

AGENDA ITEM SUMMARY

DATE: 2/14/11 DEPT: Public Works / Administration DEPT. HEAD SIGNATURE: 

SUBJECT:

Woodside Boulevard
Preliminary Design as revised following neighborhood comments during the NEPA Public Comment Period, with the following action items following full public hearing:
- Council direction on plan
- Council approval of NEPA document

AUTHORITY: ID Code _____ IAR _____ City Ordinance/Code _____
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

The project team will present the preliminary design for the entire Woodside Boulevard corridor. A PowerPoint presentation format will be used, and will include project introduction/background, Complete Streets overview, the Woodside Boulevard concept, a summary of the open house comments, proposed design solutions based upon the comments received, and an overview of the draft environmental document required by the National Environmental Policy Act (NEPA).

All presented designs are preliminary. The project schedule has the roundabout, traffic signal and overlay section (near Balmoral/Sweetwater) being constructed in summer 2011. The north and south sections of Woodside Boulevard would be constructed in 2012. Final designs for the roundabout, traffic signal and overlay section will be completed in the next few months, with construction documents targeted for April 2011. Final designs for the north and south sections would be completed by January 2012. The final design work phase for all segments of the project includes open communication and ongoing dialogue with Woodside property owners to design a project that best meets the needs of Woodside neighborhoods.

The draft NEPA document requires council approval following which the document would then be finalized and would be submitted to Federal Highways for its approval. Public comment will be accepted for inclusion in the NEPA document until midnight on February 15, 2011. Public comment will be welcome at anytime throughout the project.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS: Caselle # _____
Budget Line Item # _____ YTD Line Item Balance \$ _____
Estimated Hours Spent to Date: _____ Estimated Completion Date: _____
Staff Contact: Tom Hellen Phone # 788-9830 Ext 14
Comments:

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)
____ City Attorney ____ Clerk / Finance Director ____ Engineer ____ Building
____ Library ____ Planning ____ Fire Dept. ____
____ Safety Committee ____ P & Z Commission ____ Police ____
____ Streets ____ Public Works, Parks ____ Mayor ____

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:
Motion to approve draft NEPA document.
Motion to approve the project team to proceed into the final design phase of all project segments.

ADMINISTRATIVE COMMENTS/APPROVAL:
City Administrator _____ Dept. Head Attend Meeting (circle one) Yes No

ACTION OF THE CITY COUNCIL:

Date _____

City Clerk _____

FOLLOW-UP:

*Ord./Res./Agmt./Order Originals: Record

*Additional/Exceptional Originals to: _____

Copies (all info.):

Copies (AIS only)

Instrument # _____

Draft 12-30-03

DRAFT ENVIRONMENTAL EVALUATION FOR

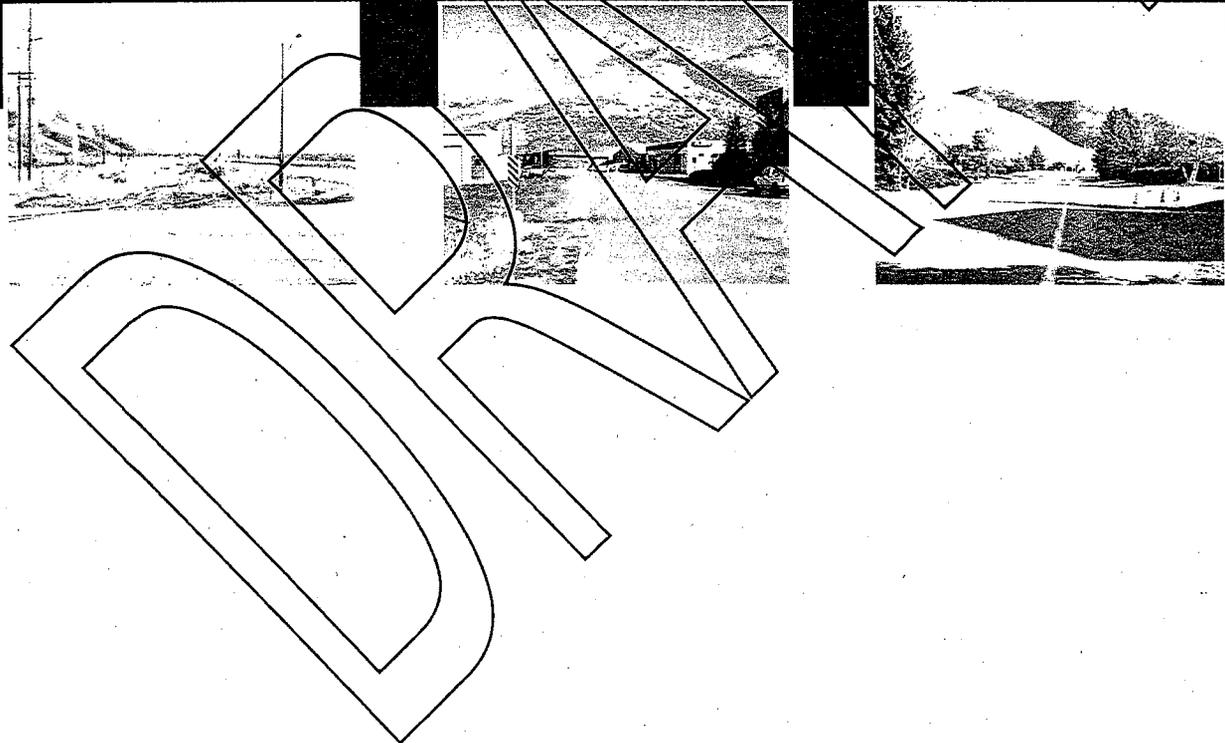
Woodside Boulevard Improvement, Hailey, Idaho

Project Number: TDGII-C-07

Submitted by
J-U-B Engineers on behalf of the City of Hailey

February 2010

Categorical Exclusion Determination
23 CFR 771.117(d)



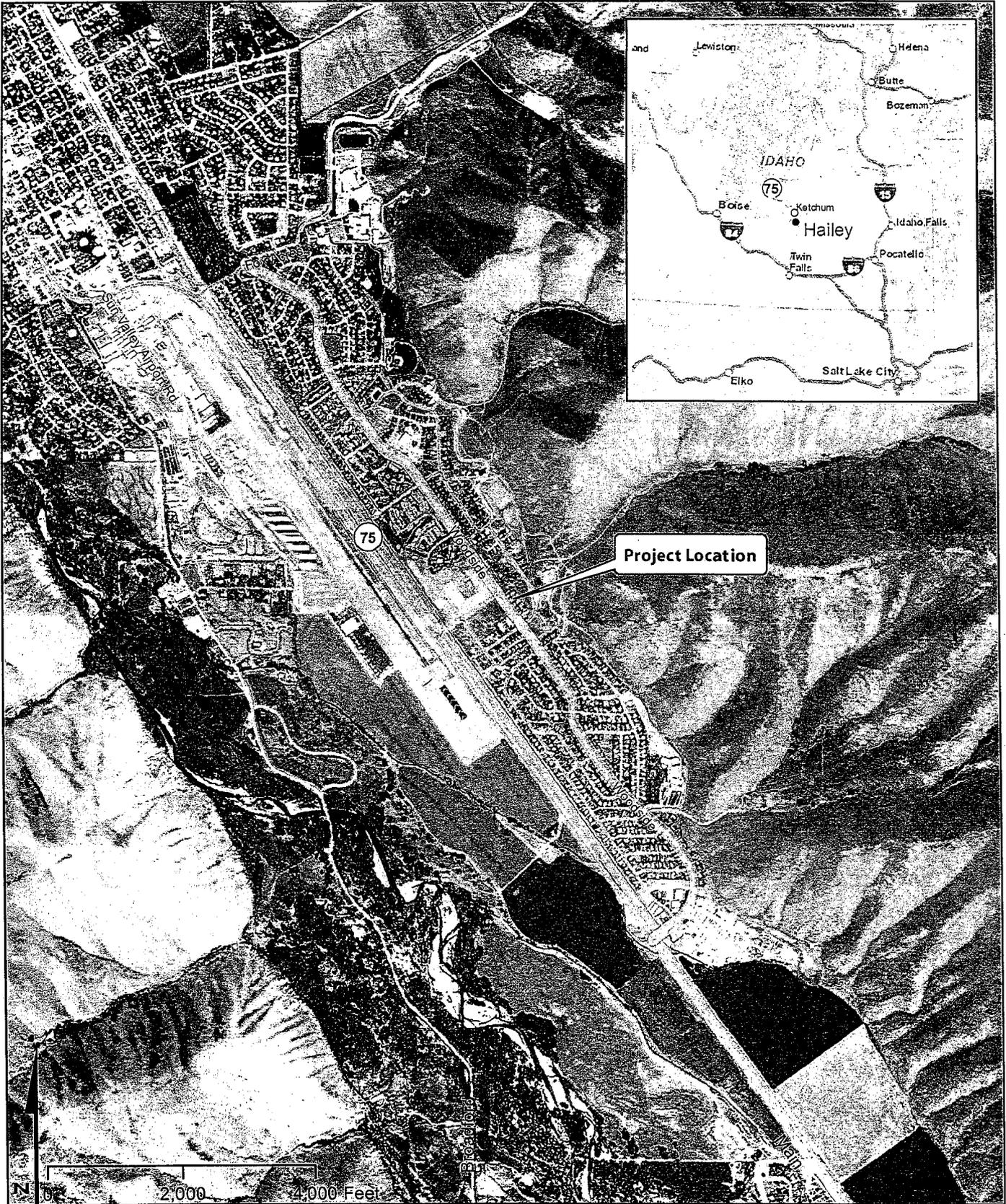
Approval _____

FHWA

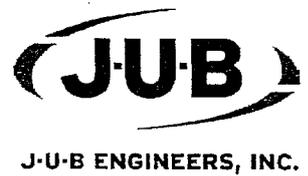
Date _____

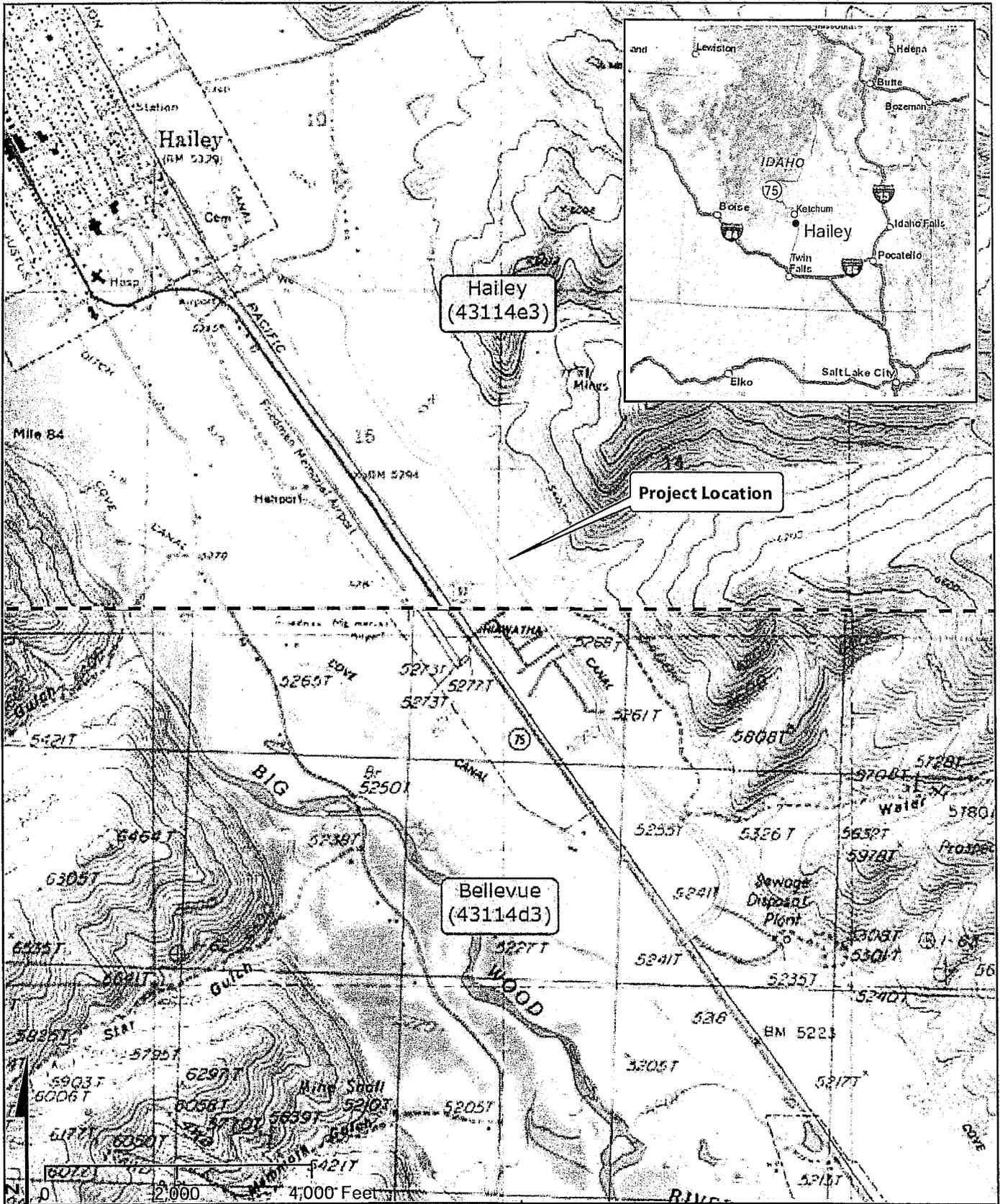
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Projection: Nad 83 State Plane Idaho East





Projection: USGS 7.5' 1979 Topo Quad Sections: Hailey and Bellevue
 Township and Range: T2N R18E Sections 10, 14, 15, 23



J-U-B ENGINEERS, INC.

Environmental Evaluation



Key Number N/A	Project Number TDGII-C-07	Program	Project Name Hailey, Woodside Boulevard Improvement Project	Date 2/2/11
District 4	City/County Hailey, Blaine County	Route Number Off System	Beginning Milepost 0	Ending Milepost 2.5
Program Year 2011				

Acres of New Public R/W 0	Acres of New Private R/W 0	(Discuss the existing use of R/W to be acquired, plus adjacent land use, zoning, development plans, etc. on attached Environmental Summary Sheet)		
Tribal Impact <input type="checkbox"/> Cultural <input type="checkbox"/> Archeological <input type="checkbox"/> Reservation <input checked="" type="checkbox"/> None		Public Interest Expected? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Air Quality <input checked="" type="checkbox"/> Attainment Area <input type="checkbox"/> Non-Attainment Area <input type="checkbox"/> CO <input type="checkbox"/> PM		Exempt Project <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Type One Project (i.e., New Location, Substantial Alignment Change, Addition of a Through-Traffic Lane)				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Construction Impacts Requiring Special Provisions (Enter Details on Reverse Side)				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Program Year ADT 3596 DHV 208 % Trucks 2 Posted Speed 25		Design Year ADT 4387 DHV 253 % Trucks 3 Posted Speed 25		
Distance of Nearest Noise Receptor to Centerline Existing 55 feet Proposed 55 feet				

Project Purpose and Benefits

Double mark (xx) only the item that best describes the Primary Reason for Proposing this Project
Single mark (x) all Other Relevant Items

- | | | |
|---|-----------------|---|
| <u> </u> Maintain/Improve User Operating Conditions | <u> </u> xx | Enhance Accessibility for the Disabled/Safety |
| <u> </u> Maintain/Improve Traffic Flow | <u> </u> xx | Enhance Pedestrian Safety and/or Capacity |
| <u> </u> Time Savings | <u> </u> xx | Enhance Bicycle Safety and/or Capacity |
| <u> </u> Increase Capacity | <u> </u> _____ | Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane) |
| <u> </u> Reduce Congestion | <u> </u> x | Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation) |
| <u> </u> Reduce Hazard(s) | <u> </u> _____ | Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality) |
| <u> </u> Reduce Highway User Operating Costs | <u> </u> _____ | Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio) |
| <u> </u> Other, List (e.g., Driver Convenience and Comfort regarding Rest Area Projects) | <u> </u> _____ | |

Check Any of the Following That Require Avoidance, Minimization, or Discussion (If Yes, describe in the Environmental Document or CE)

- | | Yes | No | | Yes | No |
|--|-------------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|
| 1. Noise Criteria Impacts* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 17. Threatened/Endangered Species* | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Change in Access or Access Control | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Listed <input type="checkbox"/> Proposed | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Change in Travel Patterns | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 18. Air Quality Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Neighborhood or Service Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 19. Inconsistent With Air Quality Plan | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Economic Disruption | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> SIP <input type="checkbox"/> TIP | | |
| 6. Inconsistent W/Local or State Planning | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 20. Stream Alteration/Encroachment** | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Minorities, Low Income Populations | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> IWDR <input type="checkbox"/> F&G <input type="checkbox"/> COE (404) | | |
| 8. Displacements* | <input type="checkbox"/> | <input type="checkbox"/> | 21. Flood Plain Encroachment* | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Section 4(f) Lands-DOT Act 1966*
(i.e., Public Parks/Rec Areas/Trails,
Wildlife/Waterfowl Refuges, Wild or
Scenic Rivers, Historic Sites/Bridges,
Archaeological Resources) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Longitudinal <input type="checkbox"/> Traverse | | |
| 10. LWCF Recreation Areas/6(f) Lands* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 22. Regulatory Floodway | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Section 106-Nat. Hist. Preserv. Act* | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> PE Cert. & FEMA Approval <input type="checkbox"/> Revision | | |
| 12. FAA Airspace Intrusion** | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 23. Navigable Waters** | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Visual Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> CG (Sec 9) <input type="checkbox"/> COE (Sec 10) <input type="checkbox"/> Dept. Lands | | |
| 14. Prime Farmland*, Parcel Splits | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 24. Wetlands* | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 15. Known/Suspected "Hazmat" Risks | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Jurisdictional** (404) <input type="checkbox"/> Non-Jurisdictional | | |
| 16. Wildlife/Fish Resources/Habitat** | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 25. Sole Source Aquifer | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | | <input type="checkbox"/> Exempt Project <input type="checkbox"/> Non-Exempt** | | |
| | | | 26. Water Quality, Runoff Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | | 27. NPDES-General Permit | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*If yes to these items, supplemental reports or documentation are required (e.g., Relocation Report; Wetlands Determination/Finding; Fish and Wildlife Species List Update; SCS Form AD-1006, *Biological Assessment*, etc.)

**If yes to these items, a letter of input is required from the appropriate agency.

Recommendation

A. The project does not individually or cumulatively have a significant adverse effect on the human environment (Categorical Exclusion) 23 CFR 771.117(c), i.e., Type 1 - ITD Approval
 23 CFR 771.117(d), i.e., Type 2 - Programmatic - ITD Approval
 23 CFR 771.117(d), i.e., Type 3 - FHWA Approval

B. There is insufficient information to support A above or no precedent exists. (Environmental Assessment)

C. The project will result in a significant effect on the human environment. (Environmental Impact Statement)

Prepared By (Consultant, District Environmental Planner, or LHTAC Signature*) S-U-B ENGINEERS	Date 2/8/11
Reviewed By (District Environmental Planner, Project Development Engineer, or LHTAC Signature*)	Date

***One Signature by a Planner and one by Engineer or Consultant**

Construction Impacts Requiring Special Provisions
None.

Project Description (if not attached)
See attached.

PROJECT PURPOSE AND NEED

Woodside Boulevard is located in the City of Hailey, Blaine County, Idaho. It is one of three main north-south routes and the only through alternative to SH-75 (Main Street) in south Hailey. It is also one of the busiest streets in the city, second only to SH-75. On average, automobile traffic on Woodside Boulevard, a two-lane roadway, numbers approximately 3600 vehicles per day. To serve adjacent trails and an elementary school, the Woodside Boulevard experiences heavy pedestrian and bicycle traffic consisting of both commuter and recreational users. Vehicle traffic on Woodside routinely exceeds the posted 25 mph speed limit, lacks continuous sidewalks and adequate separation between vehicular traffic and pedestrians. These deficiencies represent significant safety concerns for residents who, in response to a 2008 community-wide survey identified Woodside Boulevard as the number one priority needing residential street improvements.

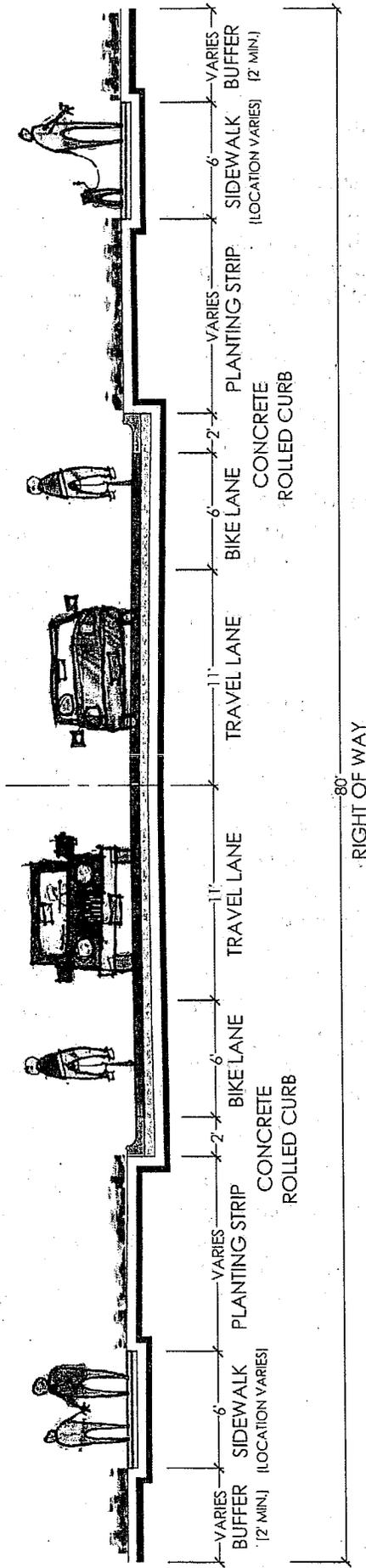
Therefore, the purpose of the proposed Woodside Boulevard Improvement Project is to increase the safety of motorists, transit passengers, cyclists, and pedestrians using "Complete Streets" design principles. "Complete Streets" approaches are those that work to improve conditions for all modes of travel. A second purpose is to repair an aging and deteriorated roadway. This project is part of the Capital Improvement Plan for the City of Hailey.

PROJECT DESCRIPTION

The City of Hailey was awarded (Fall 2010) a grant from the U.S. Department of Transportation to make improvements to Woodside Boulevard. This grant is funded through the Transportation Investment Generating Economic Recovery (TIGER) II Discretionary Grant program. The grant will provide the funding to improve the safety of motorists, pedestrians and bicyclists on Woodside Boulevard and Fox Acres road. The proposed improvements extend from the intersection of SH-75 and Woodside Boulevard to Fox Acres Road.

The proposed improvements include: constructing and pavement marking for bicycle lanes; construction of rolled curb, planter strip, detached sidewalks, implementation of traffic calming measures, and bus shelters with areas for bicycle parking on both sides of the roadway. This would be accomplished within the 80-foot city right-of-way. The proposed project would also install a traffic signal at the intersection of SH-75 and Woodside Boulevard and construct a roundabout at the intersection of Woodside Boulevard and Fox Acres Road.

Ground disturbance will be limited to excavation (approximately 24 inches in depth) and grading to accommodate construction of bicycle lanes, curb and gutter, planter strip and detached sidewalks. Excavation will occur for the construction of signal pole foundation holes. These foundations will measure 36-inches in diameter and 12-feet in depth and occur on each corner of the intersection of Woodside and SH-75. All work will be performed within the existing city and state-owned right-of-way.

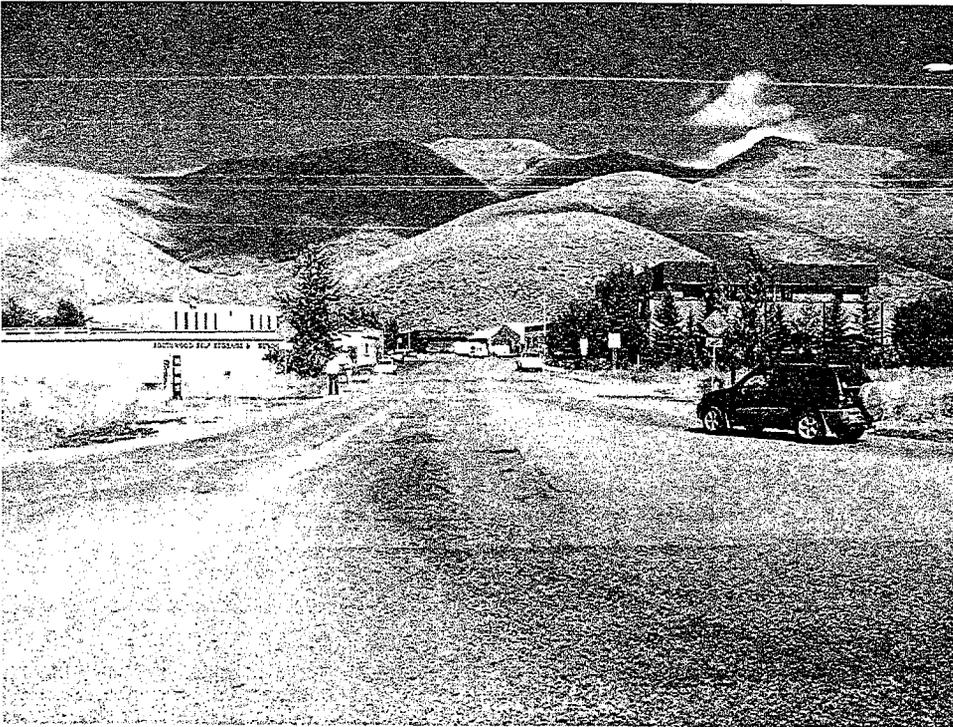


WOODSIDE BOULEVARD TYPICAL SECTION

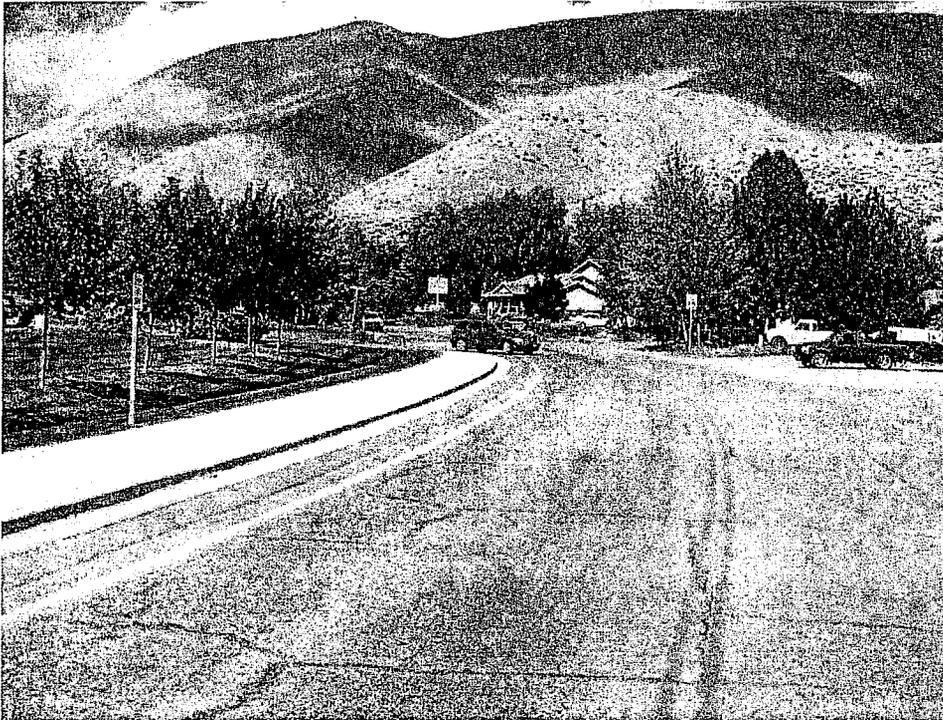
SITE PHOTOGRAPHS



Woodside Boulevard at SR-75, facing West.



Woodside Boulevard at SR-75, facing East.



Woodside Boulevard near Meadow Mount, facing Northeast



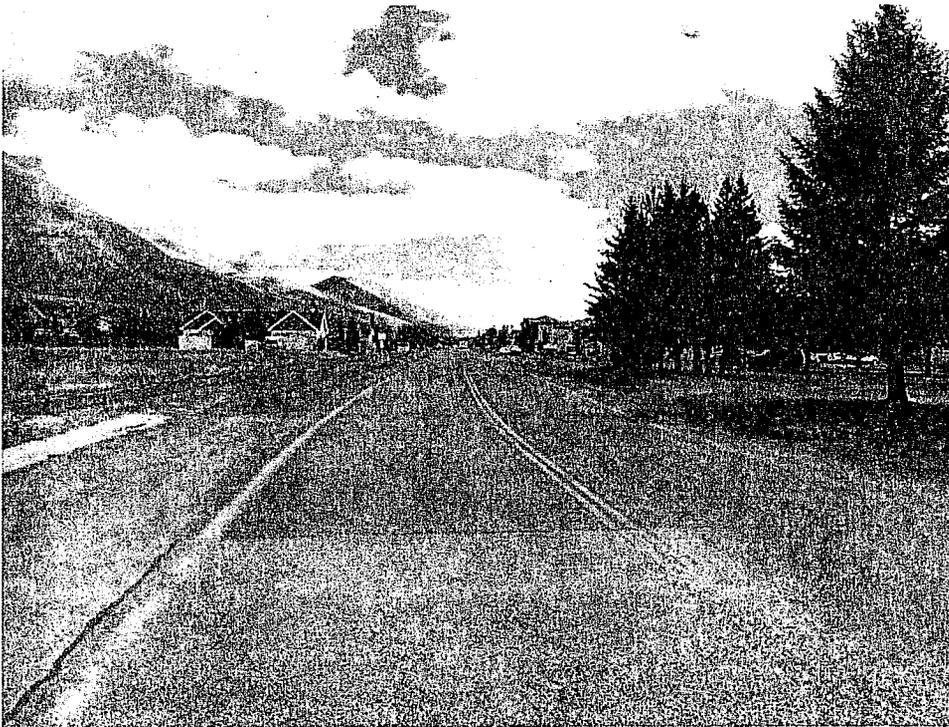
Woodside Boulevard near Moonlight Drive, facing South.



Woodside Boulevard near Winterhaven, facing North.



Woodside Boulevard near Winterhaven, facing South.



Woodside Boulevard near Laurelwood, facing South.



Woodside Boulevard near Fox Acres Road, facing Northwest.

ENVIRONMENTAL EVALUATION SUMMARY

Acres of New Right-of-Way

No right-of-way acquisition will be necessary for this project. The proposed improvements would be located entirely within the 80-foot city-owned right-of-way along Woodside Boulevard, and the intersection of Woodside Boulevard with Fox Acres Road.

Noise Criteria Impacts

The proposed improvements do not include any changes in the horizontal or vertical alignment of the roadway. The centerline may shift a few feet to accommodate the improvements, however, this shift will not be significant as defined in FHWA's Noise Policy (23 CFR 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise. See paragraph 775.5.2.i, Substantial Horizontal Alteration: A Project that halves the distance between the traffic noise source and the closest receptor between the existing conditions to the future build condition).

Change in Travel Patterns

The project is located within the existing Woodside Boulevard corridor and within the intersection of Woodside Boulevard with SH-75. While the proposed project plans to construct a traffic signal at the intersection of SH-75 and Woodside Boulevard, the proposed project does not include any changes in roadway access. These proposed improvements will not significantly affect travel patterns.

Minorities and Low Income Populations/Environmental Justice

No minority or low-income populations have been identified that would be adversely impacted by the proposed project. Therefore, this project will not have disproportionately high and adverse effects on minority or low-income populations per Executive Order 12898.

Section 4(f), DOT Act 1966

One Section 4(f) resource, the Wood River Trail is a recreational property and is located within the project area. It crosses Woodside Boulevard near the intersection of Woodside Boulevard and SH-75. The proposed project's effect on this 4(f) resource would constitute a Temporary Occupancy under 23 CFR 771.135(p)(7). The Wood River Trail crosses Woodside Boulevard adjacent to the intersection of Woodside Boulevard and SH-75. Impacts to approximately 40 feet of trail at this location will be limited to paint and asphalt removal, construction of the project improvements listed in the Project Description, and replacement of asphalt and paint, marking the trail crossing as it currently exists. See Appendix A for Section 4(f) correspondence letters.

Section 106, National Historic Preservation Act

The proposed project will have a No Historic Properties Affected determination on Section 106 resources. One historic property, the historic Oregon Short Line/Union Pacific Railroad, now functioning as a recreational trail, is located adjacent to the project near the Woodside Boulevard and SH-75 intersection. The Railroad is completely obliterated within approximately 30 feet of the existing Woodside Boulevard, city-owned right-of-way. Therefore the project will completely avoid this Section 106 resource.

Known/Suspected Hazardous Materials Risks

There are no known properties with hazardous materials activity within distances of one quarter to one mile (depending on the specific hazardous material) of the project area. The Hazardous Material Administrative Review (ITD Form 0652) has been completed with information to date (February 2011). Based on the lack of sites identified, there is a very low probability of encountering hazardous materials (see Appendix A for ITD form 0652).

Threatened and Endangered Species

Based on the U.S. Fish and Wildlife Service's (USFWS) list (dated December 13, 2010) of Idaho's Endangered, Threatened, Proposed, and Candidate Species for Blaine County, Idaho, the following six species warranted Endangered Species Act (ESA) consideration: bull trout (*Salvelinus confluentus*) and their designated critical habitat, Canada lynx (*Lynx canadensis*), gray wolf (*Canis lupus*), greater sage grouse (*Centrocercus urophasianus*), wolverine (*Gulo gulo*), yellow-billed cuckoo (*Coccyzus americanus occidentalis*). Information on these species, their presence in the project area, and the potential impacts of the proposed project on these species are documented in the No Effect Statement (dated February 8, 2011) in Appendix A. The conclusion of this biological evaluation is that there is no critical or sensitive habitat located within the project area and that the proposed project would have no direct or indirect effect on any of the aforementioned species.

Air Quality

The project is not within a federally designated air quality non-attainment area for CE, PM10, nor for any pollutant addressed by the NAAQS. The project is not within an Idaho Department of Environmental Quality (DEQ) identified air quality area of concern for CO and PM10. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR 93.126. It can therefore be concluded that the project will have no significant adverse impact on air quality.

Wetlands

The project action area does not contain any wetland features or fish habitat; however, it does contain several ephemeral drainage channels or swales that convey snow melt and stormwater run-off generally in a westerly direction through the project action area. The Hiawatha Canal crosses the project action area twice (at both the northern and southern ends). This canal no longer serves as an irrigation canal within the project limits and is characterized as an ephemeral channel or swale similar to the other features scattered throughout the project action area. All of the ephemeral drainages that traverse the anticipated project area have been identified in a memo report (see Appendix A) filed with the U.S. Army Corps of Engineers (USACE).

Historically, these drainage features may have conveyed waters originating from higher adjacent elevations toward the east; however, the connectivity of these waters to the Big Wood River currently is unknown. In order to streamline the permitting process associated with these ephemeral drainages, it is assumed that this project will extend/modify these existing structures in the future and these features are presumed to be jurisdictional waters connected to the Big Wood River. The Big Wood River flows southerly and is located west of the project action area and west of SH-75. The Big Wood River is a designated Water of the U.S., which eventually flows into the Snake River.

ENVIRONMENTAL COMMITMENTS

1) **Section 4(f) Temporary Occupancy of Wood River Trail**

Continuous access to the Wood River Trail will be provided during construction in accordance with 23 CFR 771.135(p)(7) part iii; and the trail crossing will be restored after construction in accordance with 23 CFR 771.135(p)(7) part iv.

2) **Storm Water**

Prior to construction, the contractor will obtain a UPDES Permit for Storm Water Discharge from the State Division of Water Quality.

APPENDIX A: SUPPORTING DOCUMENTATION

Concept Approval Idaho Transportation Department



itd.idaho.gov

Key Number N/A	Project Number TDGII-C-07		
Highway Route N/A	Beginning Mile Post 0	Ending Mile Post 2.5	Federal Aid Route N/A
Project Title Woodside Boulevard Improvement Project, Hailey, Blaine County, Idaho			Program Number

Revisions or additions to these established project concept and design standards shall require appropriate supporting data and Idaho Transportation Department approval.

Recommended By (Local Sponsor)	Date
Recommended By (LHTAC Federal Aid Manager)	Date
Approved By/Reviewed By (District Engineer)	Date
Reviewed By (Roadway Design Engineer)	Date
Approved By (Assistant Chief Engineer, Development)	Date

Design Exception Approval

<input type="checkbox"/> Non-NHS – Approved by District Engineer Date (From Corresponding ITD 0758)	<input type="checkbox"/> Non-NHS – Approved by Committee Date (From Corresponding ITD 0758)
<input type="checkbox"/> NHS – Approved by District Engineer and FHWA Date (From Corresponding ITD 0758)	<input type="checkbox"/> NHS – Approved by Committee and FHWA Date (From Corresponding ITD 0758)

Hazardous Material (HM) Administrative Review



Complete all sections. Attach additional sheets and/or maps as needed to provide information pertinent to the proposed project.

Key Number N/A	Project Number TDGII-C-07	District 4
Project Name/Location Woodside Boulevard Improvement Project, Hailey, Blaine County, Idaho		

Mark features involved in this project

<input type="checkbox"/> New R/W	<input type="checkbox"/> Subsurface utility relocation
<input type="checkbox"/> Excavation	<input type="checkbox"/> Structures (buildings, bridges, etc.)
<input type="checkbox"/> Railroad involvement	<input checked="" type="checkbox"/> Other (list): Safety improvements (bike lanes, curb, gutter, parkstrip, sidewalk).

Contacts (Contact each of the following and provide information below)

	Contact Name	Date	Summary
EPA	Eric Sirs, Idaho Operations Office, 208-378-5762	2/3/11	No Response
DEQ	Kristi Lowder/Natalie Clough, 208-373-0347/208-373-0506	2/3/11	No concerns
Health Dept.	Kathy Olsen, Southwest District Health Department 208-334-5927	2/7/11	No concerns

Review of Published Lists (Review all lists. Check off as they are reviewed and note findings in right hand column)

<input checked="" type="checkbox"/> NPL	Blaine County, removed site: Triumph Mine Tailings Piles
<input checked="" type="checkbox"/> CERCLIS	No CERCLIS sites within 1/2 mile radius.
<input checked="" type="checkbox"/> CERCLIS/NFRAP	No NFRAP sites within 1/2 mile radius
<input checked="" type="checkbox"/> RCRA Corrective Actions	None within 1/2 mile radius.
<input checked="" type="checkbox"/> RCRA TSD	None within 1/2 mile radius.
<input checked="" type="checkbox"/> RCRA Generators	None within 1/2 mile radius.
<input checked="" type="checkbox"/> ERNS	No releases within 1 mile radius.
<input checked="" type="checkbox"/> SWLF	No landfills within 1/2 mile radius.
<input checked="" type="checkbox"/> LUST	No LUST sites within 1/2 mile radius.
<input checked="" type="checkbox"/> UST	No UST sites within 1/4 mile radius.

Windshield Survey (List and comment on suspect land uses/operations identified.)

Person(s) Performing Survey Chuck Easton	Survey Date 11/15/2010
Results The field assessment observed no areas along the project corridor that exhibited distressed vegetation or soil and no observed locations of storage or illegal dumping of debris or materials. There are USTs, LUSTs, and RCRA sites in the project vicinity	

HM conclusion (No evidence or low probability of encountering HM; evidence of probable HM (Phase I), warrants more detailed assessment/sampling/testing (Phase II); site will be avoided without further analysis, etc.)

Based on the findings listed above, no evidence of hazardous materials exist within the project area.

HM Review Conducted By (Print Name) Chuck Easton	Company J-U-B Engineers
Signature 	Date 2/8/2011

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office



(To be completed by ITD HQ Cultural Resource Section Only)

Key Number N/A	Project Number TDGII-C07	Project Title Hailey City Woodside Blvd Reconstruction
District 4	County Blaine	Township/Range/Section T.2N, R.18E, Section 14, 15, & 23
Clearance Authorized Without Survey <input checked="" type="checkbox"/> PA <input type="checkbox"/> ER <input type="checkbox"/> Review		Agency or Consultant ITD HQ Env

Determination of Eligibility

	Site Number(s)	Resource Type/Description
<input checked="" type="checkbox"/> No Sites		
<input type="checkbox"/> Not Eligible		
<input type="checkbox"/> Eligible		

Determination of Effect

	Rationale	Site Number(s)
<input checked="" type="checkbox"/> No Historic Properties Affected	<input type="checkbox"/> They are outside impact zones	
	<input type="checkbox"/> Final project plans will avoid them	
	<input type="checkbox"/> NR character will not be changed	
<input type="checkbox"/> No Adverse Effect to Historic Properties	Sites will be affected (See Comments section below or attached explanation)	
<input type="checkbox"/> Adverse Effect to Historic Properties	Sites will be affected (See Comments section below or attached explanation)	
<p>Comments/Summary: The City of Hailey, Idaho, in cooperation with the Federal Highway Administration (FHWA), proposes to improve safety for motorists, pedestrians, and bicyclists on Woodside Boulevard and Fox Acres Road. The proposed improvements extend from the intersection of SH-75 and Woodside Boulevard to Fox Acres Road.</p> <p>Proposed improvements include widening the asphalt surface to include striping for bicycle lanes; construction of parkstrip, sidewalk, and bus shelters with bike parking within the 80-foot ROW; installation of signals at the intersection of SH-75 and Woodside Boulevard; and the construction of a roundabout at the intersection of Woodside Boulevard and Fox Acres Road.</p> <p>This project complies with Criteria A, D, and E of the ITD/FHWA/SHPO programmatic agreement. Project actions will have No Effect on historic properties. No further SHPO review is required.</p>		
<input type="checkbox"/> Project will be monitored during construction due to the potential for cultural resources		
ITD Cultural Resource Professional's Signature <i>[Signature]</i>		Date December 10, 2010

SHPO or THPO 106 Comment: I have reviewed the documentation and recommendations provided by ITD and

<input type="checkbox"/> I agree with the above determination of eligibility and effect and with the conditions of compliance.	
<input type="checkbox"/> I agree with the above determinations of eligibility and effect given stipulations explained below or in the attached letter.	
<input type="checkbox"/> I disagree with the above determinations of eligibility and effect as explained below or in the attached letter.	
State or Tribal Historic Preservation Officer's Signature N/A	Date

NPDES Storm Water Permit Project Checklist For Construction*



Project Number TDGII-C-07	Key Number N/A	Work Authority
Location Woodside Boulevard, Hailey, Blaine County, Idaho		

An NPDES Storm Water Discharge Permit is required for this project only if the answers to both questions below are yes.

Will there be 1 acre of ground disturbance on the project? (To determine the total acreage of ground that will be disturbed, use the Ground Disturbing Activities Checklist below to calculate the total acreage of disturbance on the project.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will the project discharge storm water to waters of the U.S.? (See the reverse side for Definition of Waters of the U.S.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

If the answer to the second question is no, provide a written explanation in the Comments section on the reverse side of this form as to why there will be no discharge.

(If the project does not discharge off-site to waters of the U.S., an NPDES Storm Water Discharge Permit is not required.)

Ground Disturbing Activities Checklist

		<u>Area Disturbed</u>
Clearing	This includes areas of vegetative removal, topsoil removal, (see Definition of Soil on reverse side), sideslope grading, shoulder construction, and fence installation, removal, or replacement.	2.4
Grubbing	This includes both hand- and machine-removed vegetative materials such as roots and root balls.	3.6
Grading	All areas disturbed by grading must be included.	6.0
Excavation	Excavated areas are figured on the surface area of disturbance, including that disturbed by heavy equipment working in the area.	12.0
Total Area		24.0

*Construction does not include maintenance activities, such as ditch cleaning, shoulder reshaping, etc., unless there is new construction included as part of the maintenance project.

Definition of Waters of the U.S.

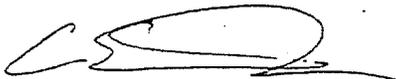
Waters of the U.S. essentially mean all lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds, and irrigation canals that connect to any of the above, the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce.

Definition of Soil

EPA Region X gives the definition of soil as "any unconsolidated material that will pass through a 4.75 mm or smaller sieve."

Comments

Name



Date

2/9/11

APPENDIX B: CORRESPONDENCE

SECTION 4(F) CORRESPONDENCE



U.S. Department
of Transportation

**Federal Highway
Administration**

Idaho Division

3050 Lakeharbor Lane #126
Boise, ID 83703
(208) 334-1843
<http://www.fhwa.dot.gov/iddiv/>

In Reply Refer To: TDGII-C-07

February 8, 2011

Mr. Jim Keating, Executive Director
Blaine County Recreation District (BCRD)
1050 Fox Acres Road, Room 107
Hailey, Idaho 83333

RE: Project No. TDGII-C-07: Woodside Boulevard Improvement Project, Hailey, Blaine County, Idaho;
Section 4(f) Temporary Occupancy Finding Concurrence Request.

Dear Mr. Keating:

The purpose of this letter is to document the Federal Highway Administration's (FHWA) analysis of, and to request your concurrence with the Administration's recommendation that in accordance with Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated federal regulations contained in 23 CFR 771.135(p)(7) Section 4(f) Temporary Occupancy Finding is appropriate for the Wood River Trail recreational property affected by the subject project.

The project is being funded, in part, with federal funds administered by the FHWA. The project involves improving Woodside Boulevard from Fox Acres Road to SH-75 by widening the roadway to include striping for continuous bicycle lanes, rolled curb and gutter, planting strips, and sidewalk on both sides of the roadway (see the attached Project Map and Typical Section). The project will also install a traffic signal on SH-75 at Woodside Boulevard and a roundabout at the intersection of Woodside Boulevard with Fox Acres Road. These improvements will be constructed within the existing 80-foot city-owned right-of-way. No additional right-of-way will be needed.

The Wood River Trail crosses Woodside Boulevard adjacent to the intersection of Woodside Boulevard and SH-75. Impacts to approximately 40 feet of trail, at this location, will be limited to paint and asphalt removal; construction of the improvements listed above; and replacement of asphalt and paint marking the trail crossing to match as it currently exists.

Section 4(f) of the Department of Transportation Act of 1966 protects three basic types of resources: publicly owned park and recreation areas, publicly owned wildlife and waterfowl refuges, and historic sites. Section 4(f) mandates that the FHWA avoid or minimize (where feasible and prudent) a project's use or acquisition of these resources.

The Woodside Boulevard Improvement Project will not use or acquire any part of the Wood River Trail. The proposed project's effect on this 4(f) resource would constitute a Temporary Occupancy under 23

CFR 771.135(p)(7). According to 23 CFR 771.135(p)(7)(i-v) "a temporary occupancy of land is so minimal that it does not constitute a use within the meaning of Section 4(f) when the following conditions are satisfied:

- i. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- ii. Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) resource are minimal;
- iii. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, either on a temporary or permanent basis;
- iv. The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project; and
- v. There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions."

Based on the foregoing analysis, the FHWA believes that a Section 4(f) Temporary Occupancy Finding is appropriate for the portion of Wood River Trail that crosses Woodside Boulevard near SH-75, given that the proposed project will meet the criteria listed in 23 CFR 771.135(p)(7) parts i. through iv. As the official with jurisdiction over this Section 4(f) resource, the FHWA seeks your concurrence as mandated by 23 CFR 227.135(p)(7) part v. above. If you agree with the findings herein, please sign on the concurrence line below.

Should you have questions concerning this matter, please contact me at 208-334-9180 extension 114 or Brent.Inghram@dot.gov.

Sincerely,

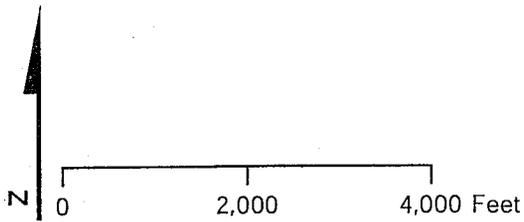
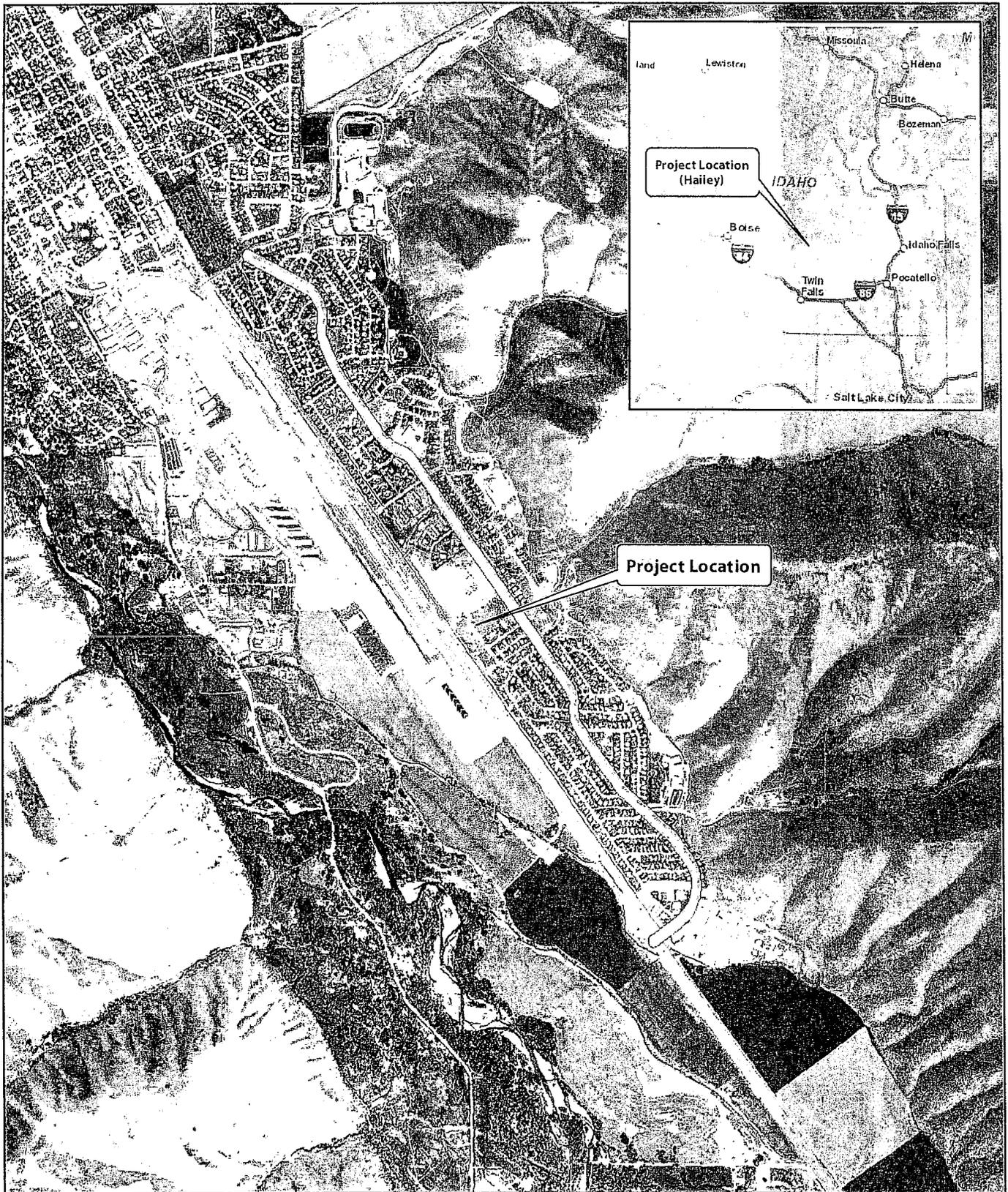
Brent Inghram
Environmental Program Manager
Federal Highway Administration, Idaho Division

Concurrence: _____
Mr. Jim Keating, Executive Director
Blaine County Recreation District (BCRD)

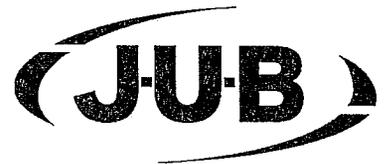
Date: _____

Enclosures

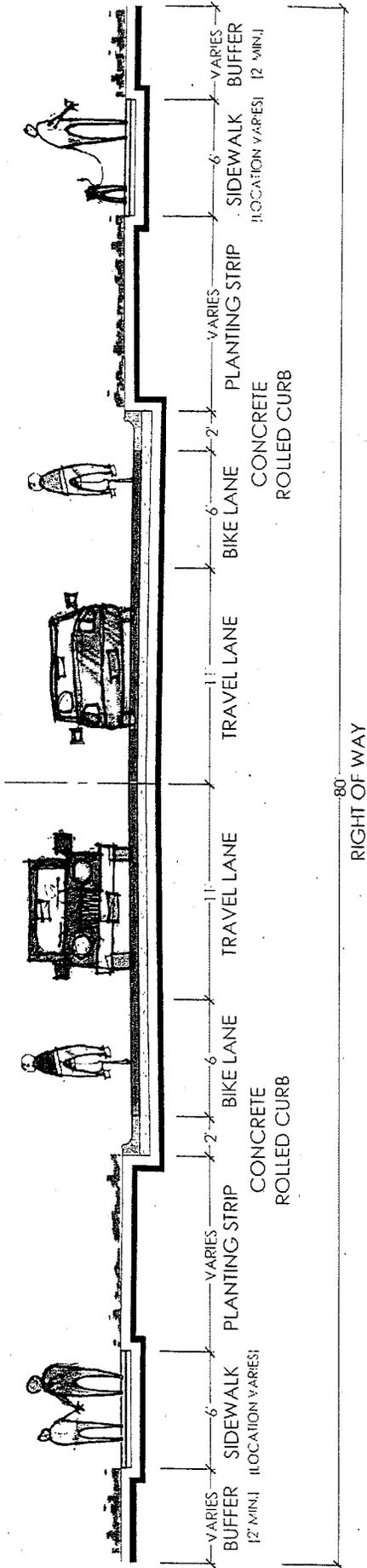
cc. Chuck Easton, J-U-B Engineers



Projection: Nad 83 State Plane Idaho East



J-U-B ENGINEERS, INC.



WOODSIDE BOULEVARD TYPICAL SECTION

WILDLIFE CORRESPONDENCE

**NO EFFECT DETERMINATIONS
FOR
WOODSIDE BOULEVARD PROJECT
PROJECT NOS. TDGII-C-07 & DTFH61-11-G-00001**

The following No Effect Determination has been prepared, as required by Section 7(c) of the Endangered Species Act (ESA), for the Woodside Boulevard Complete Streets project located within the city limits of Hailey, Blaine County, Idaho. A site review and pedestrian survey were conducted on November 22, 2010 by Vincent Barthels, Qualified Biologist. This letter will serve as the no effects analysis of potential impacts of the proposed project on species listed as endangered, threatened, proposed, or candidate and designated or proposed critical habitat protected under the ESA.

Proposed Action

The City of Hailey, in cooperation with the Federal Highway Administration (FHWA), proposes safety improvements for motorists, pedestrians and bicyclists on Woodside Boulevard (Blvd) and Fox Acres Road. The proposed project would widen Woodside Blvd and enhance a collector loop with connections to State Highway (SH)-75 at Woodside Blvd at the southern end and Fox Acres Road at the northern end. The defined project action area is limited to the existing right-of-way (R-O-W) and is illustrated on the aerial project summary exhibits (attached).

The proposed improvements include: widening the asphalt surface to include striping for bicycle lanes; construction of park strips, sidewalks, and bus shelters with bike parking within the 80-foot Hailey City R-O-W; installation of signals at the intersection of SH-75 and Woodside Boulevard; and construction of a roundabout at the intersection of Woodside Boulevard and Fox Acres Road. No addition of through lanes or median is warranted for this project.

Ground disturbance will be limited to excavation (approximately 24 inches) and grading to accommodate a new roadway section, curb & gutter, planter strip and detached sidewalks. Dry well facilities measuring 4 feet to 6 feet in depth will be sized to accommodate storm water runoff and spaced at 500-foot intervals; and, excavation of signal pole foundations holes measuring 36-inches in diameter and 12-feet in depth on each corner of the intersection of Woodside Blvd. and SH-75. All work will be performed in the existing right-of-way.

Best Management Practices (BMPs) will be in place to minimize direct, short-term construction impacts. Planned BMPs herein are intended to restore vegetative structure and minimize erosion. These measures include re-planting barren locations (post-construction) with native vegetation. BMPs are mandatory and will become part of the project design. They will include, but are not limited to the following:

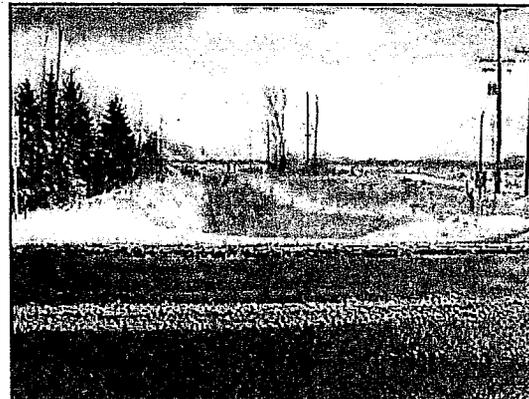
1. Temporary erosion sediment control (TESC) structures employing BMP will be in effect during construction.
2. Excavation, staging areas and embankment placement will only occur within staked limits of the project action area.
3. All disturbed upland areas will be hydro-seeded upon project completion with a dry land seed mix.

General Project Location and Habitat Descriptions

The proposed road project is located within Sections 10, 14, 15, 22 and 23, Township 2 North, Range 18 East, Blaine County, Idaho. Land use within the project vicinity is primarily residential, with commercial use only along the southern end of the project area (i.e. south of Meadow Mountain Drive). The existing grade throughout the project area is fairly flat (0-3%) and the natural grade of the project action area slopes gently toward the southwest. The project action area ranges between 5,240 and 5,320 feet above sea level. Soils throughout the project action area consist primarily of gravelly loams (NRCS 2010). The National Wetland Inventory (NWI) map does not illustrate any wetland features within the proposed action area (<http://www.fws.gov/wetlands/Data/Mapper.html>).

The habitat in the project action area can be characterized as pre-developed, since most of the project action area does not contain natural, undisturbed habitat. Assortments of scattered ornamental trees exist within the residential neighborhood. The Hiawatha Canal parallels the Union Pacific railroad tracks, which have been converted to a multiuse trail. Several ephemeral drainage channels, stemming from the mountains to the east, cross Woodside Blvd and drain into the Hiawatha Canal or road-side ditches that parallel SH-75 and are impounded along the eastern edge of the highway. The Hiawatha canal serves primarily as a storm-water retention area, for snow melt and precipitation events. Fish bearing habitat is not present within the Hiawatha Canal, as well as the ephemeral drainages stemming from the mountains toward the east.

The photos below illustrate the project action area from two different vantage locations. The left photo was taken on Woodside Blvd looking south towards the commercial land use area south of Meadow Mountain Drive. The right photo was taken looking south from the southern project terminus at the Hiawatha Canal.



Endangered Species Act (ESA) Consultation

The US Fish and Wildlife Service's (USFWS) list of Idaho's Endangered, Threatened, Proposed, and Candidate Species lists six species within Blaine County, Idaho.

Table 1 - A summary of ESA listed species for the defined project area (USFWS Blaine County List, dated 12-13-10)

Common Name	Scientific Name	ESA Status	Effect Determination
Bull trout	<i>Salvelinus confluentus</i>	Threatened	No Effect (NE)
Bull Trout Designated Critical Habitat	<i>Salvelinus confluentus</i>	Designated	No Adverse Modifications
Canada lynx	<i>Lynx canadensis</i>	Threatened	No Effect (NE)
Gray wolf	<i>Canis lupus</i>	Experimental Nonessential Population	No Effect (NE)
Greater Sage-Grouse	<i>Centrocercus urophasianus</i>	Candidate	No Effect (NE)
Wolverine	<i>Gulo gulo</i>	Candidate	No Effect (NE)
Yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	Candidate	No Effect (NE)

Species Specific Habitat Requirements and Determination of Effect

The following subsection briefly discusses the species mentioned above and their habitat descriptions; and, then provides an effect determination for each individual species.

Bull Trout

Bull trout are salmonids that are members of the char family. They have grayish to dark green sides with white to pinkish spots. The fish is recognized by the white margins on its pectoral, ventral, and anal fins (Eddy and Underhill 1978). The dorsal fin also lacks the spots that cover the back and sides of the body. Bull trout spawn in the fall in streams with cold, unpolluted water, clean gravel and cobble substrate, and gentle stream slopes (USFWS 1998). Bull trout eggs require a long incubation period, hatching in late winter or early spring. Some may live near areas where they were hatched; however, others migrate from streams to lakes or reservoirs a few weeks after emerging from the gravel. Bull trout habitat consists mainly of oligotrophic

lakes and deep pools of pristine cold fluvial habitats in mountainous regions, mainly 45 to 55 degrees Fahrenheit (Sternberg 1996).

Fish bearing habitat is not present within the defined study area. Bull trout critical habitat in Idaho is directly linked to the Snake River and its tributaries. Based on the lack of fish habitat present in the project action area, a "no effect" determination is warranted for this species; and, there will be no adverse modifications to designated critical habitat listed for Bull Trout as well.

Canada lynx

The Canada lynx is normally found in dense forested areas with an abundance of windfalls, swamps and brushy thickets (Maas 1997). Lynx require heavy cover for concealment when stalking prey. In terms of their prey base, lynx depend on snowshoe hares. In addition, lynx are most likely to persist in areas that receive deep snow, for which the lynx is highly adapted (Maas 1997). In the western U.S., lynx occurrences generally are found only above 4,000 feet in elevation (McKelvey et al. 2000),

Within Blaine County, the expansive Sawtooth National Forest and other undeveloped natural environments provide suitable habitat for the Canada lynx. However, dense forested areas that provide heavy coverage and foraging opportunities are lacking within the limits of the City of Hailey. The project action area lacks suitable habitat for lynx, does not have a prey base of snowshoe hare in the project area, and the scope and nature of the proposed construction activity will not impact any Canada Lynx passing through the project area. This project will have no effect on Canada Lynx or its habitat.

Gray wolf

Wolves have evolved to avoid people due to many centuries of wolf hunting (Maas 1997). The gray wolf requires vast forests and mountain foothills for hunting, usually far from humans (Maas 1997). They show little preference for special habitats as long as there is food available. Wolves generally travel in packs of up to 25 animals. The dominant male (the alpha male) and dominant female (the alpha female) make all the decisions for the group, including when and where they hunt (Maas 1997). A single territory for a pack can range between 100 to 600 square miles. On a single hunt they may travel over 50 miles in pursuit of food.

Habitat for the Gray wolf is not present within the project action area. Wolves prefer to avoid humans and will avoid residential and commercial land use areas. On October 9, 2010 the FHWA Idaho Division in consultation with the USFWS and the Idaho Transportation Department have determined that "Highway construction is unlikely to result in direct mortality of Grey wolves" (Programmatic Determination of No Jeopardy to Grey Wolf for Federal-aid Transportation Projects in Idaho, September 2010). This project will have no effect to the grey wolf population that has been re-introduced as a non-essential, experimental species under Section 10(j) of the ESA.

Greater Sage-Grouse

The Greater Sage-Grouse (*Centrocercus urophasianus*) is a federally listed "candidate" species. As the name implies, Greater Sage-Grouse are found only in areas where sagebrush is abundant (Colorado Division of Wildlife 2009). The largest of all grouse, the Greater Sage-Grouse is up to 30 inches long, 2 feet tall, and weighs from 2 to 7 pounds (USFWS 2010). Male Greater Sage-Grouse have a white breast ruff, mottled gray-brown overall, a black belly, black throat and bib,

and long stiff spikelike tail feathers. Females have a mottled gray-brown overall, a black belly, a white throat, and lack the yellow eye comb seen in the males. Diet consists of evergreen leaves, plain sagebrush shoots, blossoms, leaves, pods, buds, and insects (Alsop 2001). Dependent on sagebrush for food and cover, required habitat consists of relatively open flats or rolling sagebrush hills at elevations ranging from 4,000 to 9,000 feet above sea level (Colorado Division of Wildlife 2009, USFWS 2010). Land clearing and overgrazing by livestock are documented threats to this species' habitat.

Habitat requirements for the Greater Sage-Grouse are not present within the project action area. The developed urban environment lacks the open areas with abundant sagebrush in which this species is dependent on for food and cover. A "no effect" determination is warranted for the Greater Sage-Grouse or its habitat.

Wolverine

The North American wolverine, a distinct population segment (DPS) found within the contiguous United States, is listed as a "candidate" species under the Endangered Species Act (USFWS 2010). Without preference to specific vegetation or geological aspects, wolverines inhabit alpine areas that receive persistent deep snow. The current range of the North American wolverine in the contiguous United States includes portions of Washington, Idaho, Montana, Wyoming, Colorado, Utah, Oregon, and California (USFWS 2010). A study of wolverines in central Idaho found that their mean elevation range exists between 1,400 and 2,900 meters (4,593-9,514 feet) above sea level, and reported a winter mean elevation use level at 2,278 meters (7,474 feet) above sea level (Copeland 1996).

The largest and fiercest member of the weasel family, wolverines weigh between 20 to 40 pounds. Wolverines have a broad round head, small eyes, and a yellowish-brown to black body. They have broad yellow stripes on either side of their body that join at the rump, a bushy tail, and have a strong skunk like odor (Ransom 1981). Wolverines are opportunistic feeders that primarily scavenge carrion, but also prey on small animals, birds, insects, fruits, and berries.

The breeding season occurs from late spring to early fall and females undergo delayed implantation until the following winter to spring. Females excavate their birthing dens in persistent stable snow that is typically a minimum of 5 feet deep, which is required for security and to buffer cold winter temperatures. Birthing dens often incorporate rocks, shrubs and downed logs for added security. Following a 30 to 40 day gestation period, litters consisting of one to five offspring are born between mid-February and March. Secondary (maternal) dens are used and abandoned corresponding with snow melt and the accumulation of water (USFWS 2010).

It is highly unlikely that the wolverine would utilize habitat within the project action area based on previous human disturbance. The alignment of the pre-existing roadway and the traffic it conveys would deter wolverines from utilizing the immediate area. The project action area lacks suitable habitat for wolverine and the scope and nature of the proposed construction activity will not impact any wolverine passing through the project area. This project will have no effect on wolverine and its habitat.

Yellow-billed cuckoo

The yellow-billed cuckoo is a federally listed "candidate" species. As the name suggests, has a yellow lower mandible. It has rufous wings that contrast against the gray-brown wing coverts and

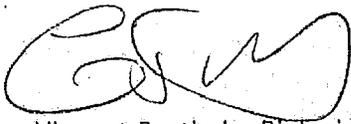
upperparts. The underparts are white and they have large white spots on a long black undertail (Alsop 2001). It is a neotropical migrant, which winters in South America. Breeding often coincides with the appearance of massive numbers of cicadas, caterpillars, or other large insects (Ehrlich et al. 1992). Its incubation/nesting period is the shortest of any known bird because it is one of the last neotropical migrants to arrive in North America and chicks have very little rearing time before embarking on their transcontinental migration. Yellow-billed cuckoos arrive in Utah in extremely late May or early June and breed in late June through July. Cuckoos typically start their southerly migration by late August or early September (Parrish et al. 1999). Yellow-billed cuckoos are considered a riparian obligate and are usually found in large tracts of cottonwood/willow habitats with dense sub-canopies (below 33 ft).

Riparian habitat required by the yellow-billed cuckoo is not present within the project action area. A "no effect" determination is warranted for the yellow-billed cuckoo and its habitat.

Conclusion

The findings in this letter suggest that there is no critical or sensitive habitat located within the project action area, specific to the ESA listed species discussed. The project action area consists primarily of residential land use, with a small portion of commercial use within the southern limits. There should be no direct or indirect impacts to the six species or their habitats discussed in this report as a result of the proposed Woodside Boulevard project.

Submitted by:



2-8-11

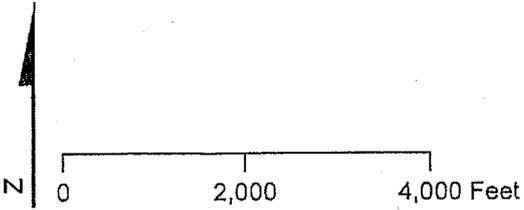
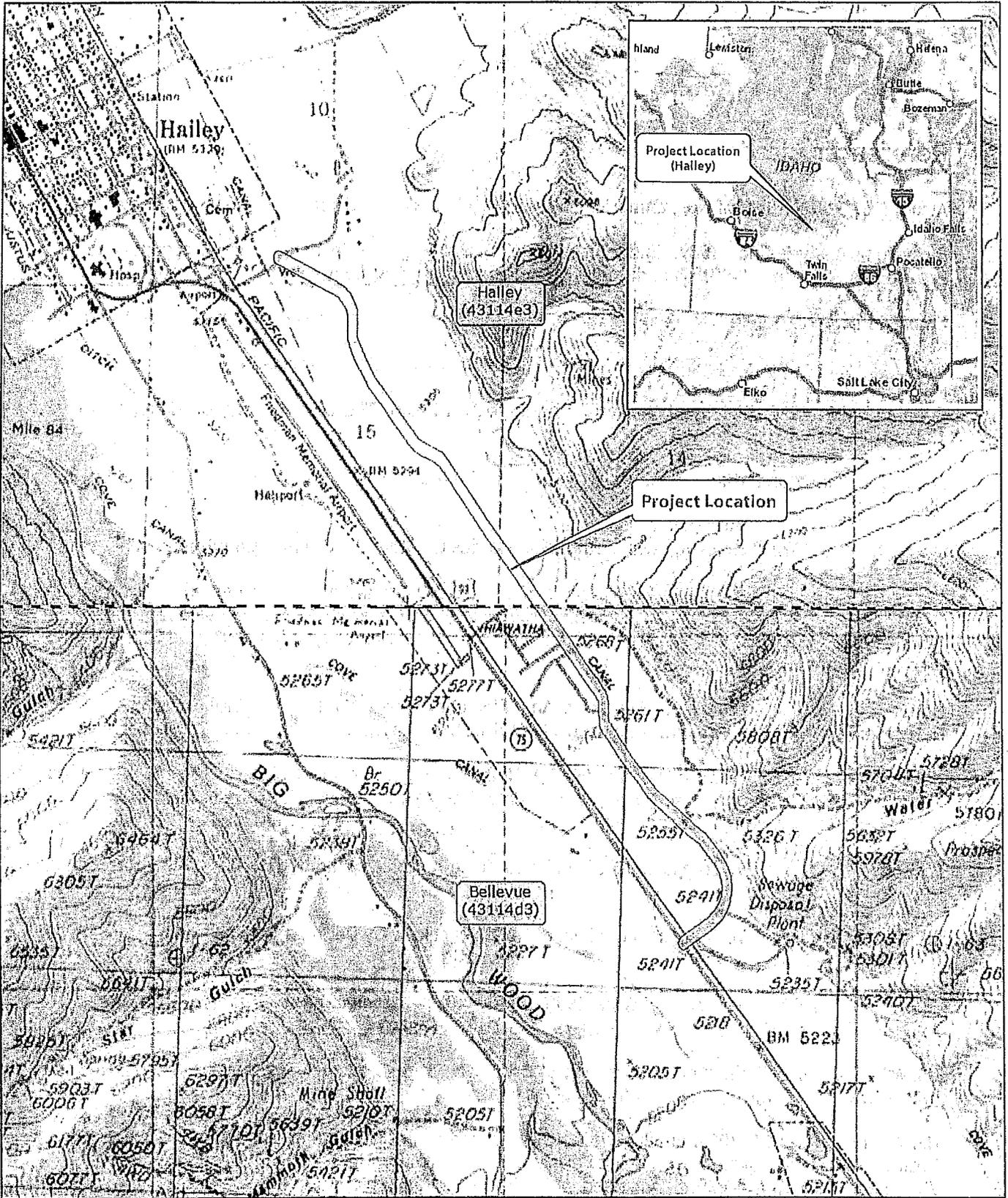
Vincent Barthels, Biologist
J-U-B ENGINEERS, Inc.

Attachments:

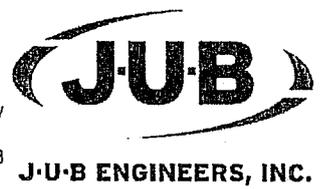
1. Aerial Project Exhibit
2. ESA Species Listing for Blaine County, Idaho (dated: December 13, 2010)

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Projection: USGS 7.5' 1979 Topo Quad Sections: Hailey and Bellevue
 Township and Range: T2N R18E Sections 10, 14, 15, 23



**Idaho's Endangered, Threatened, Proposed, and Candidate Species
(With Associated Proposed and Critical Habitats)
Under the Jurisdiction of the Fish and Wildlife Service**

(This page was last updated December 13, 2010)

Obtaining Species Lists for Proposed Federal Actions:

The Fish and Wildlife Service is developing a web-based system that will allow you to generate your own project-specific species lists. We will provide instructions when the new web-based species list system is launched. In the interim, you are requested to use the attached table to generate your project-specific species lists.

Before starting an action, a federal action agency (or their designated representative) that is planning an activity must obtain a list of threatened, endangered, and proposed species that may be present in the affected area. Please note the affected area for which this list is being generated may encompass a larger area than the footprint of the construction. The affected area includes any effects of the action (direct and indirect) that may potentially affect the species or its habitat. This species/county table meets the Fish and Wildlife Services' regulatory obligation under Section 7(c) of the Endangered Species Act (Act) to provide Federal agencies with a species list.

Please print and retain a copy of this table and this information sheet with your project records. Use this information to verify the habitats and/or species present in the area affected by the projects you are developing. Any project-specific species list generated from this table is valid for up to 180-days. Because the information in this table may change without notice, you are advised to visit this internet page frequently to ensure that your project records contain the most up-to-date species list. Should your project plans expand or change to include additional counties, you will need to download an updated list. When you submit a request for Section 7 Consultation, please include a copy of your downloaded species list marked with the date that it was downloaded. This will document your compliance with 50 CFR 402.12(c).

If the area affected by the proposed project extends beyond the boundary of the State of Idaho, please contact the appropriate Fish and Wildlife Service office listed below, to obtain a species list for their area of jurisdiction.

Fish and Wildlife Service Contacts:

Idaho – Email Bob Kibler at bob_kibler@fws.gov, or call at (208) 378-5255.

Montana – Montana Ecological Services Field Office, (406) 449-5225

Nevada – Nevada Fish & Wildlife Office, (775) 861-6300

Oregon – La Grande Field Office, (541) 962-8584

Utah – Utah Ecological Service Field Office, (801) 975-3330

Washington – Spokane Field Office, (509) 891-6839

Wyoming – Wyoming Ecological Services Field Office, (307) 772-2374

Candidate Species Conservation:

Though candidate species have no protection under the Act, they are included in the table for your early planning consideration. Candidate species could be proposed or listed during the project planning period. The Service advises you to evaluate potential effects on candidate

species that may occur in the project area; this may expedite section 7 consultation under the Act should the species become listed.

Species of NOAA Fisheries Jurisdiction:

Please be advised, the table does not contain listed or proposed species under the National Marine Fisheries Service's (NOAA Fisheries) jurisdiction. If you need a list of species under the NOAA Fisheries' jurisdiction, please visit their internet site at <http://www.nwr.noaa.gov/Species-Lists.cfm>, or call (208) 378-5696.

Listed, Proposed, and Candidate Species Designated and Proposed Critical Habitat in Idaho (Last Updated 12/13/2010)
Page 1 of 5

Grouping	Amphibian	Bird	
Common Name	Columbia spotted frog-Great Basin population	Greater Sage-Grouse	Yellow-billed cuckoo
Scientific Name	<i>Rana luteiventris</i>	<i>Centrocercus urophasianus</i>	<i>Coccyzus americanus</i>
Status	[C]	[C]	[C]
Ada		x	x
Adams		x	
Bannock		x	x
Bear Lake		x	
Benewah			
Bingham		x	x
Blaine		x	x
Boise			x
Bonner			
Bonneville		x	x
Boundary			
Butte		x	
Camas		x	
Canyon			x
Caribou		x	
Cassia		x	x
Clark		x	x
Clearwater			
Custer		x	x
Elmore		x	x
Franklin		x	
Fremont		x	x
Gem		x	
Gooding		x	
Idaho			x
Jefferson		x	x
Jerome		x	
Kootenai			x
Latah			x
Lemhi		x	x
Lewis			x
Lincoln		x	
Madison		x	x
Minidoka		x	x
Nez Perce			
Oneida		x	
Owyhee	x	x	x
Payette		x	
Power		x	
Shoshone			
Teton			
Twin Falls	x	x	x
Valley			
Washington		x	

[C] Candidate
[P] Proposed

[T] Threatened
[E] Endangered

[CH] Designated Critical Habitat
[XN] Experimental Nonessential

Grouping	Mammal					
	Canada lynx		Gray Wolf		Grizzly bear	Northern Idaho ground squirrel
Common Name						
Scientific Name	<i>Lynx canadensis</i>		<i>Canis lupus</i>		<i>Ursus arctos horribilis</i>	<i>Spermophilus brunneus brunneus</i>
Status	[T]	[CH]	[XN]	[E]	[T]	[T]
Ada			X			
Adams	X		X			X
Bannock			X			
Bear Lake	X		X			
Benewah	X		X			
Bingham			X			
Blaine	X		X			
Boise	X		X			
Bonner	X			X	X	
Bonneville	X		X		X	
Boundary	X	X		X	X	
Butte	X		X			
Camas	X		X			
Canyon			X			
Caribou	X		X			
Cassia			X			
Clark	X		X		X	
Clearwater	X		X			
Custer	X		X			
Elmore	X		X			
Franklin	X		X			
Fremont	X		X		X	
Gem			X			
Gooding			X			
Idaho	X		X			
Jefferson	X		X			
Jerome			X			
Kootenai	X		X	X		
Latah	X		X			
Lemhi	X		X			
Lewis			X			
Lincoln			X			
Madison	X		X			
Minidoka			X			
Nez Perce	X		X			
Oneida			X			
Owyhee			X			
Payette			X			
Power			X			
Shoshone	X		X	X		
Teton	X		X		X	
Twin Falls			X			
Valley	X		X			X
Washington			X			X

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[CH] Designated Critical Habitat
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Grouping	Mammal		
Common Name	Selkirk Mountain caribou	Southern Idaho ground squirrel	Wolverine
Scientific Name	<i>Rangifer tarandus caribou</i>	<i>Spermophilus brunneus enemicus</i>	<i>Gulo gulo</i>
Status	[E]	[C]	[C]
Ada			x
Adams		x	x
Bannock			x
Bear Lake			x
Benewah			x
Bingham			x
Blaine			x
Boise			x
Bonner	x		x
Bonneville			x
Boundary	x		x
Butte			x
Camas			x
Canyon			x
Caribou			x
Cassia			
Clark			x
Clearwater			x
Custer			x
Elmore			x
Franklin			x
Fremont			x
Gem		x	x
Gooding			x
Idaho			x
Jefferson			x
Jerome			
Kootenai			x
Latah			x
Lemhi			x
Lewis			x
Lincoln			x
Madison			x
Minidoka			
Nez Perce			x
Oneida			
Owyhee			
Payette		x	
Power			
Shoshone			x
Teton			x
Twin Falls			x
Valley			x
Washington		x	x

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[CH] Designated Critical Habitat
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Grouping	Fish				Mollusk			
	Bull trout		Kootenai River white sturgeon		Banbury Springs	Bliss Rapids snail	Bruneau hot springsnail	Snake River physa snail
Common Name								
Scientific Name	<i>Salvelinus confluentus</i>		<i>Acipenser transmontanus</i>		<i>Lanx sp.</i>	<i>Talorconcha serpenticola</i>	<i>Pyrgolopsis bruneauensis</i>	<i>Haitia (Physa) natricinia</i>
Status	[T]	[CH]	[E]	[CH]	[E]	[T]	[E]	[E]
Ada	x							x
Adams	x	x						
Bannock								
Bear Lake								
Benewah	x	x						
Bingham								
Blaine	x	x						
Boise	x	x						
Bonner	x	x						
Bonneville								
Boundary	x	x	x	x				
Butte	x	x						
Camas	x	x						
Canyon								x
Caribou								
Cassia								x
Clark								
Clearwater	x	x						
Custer	x	x						
Elmore	x	x				x		x
Franklin								
Fremont								
Gem	x	x						
Gooding					x	x		x
Idaho	x	x						
Jefferson								
Jerome						x		x
Kootenai	x	x						
Latah								
Lemhi	x	x						
Lewis	x	x						
Lincoln								
Madison								
Minidoka								x
Nez Perce	x	x						
Oneida								
Owyhee	x	x					x	x
Payette	x							x
Power								
Shoshone	x	x						
Teton								
Twin Falls					x	x		x
Valley	x	x						
Washington	x	x						x

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Grouping	Plant							
	Christ's paintbrush	Goose Creek milkvetch	Macfarlane's four-o'clock	Packard's Milkvetch	Slickspot peppergrass	Spalding's catchfly	Ute ladies'- tresses	Water Howellia
Common Name	<i>Castilleja christii</i>	<i>Astragalus anserrinus</i>	<i>Mirabilis macfarlanei</i>	<i>Astragalus cusickii</i> var. <i>parkardiae</i>	<i>Lepidium papilliferum</i>	<i>Silene spaldingii</i>	<i>Spiranthes dihyvalis</i>	<i>Howellia aquatilis</i>
Scientific Name								
Status	[C]	[C]	[T]	[C]	[T]	[T]	[T]	[T]
Ada					x			
Adams								
Bannock								
Bear Lake								
Benewah						x		x
Bingham							x	
Blaine								
Boise								
Bonner								
Bonneville							x	
Boundary								
Butte								
Camas								
Canyon					x			
Caribou								
Cassia	x	x						
Clark								
Clearwater								
Custer								
Elmore					x			
Franklin								
Fremont							x	
Gem					x			
Gooding								
Idaho			x			x		
Jefferson							x	
Jerome								
Kootenai						x		x
Latah						x		x
Lemhi								
Lewis						x		
Lincoln								
Madison							x	
Minidoka								
Nez Perce						x		
Oneida								
Owyhee					x			
Payette				x	x			
Power								
Shoshone						x		x
Teton								
Twin Falls								
Valley								
Washington								

[C] Candidate
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[T] Threatened
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WETLAND CORRESPONDENCE





J-U-B ENGINEERS, INC.

JUB COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

Memo

To: James Joyner, USACE Regulatory Project Manager
Copy: File JUB Project #: 83-10-043
From: Vincent Barthels, Biologist (JUB)
Date: February 7, 2011
Subject: Wetland inspection related to the proposed Woodside Boulevard Roadway Improvements, located within the City of Hailey, Blaine County, Idaho. FHWA project #s: TDGII-C-07 & DTFH61-11-G-00001.

Introduction

This site assessment and subsequent memo report was authorized by the City of Hailey. The proposed roadway improvements are located in Sections 10, 14, 15, 22 and 23, Township 2 N, Range 18 E, Blaine County, Idaho (see project summary exhibits, sheets 1 & 2). The proposed roadway project has a federal nexus (i.e. Tiger II funding source); and therefore, is subject to the National Environmental Policy Act (NEPA) process. This memo was developed to address the "wetlands" environmental component of NEPA, linked to a CATEX document.

The City of Hailey, in cooperation with the Federal Highway Administration (FHWA), proposes safety improvements for motorists, pedestrians and bicyclists on Woodside Boulevard (Blvd) and Fox Acres Road. The proposed project would widen Woodside Blvd and enhance a collector loop with connections to State Highway (SH)-75 at Woodside Blvd at the southern end and Fox Acres Road at the northern end. The defined project action area is limited to the existing right-of-way (R-O-W) and is illustrated on the aerial project summary exhibits (attached).

The proposed improvements include: widening the asphalt surface to include striping for bicycle lanes; construction of park strips, sidewalks, and bus shelters with bike parking within the 80-foot Hailey City R-O-W; installation of signals at the intersection of SH-75 and Woodside Boulevard; and construction of a roundabout at the intersection of Woodside Boulevard and Fox Acres Road. No addition of through lanes or median is warranted for this project.

Ground disturbance will be limited to excavation (approximately 24 inches) and grading to accommodate a new roadway section, curb & gutter, planter strip and detached sidewalks. Dry well facilities measuring 4 feet to 6 feet in depth will be sized to accommodate storm water runoff and spaced at 500-foot intervals; and, excavation of signal pole foundations holes measuring 36-inches in diameter and 12-feet in depth on each corner of the intersection of Woodside Blvd. and SH-75. All work will be performed in the existing right-of-way. At this

time with approximately 30% design completed, all water conveyance structures illustrated in the defined project action area are proposed to be extended.

The purpose of this assessment is to document any critical areas (namely wetlands, streams and/or fish habitat) within the defined project action area.

Methods

The project action area, encompassing approximately 25 acres, was assessed on 9-1-10 and 11-22-10 by J-U-B Engineers Inc. staff. Photos were taken and a general site assessment was performed to document the baseline biological habitat present. Google Earth was utilized to provide a recent aerial of the project action area and a few of the photos included on the project summary exhibits.

The Hailey and Bellevue, Idaho National Wetlands Inventory (NWI) Maps (<http://www.charttiff.com/WetLandMaps/main.htm>) and the Blaine County Soil Survey Map (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) were referenced to provide baseline information in regards to potential aquatic resources or potential critical habitats present.

Discussion

Executive Order (E.O.) 11990 requires Federal agencies to ensure their actions minimize the destruction, loss, or degradation of wetlands. It also assures the protection, preservation, and enhancement of the Nation's wetlands to the fullest extent practicable during the planning, construction, funding, and operation of transportation facilities and projects. Department of Transportation (DOT) Order 5660.1A sets forth DOT policy that transportation facilities should be planned, constructed, and operated to assure protection and enhancement of wetlands. The Rivers and Harbors Act of 1899, and the Clean Water Act (CWA) also address wetlands issues. Section 404 of the CWA requires a permit from the U.S. Army Corps of Engineers (USACE) to authorize the discharge of dredged or fill material into wetlands and jurisdictional water-bodies (e.g. streams).

The NWI Maps do not illustrate any wetlands, streams, or aquatic resources within the anticipated project action area. The mapped native soils for the project site correlate to soils that typically include loam based structures. None of the mapped soils located within the project action area are listed as hydric (wetland) soils.

The proposed project action area can be characterized as disturbed and pre-developed since most of the adjacent lands along Woodside Blvd are currently developed with some sort of residential or commercial use.

Findings

The project action area does not contain any wetland features or fish habitat; however, it does contain several ephemeral drainage channels or swales that convey snow melt and stormwater run-off generally in a westerly direction through the project action area. The Hiawatha Canal crosses the project action area twice (at both the northern and southern

ends). This canal no longer serves as an irrigation canal within the project limits and is characterized as an ephemeral channel or swale similar to the other features scattered throughout the project action area.

The existing water conveyance structures (mostly corrugated metal pipes (CMPs)) and the alignments of the ephemeral channels are displayed on the project summary exhibits (please see attached). Historically, these drainage features may have conveyed waters originating from higher adjacent elevations toward the east; however, the connectivity of these waters to the Big Wood River currently is unknown.

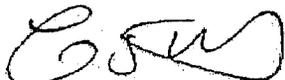
In order to streamline the permitting process associated with these ephemeral drainages, it is assumed that this project will extend/modify these existing structures in the future and these features are presumed to be jurisdictional waters connected to the Big Wood River. The Big Wood River flows southerly and is located west of the project action area and west of SH-75. The Big Wood River is a designated Water of the U.S., which eventually flows into the Snake River.

Conclusion

No wetlands or fish habitat exist in the project action area; however several ephemeral drainages or swales traverse the project action area. If any work is anticipated in conjunction with the drainages illustrated on the project summary exhibits, then future consultation with the USACE is warranted. If any encroachments are anticipated below the ordinary high water marks of any of the ephemeral drainages identified in this memo, then the project proponent should issue a Joint Application to the USACE, intended for presumably a Nationwide Permit # 3.

At this time, JUB is requesting a preliminary jurisdictional determination in conjunction with the ephemeral drainage channels or swales identified within the 25-acre project study limits. If you need any further clarification in regard to the information presented in the memo, please contact me directly at vbarthels@jub.com or I can be reached at my office at (509)458-3727.

Respectfully submitted by:

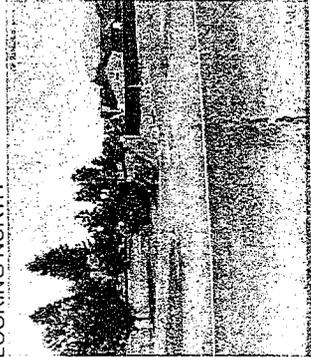
 2-7-11

Vincent Barthels, Biologist
J-U-B Engineers Inc.

Attachments:

1. Vicinity Map
2. Project Summary Exhibits - Sheets 1 & 2

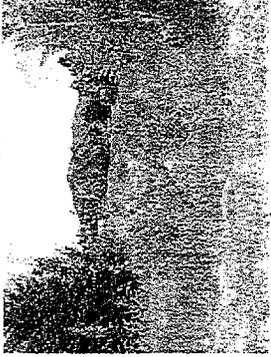
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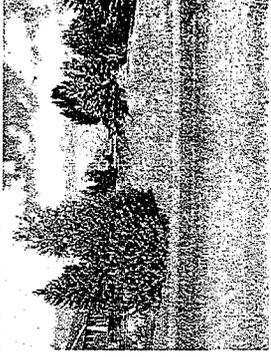
LOOKING SOUTH



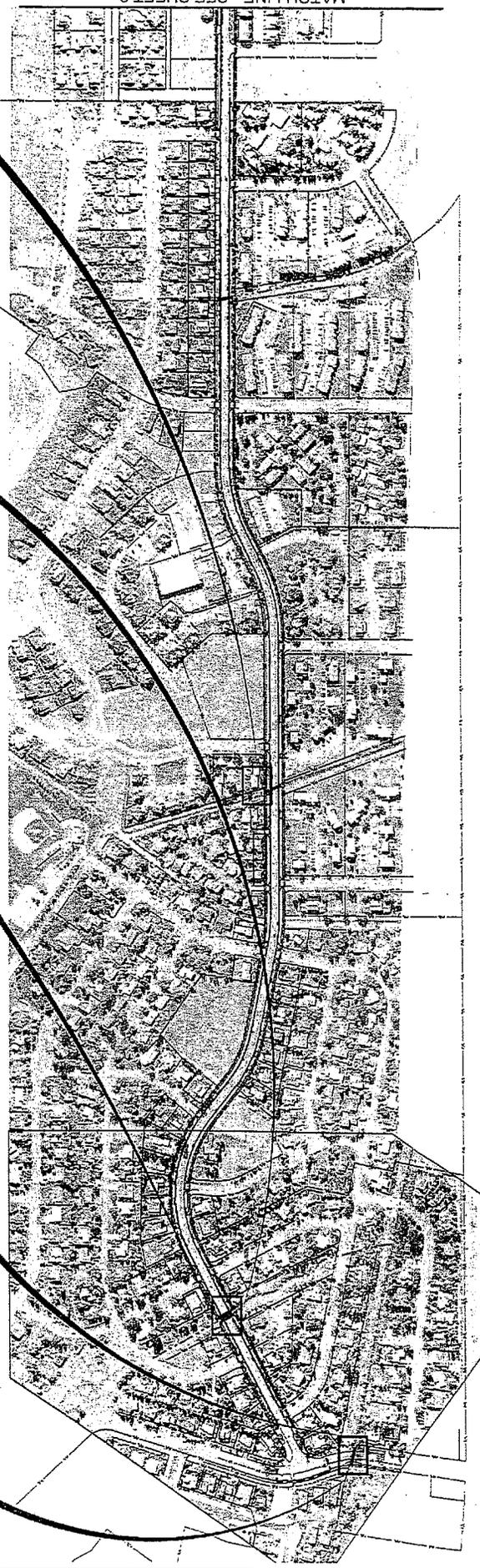
LOOKING SOUTHWEST



LOOKING NORTHEAST



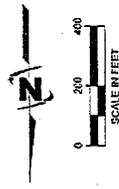
LOOKING WEST



MATCH LINE - SEE SHEET 2

LEGEND

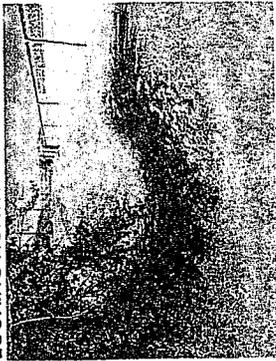
- PROJECT STUDY AREA - APPROX. 25 ACRES
- EXISTING CMP
- EPHEMERAL DRAINAGE CHANNEL OR SWALE



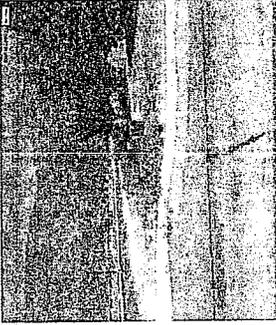
CITY OF HAILEY IDAHO
WOODSIDE BLVD
PROJECT SUMMARY EXHIBIT
SHEET 1



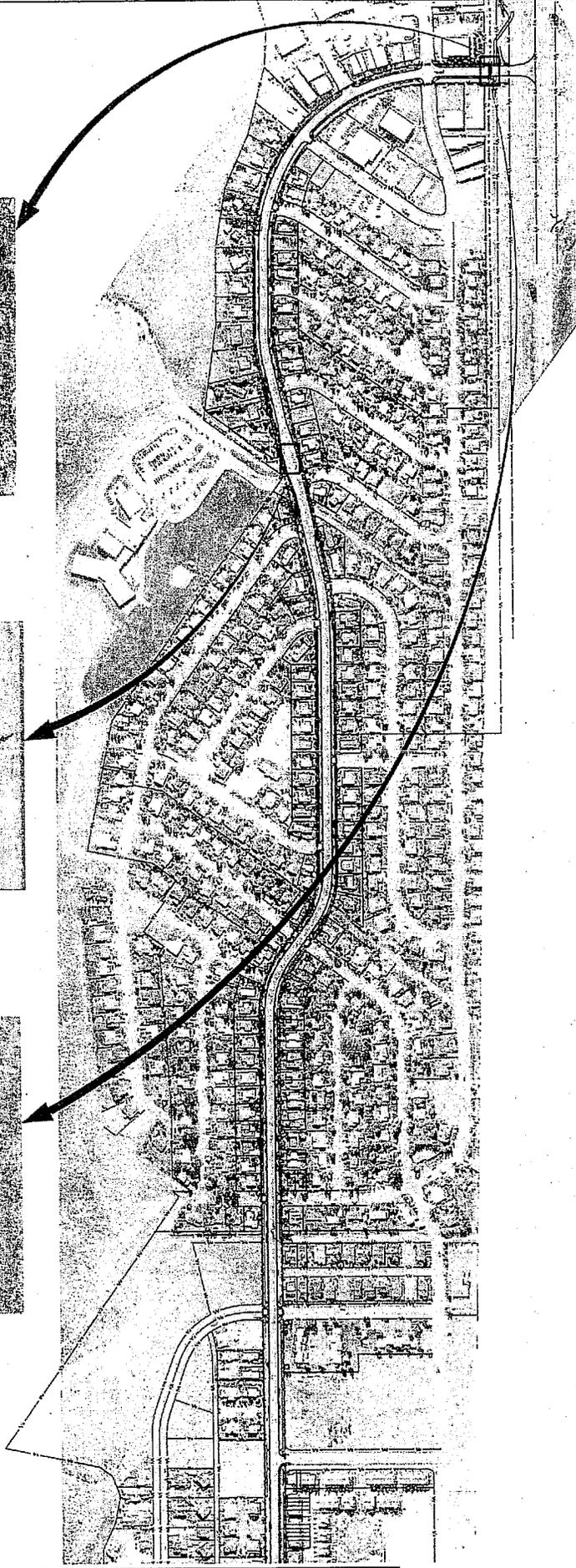
LOOKING NORTH



LOOKING EAST

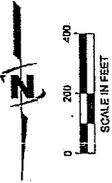


LOOKING SOUTH



MATCH LINE - SEE SHEET 1

LEGEND



PROJECT STUDY AREA - APPROX. 25 ACRES
EXISTING CMP
EPHEMERAL DRAINAGE CHANNEL OR SWALE

CITY OF HAILEY IDAHO
WOODSIDE BLVD
PROJECT SUMMARY EXHIBIT
SHEET 2



APPENDIX C: PUBLIC INVOLVEMENT SUMMARY.

DRAFT

The public comment period ends on Tuesday, February 15, 2011. The Public Involvement Summary report will be available once all comments have been addressed and documented prior to February 18, 2011.