverts are undersized and infrequently located.

Under the Preferred Alternative, this segment of the road would undergo full reconstruction to provide a consistent 6.6 meter (22 feet) roadway width and to repair and stabilize the existing unstable cut slopes to the extent possible, similarly as described for the previous segment. A wider (3 meter or 10 feet overall width) rockfall ditch is proposed from 17+800 to 18+650 to mitigate and collect the anticipated rockfall. Minimal excavation of the cut slopes is proposed. MSE retaining walls are proposed on the downhill side of the road for 1015 meters (3,330 feet) in this area to accommodate the wider roadway and ditch. The average height of the MSE walls would be approximately 3.1 meters (10 feet). The reconstruction will closely follow the existing alignment and grade, except from 18+900 to 19+100 where the road would be shifted to eliminate two crossings of Duck Creek and allow restoration of the stream to its approximate original channel location. The typical width of disturbance in this segment would be 15 meters (50 feet). Extensive revegetation with topsoil, seed, mulch, and container stock (trees and shrubs) will be provided on the stabilized slopes. The new roadway surfacing would be asphalt or asphalt with a chip seal. Several additional culverts would be installed to improve drainage. There are high, steep fill slopes adjacent to the existing road from 17+800 to 18+800, which are very hazardous. New sections of guardrail are proposed in this area for a total length of 1055 meters (3,461 feet).

Duck Lake Segment A

The 0.30 kilometer (0.19 mile) segment of the route is located from the entrance to Duck Lake to a sharp curve to the east of Duck Lake. The overall gradient of the road is 5 percent with the lower section approximately 8 percent grade. The existing surfacing is gravel/dirt. The existing roadway is approximately 6.6 meters (22 feet) width.

Under the Preferred Alternative, this segment would be rehabilitated and resurfaced to 6.6 meters width with 150 mm (6 inches) gravel or an alternative stabilized gravel surfacing type. A remnant of abandoned roadway would be regraded to natural contours at 19+400. Additional culverts would be installed to improve drainage. The typical width of disturbance would be 9 meters (30 feet).

Duck Lake Segment B

The 0.09 kilometer (0.06 mile) segment of the route is located at a sharp curve east of Duck Lake.

The overall gradient of the road is 9 percent grade. The existing surfacing is gravel/dirt. The existing roadway varies from 6.0 to 6.6 meters (20 to 22 feet) width. There is one exceptionally sharp curve at 19+500 that is inconsistent with the adjacent alignment in the area. The existing cut slopes in the vicinity of 19+500 to 19+550 are oversteepened and barren of vegetation.

Under the Preferred Alternative, this segment would undergo full reconstruction to 6.6 meters width with gravel or an alternative stabilized gravel surfacing type. The sharp curve at 19+500 would be improved with a smoother curve over a distance of 90 meters (300 feet), and the existing oversteepened cut slope would be backfilled with a flatter slope to promote revegetation. Additional culverts would be installed to improve drainage. The typical width of disturbance would be approximately 18 to 24 meters (60 to 80 feet).

Duck Lake Segment C

The 0.55 kilometer (0.34 mile) segment of the route is located from the sharp curve east of Duck Lake to a point above Duck Lake. The overall gradient of the road is over 8 percent. The existing surfacing is gravel/dirt. The existing roadway is 6.6 meters (22 feet) width.

Under the Preferred Alternative, this segment would be rehabilitated and resurfaced to a 6.6 meters width with 150 mm (6 inches) gravel or an alternative stabilized gravel surfacing type. Additional culverts would be installed to improve drainage. The typical width of disturbance would be 9 meters (30 feet). A short section of new guardrail (10 meters or 33 feet) is proposed for this segment.

Above Duck Lake

The 0.40 kilometer (0.25 mile) segment above Duck Lake is narrower than adjacent segments, and there is insufficient width available for a rehabilitation type level of improvement. The roadway has a gravel/dirt surface that is typically 5.5 meters (18 feet) wide. This segment of the road has an average grade of 8 percent with the lower section approximately 9 percent grade. Throughout the segment are steep and frequently unstable cut slopes, 9 to 12 meters (30 to 40 feet) height. The unstable cut slopes produce slough into the ditches and onto the roadway, causing drainage and maintenance problems. The existing drainage ditches and structures are also inadequate.

Under the Preferred Alternative, this segment of road would undergo light reconstruction to provide a consistent 6.6 meter (22 feet) roadway width and to repair and stabilize the existing unstable cut slopes to the extent possible, using some of the same techniques as for the Shelf Road segment. The light reconstruction would closely follow the existing alignment and grade with minimal (if any) excavation of the cut slopes. MSE retaining walls are proposed on the downhill side of the road for the entire length of this segment to accommodate the wider roadway. The approximate average height of the MSE walls would be 1.8 meters (6 feet). Extensive revegetation work including placement of topsoil, native seed, mulch, and container stock (native trees and shrubs) will be provided on the stabilized slopes. The new roadway surfacing would be gravel or an alternative stabilized gravel surfacing type. Several additional culverts would be installed to improve drainage. The typical width of disturbance in this segment would be 12 meters (40 feet). Guardrail is proposed for the entire length of this segment.

Above Duck Lake to Pass

The 1.39 kilometer (0.86 mile) segment of the route climbs to the top of Guanella Pass with an

overall grade of 5 percent and some stretches at over 7 percent. The terrain adjacent the road is relatively gentle with 1:4 (vertical:horizontal) slopes, and the upper 1 kilometer (0.6 mile) is above timberline. The existing surfacing is gravel/dirt.

Under the Preferred Alternative, the existing roadway would be rehabilitated with 150 mm (6 inches) gravel or an alternative stabilized gravel surfacing type. The existing roadway varies from 6.6 to 7.2 meters (22 to 24 feet) in width and could be rehabilitated and resurfaced to 6.6 meters in width. Additional culverts would be installed to improve drainage. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet). Guardrail is proposed for 140 meters (459 feet) of this segment.

Pass to Upper Switchbacks

The 0.58 kilometer (0.36 mile) segment of the route drops from the top of Guanella Pass with an overall grade of 8 percent and some stretches at over 9 percent. The terrain adjacent the road is relatively gentle with 1:4 (vertical:horizontal) slopes and is above timberline. The existing surfacing is gravel/dirt. A pair of switchbacks at 22+100 was eliminated during a past spot reconstruction by the County, and now serves as an informal overflow parking area for the trailheads at the pass.

Under the Preferred Alternative, the existing roadway would be rehabilitated with 150 mm (6 inches) of gravel or an alternative stabilized gravel surfacing type. The existing roadway varies from 6.6 to 7.2 meters (22 to 24 feet) in width and could be rehabilitated and resurfaced to 6.6 meters width. Additional culverts would be installed to improve drainage. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet). An enlarged and formalized trailhead parking lot with 143 parking spaces and restroom facility is proposed by the FS at the summit of Guanella Pass on the east side of the road (see figure III-13 in the previous DEIS).

Upper Switchbacks

The 1.73-kilometer (1.08 mile) segment north of the pass drops steeply (average grade of 8 percent and some areas at 10 percent) into the South Clear Creek Valley through a series of four switchbacks. The terrain adjacent to the road is very steep with 1:2 (vertical:horizontal) slopes. The existing surfacing is gravel/dirt and roadway widths vary from 4.5 meters (15 feet) to 6.0 meters (20 feet). This segment has the most serious deficiencies of the entire route. The roadway width is frequently too narrow for two vehicles to pass each other safely. Most of the existing fill slopes are very steep and hazardous, and the edge of the road is being lost to erosion. The switchbacks are too sharp to safely accommodate larger passenger vehicles such as pickup trucks or the design vehicle (Class C recreational vehicle). There are many locations where the existing cut slopes are oversteepened (1:1 or steeper), lack vegetation and are subject to erosion, and frequently slough onto the roadway causing drainage problems. There are few existing culverts and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes.

Under the Preferred Alternative, this segment of road would undergo light reconstruction to provide a consistent roadway width and to stabilize and repair the existing oversteepened cut slopes where possible, using extensive revegetation techniques. The new roadway surfacing would be asphalt or asphalt with a chip seal. The four switchbacks are proposed to be belled out approximately 3 meters (10 feet), except the 3rd switchback north of the pass would be belled out approximately 6 meters (20

feet) with a MSE retaining wall. The light reconstruction would closely follow the existing alignment and grade with minimal excavation of the cut slopes. New cut slopes would be laid back at a flatter (1:2) slope in four areas approximately 400 meters (1,300 feet) in length. Seven sections of MSE retaining walls are proposed on the downhill side of the road for 1,445 meters (4,740 feet) through most of this segment to accommodate the wider roadway. The average height of the MSE walls would be approximately 3 meters (10 feet). A cut wall is proposed for a portion of this segment between stations 23+780 and 23+845, 65 meters (213 feet) in length. The average height of the cut wall would be 2.6 meters (9 feet). The typical width of disturbance in this segment would be 12 meters (40 feet) in MSE wall areas and 20 meters (60 feet) in areas of new cut slopes. Extensive revegetation work including placement of topsoil, native seed, mulch, and container stock (native trees and shrubs) will be provided on new constructed slopes. Additional culverts would be installed at frequent intervals (typically every 150 meters or 500 feet) to improve drainage. In the steeper grades the ditch slopes would be armored with stable materials such as rock riprap. There are high, steep fill slopes adjacent to the existing road throughout the segment, which are very hazardous. There is no existing guardrail in this segment. New guardrail is proposed in this segment for a total length of 1,546 meters (5,072 feet).

Upper Clear Creek

The 0.30 kilometer (0.19 mile) segment of the route is located between the upper four switchbacks and the Naylor Creek switchbacks. In this segment the horizontal alignment is fairly uniform with slight curves, although the vertical alignment is consistently steep with an overall grade of 8 percent. The terrain adjacent to the road is marginally traversable with 1:3 slopes. The existing surfacing is gravel/dirt.

Under the Preferred Alternative, the existing roadway would be rehabilitated. The new roadway surfacing would be asphalt or asphalt with a chip seal. The existing roadway varies from 6.6 to 7.2 meters (22 to 24 feet) width and could be rehabilitated and resurfaced to 6.6 meters width. Additional culverts would be installed to improve drainage, and ditches would be armored in areas of steep grades. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet). A small portion of guardrail is proposed for 5 meters (16 feet) of this segment.

Naylor Creek

The 0.88 kilometer (0.55 mile) segment is located from just south of the intersection with the Naylor Lake Road to the intersections with the Guanella Pass Campground. The horizontal alignment is poor and includes two sharp curves (essentially switchbacks) south of the Naylor Lake Road and one switchback at the intersection with the Naylor Lake Road. The overall grade of this segment is 7.5 percent; however the area of sharp curves south of the Naylor Lake Road has an extraordinarily steep grade of 12.5 percent, and the surface is very rough and difficult to maintain. The terrain adjacent to the road is relatively gentle with 1:4 slopes. The existing surfacing is gravel/dirt and the roadway width varies from 5 meters (16 feet) to 6.0 meters (20 feet). The sharp curves and switchback are too sharp to safely accommodate the design vehicle (Class C recreational vehicle). There are many locations where the existing cut slopes are oversteepened (1:1 or steeper), lack vegetation and are subject to erosion, and frequently slough onto the roadway causing drainage problems. There are few existing culverts and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes.

Under the Preferred Alternative, this segment would undergo full reconstruction to improve the

alignment and grade to the minimum proposed standards for 30 km/h or 19 mph (curve radius of 30 meters or 100 feet and a 9 percent grade). The full reconstruction would closely follow the existing alignment and grade, except at the 3 sharp curves in the area of steepest grade. In the area south of the Naylor Lake Road intersection, new cut slopes would be laid back at a flatter (1:2) slope in several areas totaling approximately 1,000 meters (3,280 feet) length. Reconstruction of the existing cut and fill slopes and laying them back on a flatter slope creates most of the additional impact, but is necessary if vegetation is to be established. One area of MSE retaining wall is proposed on the downhill side of the road, just north of the Naylor Lake Road intersection, to accommodate the wider roadway and avoid encroachment on a tributary of Naylor Creek. The MSE wall would be 50 meters (164 feet) in length and 1 meter (3.3 feet) in average height. Guardrail is proposed in the vicinity of the MSE wall for a length of 46 meters (150 feet). The typical width of disturbance in this segment would be 24 meters (80 feet) south of Naylor Lake Road and 18 meters (60 feet) north of Naylor Lake Road. Extensive revegetation work including placement of topsoil, native seed, mulch, and container stock (native trees and shrubs) will be provided on new slopes. The new roadway surfacing would be asphalt or asphalt with a chip seal. Additional culverts would be installed at frequent intervals (typically every 150 meters or 500 feet) to improve drainage and ditches would be armored in areas of steep grades. The existing round culvert pipe at Naylor Creek would be replaced with an oversized, open bottom (3-sided) arched drainage structure.

South Clear Creek (SCC) Segment A

The 0.34 kilometer (0.21 mile) segment is located just north of the Guanella Pass Campground. The overall grade is 7.5 percent. The terrain adjacent to the road is relatively gentle with 1:5 slopes. The existing surfacing is gravel/dirt. The existing roadway is located in a wetland and additional wetland encroachment is proposed in this area under the Preferred Alternative (under the existing alignment option). The existing roadway is 6.6 meters (22 feet) in width and could be rehabilitated and resurfaced to 6.6 meters width.

Under the Preferred Alternative (existing alignment option) the existing roadway would be rehabilitated with 150 mm (6 inches) gravel or an alternative stabilized gravel surfacing type. Additional culverts would be installed to improve drainage. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet).

SCC Segment B

The 1.86 kilometer (1.16 mile) segment is located north of the Guanella Pass Campground. The existing surfacing is gravel/dirt, and roadway widths vary from 5 meters (16 feet) to 6.0 meters (20 feet). The horizontal and vertical alignments are inconsistent; but could be improved to minimum standards with minor adjustments. The overall grade of this segment is about 4 percent; however, there are several areas with over 8 percent grade. The terrain adjacent to the road is relatively gentle with 1:4 slopes.

Under the Preferred Alternative, the road would undergo full reconstruction to provide the minimum roadway width and improve the alignment and grade to the minimum proposed standards for 30 km/h or 19 mph. The full reconstruction would closely follow the existing alignment and grade. New cut slopes would be laid back at a flatter (1:2) slope. The typical width of disturbance in this segment would be 18 meters (60 feet). Extensive revegetation work including placement of topsoil, native seed, mulch, and container stock (native trees and shrubs) will be provided on newly constructed slopes. The new roadway surfacing would be gravel or an alternative stabilized gravel

surfacing type. Additional culverts would be installed at frequent intervals (typically every 150 meters or 500 feet) to improve drainage.

SCC Segment C

The 0.58 kilometer (0.36 mile) segment is located just south of the southern crossing of South Clear Creek. The overall grade is 5.5 percent, with 100 meter (328 feet) section over 8 percent grade and another 100 meter (328 feet) section over 10 percent grade (from 27+800 to 27+900). With minor grading and subgrade repairs the 10 percent grade section may be reduced to about a 9 percent grade.

The terrain adjacent to the road is relatively gentle with 1:5 slopes. The existing surfacing is gravel/dirt. The existing roadway is located adjacent to the west bank of South Clear Creek close to wetland areas; however, no wetland encroachment is anticipated in this area. The existing roadway is 6.6 meters (22 feet) wide and could be rehabilitated and resurfaced to a 6.6 meter width.

Under the Preferred Alternative, the existing roadway would be rehabilitated with 150 mm (6 inches) of gravel or an alternative stabilized gravel surfacing type. Additional culverts would be installed to improve drainage and ditches would be armored in areas of steep grades. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet).

SCC Segment D

The 1.26 kilometer (0.78 mile) segment is located from the southerly crossing of South Clear Creek to a point south of Clear Lake Campground. The existing surfacing is gravel/dirt, and roadway widths vary from 5 meters (16 feet) to 6.0 meters (20 feet). The horizontal and vertical alignments are inconsistent. The overall grade of this segment is about 5 percent; however there are several areas over 8 percent grade and one area of 12 percent grade (28+400). The terrain adjacent to the road varies from relatively gentle with 1:4 slopes to very steep areas with 1:1 slopes adjacent to the creek. There are several locations where the existing cut slopes are oversteepened (1:1 or steeper), lack vegetation and are subject to erosion, and frequently slough onto the roadway causing drainage problems. There are few existing culverts and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes adjacent the creek.

Under the Preferred Alternative, the reconstruction (mix of light reconstruction and full reconstruction) would closely follow the existing alignment, and the road would be reconstructed to provide the minimum roadway width and improve the alignment and grade to the minimum proposed standards for 30 km/h or 19 mph and 9 percent grade. New cut slopes would be laid back at a flatter (1:2) slope. Three sections of MSE retaining walls are proposed on the downhill side of the road for 509 meters (1,670 feet) in this segment to accommodate the wider roadway. The average height of the MSE walls would be 4 meters (13 feet). The typical width of disturbance in this segment would be 12 meters (40 feet) in MSE wall areas and 18 meters (60 feet) in areas of new cut slopes. Extensive revegetation work including placement of topsoil, seed, mulch, and container stock (trees and shrubs) will be provided on new constructed slopes. The new roadway surfacing would be asphalt or asphalt with a chip seal. Additional culverts would be installed at frequent intervals (typically every 150 meters or 500 feet) to improve drainage, and ditches would be armored in areas of steep grades. There are several high, steep fill slopes adjacent to the existing road which are very hazardous. There is no existing guardrail. New guardrail is proposed in this segment for a total length of 614 meters (2014 feet).

SCC Segment E

The 0.30 kilometer (0.19 mile) segment is located south of Clear Lake Campground and is adjacent to the west bank of South Clear Creek. The existing surfacing is gravel/dirt. The overall grade is 5 percent, with a short section over 7 percent grade. The terrain adjacent to the road on the uphill side is relatively gentle with 1:4 slopes on the uphill side, but is steep with 1:1 slopes down to South Clear Creek on the downhill side. The existing roadway is 6.6 meters (22 feet) in width and could be rehabilitated and resurfaced to a 6.6 meter width.

Under the Preferred Alternative, the existing roadway would be rehabilitated with 150 mm (6 inches) of gravel or an alternative stabilized gravel surfacing type. Additional culverts would be installed to improve drainage. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet).

SCC Segment F

The 0.52 kilometer (0.32 mile) segment is located from south of Clear Lake Campground to the beginning of pavement at Cabin Creek Power Plant. The existing surfacing is gravel/dirt and roadway widths varying from 5 meters (16 feet) to 6.0 meters (20 feet). The overall grade of this segment is about 5 percent; however there is one area of 13 percent grade (29+800). The terrain adjacent the road is relatively gentle with 1:6 slopes. Near the Clear Lake Campground the road grade is below the floodplain of South Clear Creek and is subject to periodic inundation and constant wet conditions.

Under the Preferred Alternative, this segment is proposed to undergo light reconstruction to raise the grade through this area approximately 1 meter (3 feet). The steep section of 13 percent grade will be reconstructed at a 9 percent grade in conjunction with the grade raise. Aside from this vertical alignment change, the reconstruction (light reconstruction) would closely follow the existing alignment. The typical width of disturbance in this segment would be 15 meters (50 feet). Extensive revegetation with topsoil, seed, mulch, and container stock (trees and shrubs) will be provided on new constructed slopes. The new roadway surfacing would be gravel or an alternative stabilized gravel surfacing type. Additional culverts would be installed to improve drainage.

Cabin Creek

The 2.04 kilometer (1.27 mile) segment of the route from the Cabin Creek power station (existing beginning of pavement) to the north end of Green Lake is immediately adjacent to the power station facilities. The existing road averages less than 3 percent gradient, with two sections of 8 percent grade adjacent to the powerplant. There is one section of inconsistent geometry at Station 30+500 to 30+600, which will need to be identified with warning signs. The existing roadway has a 6.6 meter (22 feet) to 7.2 meter (24 feet) paved width.

Under the Preferred Alternative, this segment would be rehabilitated and resurfaced to 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance in this segment would be 9 meters (30 feet). There is an area with severe slope stability problems at Station 31+300 to 31+500; however, this slope would be difficult to stabilize. Approximately 1170 meters (3838 feet) of paved ditch with concrete curb is proposed for this segment. Some existing drainage problems would not be addressed under the Preferred Alternative due to the narrow ditch width in most locations. Also, there would remain insufficient width for snow storage needed for winter maintenance. Approximately 40 meters (131 feet) of new guardrail

is proposed for this segment.

Clear Lake

The 0.14 kilometer (0.09 mile) segment is located adjacent to Clear Lake. This location has a narrow (5.5 meters or 18 feet) roadway width and an especially high, steep, and hazardous fill slope adjacent to the roadway just above Clear Lake, at Station 32+300. The grade in this area is 8 percent.

Under the Preferred Alternative, this segment would undergo light reconstruction to achieve a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. This entire area is proposed to be widened with MSE retaining wall and protected with additional guardrail for a length of 140 meters (459 feet). There is a slope instability problem at this location; however, this slope would be difficult to stabilize and continued rockfall and raveling of the slope is anticipated to collect in the proposed ditch. Approximately 100 meters (328 feet) of paved ditch with concrete curb is proposed for this segment. Additional rockfall mitigation measures will be evaluated during final design and may be installed on the existing slope if practical. The existing guardrail located on the cut side would be removed, a length of 60 meters (200 feet). The typical width of disturbance for this segment is 12 meters (40 feet). Additional culverts would be installed to improve drainage.

Green Lake

The 1.18 kilometer (0.73 mile) segment of the route from Clear Lake to north of Green Lake averages 3 percent gradient, with a section of 9 percent grade just north of Clear Lake and a section of 8 percent grade north of Green Lake. Along Green Lake the roadway is very close to the steep slopes bordering the lake, which may be considered a hazard. The existing roadway has a 6.6 meter (22 feet) paved width.

Under the Preferred Alternative, this segment would be rehabilitated to a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance in this segment would be 9 meters (30 feet). The roadway along Green Lake would remain unprotected under the Preferred Alternative since there is insufficient width to install guardrail. Also, some existing drainage problems would not be addressed under the Preferred Alternative due to the narrow or non-existent ditch width in most locations, and there would remain insufficient width for snow storage needed for winter maintenance. Paved ditches with concrete curb are proposed for approximately 850 meters (2789 feet) of this segment.

Switchbacks

The 0.72 meter (0.45 mile) segment includes two switchbacks and one sharp right-angle curve. The existing paved roadway varies from 4.9 meters (16 feet) to 6.0-meters (20 feet) in width, and is in extremely rough condition. The average grade through this segment is 7.5 percent with several stretches over 8 percent. The upper switchback is tight and requires some bellling out to accommodate the design vehicle. The lower switchback has an adequate radius and the roadway would be widened along its existing alignment. Between the two switchbacks the roadway is very narrow with steep, hazardous dropoffs. This area has a northern exposure and is constantly icy and snow-packed in the winter. There is very little existing ditch to handle the drainage or snow storage.

There are also several areas where the existing alignment is inconsistent. There are several locations where the existing cut slopes are oversteepened (1:1 or steeper), lack vegetation and are subject to erosion, and frequently slough onto the roadway causing drainage problems. There are few existing

culverts, and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes adjacent the creek.

Under the Preferred Alternative, the road would undergo light reconstruction to achieve a consistent 6.6 meter (22 feet) roadway width and improve the alignment and grade to the minimum proposed standards for 30 km/h or 19 mph. The light reconstruction would closely follow the existing alignment, and the segment would be surfaced with asphalt pavement or asphalt pavement with a chip seal. Four sections of MSE retaining walls are proposed on the downhill side of the road for 454 meters (1,490 feet) in this segment to accommodate the wider roadway. The average height of the MSE walls would be 2.3 meters (7.5 feet). Cut walls are also proposed for approximately 195 meters (640 feet) for this segment. The typical width of disturbance in this segment would be 12 meters (40 feet). Additional culverts would be installed at frequent intervals (typically every 150 meters or 500 feet) to improve drainage. Paved ditches with concrete curb are proposed for 675 meters (2,215 feet) of this segment. There are several high, steep fill slopes adjacent to the existing road which are very hazardous. There is no existing guardrail in this segment. New guardrail is proposed in this segment for a total length of 525 meters (1,722 feet).

South Clear Creek

The 0.38 kilometer (0.24 mile) section of the route from Leavenworth Creek to the upper end of the Georgetown switchbacks (Silverdale area) is generally located adjacent to South Clear Creek on its west bank, and has an average gradient of 6 percent. The existing roadway has a 6.6 meter (22 feet) paved width and a narrow ditch. The segment has numerous sharp curves which will need to be identified with warning signs.

Under the Preferred Alternative, the existing roadway would be rehabilitated and resurfaced to a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet). Some existing drainage problems would not be addressed due to the narrow ditch width in most locations. Also, there would remain insufficient width for snow storage needed for winter maintenance. The existing ditches and foreslopes are consistently narrow, and grades are relatively steep, and paved ditches with concrete curb are proposed for 225 meters (738 feet). New guardrail is proposed for 35 meters (115 feet) of this segment.

Adjacent to Waldorf Road

The 0.24 kilometer (0.15 mile) segment is located adjacent to Waldorf Road. This location has a narrow (6 meters or 20 feet) roadway width and a narrow or non-existent ditch. The slopes adjacent the downhill side of the road are very high and steep. The grade in this area is over 8 percent. This entire area is proposed to be widened with MSE retaining wall and protected with guardrail.

Under the Preferred Alternative, this segment is proposed to undergo light reconstruction to provide a consistent 6.6 meter (22 feet) roadway width. The light reconstruction would closely follow the existing alignment, and the roadway would be surfaced with asphalt pavement or asphalt pavement with a chip seal. An MSE retaining wall is proposed for the downhill side of the road for 231 meters (758 feet) to accommodate the wider roadway. The approximate average height of the MSE wall would be 2.2 meters (7.5 feet). The typical width of disturbance in this segment would be 12 meters (40 feet). Additional culverts would be installed at frequent intervals to improve drainage. Paved ditches with concrete curb are proposed for most of the length of this segment. There is no existing

guardrail in this segment. New guardrail is proposed in this segment for a total length of 245 meters (804 feet).

Silverdale Segment A

The 1.40 kilometer (0.87 mile) section of the route from Waldorf Road to the Georgetown Reservoir Dam (water storage for Public Service Co.) is located adjacent to South Clear Creek on its west bank. The road has an average gradient of 7 percent, and there are several long sections of 9 percent grade. The existing roadway has a 6.6 meter (22 feet) paved width and a narrow ditch. The two Leavenworth Creek switchbacks are adequate for the design vehicle and would remain as they are. The culvert at Leavenworth Creek (Station 35+280) functions poorly and has erosion and sedimentation problems at the inlet and outlet. The existing embankment slopes have become eroded by the stream in the vicinity of Station 36+100, and the elevation of the road is within the stream flood plain at this location.

Under the Preferred Alternative, the existing roadway would be rehabilitated and resurfaced to a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet). Some existing drainage problems would not be addressed due to the narrow ditch width in most locations. Also, there would remain insufficient width for snow storage needed for winter maintenance. The existing ditches and foreslopes are consistently narrow and grades are relatively steep, and paved ditches with concrete curb are proposed for 980 meters (3,215 feet) of this segment. The existing culvert at Leavenworth Creek would be replaced with a new culvert and designed to address the erosion and sedimentation problems. The embankment slopes in the vicinity of 36+100 would be protected with rock material (riprap) and the road elevation raised approximately 0.6 m (2 feet). Approximately 210 meters (689 feet) of new guardrail is proposed to be installed where there is sufficient existing width. There are several areas with steep fill slopes adjacent to the roadway with no existing guardrail, notably from Station 35+300 to 35+600; however, these areas would remain unprotected since there is insufficient existing width to install guardrail without requiring work to occur outside of the existing roadway.

Silverdale Segment B

The 0.28 kilometer (0.17 mile) section of the route is located just north of the Georgetown Reservoir Dam and is adjacent to South Clear Creek on its west bank. The road has an overall gradient of 9 percent but the south end of the segment has a steep gradient of 12 percent. The existing roadway has a 19.4 to 6.0 meter (18 to 20 feet) paved width, and a narrow ditch. There is one location with relatively inconsistent geometry (Station 36+400 to Station 36+600), which is also in an area of steep grade. The existing embankment slopes have been eroded by the stream in the vicinity of Station 36+300 to 36+500, and the elevation of the road is within the stream flood plain.

Under the Preferred Alternative, this segment is proposed for light reconstruction to provide a consistent 6.6 meter (22 feet) roadway width. The new roadway surfacing would be asphalt or asphalt with a chip seal. The light reconstruction would closely follow the existing alignment with minimal excavation of the cut slopes. The existing eroded slopes adjacent the stream will be repaired and stabilized with rock material (riprap) and the road elevation raised up to 1 meter (3 feet). A section of retaining guard wall (either simulated stone or with natural stone facing) is proposed on the downhill side of the road for approximately 280 meters (919 feet) in this segment to accommodate the wider roadway. The retaining guard walls would be approximately 2 meters

(6 feet) height, not including the traffic barrier. A cut wall, 20 meters (67 feet) in length is also proposed for this segment. The average height of the proposed cut wall is 2 meters (7 feet). The typical width of disturbance would be 12 meters (40 feet). The section of 12 percent grade would be reconstructed to a flatter grade (approximately 9 percent). Due to the confined conditions and steep ditch grade, paved ditches with concrete curb are proposed for most of the length. Additional culverts would be installed at frequent intervals. There is one short (15 meter or 50 feet) location of existing guardrail adjacent the cut slope at 34+420, which protects a water pipeline, otherwise there is no existing guardrail in this segment. Approximately 20 meters (60 feet) of new guardrail is proposed at this same location.

Silverdale Segment C

The 0.60 kilometer (0.37 mile) section of the route from Waldorf Road to the upper end of the Georgetown switchbacks (Silverdale area) is located adjacent to South Clear Creek on its west bank, and has an average gradient of 6 percent. The existing roadway has a 6.6 meter (22 feet) paved width, and a narrow ditch.

Under the Preferred Alternative, the existing roadway would be rehabilitated and resurfaced to a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance would be 9 meters (30 feet). Some existing drainage problems would not be addressed due to the narrow ditch width in most locations. Also, there would remain insufficient width for snow storage needed for winter maintenance. The existing ditches and foreslopes are consistently narrow and grades are relatively steep, and paved ditches with concrete curb are proposed for 220 meters (721 feet) of this segment. There are several areas with steep and hazardous fill slopes adjacent to the roadway. Several existing steep fill slopes adjacent to the roadway from Station 36+600 to 36+750 would remain unprotected since there is insufficient existing width to install guardrail without narrowing the roadway. A cut wall is also proposed for this segment. The cut wall is proposed to be 40 meters (131 feet) in length with an average height of 1.2 meters (4 feet).

Georgetown Switchbacks (GS) Segment A

The 0.89 kilometer (0.55-mile) segment descends steeply from the Silverdale area through the uppermost (4th) switchback above Georgetown to a pullout between the 3rd and 4th switchbacks. The average grade through this area is 8 percent, with a grade of over 9 percent between the 3rd and 4th switchbacks. The terrain adjacent the road is very steep with 1:2 slopes. This area was the site of a fatal accident within the last 2 years, when a vehicle left the roadway. The existing paved roadway varies in width from 5.5 to 6.0 meters (18 to 20 feet). The existing cut slopes are 4 to 8 meters (13 to 26 feet) high and are oversteepened and have not fully revegetated. There are several locations where the existing cut slopes are oversteepened (1:1 or steeper), lack vegetation and are subject to erosion, and ravel onto the roadway causing drainage problems. Most of the existing fill slopes are very steep and hazardous, and the edge of the road is being lost to erosion. There are few existing culverts and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes. The 4th switchback is too tight to safely accommodate the design vehicle (Class C recreational vehicle).

Under the Preferred Alternative, this segment is proposed for light reconstruction to provide a consistent 6.6 meter (22 feet) roadway width. The new roadway surfacing would be asphalt or asphalt with a chip seal. The light reconstruction would closely follow the existing alignment and grade with minimal excavation of the cut slopes. The 4th switchback is proposed to be belled out

approximately 3 meters (10 feet). A new cut slope at the beginning of the segment (station 7+260) would be laid back at a 1:2 slope in for approximately 30 meters (100 feet) length. The existing oversteepened cut slopes will be stabilized and repaired where possible, using extensive revegetation techniques. Three sections of retaining/guard walls (either simulated stone or with natural stone facing) are proposed on the downhill side of the road for approximately 720 meters (2,362 feet) in this segment to accommodate the wider roadway. The average height of the retaining walls would be 2 meters (6 feet), not including the traffic barrier. One of the retaining/guard walls is proposed to retain the fill slope at the 4th switchback. The typical width of disturbance would be 12 meters (40 feet) in concrete wall areas and 20 meters (60 feet) in the area of new cut slopes. Extensive revegetation work including placement of topsoil, native seed, mulch, container stock - native trees and shrubs would be provided on the downhill slopes adjacent the retaining walls. Additional culverts would be installed at frequent intervals (typically every 150 meters or 500 feet) to improve drainage. Paved ditches with concrete curb are proposed for 995 meters (3264 feet) of this segment. There are high steep fill slopes adjacent to the existing road, which are especially hazardous. Masonry faced guardwalls are proposed instead of metal guardrail and will be installed where the retaining walls are constructed. As a result, three sections of guardwall are proposed for a total length of approximately 720 meters (2,362 feet). A paved pullout for 3-4 cars is proposed between the 3rd and 4th switchback.

GS Segment B

The 0.29 kilometer (0.15 mile) section of the route is located from the pullout between the 3rd and 4th switchbacks to the 3rd switchback above Georgetown. The existing roadway has a 6.6 meter (22 feet) paved width, a narrow ditch, and an average gradient of over 9 percent.

Under the Preferred Alternative, the existing roadway would be rehabilitated and resurfaced to a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. The typical width of disturbance would be 8 to 9 meters (26 to 30 feet). Some existing drainage problems would not be fully addressed due to the narrow ditch width in most locations. Also, there would remain insufficient width for snow storage needed for winter maintenance. The existing ditches and foreslopes are consistently narrow and grades are relatively steep, and paved ditches with concrete curb are proposed for the entire length of the segment.

GS Segment C

The 0.34 kilometer (0.21 mile) segment descends steeply between the 3rd and 4th switchbacks above Georgetown. The average grade through this area is 9 percent. The terrain adjacent the road is very steep with 1:2 (vertical:horizontal) slopes. The existing paved roadway varies in width from 4.9 to 6.0 meters (16 to 20 feet). The existing cut slopes are 4 to 8 meters (13 to 26 feet) high and are oversteepened and have not fully revegetated. There are several locations where the existing cut slopes are oversteepened (1:1 or steeper) which lack vegetation and are subject to erosion, and ravel onto the roadway causing drainage problems. Most of the existing fill slopes are very steep and hazardous, and the edge of the road is being lost to erosion. There are few existing culverts and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes.

Under the Preferred Alternative, this segment of road would undergo light reconstruction to provide a consistent 6.6 meter (22 feet) roadway width. The new roadway surfacing would be asphalt or asphalt with a chip seal. The light reconstruction would closely follow the existing alignment and

grade with minimal excavation of the cut slopes. The existing oversteepened cut slopes will be stabilized and repaired where possible, using extensive revegetation techniques. To avoid exacerbating the existing steep cut slopes, a section of cut side walls, 1 to 2 meters (3 to 6 feet) high for a total length of approximately 29 meters (95 feet), is proposed. The exterior facing of the cut side wall would consist of dry stacked stone masonry. A section of retaining/guard wall (either simulated stone or with natural stone facing) is proposed on the downhill side of the road for approximately 295 meters (968 feet) in this segment to accommodate the wider roadway. The retaining/guard wall would be 1 to 2 meters (3 to 6 feet) in height, not including the traffic barrier. The typical width of disturbance would be 12 meters (40 feet). Extensive revegetation work including placement of topsoil, seed, mulch, container stock - native trees and shrubs will be provided on the downhill slopes adjacent the retaining walls. Additional culverts would be installed at frequent intervals to improve drainage. Paved ditches with concrete curb are proposed for 305 meters (1001 feet) of this segment.

GS Segment D

The 0.16 kilometer (0.10 mile) section of the route is located from a point between the 2nd and 3rd switchbacks to the 2nd switchback above Georgetown. The existing roadway has a 6.6 meter (22 feet) paved width, and a narrow ditch, and has an average gradient of 9 percent. The 2nd switchback is adequate for the design vehicle.

Under the Preferred Alternative, the existing roadway would be rehabilitated and resurfaced to a 6.6 meter (22 feet) width with asphalt pavement or asphalt pavement with a chip seal. Two sections of retaining wall (either simulated stone or with natural stone facing) is proposed for the downhill side of the road for approximately 105 meters (345 feet) in this segment to accommodate the wider roadway. The retaining wall would be 1 to 2 meters (3 to 6 feet) in height not including the traffic barrier. The typical width of disturbance would be 12 meters (40 feet). Extensive revegetation work including placement of topsoil, seed, mulch, and container stock (native trees and shrubs) will be provided on the downhill slopes adjacent to the retaining walls. Some existing drainage problems would not be fully addressed due to the narrow ditch width in most locations. Also, there would remain insufficient width for snow storage needed for winter maintenance. The existing ditches and foreslopes are consistently narrow and grades are relatively steep, and paved ditches with concrete curb are proposed for 110 meters (361 feet) of the segment.

GS Segment E

The 0.40 kilometer (0.25 mile) segment descends steeply from the 2nd switchback above Georgetown to the end of the route at 2nd and Rose Streets. The average grade through this area is 8 percent. The terrain adjacent the road is very steep with 1:2 slopes. The existing paved roadway is 6 meters (20 feet) width. The existing cut slopes are 4 to 8 meters (13 to 26 feet) high and are oversteepened and have not fully revegetated. There are several locations where the existing cut slopes are oversteepened (1:1 or steeper) which lack vegetation and are subject to erosion, and ravel onto the roadway causing drainage problems. Most of the existing fill slopes are very steep and hazardous, and the edge of the road is being lost to erosion. There are few existing culverts and runoff continually erodes the narrow ditches and roadway, and often flows over the road causing erosion of the fill slopes.

Under the Preferred Alternative, this segment would undergo light reconstruction to provide a consistent 6.6 meter (22 feet) roadway width. The new roadway surfacing would be asphalt or

asphalt with a chip seal. The light reconstruction would closely follow the existing alignment and grade with minimal excavation of the cut slopes, except just above the 1st switchback. The existing oversteepened cut slopes will be stabilized and repaired where possible, using extensive revegetation techniques. To avoid exacerbating the existing steep cut slopes, one section of a cut side wall, with an average height of 2 meters (6 feet) high for a total length of approximately 70 meters (230 feet), is proposed. The exterior facing of the cut side wall would consist of dry stacked stone masonry.

One section of retaining wall (either simulated stone or with natural stone facing) is proposed on the downhill side of the road for approximately 20 meters (66 feet) in this segment to accommodate the wider roadway. The retaining wall would be 2 to 3 meters (6 to 10 feet) height, not including the traffic barrier. The typical width of disturbance would be 12 meters (40 feet). Extensive revegetation work including placement of topsoil, native seed, mulch, container stock - native trees and shrubs would be provided on the downhill slopes adjacent the retaining walls. Additional culverts would be installed at frequent intervals to improve drainage. Paved ditches with concrete curb are proposed for 345 meters (1,132 feet) of this segment.

Rose Street

A connection will be made to match the existing roadway at Rose Street in Georgetown. The existing roadway is paved and is approximately 6.0 meters (20 feet) wide. The drainage along Rose Street is inadequate, as there is little roadside ditch. Drainage improvements may be made to the connection, probably through the use of a curb and gutter system.

Caveat

In providing less reconstruction and more rehabilitation under the Preferred Alternative, the cooperating agencies acknowledge that the safety and long-term performance of that portion of the road is compromised. A tradeoff in safety enhancement results from simply rehabilitating portions of the road instead of reconstructing, primarily as a result of less modification to the road geometry (horizontal and vertical alignment) and adjacent roadside. There is also some tradeoff in the desired long-term service life, primarily as a result of the reduced roadway structural capacity that can be provided under rehabilitation versus reconstruction, and less improvement to the ditches and foreslopes than is desired to optimally convey drainage and support the road surface. For example, there are some locations where additional ditch-relief culverts are needed but there is insufficient width for a standard metal end section installation, so it would be necessary to use less effective drop inlets under rehabilitation. There may also be some locations where there is insufficient cover to provide a single pipe to optimally convey the design discharge, and multiple smaller pipes may need to be substituted under rehabilitation versus reconstruction.

Safety and Liability

The over-riding engineering consideration when performing a roadway improvement is the safety of the improved road for the traveling public. A risk is involved in designing and implementing a highway construction project. If improvements are made as part of a Federal action, then safety has to be designed into the project. To not do so would create a liability for both the engineer and the owner of the facility. After careful analysis of the safety risks involved, the FHWA, FS, and CDOT believe that the improvements included under the Preferred Alternative represent the minimum design standards and criteria applicable for the Guanella Pass Road. These agencies must consider the accountability for the safety risk to the public, risk of investment of funds in repairs with potentially short service life, potential liability of unaddressed hazardous conditions, and potential

liability for the maintaining agency (i.e., leaving too many unaddressed operational issues and maintenance problems). Although increased safety risks can sometimes be partially mitigated, any requirements for selection of alternatives which deviate from established design guidelines must be fully justified and detailed by the originator of the decision. It is important that the reason and necessity for any design exception are documented, including the party responsible for the decision, in the event of future tort claims based on allegations of defective design.

Definitions of Cross-Section Elements

Barrier Offset - The lateral distance from the outside edge of shoulder to the face of the roadside barrier.

Base - The layer, or layers, of specified or selected material of designed thickness placed on a subbase or a subgrade to support a surface course.

Centerline - For a two-lane highway the centerline is the middle of the traveled way, and for a divided highway the centerline may be the center of the median. For a divided highway with independent roadways, each roadway has its own centerline.

Cross Section - The transverse profile of a road showing horizontal and vertical dimensions.

Cutslope - In excavation sections, the roadway side slope from the bottom of the ditch to the top of the cut. Also known as backslope.

Ditch - A long narrow trench used to transport water. Located at the bottom of cuts.

Ditch Foreslope - The slope from the edge of the subgrade to the bottom of the ditch in cuts.

Embankment - A raised earth structure on which the roadway pavement structure is placed.

Excavation - (1) The act of taking out material. (2) The materials taken out. (3) The cavity remaining after materials have been removed.

Fillslope - In embankment sections, the roadway side slopes from the edge of the subgrade to the existing ground.

Off-tracking - The width of tracking of the vehicle's rear wheels beyond the track of the front wheels, when negotiating a curve.

Original Ground - The existing ground surface present prior to construction.

Pavement Structure - The combination of subbase, base course, and surface course placed on a subgrade to support the traffic load and distribute it to the roadbed.

Roadside - The area between the outside shoulder edge and the right-of-way limits, or clearing limits. The area between roadways of a divided highway may also be considered roadside.

Roadside Barrier - A longitudinal barrier used to shield roadside obstacles or non-traversable terrain features.

Roadway - The portion of a highway, including shoulders, for vehicular use. (A divided highway has two or more roadways.)

Rounding - The removal of the angle where cut and fill slopes intersect the natural ground, and the substitution of a gradual transition, or rounded surface.

Seasonal ADT (SADT) - The average daily traffic (ADT) over a specified portion of the year.

Shoulder - The portion of the roadway contiguous to the traveled way for accommodation of stopped vehicles, for emergency use, for support of the travel lanes, for lateral support of base and surface edges, and for extension of drainage away from the travel lanes.

Side Slopes - Slopes along the side of the roadway identified by their distance from the traveled way, their slope rate, and their height.

Subbase - The layer or layers of specified or selected material of designed thickness placed on a subgrade to support a base course.

Subgrade - The top surface of a roadbed upon which the pavement structure, shoulders, and curbs are constructed.

Surface Course - One or more layers of a pavement structure designed to accommodate the traffic load, the top layer of which resists skidding, traffic abrasion, and the disintegrating effects of climate. The top layer is sometimes called *wearing course*.

Surfacing Foreslope - The slope from the edge of the surfaced shoulder to the top of the subgrade.

Traveled Way - The portion of the roadway for the movement of vehicles, exclusive of shoulders.

Travel Lane - The portion of the roadway designated for a single line of vehicles traveling in the same direction, excluding shoulders.

APPENDIX D:

LOCATIONS OF SPECIAL CROSS SECTIONS

At the request of the Park County, Clear Creek County and Georgetown representatives, FHWA has included a station by station breakdown of the location of various retaining wall, guardrail, and guardwall treatments for Alternative 6 (the Preferred Alternative). Please note that these are only estimated locations and lengths of these treatments based on the best information available at this time. These locations and lengths may be slightly modified during future design development.

**SUMMARY OF PROPOSED PAVED DITCH
FOR ALTERNATIVE 6**

SEGMENT	STATION	-	STATION	SIDE OF ROAD (facing north from Grant)	LENGTH m.(ft.)
Cabin Creek	30+440	-	31+610	LT	1170 (3,838)
Clear Lake	32+300	-	32+400	LT	100 (328)
Green Lake	32+760	-	32+960	LT	200 (656)
	32+830	-	33+270	LT	440 (1,444)
	33+400	-	33+610	LT	210 (689)
Switchbacks	33+580	-	33+830	LT	250 (820)
	33+855	-	34+115	RT	260 (853)
	34+160	-	34+325	LT	165 (541)
South Clear Creek	34+385	-	34+610	LT	225 (738)
Waldorf Road	34+720	-	34+940	LT	220 (722)
Silverdale A	35+010	-	35+090	RT	80 (263)
	35+300	-	36+200	LT	900 (2,953)
Silverdale B	36+320	-	36+480	LT	160 (525)
	36+560	-	36+600	LT	40 (131)
Silverdale C	36+600	-	36+820	LT	220 (722)
Georgetown Switchbacks A	37+240	-	37+395	LT	155 (509)
	37+425	-	37+830	LT	405 (1,329)
	37+880	-	38+315	RT	435 (1,427)
Georgetown Switchbacks C	38+350	-	38+640	LT	290 (951)
Georgetown Switchbacks D	38+640		38+740		100 (328)
	38+790	-	38+800	RT	10 (33)
Georgetown Switchbacks E	38+800		39+010		210 (689)
	38+990	-	39+080	LT	90 (295)
	39+035	-	39+080	RT	45 (148)
TOTAL					6,380 (20,932)

**SUMMARY OF GEORGETOWN GUARDWALL SECTION
FOR ALTERNATIVE 6**

SEGMENT	STATION	-	STATION	SIDE OF ROAD (facing north from Grant)	LENGTH m.(ft.)
Silverdale A	36+310	-	36+320	RT	10 (33)
Silverdale B	36+320		36+600	RT	280 (919)
Georgetown Switchbacks A	37+200	-	37+450	RT	250 (820)
	37+560	-	37+810	RT	250 (820)
	37+835	-	38+055	LT	220 (722)
Georgetown Switchbacks C	38+340	-	38+545	RT	205 (673)
	38+550	-	38+640	RT	90 (295)
Georgetown Switchbacks D	38+640	-	38+695	RT	55 (181)
				RT	
	38+750	-	38+800	LT	50 (164)
Georgetown Switchbacks E	38+800	-	38+820	LT	20 (66)
TOTAL					1430 (4692)

SUMMARY OF CUT WALL FOR ALTERNATIVE 6					
SEGMENT	STATION	-	STATION	SIDE OF ROAD (facing north from Grant)	LENGTH m.(ft.)
Geneva Canyon	3+500	-	3+555	RT	55 (181)
	3+565	-	3+640	RT	75 (246)
Falls Hill B	8+200	-	8+300	LT	100 (328)
	8+510	-	8+580	RT	70 (230)
Upper Switchbacks	23+780	-	23+845	RT	65 (213)
Switchbacks	33+980	-	34+105	RT	125 (410)
	34+160	-	34+230	LT	70 (230)
Silverdale B	36+340	-	36+360	LT	20 (66)
Silverdale C	36+680	-	36+720	LT	40 (131)
Georgetown Switchbacks C	38+540	-	38+570	LT	30 (98)
	38+620	-	38+635	LT	15 (49)
Georgetown Switchbacks E	38+940	-	39+010	RT	70 (230)
TOTAL					735 (2,411)

SUMMARY OF MSE WALL FOR ALTERNATIVE 6					
SEGMENT	STATION	-	STATION	SIDE OF ROAD (facing north from Grant)	LENGTH m.(ft.)
Falls Hill B	8+110	-	8+180	LT	70 (230)
	8+210	-	8+315	RT	105 (345)
	8+595	-	8+695	LT	100 (328)
Shelf Road – Park Co	16+145	-	16+210	RT	65 (213)
	16+265	-	17+255	LT	990 (3,248)
	17+275	-	17+800	LT	525 (1,722)
Shelf Road – Clear Creek Co	17+800	-	17+865	LT	65 (213)
	17+875	-	17+930	LT	55 (181)
	17+900	-	18+795	LT	895 (2,936)
Above Duck Lake	20+080	-	20+480	LT	400 (1,312)
Upper Switchbacks	22+515	-	22+585	LT	70 (230)
	22+605	-	22+630	LT	25 (82)
	22+775	-	23+150	RT	375 (1,230)
	23+280	-	23+320	RT	40 (131)
	23+385	-	23+695	RT	310 (1,017)
	23+740	-	23+880	LT	140 (459)
	24+000	-	24+176	RT	176 (577)
Naylor Creek	25+020	-	25+070	RT	50 (164)
South Clear Creek D	28+220	-	28+305	LT	85 (279)
	28+315	-	28+344	LT	29 (95)
	28+895	-	29+290	RT	395 (1,296)
Clear Lake	32+260	-	32+400	RT	140 (459)
Switchbacks	33+615	-	33+735	LT	120 (394)
	33+830	-	33+930	LT	100 (328)
	33+990	-	34+070	LT	80 (263)
	34+130	-	34+300	RT	170 (558)
Waldorf Road	34+675	-	34+910	RT	235 (771)
TOTAL					5310 (17,421)

**SUMMARY OF GUARDRAIL OUTSIDE PROPOSED WALL AREAS
FOR ALTERNATIVE 6**

SEGMENT	STATION	-	STATION	SIDE OF ROAD (facing north from Grant)	LENGTH m.(ft.)
Falls Hill B	8+100	-	8+110	LT	10 (33)
	8+180	-	8+200	LT	20 (66)
	8+200	-	8+210	RT	10 (33)
	8+315	-	8+360	RT	45 (148)
	8+495	-	8+595	LT	100 (328)
	8+695	-	9+045	LT	350 (1148)
Shelf Road Park County	16+140	-	16+150	RT	10 (33)
	16+210	-	16+220	RT	10 (33)
	16+255	-	16+265	LT	10 (33)
Shelf Road - Clear Creek County	17+930	-	17+940	LT	10 (33)
	17+875	-	17+895	LT	20 (66)
	18+795	-	18+805	LT	10 (33)
Duck Lake C	20+070	-	20+080	LT	10 (33)
Duck Lake to Pass	20+480	-	20+620	LT	140 (459)
Upper Switchbacks	22+505	-	22+515	LT	10 (33)
	22+630	-	22+760	LT	130 (427)
	22+765	-	22+775	RT	10 (33)
	23+140	-	23+150	RT	10 (33)
	23+175	-	23+280	RT	105 (345)
	23+320	-	23+385	RT	65 (213)
	23+695	-	23+705	RT	10 (33)
	23+730	-	23+740	LT	10 (33)
	23+880	-	23+920	LT	40 (131)
	23+990	-	24+000	RT	10 (33)
	24+170	-	24+180	RT	10 (33)
Upper Clear Creek	24+180	-	24+185	RT	5 (16)
Naylor Creek	25+010	-	25+020	LT	10 (33)
	25+060	-	25+070	LT	10 (33)
South Clear Creek D	28+190	-	28+220	LT	30 (98)
	28+305	-	28+315	LT	10 (33)
	28+344	-	28+354	LT	10 (33)
	28+880	-	28+895	LT	15 (49)
	29+290	-	29+330	LT	40 (131)
Cabin Creek	32+220	-	32+260	RT	40 (131)
Clear Lake	32+260	-	32+400	RT	140 (459)
Switchbacks	33+605	-	33+615	LT	10 (33)
	33+735	-	33+745	LT	10 (33)
	33+815	-	33+830	LT	15 (49)
	34+070	-	34+080	LT	10 (33)
	34+120	-	34+130	RT	10 (33)
South Clear Creek	34+300	-	34+310	RT	10 (33)
	34+650	-	34+675	RT	25 (82)
Waldorf Road	34+910	-	34+920	RT	10 (33)
Silverdale A	34+970	-	35+100	LT	130 (427)
	35+190	-	35+280	RT	90 (295)
Silverdale B	36+400	-	36+420	LT	20 (66)
TOTALS					1,815 (5,954)

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APPENDIX E:
MAILING LIST

Agencies, Government Officials, and Organizations

Colorado School of Mines
Arthur Lakes Library
Government Publications
PO Box 4029
Golden, CO 80401-0029

Director
Northern Arapaho Cultural Commission
Wind River Reservation
PO Box 217
Ft. Washakie, WY 82514

Park County Administrator
PO Box 220
Fairplay, CO 80440

Ms. Coralue Anderson
Georgetown Board of Selectmen
PO Box 517
Georgetown, CO 80444

Christine Bradley
Georgetown Board of Selectment
PO Box 426
Georgetown, CO 80444

Brooke Buckley
Mayor Pro Tem, Georgetown Selectmen
PO Box 596
Georgetown, CO 80444

Betsy Chapoose
Cultural Preservation Office
Uintah & Ouray Reservation
PO Box 190
Fort Duchesne, UT 84206

Road Maintenance Supervisor
Clear Creek County
PO Box 14
Georgetown, CO 80444

Tribal Manager
Ute Mountain Ute Tribe
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Fairplay, CO 80440

Arapaho National Forest
Forest Supervisor's Office
240 W. Prospect
Ft. Collins, CO 80526-2098

Park County Clerk and Recorder
501 Main Street
Fairplay, CO 80440

Park County Library - Bailey
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Tomay Memorial Library
605 6th Street
Georgetown, CO 80444

Denver Public Library
10 West 14th Avenue
Denver, CO 80204

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