

# 7 Community Outreach and Agency Involvement

The 150-mile-long US 50 project area includes a large and diverse group of communities, agencies, and other stakeholders. The objective of the US 50 Tier 1 EIS states: “To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties” (71 FR 4958). This chapter summarizes the community outreach and agency involvement associated with this document, including the:

- Tiering of the EIS, pre-scoping process, and results
- Scoping process and results
- Community outreach efforts
- Working group coordination
- Agency coordination
- Future public and agency involvement opportunities

## 7.1 TIERING OF THE EIS, PRE-SCOPING PROCESS, AND RESULTS

Prior to the initiation of the US 50 Tier 1 EIS, meetings were held to confirm a tiered approach to planning improvements for the US 50 corridor, to identify stakeholders, and to determine their interest in participating in the project. These meetings and their results are described below.

### 7.1.1 Tiering Meeting

In September 2004, staff members from CDOT and FHWA met to discuss the possibility of implementing a tiered approach to analyzing the US 50 corridor. Tiering is a process for evaluating the environmental consequences of a project in two steps, known as tiers. The first tier examines a large area or a broad set of issues when a project is still in the formative stage. The second tier involves the preparation of a detailed NEPA analysis addressing the consequences of one or more specific projects and including project impacts, costs, and mitigation strategies.

They determined that a tiered EIS approach was reasonable to meet the long-term transportation project objective of providing a corridor location decision that CDOT and the impacted communities can use to plan and program future improvements, preserve right of way, and pursue funding opportunities.



Meeting discussions included:

- Issues associated with US 50 in southeastern Colorado
- Lessons learned from other tiered EIS projects
- Project goals
- The tiering process (including how to comply with NEPA and FHWA requirements)
- Corridor preservation
- Interagency coordination
- Logical termini

CDOT and FHWA agreed that a tiered EIS would best integrate transportation planning decisions with environmental regulations while formally involving local communities in the process.

### 7.1.2 Community Pre-Scoping

Stakeholders from 14 communities (10 municipalities and four counties) were invited, via email, to participate in the US 50 EIS process. Invitees included:

- City of Holly
- City of Granada
- City of Lamar
- City of Las Animas
- City of La Junta
- City of Swink
- City of Rocky Ford
- City of Manzanola
- City of Fowler
- City of Pueblo
- Prowers County
- Pueblo County
- Bent County
- Otero County

Each community was asked to have a publicly elected official represent their jurisdiction throughout the project. Community representatives would be asked to participate in a Community Working Group where they would learn about the project, identify their community's desired level of participation in the project, and provide information about any major issues or concerns they had about the project at that time.

Between April and June 2005, pre-scoping meetings were held that included these community representatives. More information about the project team's pre-scoping meeting dates, attendees, and discussion topics can be found in Appendix C, Public and Agency Involvement.

Another stakeholder included in pre-scoping of the EIS was Action 22. Action 22 is a coalition of cities, communities, counties, associations, businesses, and organizations in Southern Colorado. The project



team met with a representative from the group on May 11, 2005, to establish ongoing communication that would last throughout the project.

### **Resolutions Adopted by US 50 Communities**

In June and July 2005, all 14 communities along US 50 adopted resolutions in support of the US 50 Tier 1 EIS project. A resolution also was adopted by Baca County, located in the southeastern corner of the state. These resolutions state that community leaders:

- Support the recommendations made in the previous US 50 planning study (*A Corridor Selection Study, A Plan for US 50*);
- Will work with CDOT to develop and implement corridor preservation strategies for the route selected (as the preferred alternative);
- Recognize and will comply with NEPA; and
- Have selected a project liaison to serve on the Community Working Group who is authorized to speak on behalf of the community.

### **7.1.3 Agency Pre-Scoping**

Following the decision by CDOT and FHWA to pursue a tiered EIS for US 50 through the Lower Arkansas Valley, federal, state, and local agencies with potential interests in the project were contacted. Representatives from these agencies were asked if they would meet to learn about the project, identify their agency's desired level of participation in it, and provide information about any major issues or concerns they had about the project at that time. Between May and August 2005, the project team met with the agencies listed in Table 7-1.

**Table 7-1. Agencies Involved in the Pre-Scoping Process**

<b>Federal</b>	
U.S. Army Corps of Engineers	Natural Resources Conservation Service
U.S. Environmental Protection Agency	Bureau of Land Management
U.S. Fish and Wildlife Service	National Park Service
Federal Emergency Management Agency	
<b>State</b>	
Colorado Department of Local Affairs	Colorado Department of Public Health and Environment
Colorado Parks and Wildlife (previously Colorado Division of Wildlife and Colorado State Parks)	Colorado Department of Natural Resources
Colorado State Historic Preservation Office	Colorado State Land Board of the U.S. Forest Service
<b>Local</b>	
Lower Arkansas Valley Water Conservancy District	

The lead agencies entered into two formal agreements with resource agencies during the US 50 Tier 1 EIS. They include: (1) a PA among CDOT, FHWA, and the Colorado SHPO focusing on cultural resources (i.e., historic and archaeological resources), and (2) an agreement to integrate NEPA and Clean Water Act Section 404 criteria.

#### **7.1.4 Railroad Coordination**

The project team also met with the BNSF Railroad (formerly Atchison, Topeka and Santa Fe) on August 11, 2005. BNSF owns and operates an active rail line through southeastern Colorado that closely parallels US 50. More information about the project team's pre-scoping meetings with the agencies and BNSF can be found in Appendix C, Public and Agency Involvement.

#### **7.1.5 Formation of Project Working Groups**

After the project team identified active stakeholders, the next step was to develop means by which these stakeholders would work together, provide input, and make decisions. Three primary working groups were formed to accomplish this, including the Project Management Team, Community Working Group, and Agency Working Group. More information about how each of these groups was formed and their function is discussed below.

#### **Project Management Team**

The Project Management Team is comprised of representatives from the lead agencies (CDOT and FHWA) and the consultant team. The purpose of the Project Management Team is to coordinate the



interests and information identified during the US 50 Tier 1 EIS process to ensure that NEPA is followed and participating interests reach a general agreement on a preferred corridor within a reasonable timeframe and budget. The project team held several agency-specific meetings to adopt formal agreements dealing with historic resources and coordination with the Clean Water Act Section 404.

### Community Working Group

The Community Working Group is comprised of publicly elected officials from each of the 14 communities located along US 50 in the Lower Arkansas Valley. These communities have expressed an interest in being active participants in the US 50 Tier 1 EIS project by adopting resolutions stating that fact. One or more elected official(s) from each community volunteered to serve as the community representative during the process. The community is responsible for selecting a replacement representative in the case that their member can no longer serve. The purpose of the Community Working Group is to help facilitate consensus on project-related issues involving the communities within the US 50 project area.

To clarify how the Community Working Group would interact with the lead agencies and other project groups, Community Working Group members were brought together with representatives from the lead agencies at a charter workshop held on September 22, 2005. At this workshop, participants discussed how they would work together and make decisions on project-related issues. These discussions were translated into a charter agreement, which outlined participants' roles in project decision making, their responsibilities, and a dispute resolution process to be followed in situations when the group could not come to an agreement. (Ultimately, this dispute resolution process was never needed.) All 14 communities signed the charter agreement, formally called the Community Memorandum of Understanding (MOU), along with CDOT and FHWA. The Community MOU is presented in Appendix C, Public and Agency Involvement.

### Agency Working Group

The Agency Working Group is comprised of representatives from 13 federal, state, and local agencies. These agencies expressed an interest in being active participants in the US 50 Tier 1 EIS project during pre-scoping meetings. Each agency chose their own representative(s), and when their member(s) can no longer serve, the agency is responsible for selecting their replacement(s). The purpose of the Agency Working Group is to help coordinate decision making on resource issues and to provide technical input on resources within each agency's legal or regulatory jurisdiction.



To clarify how the Agency Working Group would interact with the lead agencies and other project groups, Agency Working Group members were brought together with representatives from the lead agencies at a charter workshop held on August 10, 2005. At this workshop, participants discussed how they would work together and make decisions on project-related issues. The discussions from this meeting were translated into an Agency Charter Agreement, which was signed by 13 agencies, including CDOT and FHWA.

The Agency Charter Agreement identifies CDOT and FHWA as lead agencies and discusses the roles of the Agency Working Group in the planning process. The Agency Working Group is supported by the Project Management Team. Roles of the Agency Working Group include facilitating corridor decisions regarding modal choice, identifying a preferred location and logical termini, providing the prioritization and design parameters for Tier 2 studies, and developing corridor-wide environmental mitigation strategies. The Agency Charter Agreement is included in Appendix C, Public and Agency Involvement.

## 7.2 SCOPING PROCESS AND RESULTS

After the NOI was published in the Federal Register in January 2006, the project scope, issues, and concerns were formally defined through a series of meetings. A single meeting was held for agency participants, and 10 meetings were held for the public, one in each of the municipalities along US 50 in the Lower Arkansas Valley. Approximately 235 private citizens, 14 agencies, 14 communities, and six other organizations participated in these meetings, which are described in more detail below.

### 7.2.1 Agency Scoping Meeting

The agency scoping meeting was held on February 23, 2006. The purpose of the meeting was to establish a foundation for informed and meaningful agency scoping comments specific to the US 50 Tier 1 EIS process. The goals of the meeting were to:

- Develop an understanding of the corridor, including previous planning efforts
- Provide clarity regarding project milestones, decision making, and resource methodology approaches
- Provide an opportunity for agency representatives to review the draft purpose and need statement and draft project area

The group was asked to provide feedback on project assumptions. They informally agreed with eliminating the previously considered north and south regional corridors, and with using a

community-developed vision to identify a general location for US 50 north, through, or south of the communities within the boundaries of the existing regional corridor.

Agencies discussed project topics of specific importance to their respective agencies. These topics included avoiding habitat fragmentation, minimizing impacts to wetlands and riparian habitats, protecting Section 4(f) resources, and considering impacts to low-income and minority populations. The group also discussed opportunities that the project would create for coordination between agencies on environmental strategies. A summary of agency participation in this meeting and comments obtained is presented in Appendix C, Public and Agency Involvement.

### 7.2.2 Public Scoping Meeting

Public scoping meetings took place between February 27, 2006, and March 7, 2006. One meeting was held in each of the towns and cities along US 50 in the Lower Arkansas Valley, including Pueblo, Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Lamar, Granada, and Holly. A total of 235 people attended these meetings, which were designed to facilitate open communication and dialogue. As with all the public meetings associated with the US 50 Tier 1 EIS, members of the public were encouraged to comment in writing, via telephone, or online if they could not attend a meeting.

The purpose of the meetings was to:

- Review the results of the previous US 50 study, *A Corridor Selection Study: A Plan for US 50* (CDOT 2003a)
- Clarify the goals for the US 50 tiered EIS process
- Collect issues and concerns that needed to be considered while developing a preferred corridor location for US 50 through the Lower Arkansas Valley

Key issues identified by the communities during this process included concerns for increasing traffic in through-town routes and impacts to the local economy. The project team used the comments provided by the communities to develop alternative evaluation criteria. A discussion of the evaluation criteria used to screen alternatives is included in Chapter 3, Alternatives Considered. Appendix C, Public and Agency Involvement, includes a summary of the public scoping process.



### 7.3 WORKING GROUP COORDINATION

As described previously in Section 7.1.5, Formation of Project Working Groups, working groups were established by the lead agencies early in the project to provide active stakeholders the opportunity to work together, provide input, and make decisions. The Agency Working Group provides the technical background for environmental impact evaluation and decision processes. The Community Working Group provides local knowledge of transportation, land use, and social issues and serves as liaisons between the project team and local decision makers.

The Community Working Group and Agency Working Group have met at key project milestones to provide input on project-related issues, as described in the Community Working Group MOU and Agency Working Group Charter Agreement. These milestones represented identification of:

- Scoping results
- The project area, and the purpose and need
- A full range of alternatives and proposed screening criteria
- Preliminary alternatives to be evaluated
- A preferred alternative and mitigation

The scoping results milestone meeting was cancelled at the request of the working groups. Most of the group's members attended the public scoping meeting in their community, and some of them attended the agency scoping meeting. The groups ultimately determined that they did not need to meet to review the results of the scoping process since they had all participated in it.

Each working group convened to review the project area and purpose and need in June 2006. The groups then met to review the full range of alternatives and proposed screening criteria on July 24 and 25, 2007. This meeting was attended by members of CDOT, FHWA, the Agency Working Group, the Community Working Group, and project consultants. The meeting schedule included a half-day office-based meeting followed by a bus tour of the US 50 project area. The purpose of the bus tour was to enable members of both working groups to discuss conflicts among human (i.e., built) and natural resources that existed in the project area. The office-based meeting had 23 attendees; the corridor tour had 24 participants. The topics discussed during this meeting included floodplain issues, community/economic impacts, agricultural resources, historic resources, wetland and riparian impacts, and disaster recovery (within the town of Holly).



The Agency Working Group met on August 20, 2008, to discuss mitigation strategies for wetland, riparian, and biological resources. This meeting helped develop the Mitigation Strategies Plan, included in Appendix E. A detailed discussion of recommendations for mitigating impacts of potential Tier 2 projects is included in Chapter 8, Mitigation Strategies.

In June 2016, members of the Agency Working Group received a letter from CDOT with an electronic copy of the US 50 Corridor East Draft Tier 1 EIS for their review and comment. The letter announced the dates, times, and locations of public hearings that were held during July 2016. In addition, CDOT offered to arrange a meeting with Agency Working Group members before preparing the FEIS/ROD document; however, no requests were made to convene a meeting. Review of the Draft Tier 1 EIS addressed the last milestone, which involved the Agency Working Group's review of the Preferred Alternative and mitigation measures.

Publication of this FEIS/ROD completes FHWA and CDOT's commitments as outlined in the Agency Working Group Charter Agreement and the Community Working Group MOU.

## **7.4 COMMUNITY OUTREACH EFFORTS**

Outreach to the public began early in the project and continued throughout the US 50 Tier 1 EIS process. This outreach included resolutions adopted by communities along US 50 within the project area (discussed in Section 7.1.2, Community Pre-Scoping), public meetings at key project milestones, and communication with the public.

### **7.4.1 Communication with the Public**

A *Communication Handbook* was developed to guide the project's community outreach efforts. This plan is included in Appendix C, Public and Agency Involvement. The goal of this plan was to ensure that the project's outreach efforts created an atmosphere of openness and trust with the public and other project stakeholders. The communication plan included several techniques utilized to communicate with the public and solicit input about project-related issues. These techniques included:

- Developing and maintaining a contacts database
- Holding public meetings
- Sending more than 1,200 mailings (newsletters and postcards) to households and businesses along the corridor
- Hosting a project website with e-mail link located at [www.coloradodot.info/projects/us50e](http://www.coloradodot.info/projects/us50e)
- Creating an information telephone line



- Hosting call-in spots on radio shows
- Providing a children's table to accommodate members of the public attending with children
- Ensuring Spanish translators were on call for every meeting
- Implementing a Speaker's Bureau
- Responding to individual inquiries
- Placing ads in all the local newspapers
- Disseminating information to the media, including public service announcements
- Posting fliers in 81 locations within the communities to provide contact information and meeting locations (in Spanish and English)
- Creating press releases that announced the NOI, answered frequently asked questions, and gave project status updates

These tools were used as appropriate to maximize the public's ability to actively participate in the project and provide input about project-related issues. Feedback received from the public at large was collected during meetings, from a project website, using a project-specific telephone number, by facsimile, and by direct mail.

### Outreach to Minority and Low-Income Populations

The US 50 Tier 1 EIS project team worked hard to reach out to people who, if not encouraged, might not prefer to attend meetings or provide input for various reasons. While not exclusively focused on reaching minority and low-income populations, the strategy for scheduling the public meetings and communicating the information incorporated outreach to these populations. Low-income and minority populations were identified using 2000 U.S. Census data for each of the counties in the corridor. Following release of the 2010 Census, low-income and minority populations were re-identified. The following issues were taken into consideration during the public engagement planning process:

- Meeting venue selection incorporated accessibility because most low-income and minority populations in the study area live within urbanized areas of the project corridor.
- Meeting announcements and communications included alternate methods of outreach, such as posting flyers in targeted locations and providing information in English and in Spanish.
- Spanish-speaking radio stations were incorporated as communication vehicles, and a special public service announcement in Spanish was created.

- All communications included a paragraph in Spanish explaining that all reasonable accommodations would be made for people with disabilities and those who require Spanish translation.
- A member of the project team attending all public meetings was prepared for basic translation services, as needed.

#### **7.4.2 Public Meetings at Key Project Milestones**

In addition to the scoping meetings, a series of public meetings were held in August 2007, which included one meeting in each of the cities and towns along US 50 in the Lower Arkansas Valley (10 meetings total). The goal of the meetings was to obtain public input on the proposed purpose and need, range of alternatives, and screening criteria. A total of 302 people attended these meetings. The Range of Alternatives and Screening Criteria Public Meetings Report is included in Appendix C, Public and Agency Involvement.

As with all the public meetings associated with the US 50 Tier 1 EIS, these public meetings were held in a format that facilitated open communication and dialogue. Members of the public were encouraged to comment in writing, via telephone, or online if they could not attend a meeting. Also, meetings were held in each of the 10 communities so that residents who lived in one community and worked in another could attend a meeting in whichever location was more convenient.

A total of 69 comments were received from the public. A majority of the comments received were in favor of the process and the decisions made in drafting project alternatives and screening criteria. Other comments identified concerns about impacts to the local economy and the welfare of the communities that would be impacted by the project. Some comments identified concerns for the purchase of private land for right-of-way uses.

#### **7.4.3 Public Hearings**

The US 50 Tier 1 DEIS was prepared in collaboration with CDOT and FHWA. The Notice of Availability was published in the Federal Register on June 10, 2016, and availability was announced in publications distributed in Pueblo, Otero, Bent, and Prowers counties. After the public release of the DEIS, four public hearings were held in July 2016 to summarize the DEIS findings and provide an opportunity for public comment on the document.



The dates and locations of each public meeting are presented below.

**Lamar**

Monday, July 11, 2016  
Lamar Community Center

**Rocky Ford**

Tuesday, July 12, 2016  
Rocky Ford Chamber of Commerce

**Las Animas**

Monday, July 11, 2016  
Las Animas Municipal Golf Course

**Pueblo**

Wednesday, July 13, 2016  
Southeastern Colorado Heritage Center

During these public hearings, verbal and written comments were recorded and other comments were obtained through mailings/forms available on the website. All comments have been gathered, sorted, and formatted and appear later in this chapter. This FEIS document includes responses to public comments and outlines the decisions made and reasoning for their conclusions, per the Moving Ahead for Progress in the 21st Century Act (MAP-21). As Tier 2 studies are conducted in the future by CDOT, continued public outreach will include website updates, mailings, and additional opportunities for agency and public involvement.

#### 7.4.4 Comments and Responses on the US 50 Corridor East Tier 1 DEIS

The public review and comment period on the US 50 Corridor East Tier 1 DEIS was originally advertised in the Federal Register as being June 13, 2016, to July 29, 2016 (47 days). However, following requests to CDOT for a public comment period extension, an amended notice was published in the Federal Register on July 22, 2016, extending the comment period from July 29, 2016, to August 12, 2016, for a total comment period of 61 days. CDOT also allowed receipt of comments after the comment period end date.

Reviewing the comments received, it became clear that certain topics or subjects were commented on more frequently. Standard Responses have been prepared for these comments that present more detail on the topic or subject. These can be found below in the subsection labeled Standard Responses to Comments.

An index of comments and responses, ordered alphabetically by the commenter's last name, is presented in Table 7-2, following the Standard Responses to Comments subsection below. In total, 59 people provided 70 comments on the US 50 Corridor East Tier 1 DEIS.

Individual comments received and responses are presented side-by-side in Table 7-3, below, after the Standard Responses to Comments subsection. Comments are numbered in the general order in which they

were received. In Table 7-3, comments and their responses are organized into four sections—federal, state, and local agency comments; special interest group comments; comments received via emails, telephone messages, letters, and private verbal comments given to court reporters at the public meetings; and finally, transcripts of verbal comments given at the Las Animas, Lamar, Rocky Ford, and Pueblo public meetings. Within the first three sections, comments are ordered numerically. In the final section, that which includes the verbal comments received at the public hearings, the comments are presented in the exact order in which speakers gave their comments.

It should be noted that comments received in a written format, including those recorded as transcripts from the public hearings, are presented exactly as they were received by the project team and may include known spelling or grammatical errors.

### Standard Responses to Comments

#### **Response 1: Around-Town versus Through-Town Alternatives**

Due to the community disruption of constructing a wider highway on through-town corridors, CDOT explored potential around-town corridors in consultation with local communities. Around-town corridors were developed initially in the US 50 planning study and refined during the US 50 Tier 1 EIS process. Corridors going around the north and the south sides of the communities were sketched onto aerial maps, attempting to avoid impacts to community and ecological resources. At the request of the communities, these corridors were kept as close to US 50 as possible, but just far enough around the towns to avoid impacting key resources. The future around-town route would be two to 11 miles longer than the existing route, depending on which alternatives are chosen.

To research the around-town versus through-town issue, the project team conducted a literature review, examining the economic effects of new around-town bypasses on communities. Those studies concluded that ongoing general economic trends in smaller towns were intensified by the implementation of around-town routes, meaning that around-town routes themselves did not change existing economic trends associated with a business district or community, but that investment tends to focus in areas near the highway. The around-town routes, therefore, have the potential to cause negative effects to some businesses that are located on the existing highway. However, those effects are unlikely to alter the general economic trends in any community (see Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD.)



The around-town corridors were carried forward because they would benefit local mobility, balance mobility and access for all users of US 50, and would allow for flexibility to address future traffic needs because they lack the restricted setting that the through-town options presented. For more information, please see Section 3.5, Through Town or Around Town, on page 3-20 of this document.

## **Response 2: Public Hearings**

Under NEPA, agencies must hold public hearings or public meetings to solicit information from the public and explain the agency's decision-making process. The format used for this project allows CDOT and FHWA to thoroughly record the public comments and provide proper responses. Full transcripts of the hearings are provided in Appendix G, Public Hearing Transcripts, in the US 50 Tier 1 FEIS/ROD.

Due to multiple requests, the public review and comment period beginning June 13, 2016, was extended from 47 days to 61 days, and ended on August 12, 2016. During that period, CDOT held four public hearings, one in each county. Because the study corridor covers a large geographic area, the meetings had to be strategically located to reach the largest audience possible. The public hearing schedule was as follows:

### **Las Animas**

Monday, July 11, 2016  
11:00 a.m. to 2:00 p.m.  
Las Animas Municipal Golf Course  
220 Country Club Drive

### **Lamar**

Monday, July 11, 2016  
5:00 p.m. to 8:00 p.m.  
Lamar Community Building  
610 South 6th Street

### **Rocky Ford**

Tuesday, July 12, 2016  
5:00 p.m. to 8:00 p.m.  
Rocky Ford Chamber of Commerce  
The Gobin Building  
105 North Main Street

### **Pueblo**

Wednesday, July 13, 2016  
5:00 p.m. to 8:00 p.m.  
Southeastern Colorado Heritage Center  
201 West B Street

At the Rocky Ford meeting, a last-minute relocation due to unforeseen circumstances created overly crowded conditions. CDOT heard the feedback regarding this problem. The project team was pleased with the turn-out at the Rocky Ford public hearing and will ensure that when Tier 2 public meetings/hearings are held, a more appropriate venue is found.

**Response 3: Planning Process and Timing of Project Implementation**

Completing this Tier 1 EIS is the first step in identifying corridor-wide priorities along US 50. The EIS looks at the corridor as whole at this stage of the planning process to ensure that individual segments and improvements match the priorities. Project priorities and improvements identified in this EIS will move through the federal planning process, with CDOT and FHWA working directly with local planning partners, the Southeast Transportation Planning Region, and the Pueblo Area Council of Governments. These priorities are incorporated into each planning area's Regional Transportation Plan, which is updated every five years and incorporated into the Statewide Transportation Implementation Plan.

As funding becomes available, prioritized improvements with independent utility that were identified in the Tier 1 EIS could move into a Tier 2 study and, eventually, undergo construction of a portion of the highway. For more details, see Section S.10, Anticipated Outcomes of Tier 1, on page S-20 in the Summary of this document.

**Response 4: Purpose and Need of the US 50 East Corridor Project**

The purpose for undertaking transportation improvements on the US 50 corridor is to improve safety and mobility for local, regional, and long-distance users of US 50 and to accommodate the existing and future travel demand. The need for improvements on US 50 arises from the combined effects of multiple safety and mobility issues that are influenced by the differing needs of the road users, physical highway deficiencies, the ability to enter, exit, or cross US 50, numerous speed reduction zones, and a lack of safe passing opportunities. Please see Chapter 2, Purpose and Need, for a more detailed description.

**Response 5: Property Acquisitions**

Property acquisition will result in the purchase of some agriculture land, and some business and residential properties. Potential relocations are most likely to occur in alternative sections between communities where the Build Alternatives require widening on the existing alignment.

In addition to potential relocations, property acquisitions of primarily agricultural land also will be needed, especially in the around-town alternatives. Because farmland and ranch lands could be affected by the Build Alternatives, CDOT will reduce the impacts caused by the roadway footprint in the following manner, where possible:

- Follow section lines and existing roads.
- Minimize impacts to Prime and Unique Farmlands and losses to agricultural productivity.
- Minimize the number of uneconomical remainders.



- Work around feedlots in a way that would allow operations to continue at these facilities.
- Avoid direct effects to roadside produce markets.
- Minimize disruptions to key portions of US 50 that are heavily used for farm-to-market travel, especially during harvest times.

Impacts to specific parcels will be evaluated in greater detail during Tier 2 studies after specific roadway footprints are identified. All acquisitions and relocations will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). For more information on property acquisitions, please see Section 4.3.3, Land Use, on page 4-118 of this document. Also, see Section 4.1, Rural and Agricultural Environment, on page 4-5 for a summary of potential effects on the agricultural community.

### **Response 6: The Preferred Alternative**

The identified Preferred Alternative for the US 50 Corridor East project is a four-lane expressway with around-town routes, mostly along the existing highway alignment from Pueblo to near the Kansas state line.

A four-lane expressway will provide the most improvement to address the issues identified in the project's purpose and need. The expressway is the preferred facility type because it improves safety for vehicles on the highway, allows for some left turns on and off the highway, and allows access across the highway at certain locations. For more information on the identified Preferred Alternative, please see Chapter 6, Identification of Preferred Alternative and Summary of Impacts, in this Tier 1 EIS.

### **Response 7: Project Funding**

Funding for construction of the improvements identified in this Tier 1 EIS is uncertain since CDOT's total funding for highway improvements across the state is limited. The 2040 Statewide Long-Range Transportation Plan includes the US 50 corridor, but there is no guarantee that the funds needed will be there in the fiscal years specified in the Regional Transportation Plan. The Southeast Transportation Planning Region, which contains Otero, Bent, and Prowers counties—three of the four counties along the US 50 project corridor—also has identified the US 50 corridor as a priority.

Since it is not expected that funding would be available to build the entire 150-mile-long expressway at once, it is likely that construction will happen by sections and phases over time (and likely over years, not months). When or if dependable funding sources become available, improvements identified in the Tier 1





EIS would move into a Tier 2 study for a specific segment and then construction of a portion of the highway would commence. For additional information on funding, see Section S.10, Anticipated Outcomes of Tier 1, on page S-20 in the Summary of this document.

Table 7-2. Index of Comments on the US 50 Corridor East Tier 1 DEIS

Name	Comment #	Source	Page
<b>Federal, State, and Local Agencies</b>			
Martin Weimer, Bureau of Land Management	1	E-mail	7-23
Dan Prenzlou, Colorado Parks and Wildlife	3	Letter	7-32
Robert Stewart, Department of the Interior	5	Letter	7-24
Scott Hobson, Pueblo Area Council of Governments	7	Letter	7-44
Steve Turner, State Historic Preservation Office	2	Letter	7-22
Philip Strobel, U.S. Environmental Protection Agency	6	Letter	7-28
<b>Organizations and Special Interest Groups</b>			
Shirley Coupal, DARSFT	4	E-mail	7-46
<b>Individuals</b>			
Adkins-Pfaff, Desarenay	30	Letter	7-72
Anonymous	32	Phone	7-75
Anonymous	33	Phone	7-75
Aragon, Priscilla	31	Comment Form	7-73
Ayala, Joe	64	Website comment	7-86
Bennett, Nancy	65	Website comment	7-87
Bertella, Doug	35	Phone	7-77
Bradshaw, Larry D.	60	Website comment	7-83
Burney, Brian	37	Public Verbal Comment, Rocky Ford Public Hearing	7-119
Butler, Gale	58	Private Verbal Comment, Rocky Ford Public Hearing	7-60
Camacho, Devin	38	Public Verbal Comment, Rocky Ford Public Hearing	7-121
Cannon, Norma	39	Public Verbal Comment, Rocky Ford Public Hearing	7-102
Conty, Angela	59	Website comment	7-83
Davis, Kathy	40	Public Verbal Comment, Rocky Ford Public Hearing	7-101
Duran, Cindy	70	Website comment	7-92
Ehrlich, Carolyn	41	Public Verbal Comment, Rocky Ford Public Hearing	7-107
Feik, Mary	18	Comment Form, Las Animas Public Hearing	7-48
Feik, Mary	19	Comment Form, Las Animas Public Hearing	7-49
Franklin, Mike	42	Public Verbal Comment, Rocky Ford Public Hearing	7-101
Fritz II, Kerry	20	Documents submitted, Las Animas Public Hearing	7-50
Fritz II, Kerry	29	Public Verbal Comment, Las Animas Public Hearing	7-94
Goodwin, Keith	43	Public Verbal Comment, Rocky Ford Public Hearing	7-113
Goodwin, Rebecca	44	Public Verbal Comment, Rocky Ford Public Hearing	7-108
Hanagan, Chuck	45	Public Verbal Comment, Rocky Ford Public Hearing	7-103



Table 7-2. Index of Comments on the US 50 Corridor East Tier 1 DEIS (continued)

Name	Comment #	Source	Page
Hanzaz, George	46	Public Verbal Comment, Rocky Ford Public Hearing	7-118
Heckman, Laura	21	Public Verbal Comment, Las Animas Public Hearing	7-96
Herman, Shirley	57	Private Verbal Comment, Rocky Ford Public Hearing	7-59
Horner, Lynn D.	68	Website comment	7-90
Jensen, Scott	12	Email	7-67
Jensen, Scott	13	Email	7-68
Jensen, Scott	17	Email	7-71
Jensen, Scott	34	Phone	7-76
Kaess, Dave	67	Website comment	7-89
Klein, Rick	22	Private Verbal Comment, Las Animas Public Hearing	7-55
Kolomitz, Greg	23	Public Verbal Comment, Las Animas Public Hearing	7-97
Lewis, Kimmi	47	Public Verbal Comment, Rocky Ford Public Hearing	7-116
Lienert, Ph.D, Charles	8	Email	7-61
Lienert, Ph.D, Charles	10	Email	7-63
Lindahl, Kevin	14	Email	7-69
Mason, Paul	62	Website comment	7-84
McCune, Marty	25	Private Verbal Comment, Las Animal Public Hearing	7-55
McCune, Marty	9		7-62
McCune, Marty	24	Public Verbal Comment, Las Animas Public Hearing	7-95
Munoz, Jason	36	Public Verbal Comment, Pueblo Public Hearing	7-124
Muth, Dorothy	56	Private Verbal Comment, Rocky Ford Public Hearing	7-59
Muth, Esther L.	11	Email	7-65
Petramala, Janie	63	Website comment	7-85
Pfaff, George	48	Letter	7-78
Pfaff, George	49	Public Verbal Comment, Rocky Ford Public Hearing	7-114
Pointon, Anita	61	Website comment	7-84
Pointon, Jenn	26	Public Verbal Comment, Las Animas Public Hearing	7-98
Robertson, Randall	50	Public Verbal Comment, Rocky Ford Public Hearing	7-111
Schandelmeier, Debbie	51	Comment Form, Rocky Ford Public Hearing	7-58
Schwinger, Bob	69	Website comment	7-91
Smith, Kristine	15	Email	7-70
Smith, Kristine	16	Email	7-70
Stephens, Elaine	52	Public Verbal Comment, Rocky Ford Public Hearing	7-122
Tomky, Chris	53	Public Verbal Comment, Rocky Ford Public Hearing	7-110
Tomky, Tom	55	Public Verbal Comment, Rocky Ford Public Hearing	7-105



Table 7-2. Index of Comments on the US 50 Corridor East Tier 1 DEIS (continued)

<b>Name</b>	<b>Comment #</b>	<b>Source</b>	<b>Page</b>
Townsend, Robert	66	Website comment	7-88
Wallace, Tom	27	Comment Form, Las Animas Public Hearing	7-56
Wallace, Tom	28	Public Verbal Comment, Las Animas Public Hearing	7-95
Watts, Ray	54	Public Verbal Comment, Rocky Ford Public Hearing	7-121


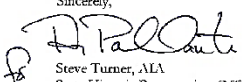


# Federal, State, and Local Agency Comments



Table 7-3. Comments and Responses on the US 50 Corridor East Tier 1 DEIS


Federal, State, and Local Agency Comments

Comment		Response
Comment Number: 2	Name: Steve Turner, State Historic Preservation Office	Response to Comment 2
Date: 6/17/16	Received: Letter	
2a	 <p>June 17, 2016</p> <p>Jane Hann                      Manager, Environmental Programs Branch                      Colorado Department of Transportation                      Environmental Programs Branch                      4201 East Arkansas Avenue                      Denver, CO 80222</p> <p>Re: US 50 Corridor East Draft Tier 1 EIS Public Release (CHS #45750)</p> <p>Dear Ms. Hann:</p> <p>Thank you for your correspondence dated and received June 1, 2016 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).</p> <p>After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the proposed project as identified for the Tier 1 evaluation.</p> <p>After review of the provided information, we agree with your proposed identification of a resource being considered directly affected by the proposed project if "any part of the feature (for linear resources) or property (for non-linear resources) was located within the proposed 1,000-foot wide alternative." We understand that the current analysis does not identify indirect effects and that indirect effects will be identified during future tiered studies.</p> <p>We look forward to continuing our consultation as projects tier off of this Tier 1 Environmental Impact Statement.</p> <p>Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR 60.4) in consultation with our office pursuant to 36 CFR 800.13. Also, should the consulted-upon scope of the work change please contact our office for continued consultation under 36 CFR 800.</p> <p>We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.</p> <p>If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at (303) 866-2673 or <a href="mailto:jennifer.bryant@state.co.us">jennifer.bryant@state.co.us</a>.</p> <p>Sincerely,                        Steve Turner, AIA                      State Historic Preservation Officer</p> <p>History Colorado, 1200 Broadway, Denver, CO 80203   <a href="http://HistoryColorado.org">HistoryColorado.org</a></p>	2a Comment noted.



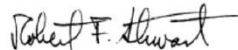
Comment		Response
<b>Comment Number: 1</b>	<b>Name: Martin Weimer, Bureau of Land Management</b>	Response to Comment 1
<b>Date: 7/19/2016</b>	<b>Received: E-mail</b>	
1a	<p>Attached is the single BLM comment to the US 50 Corridor East EIS Thanks....Martin Weimer Ch. 6, Section 6.1.2, 6-15 BLMs only area of concern is with the La Junta Build Alternatives. Alternative one (north alt.) would be the most complex procedurally since it appears to intersect both BLM surface and federal mineral estate. No concerns with Alternative 2 (south alt.) as it appears to avoid both BLM surface and federal minerals. Alternatives 3 and 4 have potential of intersecting federal minerals. A more detailed map would be required to make a more definitive conclusion for alt.s 3 &amp; 4. There is no other BLM surface or federal mineral nexus with the other town build alternatives.</p>	1a Comment noted. Alternative 2: La Junta South was selected as the Preferred Alternative.



Comment		Response
<b>Comment Number: 5</b>	<b>Name: Robert Stewart, Department of the Interior</b>	Response to Comment 5
<b>Date: 7/25/2016</b>	<b>Received: Letter</b>	
<div style="text-align: center;">  <p><b>United States Department of the Interior</b></p> <p>OFFICE OF THE SECRETARY Office of Environmental Policy and Compliance Denver Federal Center, Building 67, Room 118 Post Office Box 25007 (D-108) Denver, Colorado 80225-0007</p> </div> <p style="text-align: right;">July 25, 2016</p> <p>ER-16/0330</p> <p>John Cater Colorado Division Administrator Federal Highway Administrator 12300 West Dakota Avenue, Ste. 180 Lakewood, CO 80228</p> <p>Dear Mr. Cater:</p> <p>Thank you for the opportunity to review and comment on the Department of Transportation (DOT), Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the US 50 from City of Pueblo to Kansas State Line, Bent, Otero, Prowers and Pueblo County, Colorado.</p> <p><b>SECTION 4(f) EVALUATION COMMENTS</b></p> <p>The Department appreciates that you have coordinated with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and tribes throughout the life of this project.</p> <p>Currently, there is no preferred alternative identified and the Section 4(f) Evaluation does not contain specific analysis about impacts to Section 4(f) resources. We understand that the Tier 1 Study is the initial stage of a multi-step project, and that this stage has resulted in the identification of two alternatives (Build and No-Build) to be advanced for further study. Further, both alternatives have the potential to affect numerous historic properties, parklands and wildlife refuges, some of which may qualify as Section 4(f) properties needing additional evaluation. Considering that numerous uncertainties remain, including identification of a preferred alternative and an impact analysis for specific Section 4(f) resources, the Department of the Interior is currently unable to provide concurrence that there is a no feasible and prudent alternative and that all measures have been taken to minimize harm. We appreciate and encourage continued and frequent interagency communication.</p> <p><b>NATIONAL PARK SERVICE COMMENTS</b></p> <p>The chosen preferred alternative for Granada may have negative indirect impacts on the Granada Relocation Center (also known as Amache) National Historic Landmark (NHL). The Granada Relocation Center is an exemplary site of national significance as one of the ten relocation</p>		<p>5a A Preferred Alternative has been identified in the US 50 Corridor East Tier 1 FEIS/ROD and is described in Chapter 6, Identification of Preferred Alternative and Summary of Impacts. As noted in Chapter 5, Section 4(f) Evaluation, the evaluation is based on a level of detail consistent with a Tier 1 EIS analysis. As the Preferred Alternative is advanced in Tier 2 studies, design details within the 250-foot right of way will be refined to avoid and minimize impacts to Section 4(f) properties, where applicable. Guidance included in FHWA's Section 4(f) Policy Paper (FHWA 2012a) notes that during a tiered process, when sufficient information is unavailable during a first-tier stage, then the EIS may be completed without any preliminary Section 4(f) approvals. Planning regarding the future Tier 2 studies has been limited to ensuring that opportunities to minimize harm later in the development process have not been precluded by decisions made during this Tier 1 EIS.</p> <p>5b Because this project will have federal funding, CDOT will be required to define an Area of Potential Effect and perform detailed analysis when Tier 2 studies begin. The study will identify historic properties, including National Landmarks, and evaluate</p>





Comment		Response
<b>Comment Number: 5</b>	<b>Name: Robert Stewart, Department of the Interior</b>	Response to Comment 5 ( <i>continued</i> )
<b>Date: 7/25/2016</b>	<b>Received: Letter</b>	
5b	<p>centers that incarcerated Japanese Americans during World War II following their forced removal by military authorities from the West Coast. Visual, noise and night sky impacts resulting from the construction, maintenance, and use of the alignment are likely with Alternative Two due to its proximity to the Granada Relocation Center. The agency should be reminded that Section 110(f) of the National Historic Preservation Act of 1966 (as amended) is specifically about NHLs, stating: "Prior to the approval of any Federal undertaking which may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency official shall, <i>to the maximum extent possible</i>, undertake such planning and actions as may be necessary to minimize harm to such National Historic Landmark [italics added]."</p>	5b ( <i>continued</i> ) their eligibility for the NRHP if they have not been previously evaluated. CDOT then will evaluate any potential effect the project could have on any resource that is determined to be eligible for the NRHP or is listed on the NRHP. CDOT will involve the SHPO in this process and will identify any potential consulting parties. Any resources, such as the Granada Relocation Center, will be subject to this Section 106 review, and any potential effects to those resources will be considered.
5c	<p><b>U.S. FISH AND WILDLIFE SERVICE COMMENTS</b></p> <p>The U.S. Fish and Wildlife Service's Colorado Field Office has been actively involved in discussions of the US50 improvements from Pueblo to the Kansas State line via the Agency Working Group since 2005. As a result, they are supportive of the approach that FHWA is taking to quantify and mitigate impacts of the proposed project to federally protected species and their habitats. They would, however, like to offer some specific comments regarding the draft EIS document:</p>	5c References to MAP-21 in the US 50 Corridor East Tier 1 FEIS/ROD were reviewed to confirm if this Act is still applicable for the referenced material. Policies and programs in the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015, will be implemented during Tier 2 studies.
5d	<ul style="list-style-type: none"> <li>• The document refers to MAP-21, which has now been updated to the FAST Act and which may have different environmental requirements.</li> <li>• The USFWS now has a couple of draft mitigation policies that should be referenced in the final document.</li> <li>• Table G-1 comments that the Interior Least Tern has a high potential to occur but that it nests at John Martin Reservoir so it should not be an issue for the project, and the comments are similar for the Piping Plover. The assumption is that the project won't affect John Martin Reservoir, so that should be clarified. Related to that, we couldn't find supporting documentation for the table's findings.</li> </ul>	5d Mitigation measures as part of the Tier 1 documentation are conceptual and provide a process to determine mitigation strategies. The USFWS' new draft mitigation policies (published in the Federal Register on 3/8/16) will be reviewed during Tier 2 studies and included, as appropriate. References to the USFWS Draft Mitigation Policies have been added to the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 8, Section 8.2.1, Mitigation Strategies for Natural Environment Resources page on page 8-2.
5e	<p>We appreciate the opportunity to review this document. Should you have questions in response to Section 4(f) or National Park Service comments, please contact David Hurd, Environmental Protection Specialist, National Park Service Intermountain Regional Office, at 303.987.6705. Questions regarding the U.S. Fish and Wildlife Service comments should be directed to Alison Michael at the Colorado Field Office at 303.236.4758.</p> <p>Sincerely,</p> <p> Robert F. Stewart Regional Environmental Officer</p> <p>cc: SHPO CO Steve Turner (steve.turner@state.co.us) CO DOT Dan Dahlke (dan.dahlke@state.co.us)</p>	




Comment		Response
Comment Number: 5	Name: Robert Stewart, Department of the Interior	Response to Comment 5 ( <i>continued</i> )
Date: 7/25/2016	Received: Letter	
<p style="text-align: center;">This side left intentionally blank.</p>		<p>5e The existing US 50 crosses a small portion of the property used for the John Martin Reservoir State Wildlife Area, roughly eight miles east of Las Animas and then again almost 10 miles east of Las Animas. It does not cross the reservoir itself, and the Build Alternatives would not add a new crossing through the reservoir. Therefore, the preferred alternative would not directly impact the shoreline habitat where the Interior Least Tern or Piping Plover nest. Effects to the property would be limited to changes to those existing crossings (such as widening the existing highway alignment). The actual effects to the property are expected to be minimal and would not hinder the continued operation of the park, reservoir, or State</p>



Comment		Response
Comment Number: 5	Name: Robert Stewart, Department of the Interior	Response to Comment 5 ( <i>continued</i> )
Date: 7/25/2016	Received: Letter	
This side left intentionally blank.		<p>Wildlife Area at any of the locations. Whether these effects occur depends on the location of the roadway alignment, which would be determined during the Tier 2 studies in this area. For more information about potential impacts to John Martin Reservoir State Wildlife Area and State Park, please see Chapter 4, Section 4.2.2, Wildlife and Wildlife Habitat, in the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>Further clarification was provided in Appendix G, Table G-1, Special-Status Species Potentially Occurring in the Project Area, of the Biological Resources Technical Memorandum in Appendix A of the US 50 Tier 1 FEIS/ROD explaining that the Interior Least Tern and Piping Plover would not be impacted by the project. The degree that these species would be affected by the Preferred Alternative will be assessed during Tier 2 studies.</p>



Comment		Response
Comment Number: 6	Name: Philip Strobel, U.S. Environmental Protection Agency	Response to Comment 6
Date: 8/10/2016	Received: Letter	
 <p style="text-align: center;"> <b>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY</b>  <b>REGION 8</b>                      1595 Wyrkoop Street                      Denver, CO 80202-1129                      Phone 800-227-8917  <a href="http://www.epa.gov/region08">www.epa.gov/region08</a>  <b>AUG 10 2016</b> </p> <p>Ref: 8EPR-N</p> <p>Mr. John M. Cater                      Division Administrator                      Federal Highways Administration                      12300 West Dakota Avenue, Suite 180                      Lakewood, Colorado 80228</p> <p>Mr. Shailen P. Bhatt                      Executive Director                      Colorado Department of Transportation                      4201 E. Arkansas Avenue                      Denver, Colorado 80222</p> <p>Re: U.S. 50 Corridor East Tier 1 Draft Environmental Impact Statement CEQ # 20160132</p> <p>Dear Messrs. Cater and Bhatt:</p> <p>The U.S. Environmental Protection Agency Region 8 has reviewed the U.S. 50 Corridor East Tier 1 Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation prepared by the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). Our comments are provided for your consideration pursuant to our responsibilities and authority under Section 102(2)(C) of the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4332(2)(C), and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609.</p> <p>Based on the EPA's procedures for evaluating potential environmental impacts on proposed actions and the adequacy of the information, the EPA is rating the preferred alternative an EC-2 (Environmental Concerns - Insufficient Information). This letter documents the EPA's concerns and recommendations for the Final EIS. A full description of the EPA's rating system can be found at <a href="https://www.epa.gov/nepa/environmental-impact-statement-rating-system-criteria">https://www.epa.gov/nepa/environmental-impact-statement-rating-system-criteria</a>.</p> <p><b>PROJECT DESCRIPTION</b></p> <p>The FHWA and CDOT are proposing highway improvements to increase safety and improve mobility along a 150-mile segment of U.S. 50 from Pueblo, Colorado to the Colorado-Kansas state line. The corridor traverses four counties and ten municipalities in the Lower Arkansas Valley, a mostly agricultural area. Because of uncertainty in funding for transportation projects, the agencies have</p>		6a Comment noted.

Comment		Response
<b>Comment Number: 6</b>	<b>Name: Philip Strobel, U.S. Environmental Protection Agency</b>	Response to Comment 6 ( <i>continued</i> )
<b>Date: 8/10/2016</b>	<b>Received: Letter</b>	
6a	<p>prepared this programmatic EIS and subsequent NEPA documents will be developed for specific projects as funding becomes available.</p> <p>In preparation for these Tier 2 documents, this EIS makes decisions regarding the following: (1) regional corridor location, (2) transportation mode, (3) facility type, and (4) alignment through or around the towns. The preferred alternative is a four-lane expressway remaining along the current highway alignment in Pueblo and between towns, except between Pueblo and Fowler, and creating new alignments going around the towns.</p>	
6b	<p><b>ENVIRONMENTAL CONCERNS</b></p> <p>The EPA provided scoping comments for this EIS in a letter dated March 28, 2006. In December 2014, the EPA was invited to become a Cooperating Agency because of our special expertise regarding wetland and riparian resource impacts and the fact that the Draft EIS had identified potential impacts to 587 to 713 acres of wetland/riparian resources with the preferred build alternative. We accepted and reviewed the preliminary Draft EIS last summer. Our environmental concerns focus on water and air quality issues.</p> <p><b>Water Resources</b></p> <p>Because the proposed highway is adjacent to the Arkansas River for most of its alignment, protecting wetlands and riparian resources is very important. The EPA understands that in this programmatic EIS, impacts have been conservatively estimated and that until the development of Tier 2 documents, which will have more project-specific data, detailed direct and indirect impacts to wetlands are difficult to quantify. We appreciate that the FHWA and CDOT document avoidance of these resources by depicting medians of varying width in Figures 3-6 through 3-8. The EPA recommends that the agencies identify other specific roadway design features that could avoid and minimize adverse impacts to wetlands in the Tier 1 Final EIS. These could include retaining walls, reduced shoulders and lower speed limits to allow for flexibility in the highway alignment.</p>	
6c	<p><b>Air Quality</b></p> <p>As this is a Tier 1 Draft EIS, there is minimal air quality information presented in this section. A fuller disclosure of data and evaluations will be included in the subsequent Tier 2 NEPA documents. Following are our comments that address the technical information found in Appendix A-02, Air Quality Technical Memorandum (AQTM), upon which Section 4.3.8 Air Quality is based:</p> <p>1.) AQTM, Section 5.2, Air Quality, Table 5-1, page 9: The emissions data that appear in this table are included in a section entitled "Existing Conditions." However, the data are from 2004. More recent data are available and we recommend that they be used instead of the 2004 data to more accurately represent current conditions. This is especially true for the "highway vehicles" source category as on-road mobile sources data from 2004 were calculated using the EPA's prior mobile sources emissions model, MOBILE6.2. The EPA's current official mobile sources emissions model is the Motor Vehicle Emissions Simulator (MOVES) model and the current version is MOVES2014a. For further information on the MOVES model, please see: <i>Official Release of the MOVES2014 Motor Vehicle Emissions Model for SIPs and Transportation Conformity</i>; 79 FR 60343, October 7, 2014.</p>	





Comment		Response
<b>Comment Number: 6</b>	<b>Name: Philip Strobel, U.S. Environmental Protection Agency</b>	Response to Comment 6 ( <i>continued</i> )
<b>Date: 8/10/2016</b>	<b>Received: Letter</b>	
6c	<p>For the Tier 1 FEIS, the EPA recommends that the Colorado Department of Public Health and Environment (CDPHE) be contacted for updated mobile sources emissions information as this would be the best source for local data. If the CDPHE is unable to provide the necessary data, we then recommend using the EPA's 2011 National Emission Inventory (NEI) data for the four counties in Table 5-1. The 2011 NEI (Version 2) is the current version of the EPA's NEI and contains emissions data at the county level (<a href="https://www.epa.gov/air-emissions-inventories/national-emissions-inventory">https://www.epa.gov/air-emissions-inventories/national-emissions-inventory</a>). Criteria pollutants and greenhouse gases (GHGs) need to be accounted for and presented for each county.</p>	6c The US 50 Corridor East Tier 1 FEIS/ROD, Appendix A, Resource Technical Memoranda, Air Quality Technical Memorandum, Table 5-1, has been updated with more recent emissions data (from 2011) from CDPHE. Greenhouse gas information (from 2014) has been added to a new Table 5-2.
6d	<p>It is our understanding that the Tier 2 NEPA documents will contain detailed project information. When those documents are being prepared, we recommend that mobile source emissions be calculated with the EPA's MOVES2014a model.</p>	6d During Tier 2 studies, CDOT will calculate mobile source emissions using EPA's MOVES2014a model or the latest released model at that time.
6e	<p>2.) AQTM, Section 5.2, Air Quality, Table 5-2, page 10: This table only references ambient air quality data up to 2006. More recent data are available and we recommend that it be included in this table to more accurately reflect current ambient air quality conditions. The CDPHE has state-certified data available through 2015. In addition, the EPA also has ambient air quality data through 2015 for both counties in our Air Data database, which are available at: <a href="https://www3.epa.gov/airdata/ad_rep_mon.html">https://www3.epa.gov/airdata/ad_rep_mon.html</a>. We note that PM<sub>2.5</sub> and PM<sub>10</sub> data are available for Pueblo County and PM<sub>10</sub> data are available for Provers County.</p>	6e For the US 50 Corridor East Tier 1 FEIS/ROD, Appendix A, Resource Technical Memoranda, Air Quality Technical Memorandum, Table 5-2, has been updated with ambient air quality data through 2015, obtained from CDPHE. This is now Table 5-3.
6f	<p>3.) AQTM, Section 5.2, Air Quality, Table 5-2, page 10: The annual PM<sub>2.5</sub> NAAQS was revised by the EPA on January 15, 2013 (78 FR 3086), and is now 12 µg/m<sup>3</sup> rather than the 15 µg/m<sup>3</sup> presented in the table. We recommend the table be updated to reflect 12 µg/m<sup>3</sup>. We note the PM<sub>2.5</sub> NAAQS is correctly identified in AQTM, Appendix C, Table C-1.</p>	6f For the US 50 Corridor East Tier 1 FEIS/ROD, Appendix A, Resource Technical Memoranda, Air Quality Technical Memorandum, Table 5-2, has been updated with ambient air quality data through 2015, obtained from CDPHE. This is now Table 5-3.
6g	<p><b>Climate Change</b></p> <p>We reviewed the climate change and greenhouse gas (GHG) discussion in Section 4.4.5 of the Tier 1 Draft EIS. We understand that the GHGs associated with the projects presented in Table 4-50 were calculated based on a ratio of vehicle miles traveled (VMT) for the project as compared to the Colorado statewide VMT. This is reasonable for a Tier 1 EIS analysis. With regard to the Tier 2 NEPA documents, the EPA recommends that the direct and indirect GHG emissions be calculated for the proposed action and alternatives. Examples of tools for estimating and quantifying GHG emissions can be found on CEQ's website (<a href="https://ceq.doe.gov/current_developments/GHG_accounting_methods_7Jan2015.html">https://ceq.doe.gov/current_developments/GHG_accounting_methods_7Jan2015.html</a>).</p>	6g Comment noted.
6h	<p>In addition, for the Tier 2 NEPA analysis, we note that the vehicle GHGs could be calculated concurrently with the criteria pollutant emissions noted in our comment #1 above with the EPA's MOVES2014a model. These GHG emissions levels would then serve as a reasonable proxy for climate change impacts when comparing the alternatives and considering appropriate mitigation measures. While mitigation strategies were described in this Tier 1 Draft EIS, Tier 2 documents should present project-specific mitigation commitments to reduce GHG emissions.</p> <p>Thank you for the opportunity to provide comments on the U.S. 50 Corridor East Tier 1 Draft EIS. If you have any questions or would like to discuss our comments, please contact me at 303-312-6704 or</p>	6h CDOT will follow the most current regulations and guidance available during Tier 2 studies regarding GHG emissions. Additional efforts to minimize pollutant emissions will be made in accordance with CDOT Air Quality Directive 1901.



Comment		Response
<b>Comment Number: 6</b>	<b>Name: Philip Strobel, U.S. Environmental Protection Agency</b>	Response to Comment 6 ( <i>continued</i> )
<b>Date: 8/10/2016</b>	<b>Received: Letter</b>	
<p>strobel.philip@epa.gov or the lead reviewer of this project, Carol Anderson, at 303-312-6058 or anderson.carol@epa.gov.</p> <p>Sincerely,</p>  <p>Philip S. Strobel Director, NEPA Compliance and Review Program Office of Ecosystems Protection and Remediation</p> <p>cc by email: Patricia Sergeson, FHWA</p> <p>4</p>  Printed on Recycled Paper		<p>This side left intentionally blank.</p>



Comment		Response
<b>Comment Number: 3</b>	<b>Name: Dan Prenzlou, Colorado Parks and Wildlife</b>	Response to Comment 3
<b>Date: 8/12/2016</b>	<b>Received: Letter</b>	
 <p><b>COLORADO</b> Parks and Wildlife Department of Natural Resources SE Region Office 4255 Sinton Rd. Colorado Springs, CO 80907 P 719.227.5200   F 719.227.5297</p> <p style="text-align: right;">August 12, 2016</p> <p>Dan Dahlke Colorado Department of Transportation 902 Erie Avenue Pueblo, CO 81001</p> <p>Re: US 50 Corridor East Draft Tier 1 EIS Public Release (Release Date: June 13, 2016)</p> <p>Dear Mr. Dahlke,</p> <p>3a Please find enclosed Colorado Parks and Wildlife's (CPW) comment letter regarding CDOT's US 50 Corridor East Tier 1 EIS, the purpose of which is to identify a corridor for future possible expansion of that highway. These comments contain overall project suggestions, species-specific issues, recommendations associated with CDOT's site-specific alignment alternatives, and general administrative corrections to the EIS document itself.</p> <p><u>GENERAL COMMENTS</u></p> <p>3b <b>Right-of-Way:</b> CPW's prevailing preference is to maintain the existing right-of-way throughout the corridor. Maintenance of the existing corridor throughout the project will be the best way to mitigate the expansion of the highway and minimize additional impacts to wildlife. In addition, CPW would be interested in discussing any county road egress or ingress closures associated with the expanded highway, as those actions may have impacts upon recreational access.</p> <p>3c</p> <p>3d <b>Riparian Crossings:</b> Many existing riparian crossings on the highway presently include "bottomless" systems that, while not expressly designed for such use, also provide for terrestrial wildlife passage. CPW generally recommends longer, taller creek crossings wherever possible in order to minimize impacts on wildlife using the riparian corridors. In addition, CPW recommends that all riparian crossings provide enough lateral space to accommodate the natural flow of the waterway during high water conditions with additional space on each side of the creek bottom to allow for passage of wildlife. A construction design for any new or reconstructed riparian crossing that actively minimizes barriers to fish passage at all water levels and mitigates any existing barriers where possible is preferable. CPW recommends big game underpasses of at least 45 feet in width with an under bridge height of 15 feet. To facilitate passage of smaller wildlife species, brush-piles or rocks should line the edges of the underpass.<sup>1</sup></p> <p><small><sup>1</sup> U.S. Department of Transportation, Federal Highway Administration. (2011). <i>Wildlife Crossing Structure Handbook: Design and Evaluation in North America</i> (pp. 126-131).</small></p> <p><small>Bob D. Broscheid, Director, Colorado Parks and Wildlife • Paris and Wildlife Commission: Robert W. Bray • Chris Castellan, Chair • Jeanne Horne, Vice-Chair • John Howard • Bill Kane • Dale Pizzi • Janice Pribyl, Secretary • James Vigil • Dean Wingfield • Michelle Zimmerman • Alex Zipp</small></p> 		<p>3a Comment noted.</p> <p>3b CDOT has studied and evaluated several alternatives, some of which would have the highway continue on its existing right-of-way throughout the corridor. It was determined that these alternatives do not fully meet the project's purpose and need. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>3c During Tier 2 studies, CDOT will assess impacts to recreational access and involve CPW with these assessments.</p> <p>3d Appendix E of the US 50 Corridor East Tier 1 FEIS/ROD is the Natural Resources Mitigation Strategies Plan. This plan is intended to guide mitigation activities for natural resource impacts that occur during Tier 2 studies--primarily impacts to wildlife species and their habitat.</p> <p>During Tier 2 studies, riparian crossings and big game underpasses will be addressed consistent with the Natural Resources Mitigation Strategies Plan.</p>



Comment		Response
<b>Comment Number: 3</b>	<b>Name: Dan Prenzlow, Colorado Parks and Wildlife</b>	Response to Comment 3 ( <i>continued</i> )
<b>Date: 8/12/2016</b>	<b>Received: Letter</b>	
3e	<p><b>Fencing:</b> The ideal condition to prevent wildlife mortality would be fencing that completely excludes wildlife from the roadway corridor with periodic escape ramps that allow for one-way passage of big game away from the roadway. However, CPW recognizes the considerable expense and maintenance that such a design would necessitate. Consequently, CPW recommends that construction be planned to accommodate wildlife exclusionary fencing where highway crossing mortality proves to be significant, with the option to construct wildlife overpasses should those mortality zones be a significant distance from existing crossings. In any case, CPW recommends that any fencing constructed near wildlife passage crossings funnel wildlife towards those crossings.</p>	
3f	<p><b>Wetlands:</b> CPW supports wetland mitigation as required by the Army Corps of Engineers and County permitting processes.</p> <p><u>SPECIES-SPECIFIC COMMENTS</u></p>	
3g	<p><b>Status-Listed Native Fishes:</b> As identified within the EIS, several status-listed native species (Arkansas darter, flathead chub, plains minnow, southern redbelly dace, and suckermouth minnow) occur within the project area and will likely be affected by the highway expansion. We've made additional note within our comments how specific alternatives may affect individual species directly. We would like to additionally note that Arkansas darter</p>	3e To address the use of fencing to prevent wildlife mortality, CDOT and FHWA, in cooperation with CPW, will implement a wildlife crossing study to identify the best locations within the Build Alternatives for wildlife fencing and wildlife crossing structures. For more information regarding wildlife crossings, see Appendix E, Natural Resources Mitigation Strategies Plan, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 2, Section 2.3.2, Early Mitigation Strategy 2, on page 19.
3h	<p><i>Etheostoma cargini</i> and suckermouth minnow <i>Phenacobius mirabilis</i>, may be particularly affected by the highway expansion outside of the rerouted area, but also along areas of highway widening. Both of these species occupy tributaries, manmade ditches, and wetland seeps that flow into the Arkansas River near US Highway 50. We are hopeful that special care and appropriate BMPs will be implemented near these riparian and wetland areas. CPW is available to consult with project managers on a case-by-case basis on any riparian area as this project moves forward. Areas for which CPW specifically requests pre-construction consultation are: Big Sandy Creek, Buffalo Creek, Cheyenne Creek, Clay Creek, Horse Creek, Purgatoire River, Sixmile Creek, St. Charles River, Timpas Creek, Vista Del Rio Ditch, West May Valley Ditch, Wild Horse Creek, Willow Creek, Wolf Creek, as well as, several unnamed tributaries or wetlands near the Arkansas River.</p>	3f Comment noted.
3i		3g Comment noted.
3j		3h A new assessment of the Arkansas darter and suckermouth minnow was conducted and the information has been included in Chapter 4, Section 4.2.2, Table 4-10, on page 4-59.
3k	<p><b>Lesser Prairie-chicken:</b> The lesser prairie-chicken (LPC) inhabits portions of SE Colorado, with habitat located to the south and to a lesser extent, north of Highway 50. In particular, LPC habitat can be found to the north of highway 50 approximately 8 miles east of the town of Lamar and to the south of highway 50 from 8 miles east of Lamar to the Kansas state line. Refer to the following website to view the current habitat maps for LPC in eastern Colorado: <a href="https://kars.ku.edu/geodata/maps/sgpchat/">https://kars.ku.edu/geodata/maps/sgpchat/</a>. In 2014, the United States Fish and Wildlife Service (USFWS) listed the LPC as a federally-threatened species. Based on a recent court challenge that then led to the USFWS vacating the listing, the species is no longer federally listed, but is still a Colorado state-listed species. In general, the proposed project is not expected to have significant impacts on this species. CPW does request, however, that additional consultation occur prior to any actual construction on this project to ensure that the species status has not changed and that future distribution of the species is not impacted by the project.</p>	The plains minnow and locations where it could be affected have been added to Chapter 4, Section 4.2.2, Table 4-10, on page 4-59.
3l	<p><b>Least Tern and Piping Plover:</b> In Colorado, least tern (state and federally endangered) and piping plover (state and federally threatened) nest exclusively on the gravel shorelines of</p>	3i During Tier 2 studies, CDOT will work with CPW to ensure appropriate BMPs will be implemented near riparian and wetland areas and obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in tributaries.
		3j CDOT will contact CPW for pre-construction consultations for the listed water bodies during Tier 2 studies and obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in tributaries.



Comment		Response
Comment Number: 3	Name: Dan Prenzlów, Colorado Parks and Wildlife	Response to Comment 3 ( <i>continued</i> )
Date: 8/12/2016	Received: Letter	
<p>This side left intentionally blank.</p>		<p>3k Reviews of current special-status species and their federal, state, and local status will be completed during Tier 2 studies because CDOT recognizes changes in status and habitat happen over time. During Tier 2 studies, an assessment of impacts to species and mitigation will be developed at that time in consultation with the USFWS and the CPW.</p>

Comment		Response
<b>Comment Number: 3</b>	<b>Name: Dan Prenzlou, Colorado Parks and Wildlife</b>	Response to Comment 3 ( <i>continued</i> )
<b>Date: 8/12/2016</b>	<b>Received: Letter</b>	
3l	<p>lakes and reservoirs in Southeastern Colorado from March through August. The closest this project comes to documented nesting areas is in the Las Animas to Lamar section. John Martin Reservoir currently provides high quality nesting habitat for both least tern and piping plover which consistently nest there each year. Given that the only build alternative for this section consists of a 1,000 foot wide corridor centered on the existing alignment, construction will come no closer than 2.5 miles to nesting habitat at John Martin Reservoir. Additionally, both species have historically nested at Verhoeff Reservoir, a small privately owned water body 2.5 miles east of Hasty. Least tern last nested at this reservoir in 2002 and piping plover last nested here in 1998 (approximately 1/4 mile from the existing highway). Given the distance from active nesting at John Martin Reservoir and the lack of nesting activity at Verhoeff for the last 14 years, CPW feels that this project will not negatively affect the nesting activity of these two species. CPW does request, however, that additional consultation occur prior to any actual construction on this project to ensure that these threatened and endangered birds have not returned to Verhoeff Reservoir, in which case construction timing may need to be modified to avoid the nesting season.</p>	<p>3l Reviews of current special-status species and their federal, state, and local status will be completed during Tier 2 studies because CDOT recognizes changes in status and habitat happen over time. During Tier 2 studies, an assessment of impacts to species and mitigation will be developed at that time in consultation with the USFWS and the CPW.</p>
3m	<p><b>Black-footed Ferret:</b> The black-footed ferret is a Federal and State of Colorado endangered species. A current black-footed ferret release site is situated in the conservation zone just north of Hwy 50 between Holly and the Kansas border. This site is enrolled under the Programmatic Safe Harbor Agreement<sup>2</sup> and the NRCS Black-footed Ferret Special Effort. The black-footed ferrets released at this site are not 10j or experimental. CPW recommends consultation with USFWS regarding this project's impact on black-footed ferrets.</p> <p><u>SITE-SPECIFIC ALIGNMENT ALTERNATIVES</u></p>	<p>3m Reviews of current special-status species and their federal, state, and local status will be completed during Tier 2 studies because CDOT recognizes changes in status and habitat happen over time. During Tier 2 studies, an assessment of impacts to species and mitigation will be developed at that time in consultation with the USFWS and the CPW.</p>
3n	<p><b>Pueblo:</b> CPW supports the preferred alternative following the existing alignment. CPW agrees with the EIS assessment that "Alternative 2: Pueblo Existing Alignment has the fewest potential environmental effects to the natural environment and community and built environment because it would not construct new roadway segments, which reduces the potential for effects."</p>	<p>3n Comment noted.</p>
3o	<p><b>Pueblo to Fowler Huerfano River:</b> CPW supports either alternative. As pointed out in the EIS, the two alternatives are very similar. CPW supports minimizing the impacts to the Huerfano Bridge. If the bridge is to be impacted, please see CPW's "Creek Crossings" recommendations in the "Overall Comments" portion of this letter.</p>	<p>3o Comment noted. If the bridge crossing is impacted, CDOT will follow all current guidance and regulations regarding stream and fish habitat, including maintaining fish passages, as specified in Senate Bill 40. During Tier 2 studies, CDOT will obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in its tributaries.</p>
3p	<p><b>Fowler:</b> The EIS lists both Alternative 1: Fowler North and Alternative 2: Fowler South as preferred alternatives. CPW supports Alternative 2. As indicated in the EIS, Alternative 1 is located close to the Arkansas River. Consequently, there would be a much greater impact to wetland and riparian areas within that corridor. Because the river is the primary biological corridor of Southeastern Colorado, CPW recommends that every effort be made to minimize impacts to the river where the possibility exists to do so.</p>	
3q	<p><b>Fowler to Manzanola:</b> CPW supports the preferred alternative following the existing alignment. As this alternative is expected to impact wetlands, please refer to CPW's "Wetlands" recommendations in the "Overall Comments" portion of this letter.</p>	
<p><sup>2</sup> U.S. Fish and Wildlife Service, U.S. Department of the Interior. (2013). <i>U.S. Fish and Wildlife Service Black-footed Ferret Recovery Program: Black-Footed Ferret Programmatic Safe Harbor Agreement.</i></p>		



Comment		Response
Comment Number: 3	Name: Dan Prenzlou, Colorado Parks and Wildlife	Response to Comment 3 ( <i>continued</i> )
Date: 8/12/2016	Received: Letter	
This side left intentionally blank.		<p>3p Alternative 1: Fowler North was carried forward in the Preferred Alternative because it is likely to interfere less with agricultural operations and is located closer to the town, which would provide a better gateway. The final location of the highway will be identified during Tier 2 studies at which time CDOT will work to avoid, minimize, and mitigate impacts to the river.</p> <p>3q Comment noted.</p>

Comment		Response
<b>Comment Number: 3</b>	<b>Name: Dan Prenzlou, Colorado Parks and Wildlife</b>	Response to Comment 3 ( <i>continued</i> )
<b>Date: 8/12/2016</b>	<b>Received: Letter</b>	
3r	<p><b>Manzanola:</b> CPW supports the preferred alternative, Alternative 1: Manzanola North. While Manzanola North does place the alignment closer to the river corridor, it remains a reasonable distance from the river itself. CPW agrees that the canal uplands and farmland south of Manzanola are of slightly higher quality for wildlife habitat than the land identified in Alternative 1. It should be noted that the north alternative will impact CPW's Walk-In Public Access Program as it crosses property currently leased by CPW on a year-to-year basis for public access.</p>	<p>3r Impacts to CPW's Walk-In Public Access Program will be assessed during Tier 2 studies.</p>
3s	<p><b>Manzanola to Rocky Ford:</b> CPW supports the preferred alternative following the existing alignment.</p>	<p>3s Comment noted.</p>
3t	<p><b>Rocky Ford:</b> CPW strongly recommends the existing straight highway alignment through Rocky Ford, which is not identified by the EIS as an alternative. The north alternative moves the traffic closer to the river corridor, while the south alternative disrupts generally undisturbed open habitat. If compelled to select between the alternatives identified in the EIS, CPW would select the preferred alternative, Alternative 1: Rocky Ford North, as it would be projected to have the lesser overall impact to wildlife.</p>	<p>3t An evaluation of through-town and around-town concepts was conducted to determine how well each route would meet the project's purpose and need. The through-town corridors were eliminated from consideration because they would adversely affect local mobility, do not balance mobility and access for all users of US 50, and would not allow for flexibility to address future traffic needs because of the restricted setting within towns. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>
3u		
3v	<p><b>Rocky Ford to Swink:</b> CPW supports the preferred alternative following the existing alignment.</p>	
3w	<p><b>Swink:</b> Timpas Creek just west of Swink is an important wildlife crossing. CPW recommends mitigation that accommodates a wildlife crossing compatible with CPW's "Creek Crossings" recommendations in the "Overall Comments" portion of this letter. In addition, suckermouth minnow and flathead chub are found in Timpas Creek. CPW recommends that any modification to the existing bridge accommodate fish passage for these species. CPW does not support the preferred alternative, Alternative 1: Swink North listed in the EIS. Conversely, CPW recommends Alternative 2: Swink South in order to avoid riparian habitat and minimize the danger for wildlife crossings that may be more prevalent with the northern alignment closer to the river.</p>	
3x		
3y	<p><b>La Junta:</b> CPW prefers the existing alignment through La Junta, which is not currently identified as an alternative within the EIS. If compelled to select between the alternatives listed in the EIS, CPW recommends the preferred alternative, Alternative 2: La Junta South, and suggests that arroyo crossings be considered to allow for passage of wildlife underneath the highway. CPW strongly recommends against Alternative 1: La Junta North due to its significant potential to impact wildlife within the Arkansas River corridor.</p>	<p>3u Comment noted.</p> <p>3v Comment noted.</p>
3z	<p><b>La Junta to Las Animas:</b> CPW supports the preferred alternative following the existing alignment, and requests that the project be built in a manner that would maintain the existing drainage passageways in the vicinity of Oxbow State Wildlife Area (SWA) for wildlife passage.</p>	<p>3w CDOT and FHWA, in cooperation with CPW, will implement a wildlife crossing study to identify the best locations within the Build Alternatives for wildlife fencing and wildlife crossing structures. For more information regarding wildlife crossings, see Appendix E, Natural Resources Mitigation Strategies Plan, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 2, Section 2.3.2, Early Mitigation Strategy 2—Conduct wildlife crossing study to improve cross-highway habitat connectivity, on page 19.</p>
3aa	<p><b>Las Animas:</b> The Las Animas realignment is particularly impactful to wildlife. CPW recommends the existing alignment, which is not listed as an alternative in the EIS. CPW recognizes the difficulty associated with the 90 degree turn in the middle of town. If a new alignment is necessary due to this difficulty, CPW recommends Alternative 1: Las Animas North. That alternative maintains the existing bridge location over the Arkansas River, which currently facilitates wildlife underpassage. CPW recommends that any redesign of that bridge similarly facilitate wildlife passage. Further, Alternative 1 avoids constructing a second</p>	



Comment		Response
Comment Number: 3	Name: Dan Prenzlou, Colorado Parks and Wildlife	Response to Comment 3 ( <i>continued</i> )
Date: 8/12/2016	Received: Letter	
This side left intentionally blank.		<p>3x Comment noted. Because there are multiple advantages and disadvantages to both the north and south alignments around Swink, no preferred alternative is identified for this area. Further analysis during Tier 2 studies will identify the final highway alignment. For more information on why both build alternatives were carried forward, please see Chapter 6.1.2, Screening of and Decisions Regarding Build Alternatives, on page 6-4 of the US 50 Tier 1 FEIS/ROD.</p> <p>3y An evaluation of through-town and around-town concepts was made to determine how well each route would meet the project's purpose and need. The through-town corridors were eliminated from consideration because they would adversely affect local mobility, do not balance mobility and access for all users of US 50, and would not allow for flexibility to address future traffic needs because of the restricted setting within towns. Details of this evaluation are discussed in Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 3	Name: Dan Prenzlou, Colorado Parks and Wildlife	Response to Comment 3 ( <i>continued</i> )
Date: 8/12/2016	Received: Letter	
<p style="text-align: center;">This side left intentionally blank.</p>		<p>3z Comment noted. CDOT will follow all current guidance and regulations regarding stream and fish habitat, including maintaining fish passages, as specified in Senate Bill 40. During Tier 2 studies, CDOT will obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in its tributaries. Furthermore, CDOT and FHWA, in cooperation with CPW, will implement a wildlife crossing study to identify the best locations within the Build Alternatives for wildlife fencing and wildlife crossing structures. For more information regarding wildlife crossings, see Appendix E, Natural Resources Mitigation Strategies Plan, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 2, Section 2.3.2, Early Mitigation Strategy 2—Conduct wildlife crossing study to improve cross-highway habitat connectivity, on page 19.</p> <p>3aa An evaluation of through-town and around-town concepts was made to determine how well each route would meet the project's purpose and need. The through-town corridors were eliminated from consideration because they would adversely affect local mobility, do not balance mobility and access for all users of US 50, and would not allow for flexibility to address future traffic needs because of the restricted setting within towns. Details of this evaluation are discussed in Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 3</b>	<b>Name: Dan Prenzlou, Colorado Parks and Wildlife</b>	Response to Comment 3 ( <i>continued</i> )
<b>Date: 8/12/2016</b>	<b>Received: Letter</b>	
3aa	bridge over the river a short distance east of the existing bridge. Finally, Alternative 1 maintains the highway corridor closer to town than does Alternative 2.	<p>3ab Comment noted. CDOT will follow all current guidance and regulations regarding stream and fish habitat, including maintaining fish passages, as specified in Senate Bill 40. During Tier 2 studies, CDOT will obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in its tributaries. Furthermore, Reviews of current special-status species and their federal, state, and local status will be completed during Tier 2 studies because CDOT recognizes changes in status and habitat happen over time. During Tier 2 studies, an assessment of impacts to species and mitigation will be developed at that time in consultation with the USFWS and the CPW.</p> <p>3ac CDOT and FHWA, in cooperation with CPW, will implement a wildlife crossing study to identify the best locations within the Build Alternatives for wildlife fencing and wildlife crossing structures. Additionally, during Tier 2 studies CDOT will obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in its tributaries.</p> <p>3ad Comment noted. Reviews of current special-status species and their federal, state, and local status will be completed during Tier 2 studies because CDOT recognizes changes in status and habitat happen over time. During Tier 2 studies, an assessment of impacts to species and mitigation will be developed at that time in consultation with the USFWS and the CPW.</p>
3ab	<b>Las Animas to Lamar:</b> CPW supports the preferred alternative following the existing alignment. There is an existing wildlife crossing at Gageby creek. Suckermouth minnow and flathead chub are found in Gageby Creek. CPW recommends that any modification to the existing bridge accommodate fish passage for these species. In addition, please see CPW's "Least Tern and Piping Plover" recommendations in the "Species-Specific Comments" portion of this letter.	
3ac	<b>Lamar to Granada:</b> CPW supports the preferred alternative following the existing alignment, and requests that the project be built in a manner that would maintain or improve the existing crossing over Clay Creek for wildlife passage.	
3ad	<b>Granada:</b> While, again, CPW supports the existing alignment, CPW recommends the preferred alternative, Alternative 2: Granada South. As Alternative 2: Granada North would directly impact Granada SWA, CPW recommends against this alternative. CPW acknowledges that Alternative 2 has potential to impact mapped lesser prairie-chicken habitat, as this area has been identified as CHAT 2 in the Lesser Prairie-chicken Rangewide Plan. Nonetheless, CPW does not anticipate any significant additional impacts for that species associated with that alternative. Please see CPW's "Lesser Prairie-chicken" recommendations in the "Species-Specific Comments" portion of this letter.	
3ae	<b>Granada to Holly:</b> CPW supports the preferred alternative following the existing alignment, and requests that the project be built in a manner that would maintain or improve the existing crossings for wildlife passage. CPW anticipates having further discussions about the right-of-way corridor as this portion impacts Granada SWA.	
3af	<b>Holly:</b> CPW prefers the existing alignment through Holly, which is not identified as an alternative. Of the listed alternatives, CPW does not support the preferred alternative, Alternative 2: Holly South. CPW instead recommends Alternative 1: Holly North. This alternative would avoid close proximity of the Arkansas River. We would anticipate that Alternative 2 would more strongly disrupt wildlife and associated recreation, as some of the most wildlife-rich habitat near town is found on Holly SWA. Wildhorse Creek is a primary habitat for Arkansas darters, and suckermouth minnow are found in the Arkansas River in this area. Consequently, CPW recommends that any modification to existing bridges accommodate fish passage for these species.	
3ag		
3ah		
3ai	<b>Holly to state line:</b> CPW supports the preferred alternative following the existing alignment, and requests that the project be built in a manner that would maintain or improve existing crossings for wildlife passage, particularly over Cheyenne Creek. Further, consultation with USFWS will be necessary if the expansion impedes on private property north of the highway due to the presence of Black-footed ferrets and private lands enrolled under the USFWS Programmatic Safe Harbor Agreement. For further information, please see CPW's "Black-footed ferret" recommendations in the "Species-Specific Comments" portion of this letter.	
3aj		
<p><u>ADMINISTRATIVE CHANGES TO THE EIS DOCUMENT</u></p> <p>In addition to the enclosed comments, CPW also recommends the following changes to the EIS document itself:</p>		






Comment		Response
Comment Number: 3	Name: Dan Prenzlou, Colorado Parks and Wildlife	Response to Comment 3 ( <i>continued</i> )
Date: 8/12/2016	Received: Letter	
This side left intentionally blank.		<p>3ae Comment noted. CDOT and FHWA, in cooperation with CPW, will implement a wildlife crossing study to identify the best locations within the Build Alternatives for wildlife fencing and wildlife crossing structures. For more information regarding wildlife crossings, see Appendix E, Natural Resources Mitigation Strategies Plan, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 2, Section 2.3.2, Early Mitigation Strategy 2—Conduct wildlife crossing study to improve cross-highway habitat connectivity, on page 19.</p> <p>3af An evaluation of through-town and around-town concepts was made to determine how well each route would meet the project’s purpose and need for local, regional, and long-distance users of the highway. The through-town corridors were eliminated from consideration because they would adversely affect local mobility, do not balance mobility and access for all users of U.S 50, and would not allow for flexibility to address future traffic needs because of the restricted setting within towns. Details of this evaluation are discussed in Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>3ag Alternative 2: Holly South was identified as the preferred alternative for this segment because it is expected to have fewer overall impacts to the natural environment and community and build environment.</p>



Comment		Response
Comment Number: 3	Name: Dan Prenzlou, Colorado Parks and Wildlife	Response to Comment 3 ( <i>continued</i> )
Date: 8/12/2016	Received: Letter	
This side left intentionally blank.		<p>Furthermore, this alternative improves access from SH 89 to US 50. For more information on why this alternative was selected as the Preferred Alternative, please see Chapter 6.1.2, Screening of and Decisions Regarding Build Alternatives, on page 6-23 of the US 50 Teir 1 FEIS/ROD.</p> <p>3ah CDOT will follow all current guidance and regulations regarding stream and fish habitat, including maintaining fish passages, as specified in Senate Bill 40. During Tier 2 studies, CDOT will obtain a Senate Bill 40 Wildlife Certificate if CDOT plans construction in any stream, on its bank, or in its tributaries.</p> <p>3ai Comment noted. CDOT and FHWA, in cooperation with CPW, will implement a wildlife crossing study to identify the best locations within the Build Alternatives for wildlife fencing and wildlife crossing structures. For more information regarding wildlife crossings, see Appendix E, Natural Resources Mitigation Strategies Plan, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 2, Section 2.3.2, Early Mitigation Strategy 2—Conduct wildlife crossing study to improve cross-highway habitat connectivity, on page 19.</p> <p>3aj Reviews of current special-status species and their federal, state, and local status will be completed during Tier 2 studies because CDOT recognizes changes in status and habitat happen over time. During Tier 2 studies, an assessment of impacts to species and mitigation will be developed at that time in consultation with the USFWS and the CPW.</p>



Comment		Response
<b>Comment Number: 3</b>	<b>Name: Dan Prenzlou, Colorado Parks and Wildlife</b>	Response to Comment 3 ( <i>continued</i> )
<b>Date: 8/12/2016</b>	<b>Received: Letter</b>	
<p>Appendix A-03 Biological Resources: Table F-1. Animals, Fish and Plant Species Likely to Occur in the Project Area</p> <p>Page 88</p> <p>Recommend adding: Blue Catfish <i>Ictalurus furcatus</i> Flathead Catfish <i>Pylodictis olivaris</i> Freshwater Drum <i>Aplodinotus grunniens</i> Gizzard Shad <i>Dorosoma cepedianum</i> Grass Carp <i>Ctenopharyngodon idella</i> Plains Minnow <i>Hybognathus placitus</i> Orangespotted Sunfish <i>Lepomis humilis</i> Sauger <i>Sander vitreus</i> River Carpsucker <i>Carpionodes carpio</i> Yellow Bullhead <i>Ameiurus natalis</i> Western Mosquitofish <i>Gambusia affinis</i></p> <p>Appendix G. Special-Status Species Potentially Occurring in the Project Area:</p> <p>Page 95</p> <p>Recommend changing under Northern Leopard Frog: Potential to occur: Moderate to High Additional comments: Northern leopard frog are found in the eastern end of the project area</p> <p>Page 96</p> <p>Recommend changing under Plains Minnow: Potential to occur: High Additional comments: REMOVE: 'Has not been documented in the project area' INCLUDE: Plains minnows are found within the Arkansas River primarily from area west of Rocky Ford to John Martin Reservoir</p> <p>Thank you for the opportunity to participate in the US 50 Corridor East Agency Working Group, and for requesting comments from CPW on this important project. CPW remains interested in working on this project as a partner agency.</p> <p>Please feel free to contact me or any member of CPW staff with any questions associated with these comments or this project.</p> <p>Sincerely,</p>  <p>Dan Prenzlou Southeast Regional Manager Colorado Parks and Wildlife</p>		

3ak Suggested species additions have been made to Appendix A, Biological Resources Technical Memorandum, Table F-1 on page 75. In addition, with regard to Appendix G of this Technical Memorandum, Special-Status Species Potentially Occurring in the Project Area, Table G-1 on page 97, recommended language regarding the potential for species to occur has been added.

3al Suggested species additions have been made to Appendix A, Biological Resources Technical Memorandum, Table F-1 on page 75. In addition, with regard to Appendix G of this Technical Memorandum, Special-Status Species Potentially Occurring in the Project Area, Table G-1 on page 97, recommended language regarding the potential for species to occur has been added.

3am Suggested species additions have been made to Appendix A, Biological Resources Technical Memorandum, Table F-1 on pages 75. In addition, with regard to Appendix G of this Technical Memorandum, Special-Status Species Potentially Occurring in the Project Area, Table G-1 on page 97, recommended language regarding the potential for species to occur has been added.



Comment		Response
<b>Comment Number: 7</b>	<b>Name: Scott Hobson, Pueblo Area Council of Governments</b>	Response to Comment 7
<b>Date: 8/10/2016</b>	<b>Received: Letter</b>	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p><b>PACOG</b> Pueblo Area Council of Governments Metropolitan Planning Organization (MPO) Transportation Planning Region (TPR)</p> </div> <div style="text-align: center;">  <p>city of <b>PUEBLO</b> colorado Urban Transportation Planning Division 719-553-2259 <a href="http://www.PACOG.net">www.PACOG.net</a></p> </div> </div> <p style="text-align: center;"><b>MEMORANDUM</b></p> <p><b>TO:</b> Colorado Department of Transportation</p> <p><b>FROM:</b> Scott Hobson, MPO Administrator</p> <p><b>DATE:</b> 8/10/2016</p> <p><b>SUBJ:</b> U.S. Highway 50 (US Hwy 50) Corridor East TEIS Comments</p> <p>The Pueblo Area Council of Governments (PACOG), the designated Metropolitan Planning Organization for the Pueblo urbanized Area would like to offer the following comments on the above referenced project:</p> <p><b>7a</b> { The PACOG Board concurs with the findings that the preferred alternative for the alignment of this project is Alternative 2 (No-Build).</p> <p><b>7b</b> { PACOG request that during the Tier 2 environmental assessment that the following two (2) improvements be evaluated to improve the safety and mobility of the corridor:</p> <ul style="list-style-type: none"> <li>• The widening of CO 47 from Pete Jimenez Parkway south to CO 96, U.S. Hwy 50, and CO 47 interchange to improve mobility for the movement of freight.</li> <li>• The interchange where U.S. Hwy 50, CO 96, and CO 47 converge be evaluated to improve mobility and safety for both vehicle and freight traffic.</li> </ul> <p><b>7c</b> {</p> <p><b>7d</b> { PACOG offers it's continued support to the Colorado Department of Transportation (CDOT) for moving forward in the development of improvements through the Lower Arkansas Valley in southeastern Colorado.</p> <p style="text-align: center; font-size: small;">211 East D Street Pueblo, CO 81003 Phone (719) 553-2259 FAX: (719) 553-2359 E-mail: <a href="mailto:PACOG_MPO@pueblo.us">PACOG_MPO@pueblo.us</a></p>		<p><b>7a</b> The Preferred Alternative identified for Pueblo is Alternative 2: Pueblo Existing Alignment. For more information on the Preferred Alternative through Pueblo, please see Chapter 6.1.2, Screening of and Decisions Regarding Build Alternatives, on page 6-4 of the US 50 Tier 1 FEIS/ROD.</p> <p><b>7b</b> The project area for the US 50 Corridor East Tier 1 EIS has been defined as one to four miles wide surrounding the existing US 50 facility and extending from Pueblo, Colorado, at I-25 to the Colorado-Kansas state line. The identified project along SH 47 is not within this study area and would therefore need to be completed as a separate project. The improvements proposed as part of the US 50 Corridor East Tier 1 FEIS/ROD do not preclude future improvements to Colorado State Highway 47, Pete Jimenez Parkway, and Colorado State Highway 96.</p> <p><b>7c</b> The interchange at US 50 and SH 47 will be addressed in future Tier 2 studies.</p> <p><b>7d</b> Comment noted.</p>



# ORGANIZATION AND SPECIAL INTEREST GROUP COMMENTS



**ORGANIZATION AND SPECIAL INTEREST GROUP COMMENTS**

Comment		Response
Comment Number: 4	Name: Shirley Coupal, Daughters of the American Revolution Santa Fe Trail (DARSFT)	Response to Comment 4
Date: 7/27/2016	Received: E-mail	
<p>Good afternoon,</p> <p>4a I understand there is a proposed expansion of highway 50 in eastern Colorado which will have an impact on the Santa Fe Trail, South of La Junta, East of Las Animas and East of Lamar, Colorado. I would like some information on what plans CDOT has for DAR (Daughters of the American Revolution) Santa Fe Trail (SFT) monuments along the construction route.</p> <p>I'm a Director of the Santa Fe Trail Association and past Kansas DAR State Regent, whose project was the restoration of the Kansas DARSFT monuments. Currently I'm Preservation Coordinator for the Kansas markers and I've taken on overseeing the preservation of the other DARSFT markers in Missouri, Colorado, and New Mexico.</p> <p>I'd appreciate being apprised of any DARSFT marker movement so that I can notify the SFTA, NPS Santa Fe Office, and CODAR State Officers if you have not done so.</p> <p>Shirley Coupal</p>		<p>4a During Tier 2 studies, historic and potentially historic resources will be evaluated. CDOT will follow all guidance and regulations and will coordinate with the appropriate parties regarding any impacts to these resources.</p>



## INDIVIDUAL COMMENTS

(Comments received by e-mail, letter, or phone, and comment forms and private verbal comments from the public hearings.)



INDIVIDUAL COMMENTS

Comment		Response
Comment Number: 18	Name: Mary Feik	Response to Comment 18
Date: 7/11/2016	Received: Comment Form, Las Animas Public Hearing	
18a	<p><b>US 50 CORRIDOR EAST DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS)</b> Please drop your comment in a comment box or hand it to one of the project team members</p> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the review period will be considered and responded to in the joint Final Tier 1 EIS/Record of Decision. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act.</p> <p>The information provided on this comment form will be published as part of the joint Final Tier 1 EIS/Record of Decision. Please check this box if you <b>do not</b> want your address and email to be published. <input checked="" type="checkbox"/></p> <p>Date: <u>7/11/2016</u> Name (required): <u>Mary Feik</u></p> <p>Please print your comment on the US 50 Corridor East Draft Tier 1 EIS legibly below.</p> <p><i>This is an agricultural community. Meetings during the growing season are hard to attend. If it must be in the summer, evenings are better. It would be easier if meetings would be held off season (November - March).</i></p> <p>****CONTINUE ON BACK FOR MORE SPACE****</p> <p>Please turn in this form in to a project team member or mail/email by July 29, 2016, to: Colorado Department of Transportation US 50 Corridor East C/O Atkins North America 7604 Technology Way, Suite 400 Denver, CO 80237 Email: US50East@atkinsglobal.com</p>	<p>18a The US 50 Corridor East Tier 1 DEIS was completed following the requirements of the NEPA process, which dictate that the document be made available for public review when it has been reviewed by all necessary participating agencies and stakeholders. In this case, that happened to be in the summer months. This timing, while unfortunate, was not planned to coincide with the growing season. In an attempt to provide public input opportunities for as many people in the corridor as possible, the project team chose to hold four public hearings, one in each county. Three of the public meetings were held in the evening and one during the day to provide the best opportunity for all residents throughout the corridor to participate in the meetings. For more information on the public hearings, please see Standard Response 2 on page 7-14.</p>



Comment		Response
Comment Number: 19	Name: Mary Feik	Response to Comment 19
Date: 7/11/2016	Received: Comment Form, Las Animas Public Hearing	
19a	<p><b>US 50 CORRIDOR EAST DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS)</b></p> <p>Please drop your comment in a comment box or hand it to one of the project team members</p> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the review period will be considered and responded to in the joint Final Tier 1 EIS/Record of Decision. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act.</p> <p>The information provided on this comment form will be published as part of the joint Final Tier 1 EIS/Record of Decision. Please check this box if you <b>do not</b> want your address and email to be published. <input checked="" type="checkbox"/></p> <p>Date: <u>7/11/2016</u>            Name (required): <u>Mary Feik</u></p> <p>Please print your comment on the US 50 Corridor East Draft Tier 1 EIS legibly below.</p> <p><i>The timing of this meeting did not work well for this community. There is a conflict with a meeting of the Fort Lyon Canal Company which forced people to choose between the two groups. Having the meeting during the evening might have increased turn out. Perhaps contacting the County prior to the meeting to see if there were a conflict would be helpful.</i></p> <p>****CONTINUE ON BACK FOR MORE SPACE****</p> <p>Please turn in this form in to a project team member or mail/email by July 29, 2016, to:            Colorado Department of Transportation            US 50 Corridor East            C/O Atkins North America            7604 Technology Way, Suite 400            Denver, CO 80237            Email: US50East@atkinsglobal.com</p>	<p>19a In an attempt to provide public input opportunities for as many people in the corridor as possible, the project team chose to hold four public hearings, one in each county. Three of the public meetings were held in the evening and one during the day to provide the best opportunity for all residents throughout the corridor to participate in the meetings. For more information on the public hearings, please see Standard Response 2 on page 7-14.</p>



Comment		Response
<b>Comment Number: 20</b>	<b>Name: Kerry Fritz II</b>	Response to Comment 20
<b>Date: 7/11/2016</b>	<b>Received: Documents submitted, Las Animas Public Hearing</b>	
20a	<p><b>UCC Financing Statement</b></p> <p style="text-align: right;"><b>Colorado Secretary of State</b> Date and Time: 02/16/2016 09:55:45 PM Master ID: 20162014319 Validation Number: 20162014319 Amount: \$8.00</p> <hr/> <p><b>Debtor: (Organization)</b> Name: U.S. TREASURY - INTERNAL REVENUE SERVICE Address1: Comptroller of Maryland 0000000181425776 Address2: BofA (11 SC), 1101 WOOTON PARKWAY City: ROCKVILLE State: MD ZIP/Postal Code: 20852 Province: Earth World Space Me Country: United States etc The debtor is a transmitting utility.</p> <hr/> <p><b>Debtor: (Organization)</b> Name: U.S.A. DEPARTMENT OF DEFENSE and HOMELAND SECURITY Address1: ATT: CLERK, HALL OF JUSTICE-C1110714- 1 4347046 Address2: 191 NORTH-FIRST STREET City: SAN JOSE State: CA ZIP/Postal Code: 95113-1006 Province: Earth World, Space, etc. Country: United States The debtor is a transmitting utility.</p> <hr/> <p><b>Secured Party: (Individual)</b> Last name: Fritz First name: Kerry Middle name: D Suffix: II Address1: c/o The Bank of The Last Profit @420vigilavelasanimas81054.capital Address2: 420 Vigil Ave City: Las Animas State: CO ZIP/Postal Code: 81054 Province: Earth World Space Me Country: United States Etc</p> <hr/> <p><b>Collateral</b> <b>Description:</b> INITIAL FINANCING STATEMENT FILE # 0000000181425776; THE UNITED STATES DEPARTMENT OF THE TREASURY 1789; THE FEDERAL RESERVE SYSTEM 1D00247556-Seal No. 285521; 6Z33753691-SN 285522; 6D00242066-SN 285523; FV26330-2-SN 25524; -As all real - men with hands and legs, and all real - land in the United States of America - WITH PUBLIC TRUST IN GOD, this real-estate, an extracted fixture and manufactured home housing, is with the - PUBLIC - OUT OF MANY (all 50 states, all cities, counties-properties) ONE - REAL ESTATE IN - the united states , this - be as extracted, with prejudice, in-to the Ship of The State of Am-Erika The Only A-Meri-Khan of State of The Union of Mein Concentration Camp Jihad a.k.a My Khant Trini-Myst Tree these United States of America</p> <p><b>Real estate information:</b> This financing statement covers timber to be cut. This financing statement covers as-extracted collateral. This financing statement is filed as a fixture filing.</p> <p><b>Description of the real estate covered by this financing statement:</b></p>	20a Comment noted.



Comment		Response
Comment Number: 20	Name: Kerry Fritz II	Response to Comment 20
Date: 7/11/2016	Received: Documents submitted, Las Animas Public Hearing	
20b	<p>CUST ID: 0002623457            WORK ORDER: 0003840037            DATE: 07-28-2011 11:25 AM            AMT. PAID: \$198.00</p> <p>UC            POL</p> <p>A. NAME &amp; PHONE OF CREDITORS (Name and Address)</p> <p>B. SEND ACKNOWLEDGMENT TO: (Name and Address)</p> <p>U.S.A. DEPARTMENT OF DEFENSE            U.S.A. DEPARTMENT OF HOMELAND SECURITY            ATT: CLERK, HALL OF JUSTICE-C1110714- 1 43470            46            191 NORTH-FIRST STREET,            SAN JOSE CA 95113-1006</p> <p>RECEIVED            2011 JUL 28 A 11:01            DEPARTMENT OF DEFENSE            ASSISTANT SECRETARY FOR INVESTIGATION</p> <p>THE ABOVE SPACE IS FOR FILING OFFICE USE ONLY</p> <p>1. DEBTOR'S EXACT FULL LEGAL NAME - insert only <u>999</u> debtor name (1a or 1b) - do not abbreviate or combine names</p> <p>1a. ORGANIZATION'S NAME  <b>THE FEDERAL RESERVE SYSTEM</b></p> <p>1b. INDIVIDUAL'S LAST NAME</p> <p>FIRST NAME</p> <p>MIDDLE NAME</p> <p>SUFFIX</p> <p>2c. MAILING ADDRESS</p> <p>CITY</p> <p>STATE</p> <p>POSTAL CODE</p> <p>COUNTRY</p> <p>20th Street N.W., Washington DC 20551 U.S.A.</p> <p>14. SECURED PARTY'S NAME (14a. TYPE OF ORGANIZATION OR 14b. TYPE OF ORGANIZATION)            14a. ORGANIZATION DEBTOR <b>a trust (15 USC)</b> 14b. JURISDICTION OF ORGANIZATION <b>The United States of America</b> 15. ORGANIZATIONAL ID #, if any <b>AG 59880464 A - U.S.S.E.C</b> <input type="checkbox"/> NONE</p> <p>2. ADDITIONAL DEBTOR'S EXACT FULL LEGAL NAME - insert only <u>999</u> debtor name (2a or 2b) - do not abbreviate or combine names</p> <p>2a. ORGANIZATION'S NAME  <b>E PLURIBUS UNUM- THE UNITED STATES OF AMERICA</b></p> <p>2b. INDIVIDUAL'S LAST NAME</p> <p>FIRST NAME</p> <p>MIDDLE NAME</p> <p>SUFFIX</p> <p>2c. MAILING ADDRESS</p> <p>CITY</p> <p>STATE</p> <p>POSTAL CODE</p> <p>COUNTRY</p> <p>1500 Pennsylvania Avenue, NW Washington, DC d.c. 20220 U.S.A.</p> <p>24. SECURED PARTY'S NAME (24a. TYPE OF ORGANIZATION OR 24b. TYPE OF ORGANIZATION)            24a. ORGANIZATION DEBTOR <b>a trustee (15 USC)</b> 24b. JURISDICTION OF ORGANIZATION <b>The United States of America</b> 25. ORGANIZATIONAL ID #, if any <b>AG 59880464 A</b> <input type="checkbox"/> NONE</p> <p>3. SECURED PARTY'S NAME (or NAME of TOTAL ASSIGNEE of ASSIGNOR(S)) - insert only <u>999</u> secured party name (3a or 3b)</p> <p>3a. ORGANIZATION'S NAME  <b>THE UNITED STATES DEPARTMENT OF THE TREASURY 1789</b></p> <p>3b. INDIVIDUAL'S LAST NAME</p> <p>FIRST NAME</p> <p>MIDDLE NAME</p> <p>SUFFIX</p> <p>3c. MAILING ADDRESS</p> <p>CITY</p> <p>STATE</p> <p>POSTAL CODE</p> <p>COUNTRY</p> <p>50 Maryland Avenue Rockville md 20850 U.S.A.</p> <p>4. THIS FINANCING STATEMENT covers the following collateral:</p> <p>1D00247556 Seal No. 285521            6Z33753691 Seal No. 285522            6D00242066 Seal No. 285523            FV26330-2 Seal No. 285524</p> <p>[A SECURITY (15 USC)--- COMMERCIAL AFFIDAVIT---NOT A POINT OF LAW]</p> <p>5. ALTERNATIVE DESIGNATION (if applicable) <input type="checkbox"/> LESSOR/LESSOR <input type="checkbox"/> CONSIGNMENT/CONSIGNOR <input type="checkbox"/> BAILEE/BAI OR <input type="checkbox"/> SELLER/BUYER <input checked="" type="checkbox"/> AG. LIEN <input type="checkbox"/> NON-UCC FILING</p> <p>6. <input checked="" type="checkbox"/> THIS FINANCING STATEMENT is to be filed (or record) in the REAL PROPERTY RECORDS (if applicable) <input type="checkbox"/> Check to require SEARCH REPORT (S) on Unlawful <input type="checkbox"/> All Debtors <input type="checkbox"/> Debtor 1 <input type="checkbox"/> Debtor 2</p> <p>7. <input type="checkbox"/> Check to require SEARCH REPORT (S) on Unlawful <input type="checkbox"/> All Debtors <input type="checkbox"/> Debtor 1 <input type="checkbox"/> Debtor 2</p> <p>8. OPTIONAL FILER REFERENCE DATA</p> <p>FILING OFFICE COPY - UCC FINANCING STATEMENT (FORM UCC1) (REV. 05/22/02)</p>	20b Comment noted.



Comment		Response
<b>Comment Number: 20</b>	<b>Name: Kerry Fritz II</b>	Response to Comment 20
<b>Date: 7/11/2016</b>	<b>Received: Documents submitted, Las Animas Public Hearing</b>	
20c	<p><b>UCC Financing Statement</b></p> <p style="text-align: right;"><b>Colorado Secretary of State</b> Date and Time: 02/16/2016 11:13:03 PM Master ID: 20162014321 Validation Number: 20162014321 Amount: \$5.00</p> <hr/> <p><b>Debtor: (Organization)</b> Name: NORTH AMERICAN WATER AND POWER ALLIANCE Address1: c/o AG 59880464 A RE-VENUE FED RES SYST U.S. DEPT DEF FIN ACC Address2: 1400 Defense Pentagon City: Washington State: DC ZIP/Postal Code: 20301-1400 Province: Earth World Space Time Country: United States Me CO The debtor is a transmitting utility.</p> <hr/> <p><b>Debtor: (Organization)</b> Name: NORTH AMERICAN WATER AND POWER ALLIANCE Address1: NORTH AMERICAN WATER AND POWER ALLIANCE Address2: 1400 Defense Pentagon City: Washington State: DC ZIP/Postal Code: 20301-1400 Province: Earth, World, Space, Time, Me, Etc. Country: United States The debtor is a transmitting utility.</p> <hr/> <p><b>Secured Party: (Individual)</b> Last name: Fritz First name: Kerry Middle name: Dean Suffix: II Address1: c/o WhiteRhythmicWizard@www.420vigilavalasanimas81054.co Address2: 420 Vigil Ave City: Las Animas State: CO ZIP/Postal Code: 81054 Province: Earth World Space Me Country: United States Etc</p> <hr/> <p><b>Collateral</b> <b>Description:</b> [- As all real -men with hands and legs, and all real - land in the United States of America 14,000,000,000,000,000.-WITH TRUST IN GOD, this real estate is with the - PUBLIC -- [A SECURITY (15 USC) --- COMMERCIAL AFFIDAVIT -- [NOT A POINT OF LAW] [300,000,000,000,0.] EVERTON DE OLIVEIRA, M ROCHA ORGANIZATIONAL ID # AG 59880464 A - U.S. S.E.C. WORK ORDER: 0203840037 07-28-2011 CUST ID: 0002623457 THE FEDERAL RESERVE SYSTEM U.S.A. DEPARTMENT OF THE TREASURY 1789 U.S.A DEPARTMENT OF DEFENSE U.S.A. DEPARTMENT OF HOMELAND SECURITY -E PLURIBUS UNUM-</p> <p><b>Real estate information:</b> This financing statement covers timber to be cut. This financing statement covers as-extracted collateral. This financing statement is filed as a fixture filing.</p> <p><b>Description of the real estate covered by this financing statement:</b> see included THE FEDERAL RESERVE SYSTEM AG 59880464 A U.S. S.E.C. w/1D00247556 Seal No. 285521; 6Z33753691 SN 285522; 6D00242066 SN 285523; FV26330-2, SN 285524; CUST ID: 0002630386 WORK ORDER: 00038846966 AG. LIEN BotA 1101 WOOTON PKWY ROCKVILLE MD 00852 USA DEPT OF REVENUE ID#</p>	20c Comment noted.



Comment		Response
<b>Comment Number: 20</b>	<b>Name: Kerry Fritz II</b>	Response to Comment 20
<b>Date: 7/11/2016</b>	<b>Received: Documents submitted, Las Animas Public Hearing</b>	
20d	<p style="text-align: right;"><i>YouTube! Fems 2/12 TheLbb2</i></p> <p><b>UCC Financing Statement</b></p> <p style="text-align: right;"><b>Colorado Secretary of State</b> Date and Time: 05/30/2016 05:19:12 AM Master ID: 20162048890 Validation Number: 20162048890 Amount: \$8.00</p> <p><b>Debtor: (Organization)</b></p> <p>Name: BENT COUNTY CO lands in trusts Address1: C/O BENT COUNTY COLORADO COURTHOUSE Address2: 725 BENT AVE P O BO 350 City: LAS ANIMAS State: CO ZIP/Postal Code: 81054 Province: Earth, Space , Time, Country: United States Elements</p> <p style="text-align: right;">The debtor is a transmitting utility.</p> <p><b>Debtor: (Organization)</b></p> <p>Name: BENT COUNTY COLORADO Address1: C/O BENT COUNTY COLORADO COURTHOUSE Address2: 725 BENT AVE P O BO 350 City: LAS ANIMAS State: CO ZIP/Postal Code: 81054 Province: Earth, Space , Time, Country: United States Elements</p> <p style="text-align: right;">The debtor is a transmitting utility.</p> <p><b>Secured Party: (Individual)</b></p> <p>Last name: Fritz First name: Kerry Middle name: Dean Suffix: II Address1: c/o White Rhythmic Wizard@www.420vigilavelasanimas81054.co Address2: 420 Vigil Ave City: Las Animas State: CO ZIP/Postal Code: 81054 Province: Earth World Space Me Country: United States Etc Time Elements</p> <p><b>Collateral</b></p> <p><b>Description:</b></p> <p>1) 725 BENT AVE MAP 443510134900 120K SQ FT BLK 119 PARCEL 2016 00010-13-550; 2) BENT COUNTY JAIL ROAD GG.5 1110 PARCEL 2016 R 00010-13-526 LEGAL TRACT LOT 1 S OF RIVER 2.86 3-23-52 REC 98-1567; 3) OLD JAIL BLDG 300 BLK HWY 50 PARCEL 2016 R 00010-13-555; 4) USPS PIG TRAX 7015 0640 0006 9115 6683 OTERO COUNTY CO RE PROP ASS OFF 102695 PARCEL 436529000008 AT 32337RD JJ CHERAW LA JUNTA 81050 and-or CO SEC STATE FILE NO -and- 5) 1733 SIXTH ST PARCEL 1004170 R 001 MAP 443509107001 OF 15120 SF; TALAFERRO ADD LA B-325 P-532 P-471 B-578 MASTER CHG: 20150122 COBEWGUY LEGAL CHG: 19871123 RACHEL: ABST CHG: 20160105 COBEKM-H; 6) 1436 SIXTH STR PARCEL 2016 R 00010-01-905 ADD USPS PIG TRAX 7015 0640 0006 6478; 7) 85 FIFTH ST REC NO 99-1706; REC 02-486, REC 95-1349 REC 98-147 PARCEL 2016 R 00010-05-260; 8) PARCEL 2016 R 00080-06-645 AT 8896 ROAD EE 81054;</p> <p><b>Real estate information:</b> This financing statement covers as-extracted collateral. This financing statement is filed as a fixture filing.</p> <p><b>Description of the real estate covered by this financing statement:</b></p>	20d Comment noted.




Comment		Response
Comment Number: 20	Name: Kerry Fritz II	Response to Comment 20
Date: 7/11/2016	Received: Documents submitted, Las Animas Public Hearing	
20e	<p>which would be then restrained and held in check until the time when we would need it for the final social cataclysm.</p> <p>The Third World War must be fomented by taking advantage of the differences caused by the 'agentur' of the 'Illuminati' between the political Zionists and the leaders of Islamic World. The war must be conducted in such a way that Islam (the Moslem Arab World) and political Zionism (the State of Israel) mutually destroy each other. Meanwhile the other nations, once more divided on this issue will be constrained to fight to the point of complete physical, moral, spiritual and economical exhaustion...We shall unleash the nihilists and the atheists, and we shall provoke a formidable social cataclysm which in all its horror will show clearly to the nations the effect of absolute atheism, origin of savagery and of the most bloody turmoil. Then everywhere, the citizens, obliged to defend themselves against the world minority of revolutionaries, will exterminate those destroyers of civilization, and the multitude, disillusioned with Christianity, whose deistic spirits will from that moment be without compass or direction, anxious for an ideal, but without knowing where to render its adoration, will receive the true light through the universal manifestation of the pure doctrine of Lucifer, brought finally out in the public view. This manifestation will result from the general reactionary movement which will follow the destruction of Christianity and atheism, both conquered and exterminated at the same time.</p> <p>Universal Manifestation = Post Modern Man Who Sold The World = simultaneously simultaneously</p> <p><b>Albert Pike Aug. 15, 1871</b> UP-Held Allah 'them'</p>	20e Comment noted.



Comment		Response
<b>Comment Number: 22</b>	<b>Name: Rick Klein, La Junta City Manager</b>	Response to Comment 22
<b>Date: 7/11/2016</b>	<b>Received: Private Verbal Comment, Las Animas Public Hearing</b>	
22a	<p>My name is Rick Klein—K-l-e-i-n—and I want to first say thank you to CDOT for trying to improve Highway 50 East and making us a part of Colorado by four-laning it, it'll improve the safety, mobility, but also give us a chance economically to compete with different communities in Colorado as far as bringing companies in. We have had numerous companies that won't even give us a look because we do not have four-lane from I-25 coming out, and if we can get this between 287 and I-25 on this corridor done I believe that Southeast Colorado will be possible.</p>	22a Comment noted.

Comment		Response
<b>Comment Number: 25</b>	<b>Name: Marty McCune</b>	Response to Comment 25
<b>Date: 7/11/2016</b>	<b>Received: Private Verbal Comment, Las Animal Public Hearing</b>	
25a	<p>Marty McCune from La Junta. My preference would be that if they develop the four lanes they do it in sections between the towns and do the bypasses as the last bit around each town. So basically develop the four-lane infrastructure in between the communities and then do the bypasses as the last step. That's it.</p>	25a Completing this US 50 Corridor East Tier 1 FEIS/ROD is the first step in identifying priorities along the US 50 corridor. For more information about how the planning process will work to identify final projects for construction, please see Standard Response 3 on page 7-15.



Comment		Response
Comment Number: 27	Name: Tom Wallace	Response to Comment 27
Date: 7/11/2016	Received: Comment Form, Las Animal Public Hearing	
 <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p><b>US 50 CORRIDOR EAST DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS)</b></p> <p>Please drop your comment in a comment box or hand it to one of the project team members</p> </div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the review period will be considered and responded to in the joint Final Tier 1 EIS/Record of Decision. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act.</p> <p>The information provided on this comment form will be published as part of the joint Final Tier 1 EIS/Record of Decision. Please check this box if you <u>do not</u> want your address and email to be published. <input type="checkbox"/></p> <p>Date: <u>July 12 2016</u>                  Name (required): <u>Tom Wallace</u>                  Organization: <u>Commissioner Bent County</u>                  Address (required): <u>19500 rd 5.5 Las Animas, Co. 81054</u>                  City/State/Zip:                  Email: <u>Tom bent Cnty 2 @ yahoo.com</u></p> <p>Please print your comment on the US 50 Corridor East Draft Tier 1 EIS legibly below.</p> <p><i>In the 1960's the State purchased extra right of way with the intent of making a joined 4 lane highway. I understand the thinking behind the express way approach "Safety" the Medial Separation of two way traffic is much more appealing. But in reality is it logical? Much more right of way would have to be purchased affecting more historic homes, irrigation ditches and canals, Businesses - etc... which were already affected in the 1960's.</i></p> <p><i>We drive in 2 way 2 lane traffic Separated by a painted line now. 4 lane 2 way traffic Separated by</i></p> <p style="text-align: center;">****CONTINUE ON BACK FOR MORE SPACE****</p> <p style="text-align: center;">Please turn in this form in to a project team member or mail/email by July 29, 2016, to:                  Colorado Department of Transportation                  US 50 Corridor East                  C/O Atkins North America                  7604 Technology Way, Suite 400                  Denver, CO 80237                  Email: US50East@atkinsglobal.com</p>		<p>27a The alternative described, the four-lane undivided highway facility type, was not chosen as the preferred facility type for this project because it does not improve the ability of local users to cross or turn left onto the highway. For more information on why the four-lane highway was not selected, please see Chapter 3.4.3, Decision Regarding Facility Type, on page 3-19 of the US 50 Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 27	Name: Tom Wallace	Response to Comment 27 (continued)
Date: 7/11/2016	Received: Comment Form, Las Animal Public Hearing	
27a	<p>****COMMENTS CONTINUED****</p> <p>paint would be so much more comfortable and safe than what we travel today. The portion of Highway 50 between Manzanola and Rocky Ford is 2 way 4 lane separated by paint and it would be almost impossible to widen the right of way to fit the express way concept.</p> <p>The express way concept has held up the 4 laning of US 50 for over 50 years. Shortly after the state purchased the extra right of way in the 1960's; the designers realized that not enough right of way was purchased to create an express way. So for 50 year the state and federal has spent a lot of time and money studying what to do.</p> <p>The state cannot fund proper maintenance of the existing US 50 corridor the federal won't fund expansion of 2 way 4 lane separated by paint so we are at an impasse and have been for 50 years. In the 1960's the states planning was years behind the federal concept.</p> <p>****ATTACH MORE PAGES AS NEEDED****</p> <p>Thank you for your input.</p> <p>Please turn in this form in to a project team member or mail/email by July 29, 2016, to:          Colorado Department of Transportation          US 50 Corridor East          C/O Atkins North America          7604 Technology Way, Suite 400          Denver, CO 80237          Email: US50East@atkinsglobal.com</p>	This side left intentionally blank.



Comment		Response
<p><b>Comment Number: 51</b></p> <p><b>Date: 7/12/2016</b></p>	<p><b>Name: Debbie Schandelmeier</b></p> <p><b>Received: Comment Form, Rocky Ford Public Hearing</b></p>	<p>Response to Comment 51</p>
<p>51a</p>		<p>51a The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>



Comment		Response
<b>Comment Number: 56</b>	<b>Name: Dorothy Muth</b>	Response to Comment 56
<b>Date: 7/12/2016</b>	<b>Received: Private Verbal Comment, Rocky Ford Public Hearing</b>	
56a	Okay, I got in it for the very last of this, but I been to the other one and I been talking to someone, what you were saying here is exactly what you were saying at the other one. How do you—I got to figure out how to put this without sounding . . . I think bypassing the towns is going to kill the towns.	56a The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.
56b	And 50 years ago, when I was a kid, I remember you guys taking the land from the ranchers down—all the way down Highway 50 and promising them a four-lane highway at that time, 50 years ago I remember that, and I think that's what you ought to stick with instead of taking land—more land from the ranchers and doing them all in. That's my—my spiel on it. This going around, you're going to kill the towns, and—and all we need is a four-lane highway, and I don't think you—we're giving it all to Colorado Springs and Denver. And Pueblo, that one interchange that you guys keep changing every five years, and—anyway—sorry. That's good.	56b One of the purposes of this Tier 1 study is to create a cohesive vision to address the needs of the corridor now and in the future. This will ensure that, as decisions are made about individual projects, they will eventually work together to create the desired conditions for the whole 150-mile-long corridor. For more information about how the planning process will work over time to identify projects for construction, please see Standard Response 3 on page 7-15.

Comment		Response
<b>Comment Number: 57</b>	<b>Name: Shirley Herman</b>	Response to Comment 57
<b>Date: 7/12/2016</b>	<b>Received: Private Verbal Comment, Rocky Ford Public Hearing</b>	
57a	I just wanted to make sure that when aligning this if they've already deleted a certain area that it doesn't come back without our noticing and causing problems with our water companies. We have a domestic rural water company that is along the—okay, it's along an eliminated roadway.	57a The US 50 Corridor East Tier 1 FEIS/ROD identifies the Preferred Alternative. As Tier 2 studies are completed, more detailed analysis may result in changes to the final design. For more information about the planning process, please see Standard Response 3 on page 7-15.
57b	As a small, domestic, rural water company, our water plant and all the wells are alongside of the roadway, it would be devastating to all of our customers to the south of Rocky Ford if something were to happen to our water company.	57b Comment noted.



Comment		Response
<b>Comment Number: 58</b>	<b>Name: Gale Butler</b>	Response to Comment 58
<b>Date: 7/12/2016</b>	<b>Received: Private Verbal Comment, Rocky Ford Public Hearing</b>	
58a	<p>Anyhow, we got a dummy named Ken that's a architect, and he's up there on the project on the river—Arkansas River and screwing everything up. You notice when you come through Fowler, Colorado, that big, wide spot in the highway where you can't get a truck—a semi around the corner to go across the river or go somewhere else, he designed the common curb out in the middle of the highway. And then you got a project here in Manzano—nola, a parking lot he designed, you can't get a full-size pickup in it because he figured, well, we don't have big pickups anymore. And then you come down here to the Armory in Rocky Ford, Colorado, he designed that, and the water's supposed to drain to the south, and what does it do, it drains into the building. And then the WW Feeds in La Junta, he come in there and he cost the company 1500—15 yards of concrete because he overkilled the foundation for a floor, a 40-by-60 building that they just going to store feed in. He thought they were going to park railroad trucks—or trains in there. And then—and then on the—on the highways, when they make the transitions from the bridges to the asphalt they can seem to never jive, they always three or four inches off, 'cause you go across the road whap, whap, whap. And then when it comes to patching and repairing they don't do a good job. This outfit out of Can—Canon City, it installed a—they did a job on 266, the State finally had to come out and redo it for them. Oh, and another deal a kid—a kid did, he designed a deal out here at Highway 50 and 71 where that barrier was, when you leaving to go back to Pueblo or you going tonight you'll see they had to saw it because the traffic couldn't see over that, then these small cars—they had several wrecks on account of that because, duh, we didn't savvy what was going on. We sit in the office and don't get—come down to the job site to see what's happening, so that's the main problem.</p>	58a Comment noted.



Comment		Response
<b>Comment Number: 8</b>	<b>Name: Charles Lienert, Ph.D</b>	Response to Comment 8
<b>Date: 6/9/2016</b>	<b>Received: Email</b>	
8a	<p>It appears that your company may be the primary contractor on this ridiculous waste of taxpayer money, but I want an answer to two questions: How many trees will be cut down in this boondoggle project? There are very few trees in the area of US 50 east and they are important to the ecology of the area. Secondly, how many wild life animals will be killed annually on this HUGE, UNNECESSARY project? These wild animals are also an important part of the ecology of this region.</p> <p>I expect that the millions of dollars you will make on this make-work program has so clouded your vision that you never considered either of my two questions.</p> <p>I do not want answers that are "good enough for government work", but I want realistic estimates to both of my questions.</p> <p>If CDOT and the contractors that build highways had their way, they would pave ALL of southeastern Colorado.</p> <p>Does anyone at your office has the fortitude to answer my questions? I doubt it.</p>	<p>8a During Tier 2 studies, more specific impacts to vegetation and to wildlife and its habitat, as well as potential ways to mitigate these impacts, will be identified. For information on the potential impacts to biological resources, please see Appendix A, Biological Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 9</b>	<b>Name: Marty McCune</b>	Response to Comment 9
<b>Date: 6/9/2016</b>	<b>Received: E-mail</b>	
9a	<p>To whom it may concern:</p> <p>On the following page, you indicate in the corridor facts that "US 50 is a 3,200-mile-long transcontinental highway reaching westward from Ocean City, Md., to San Francisco, Calif." Actually, the western most terminus of the highway occurs in West Sacramento, CA. You must then take Interstate 80 to San Francisco - and it's not a co-mingled highway from West Sacramento to San Francisco.</p> <p>Having grown up in West Sacramento, being a driving enthusiast, and having driven the entire length of the corridor coast to coast, you might understand why I've reached out to request that this be corrected on your website.  <a href="https://www.codot.gov/projects/us50e/project-overview.html">https://www.codot.gov/projects/us50e/project-overview.html</a></p> <p>Additional fact checking can be performed here:  <a href="https://en.wikipedia.org/wiki/U.S._Route_50">https://en.wikipedia.org/wiki/U.S._Route_50</a>  <a href="http://www.highway50.com/history.htm">http://www.highway50.com/history.htm</a>  <a href="http://www.route50.com/">http://www.route50.com/</a></p>	<p>9a The website (<a href="https://www.codot.gov/projects/us50e/project-overview.html">https://www.codot.gov/projects/us50e/project-overview.html</a>) has been updated.</p> <p>9b Comment noted.</p>
9b	<p>I am quite happy to see that we're looking to move forward with enlargement and safety enhancements in the Lower Arkansas River Valley. We greatly look forward to the improved traffic flow and additional safety.</p> <p>Regards, Marty McCune</p>	



Comment		Response
<b>Comment Number: 10</b>	<b>Name: Charles Lienert, Ph.D</b>	Response to Comment 10
<b>Date: 6/11/2016</b>	<b>Received: Email</b>	
10a	This project is a boondoggle to benefit Atkins North America, Inc., and all the contractors who will make a fortune from this unneeded project. Trees are an important part of the ecology of this almost treeless region. How many trees will be cut down in this taxpayer wasteful project? The wild life is also an important part of the ecology of this region. How many additional wildlife will be killed by this gigantic, wasteful project?	
10b	Now consider the B/C. The cost will run to hundreds of millions of dollars that come out of taxpayers pockets. The benefits to the communities along this stretch of US 50 e, will be ZERO.	10a During Tier 2 studies, more specific impacts to vegetation and to wildlife and its habitat, as well as potential ways to mitigate these impacts, will be identified. For information on the potential impacts to biological resources, please see Appendix A, Biological Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD.
10c	Just because US 50 e is widened there will no permanent increase in employment in any of the towns mentioned on this project. Boeing will not suddenly decide to build a new 2 billion dollar facility in this location, no domestic nor foreign car makers will decide to build a new facility along this route, etc. etc. Thus the B/C ration is ZERO.	10b The purpose for undertaking transportation improvements on the US 50 corridor is to improve safety and mobility for local, regional, and long-distance users of US 50 and to accommodate the existing and future travel demand. For more information on the project's purpose and need, please see Standard Response 4 on page 7-15 and Chapter 2, Purpose and Need, on page 2-1 of the US 50 Corridor East Tier 1 FEIS/ROD.
10d	Now consider the additional human deaths. The speed limit is 65 mph except through the small towns on this route. Currently even on places where there are 4 lanes the speed of cars on these sections is already 80 or more mph. Thus this project will result any many more human deaths.	10c Inadequate mobility on US 50 in the Lower Arkansas Valley has been cited as a factor that limits economic development in the area. For information on the project's purpose and need, please see Standard Response 4 on page 7-15 and Chapter 2, Section 2.3.2, Mobility Issues, on page 2-10 of the US 50 Corridor East Tier 1 FEIS/ROD.
10e	I know that the highway contractors have a powerful lobby in both Colorado and in Washington, D.C., and the sole purpose of this project is to enrich these highway contractors.	



Comment		Response
<b>Comment Number: 10</b>	<b>Name: Charles Lienert, Ph.D</b>	Response to Comment 10
<b>Date: 6/11/2016</b>	<b>Received: Email</b>	
<p style="text-align: center;">This side left intentionally blank.</p>		<p>10d Crash data is provided in Chapter 4, Section 4.4.1, Transportation, on page 4-222 of the US 50 Corridor East Tier 1 FEIS/ROD. Improvements to US 50 would have safety benefits by improving clear zones, making roadway design characteristics consistent, and increasing passing opportunities. A safer highway means fewer and less-severe accidents, reduced property and vehicle damage, reduced fatalities, and fewer personal injuries.</p> <p>10e Comment noted.</p>





Comment		Response
<b>Comment Number: 11</b>	<b>Name: Esther L. Muth</b>	Response to Comment 11
<b>Date: 7/26/2016</b>	<b>Received: Email</b>	
11a	<p>After seeing the proposed US 50 Corridor East Draft Tier 1, I can see that the Colorado Department of Transportation has put a lot of work (and money) into studying this project.</p> <p>It seems that the need for moving traffic faster along this route seems to be more important than the need for this area to prosper from the travelers that would be potential customers for the products that businesses and farms provide along this path. I don't think that priority is correct.</p>	<p>11a The purpose for CDOT undertaking transportation improvements along the US 50 corridor from Pueblo, Colorado, to the vicinity of the Colorado-Kansas state line is to improve safety and mobility for local, regional, and long-distance users of US 50 for present and future travel demand. For more information, please see Standard Response 4 on page 7-15 and Chapter 2, Purpose and Need, on page 2-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>11b Regarding around-town versus through-town alternative routes, CDOT has studied and evaluated several alternatives, some of which would maintain the highway in its existing location. It was determined that these alternatives do not fully meet the project's purpose and need. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3 Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>
11b	Those who travel on the planned bypasses of these towns will not add to the economy.	
11c	Unnecessary expense as far as I'm concerned. It would seem much more important to make the route safer by putting in four lanes between Pueblo and Manzanola. Why has this not been a priority?	
11d	<p>Many farmers would have their property split up to provide land for the new roads. This would be a hindrance for the ease of farming and also lower the value of the remaining land on his farm property. This does not seem like a matter of concern for those who "studied" this plan.</p> <p>Why not?</p>	



Comment		Response
Comment Number: 11	Name: Esther L. Muth	Response to Comment 11 ( <i>continued</i> )
Date: 7/26/2016	Received: Email	
This side left intentionally blank.		<p>11c The objective of the US 50 Tier 1 EIS is to provide decisions that CDOT and the communities along the US 50 corridor can use to design and program future transportation improvements of US 50 in the Lower Arkansas Valley. For more information about the planning process, please see Standard Response 3 on page 7-15 and page S-10, Anticipated Outcomes of Tier 1, in the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>11d A variety of resources, including agricultural resources, and the potential impacts to them were studied as part of this EIS process. For more information on the impacts to agricultural land, please see Chapter 4, Section 4.1, Rural and Agricultural Environment, on page 4-5 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>For information about how impacts to agricultural resources will be mitigated, please see Chapter 8, Section 8.2.2, Mitigation Strategies for Built Environment Resources, on page 8-9 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 12	Name: Scott Jensen	Response to Comment 12
Date: 8/4/2016	Received: Email	
12a	<p>Dear Sir/Madam:</p> <p>I would like to have a copy of the aerial photos for the routes around Fowler showing the approximate locations. I looked in the original study done, but the appendix will not download from this study.</p> <p>Thank You Scott</p>	<p>12a CDOT has prepared an aerial photo to show the Build Alternatives along the 150-mile corridor. This aerial photo was displayed at the four public hearings held in July 2016. This photo and other materials presented at the public hearings are available for download at: <a href="https://www.codot.gov/projects/us50e/public-hearings-on-tier-1-draft-environmental-impact-statement">https://www.codot.gov/projects/us50e/public-hearings-on-tier-1-draft-environmental-impact-statement</a>.</p>



Comment		Response
<b>Comment Number: 13</b>	<b>Name: Scott Jensen</b>	Response to Comment 13
<b>Date: 8/5/2016</b>	<b>Received: Email</b>	
<p>Dear Sir/Madam: <span style="float: right;">Date: August 5, 2016</span></p> <p>It is my opinion that the North Corridor around the Town of Fowler would have the least economic impact to the Fowler Area. My Reasons are as follows:</p> <ul style="list-style-type: none"> <li>• The South Route would have the most negative impact on the local agricultural community. The direct taking of highly intensive productive acres by CDOT resulting in dollar impact to farmers many of whom are my customers. The South Route would directly impact approximately 14 farmers, whom are major economic contributors to the local economy.</li> <li>• Indirect consequence of taking would be to the stranded parcels remaining after the taking. The relocation of canal laterals as well as diminished value to the farms due to isolated tracts causing economic harm to agricultural producers.</li> <li>• The South Corridor option also affects wetlands area (aka Hungerford Hollow). This fact was not cited in the EIS statement.</li> <li>• Historic Farms located in the South Corridor. Many of these farms have been in same family ownership for 100+ years.</li> <li>• The North Corridor would be best for the economic vitality of the Town of Fowler. Community would still be visible for travelers by using this route. The North Corridor option would better serve as a gateway to the Fowler Community.</li> </ul> <p>It is my opinion that the North Corridor would have the least impact to the Fowler Community. Keeping the Highway closer to Fowler is the best option for CDOT.</p> <p>Respectfully, Scott D. Jensen</p>		<p>13a Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD provides a discussion of the north and south alternative routes and presents the results of the analyses. According to the document, Alternative 1: Fowler North would have fewer adverse impacts on agriculture, while Alternative 2: Fowler South would have fewer effects on the natural environment. The two alternatives are comparable in their effects on the community and built environment, as well as their ability to meet the purpose and need of the project. As each Build Alternative has its tradeoffs in the three categories, no Preferred Alternative could be identified at this location and both Build Alternatives for Fowler are carried forward for Tier 2 studies. During Tier 2 analyses, additional evaluations will occur and a decision will be made for the preferred US 50 roadway alignment with input from the public.</p>



Comment		Response
<b>Comment Number: 14</b>	<b>Name: Kevin Lindahl</b>	Response to Comment 14
<b>Date: 8/12/2016</b>	<b>Received: Email</b>	
14a	<p>Good day,</p> <p>In regards to the proposed expansion and rerouting of Hwy 50 in eastern Colorado. I would like to express concerns that the Santa Fe Trail Association has with the proposal. First off we are not opposed to the expansion of highway 50, but rather have these concerns on how that expansion will have an impact on the Santa Fe Trail. From the map that is included in the public document, we see that the Santa Fe Trail will be affected, #1 south of La Junta, #2 east of Las Animas near the John Martin Reservoir and 3rd east of Lamar, Colorado. Some of these areas have visual traces or ruts of the original Santa Fe Trail that have survived all of these years. There also is concerns for Daughters of the American Revolution (DAR) stone markers that have been in place for over 100 years along the trail, that may be affected. I would like to request that the National Santa Fe Trail Association, as well as the local Bent's Fort Chapter of the Santa Fe Trail association be added as consulting parties for this project. The Santa Fe Trail Association has a good amount of data and reference material associated with the trail that I would like to make available to help locate specific trail segments as the expansion project will effect the trail.</p> <p>I am the local trail preservation chair and can be reached at the following:  Kevin Lindahl  Bent's Fort Chapter  Santa Fe Trail Association  Also I am on the board of directors for the National Santa Fe Trail Association  <a href="http://www.santafetrail.org/">http://www.santafetrail.org/</a></p>	<p>14a The US 50 Corridor East Tier 1 Section 106 Programmatic Agreement (PA) outlines how historic resources will be identified and evaluated in the US 50 Corridor East Tier 1 FEIS/ROD. A copy of the PA and associated correspondence is included in Appendix C, Public and Agency Involvement, of the US 50 Corridor East Tier 1 FEIS/ROD. More extensive coordination and consultation on eligibility and effect determinations will be conducted during Tier 2 studies, when roadway alignments have been identified.</p>



Comment		Response
<b>Comment Number: 15</b>	<b>Name: Kristine Smith</b>	Response to Comment 15
<b>Date: 8/19/2016</b>	<b>Received: Email</b>	
<p>US 50 E Project Team:</p> <p>15a { I am trying to determine the public comment period deadline for this project. I have been told the deadline is August 22nd but I cannot find a date or deadline listed on the website. If we get a written comment in by Friday, August 26th, is that too late? Thank you for your assistance.</p> <p>Kristine Smith, CLA                      Certified Paralegal                      March, Olive &amp; Pharris, LLC</p>		<p>15a Following requests from citizens, CDOT extended the end of the review period from July 29, 2016, to August 12, 2016. The notice of the extension was published in the Federal Register on July 19, 2016. The public review and comment period was originally scheduled for 47 days and was extended for a total of 61 days.</p>

Comment		Response
<b>Comment Number: 16</b>	<b>Name: Kristine Smith</b>	Response to Comment 16
<b>Date: 8/19/2016</b>	<b>Received: Email</b>	
<p>Project Team:</p> <p>16a { We thank you very much for your timely response. I have reviewed the website materials I cannot find information on plans for the frontage road; bridges LMR 6,                      16b { 7, or 8; and, exact dates for this the project actually starting. Can you help me that?</p> <p>Kristine Smith, CLA                      Certified Paralegal                      March, Olive &amp; Pharris, LLC</p>		<p>16a Roadway design for the locations you have specified in your comment has not yet started. Following this Tier 1 EIS process, Tier 2 NEPA studies will identify specific highway alignments and supplemental infrastructure needs, such as frontage roads, within the 1,000-foot-wide corridor, which would consist of a maximum 250-foot-wide highway footprint (i.e., alignment) to accommodate a four-lane expressway. For more information about how the planning process will work to identify final projects for construction, please see Standard Response 3 on page 7-15.</p> <p>16b Start dates for Tier 2 projects are dependent on funding, which has not been identified or prioritized yet. For more information about the timing of project implementation, please see Standard Response 3 on page 7-15.</p>



Comment		Response
Comment Number: 17	Name: Scott Jensen	Response to Comment 17
Date: 8/4/2016	Received: Email	
17a	<p>Do you have an aerial with more detail for just the Fowler Area. The one you sent me is too large for detail.</p> <p>Thanks Scott</p>	<p>17a The only aerial image available at this time is what was presented at the public hearings. All materials presented at the public hearings are available for download here: <a href="https://www.codot.gov/projects/us50e/public-hearings-on-tier-1-draft-environmental-impact-statement">https://www.codot.gov/projects/us50e/public-hearings-on-tier-1-draft-environmental-impact-statement</a>.</p>




Comment		Response
<b>Comment Number: 30</b>	<b>Name: Desarenay Adkins-Pfaff</b>	Response to Comment 30
<b>Date: 7/14/2016</b>	<b>Received: Letter</b>	
30a	<p>To: Colorado Department of Transportation                      US 50 Corridor East                      C/o Atkins North America                      7604 Technology Way, Suite 400                      Denver, Colorado 80237</p> <p>Date: July 14, 2016</p> <p>Date: 07-14-2016                      Name: Dr. Desarenay Adkins-Pfaff                      Address: 913 Washington Avenue                      Rocky Ford, CO 81067</p> <p>Comments on US 50 Corridor East Draft Tier 1 EIS</p> <p>I give my permission to print my comments and objections to be published on record for the joint Final Tier 1/EIS / Record of Decision.</p>	30a Comment noted.
30b	<p>Our family has lived here for twenty years and it would be a shame to turn this rural town into a ghost town because of this project to totally by-pass all towns. When the traffic drives through our town it helps the economy in each of the rural towns along Hwy 50 east, drivers stop for a break and something to eat and to shop, this is vital for each of the towns existence. Rocky Ford has four lanes to accommodate the requirements of this project.</p>	30b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.
30c	<p>Sending the traffic out and around has proven all through history, "that by-passing a town, destroys the economy and therefore, the towns die and become ghost towns." This plan is not a good plan and truly needs to go back to the drawing board before any contracts have been signed.</p>	30c The main purpose for these public hearings, and thus the format that was used, is to offer the public the opportunity to comment on the US 50 Corridor East Tier 1 DEIS, to review the alternatives that are being considered, and to describe the potential impacts to the public. All comments received during the public review period have been compiled into the list you are currently reviewing in Chapter 7, Table 7-2 of the US 50 Corridor East Tier 1 FEIS/ROD. This table also includes all responses to those comments.
30d	<p>Our entire town was very disappointed in the meeting at City Hall on July 12, 2016. Property owners of Rocky Ford were under the assumption that they could ask questions and have their questions answered so all could hear the answers. The engineers refused to do this.</p> <p>We all understand progress and business and this plan for Hwy 50 Corridor East <u>Currently is not a good plan, MUST be redesigned so the businesses and towns can prosper.</u></p> <p><i>Dr. Desarenay Adkins-Pfaff</i>                      Dr. Desarenay Adkins-Pfaff</p>	30d Comment noted.



Comment		Response
<b>Comment Number: 31</b> <b>Date: 7/12/2016</b>	<b>Name: Priscilla Aragon</b> <b>Received: Comment Form</b>	<b>Response to Comment 31</b>
31a		31a Comment noted.



Comment		Response
<b>Comment Number: 31</b>	<b>Name: Priscilla Aragon</b>	Response to Comment 31
<b>Date: 7/12/2016</b>	<b>Received: Comment Form</b>	
31a	 <p>***COMMENTS CONTINUED***</p> <p>will help the heavy traffic congestion to be more freely to travel at a better pace - a good flow and easier as well as safer for travellers. I feel that its good to improve old bridges for safer driving through all different types of weather condition. I also feel that the new US 50 corridor will bring in new and more businesses along the new US 50 corridor route. I feel that all your decisions, moves or motivation are excellent ideas for our rural environment for safety in all aspects throughout the southeastern - eastern plains to Kansas.</p>	31b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.
31b	<p>I also feel that farmers and ranchers are going to lose profits and closing fruit &amp; vegetable stands hurts our economy &amp; the way of survival for low income families who appreciate the produce our farmers grow on their farms. The farmers &amp; ranchers from Otero county would have a difficult time to make financial needs and needs because they would lose profits and that the way of making a living in this agricultural area.</p>	31c The determination for the around-town alternatives was made with consideration of existing land ownership and uses and the potential impacts—both positive and negative. For more information about how the around-town corridors were evaluated, please see Chapter 3, Section 3.5.2, Evaluation of Through-Town and Around-Town Corridors, on page 3-24 of the US 50 Corridor East Tier 1 FEIS/ROD.
31c	<p>Making the bypasses where the land is open and belongs to the state would be better to use land that is not occupied by the people. It would be better to use wild grass unused area for highways. I feel the highway bypass will bring a lot of changes there will be lights to control traffic to enter the old highway into streets to business areas.</p>	31d Final design of the highway will follow FHWA and CDOT design standards.
31d	<p>I also feel that every one would have to make an extra lane to turn into business area while center lanes will go straight &amp; others will turn into highway to go to other towns. This will bring safety to the drivers to avoid head on collisions.</p>	31e The cumulative effect on historic resources in the study area would be minor since highway alignments to be proposed during Tier 2 studies will be planned to avoid or minimize direct impacts to historic resources. For more information about the potential impacts to historic resources, please see Chapter 4, Section 4.3.1, Historic Resources, on page 4-97 of the US 50 Corridor East Tier 1 FEIS/ROD.
31e	<p>I also feel its not right to destroy history, memorages of countries.</p> <p>Please turn in this form in to a project team member or mail/email by July 29, 2016, to:                  Colorado Department of Transportation                  US 50 Corridor East                  C/O Atkins North America                  7604 Technology Way, Suite 400                  Denver, CO 80237                  Email: US50East@atkinsglobal.com</p>	



Comment		Response
<b>Comment Number: 32</b>	<b>Name: Anonymous</b>	Response to Comment 32
<b>Date: 6/10/2016</b>	<b>Received: Phone</b>	
32a	<p>More information about how the highway will be handled. I live in Lamar, Colorado so I'm concerned with rerouting things and taking business away that the truckers bring here.</p> <p>If there will be a 4 lane from Kansas to Pueblo that would be a good idea.</p>	<p>32a The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p> <p>32b For the most up-to-date information about the project, please visit the project website at: <a href="https://www.codot.gov/projects/us50e">https://www.codot.gov/projects/us50e</a></p>
32b	<p>Call me at xxx-xxx-xxxx to let me know what's exactly going I would appreciate it.</p> <p>Thanks bye.</p>	

Comment		Response
<b>Comment Number: 33</b>	<b>Name: Anonymous</b>	Response to Comment 33
<b>Date: 7/23/2016</b>	<b>Received: Phone</b>	
33a	<p>I was wondering if US 50 between Pueblo and the state line is a four-lane or a two-lane highway. Oh my number is xxx-xxx-xxxx.</p>	<p>33a Currently, US 50 east of Pueblo, Colorado, includes sections that are both two-lane roadways and four-lane roadways. The identified Preferred Alternative for the US 50 Corridor East project is a four-lane expressway with around-town routes, aligned mostly along the existing highway. For more information on the Preferred Alternative, please see Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 in the US 50 Corridor East Tier 1 FEIS/ROD. For additional details about the project and project process, please see the project website at: <a href="https://www.codot.gov/projects/us50e">https://www.codot.gov/projects/us50e</a></p>



Comment		Response
<p><b>Comment Number: 34</b></p> <p><b>Date: 8/5/2016</b></p>	<p><b>Name: Scott Jensen</b></p> <p><b>Received: Phone</b></p>	<p>Response to Comment 34</p>
<p>34a</p>	<p>Uh, yes. My name is Scott Jensen. I am Executive Vice President with Fowler State Bank in Fowler Colorado. And I just wanted to offer my comments in regards to the corridor options in the Fowler area. First of all, my preference, and I think the majority in the community's preference, is that the north corridor would be the best option for the route around Fowler. My reasons being that the south route would have the most negative impact on the local ag community and the direct taking of highly intense productive acres by CDOT would result in an impact to our farmers, many of whom are my customers. The south route, I've kind of estimated, would directly impact about 14 producers, who all are major contributors to the local economy. The other thing about that south route option is the indirect consequences of taking pieces and splitting farms into, you know, less than economic-sized parcels. it would also involve the relocation of canal laterals, bridges over the canals, and I just think there would be a diminished value to the farmers due to those isolated tracts causing economic harm. That south corridor option also, and I know I've read some of your reports and I know the north option you talked about the wetlands area. Well, there's also, on the south corridor, a number of acres that would also be affected. That drainage, the Hungerford Hollow, and it runs really close, the south option, to many of those wetland acres and it may impact those not directly over the top, but just the drainage and some of those other things. The other thing is there's another, a number of historic farms located in the south corridor. Many of these farms have been in the same family for 100+ years and, you know, we talk about historic designations and stuff and I really believe that, you know, our productive farms are some of our most valuable historic assets and I think we need to keep those intact. So, it's my opinion that the north corridor would also be the best for the economic vitality of the Town of Fowler. The community would still be visible for travelers using this route and the north corridor would better serve as a gateway to the Fowler community. Therefore, it is my opinion that the north corridor would have the least impact to the Fowler community keeping the highway closer to Fowler is the best option for CDOT. I can be reached at xxx-xxx-xxxx or my cell phone is xxx-xxx-xxxx. Thank you for your time. Bye.</p>	<p>34a Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD provides a discussion of the north and south alternative routes and presents the results of the analyses. According to the document, Alternative 1: Fowler North would have fewer adverse impacts on agriculture, while Alternative 2: Fowler South would have fewer effects on the natural environment. The two alternatives are comparable in their effects on the community and built environment, as well as their ability to meet the purpose and need of the project. Since each Build Alternative has its tradeoffs in the three categories, no Preferred Alternative could be identified at this location, so both Build Alternatives for Fowler are carried forward for Tier 2 studies. During Tier 2 analyses, additional evaluations will occur and a decision will be made for the preferred US 50 roadway alignment with input from the public.</p>



Comment		Response
Comment Number: 35	Name: Doug Bertella	Response to Comment 35
Date: 8/8/2016	Received: Phone	
35a	Yes, my name is Doug Bertella. My phone number is xxx-xxx-xxxx. I just bought property here down in McClave, Colorado, off of 50 and 196. I wanted to talk to somebody about this project that is going on in this US 50 corridor east. We have space to rent. We have RV spots to rent and quads to rent and just wanted to see how soon and everything things were going to take off and if we have a name or list or anything like that for contacts for people down here for storage and stuff like that for the equipment and all that. Alright, well, thank you very much. Bye.	35a Comment noted. At this time, no project construction timeframe has been identified. For more information on the timing of project implementation, please see Standard Response 3: Planning Process and Timing of Project Implementation on page 7-15.




Comment		Response
<b>Comment Number: 48</b>	<b>Name: George Pfaff</b>	Response to Comment 48
<b>Date: 7/18/2016</b>	<b>Received: Letter</b>	
	<p>Comments on US 50 Corridor</p> <p>The proposed route for US 50 corridor bypass around the cities is inappropriate, for the following reasons:</p>	
48a	<p>(1) By bypassing the following cities, Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Granada, and Holly, will negatively affect the economy of all the cities. The economies of these cities is fair at best so proposing to bypass these communities will serve to devastate the economies of these communities making these cities ghost towns. These communities depend on out of town traffic to boost an already sagging economy. Travelers stop to buy our food, gas, sleep in our hotels, eat at our restaurants, and visit our shops. By passing these communities will make it easier and convenient for travelers to bypass these communities, destroying our economy. This is exactly what happened to the towns along Route 66 and many other towns in this country where super highways were built to bypass small towns and cities. We should not allow history to repeat itself here (in Colorado). I would hope we would learn from past experience what happens to the economy of small communities when visiting traffic is rerouted and ceases to exist. Travelers will be less likely to get off exits to visit small communities when you have expressways such as the proposal that is before us.</p>	<p>48a The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>
48b 48c	<p>(2) Then there is the impact on agricultural and personal interests. The impact on agricultural interests will be negative since lands will be "bought" to provide access for bypass construction. Once government gets its foot in the door more real estate can be gobbled up to build truck stops, gas stations, rest areas, lodging, and who knows what else. This would take away agricultural economic base from these communities. Homes and agricultural lands will be lost causing a loss in tax base. Our agricultural economy will suffer with the bypass proposal because travelers will not be passing road side stands that exist in our communities. I'm sure road side stands will not be permitted on a super highway.</p>	<p>48b The potential impacts to agricultural resources was examined and considered as part of the EIS process. For more information on the potential impacts to agricultural resources, please see Chapter 4, Section 4.1.1, Affected Environment, on page 4-6 of the US 50 Corridor East Tier 1 FEIS/ROD. Mitigation measures to reduce these potential impacts have been identified and are discussed in Appendix A, Agricultural Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 7, Mitigation Strategies, on page 31.</p>
48d	<p>To offset the negative impact on these communities, does the State of Colorado have a plan to aid these communities? Due to this negative economical impact people will leave these areas and as people leave so does more the tax base and services such as police, fire, ambulance and other services provided to the public will no longer be available. Will the state provide aid to keep these services available? Will the state give aid to keep the people from moving and provide aid to keep Colorado agriculturally strong in the southeast?</p>	
48e	<p>(3) From Manzanola through just east of La Junta there already exists a four lane highway. Why do we need a bypass around these cities. Eliminating the bypass (altogether) will eliminate the expensive cost to taxpayers for this project.</p>	
48f	<p>(4) Having towns to drive through helps provide a natural slow down (speed bump) for traffic. This will help in the reduction of speed on the open highway. Going through towns also increases the chances of economical survival for our communities. It also creates a natural rest stop for weary travelers to rest and shop!</p>	
48g	<p>I grew up in a small community in Pennsylvania with two lane roads running through it. As the years went by four lane highways were constructed where the two lane highways were. There were no bypass through our town. This created an economic increase for the area while</p>	



Comment		Response
Comment Number: 48	Name: George Pfaff	Response to Comment 48
Date: 7/18/2016	Received: Letter	
This side left intentionally blank.		<p>48c Property acquisitions will result in the purchase of some agricultural land, and require some business and residential relocations. All land acquisitions will comply with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970. For more information about property acquisitions, please see Standard Response 5 on page 7-15.</p> <p>48d The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p> <p>48e For information on why the around-town routes were carried forward, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 in the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>48f The purpose for undertaking transportation improvements on the US 50 corridor is to improve safety and mobility for local, regional, and long-distance users of US 50 and to accommodate the existing and future travel demand. For more information on the purpose and need of the project, please see Standard Response 4 on page 7-15 and Chapter 2, Purpose and Need, on page 2-1 in the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 48</b>	<b>Name: George Pfaff</b>	Response to Comment 48 ( <i>continued</i> )
<b>Date: 7/18/2016</b>	<b>Received: Letter</b>	
48g	preserving a lot of the agricultural and rural areas. Restaurants and shops were constructed as well as a small shopping mall, through a about a 5-6 mile area running north and south. Also the north-south route allows for easy access to visit shops through the historic areas. I visited the area in 2004 and it was amazing to see how well the area is thriving having visitors travel through it. This is what we need for this project to do. We can provide a four lane high way	48g Comment noted.
48h	form Pueblo, through Fowler to Manzanola (where 4 lanes already exists). We need to have this route to run through our communities to provide economic survival and integrity. We can have both easier accessibility for passing and increasing travel time and much needed visitor travel through our communities.	48h Due to the community disruption of through-town corridors, CDOT explored potential around-town corridors in consultation with local communities. For more information on around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5.2, Evaluation of Through-Town and Around-Town Corridors, on page 3-24 of the US 50 Corridor East Tier 1 FEIS/ROD.
48i	(5) From what I can see of these bypasses, there seems to be some curves and exits and entrance or merging areas on and off the bypasses. Since this project involves an increase in speed on this road, this creates accidents waiting to happen. With this increase in speed when accidents occur there will be more damage and fatalities. I can not believe this is what we want. Has a study been taken to ascertain what the accident and fatality rate will be from this project?	48i Based on projections of increased traffic over the next 25 years, the 2003 CDOT Safety Assessment Report for US 50 estimated that the total crash frequency for the two- and four-lane segments is expected to increase by 81 percent and 50 percent, respectively, if the highway is not substantially improved (CDOT 2003c). Many of the crashes experienced on the existing corridor are related to conflicts between different users and geometric design deficiencies. The Preferred Alternative would remove or reduce these conflicts and address the deficiencies in order to safely facilitate the higher travel speeds. For more information on how the Preferred Alternative will improve safety, please see chapter 3.4.2, Screening of Facility Types, on page 3-17 of the US 50 Tier 1 FEIS/ROD.
48j	Also another thought has to be brought up. As I stated earlier when communities perish so will the tax base. As a result services such as police, ambulance, and fire (our emergency services) will also perish. This will create a problem for emergency services when accidents occur. Under these circumstances access to emergency services will take longer obtain and emergency trips to hospitals may take as long as an hour.	
48k	(6) What kind of traffic problems will exist during construction? What kind of impact on the communities will this have? Will people try to avoid traffic problems? Will people use alternative routes? Will this create a reduction in visitors through the areas in question? Again any reduction in visiting traffic will negatively affect the economy of these communities!	
48l	(7) Having these bypasses will creates extra mileage around the areas. This will create an increase in fuel consumption and fuel costs to consumers. We as a society need to decrease fuel consumption and not make roads, expressways, and bypasses that increase fuel consumption.	
48m	(8) Suggestions for further meetings. We need to have a public question/answer period. It would be nice to know what everyone is thinking and have the availability to gain further knowledge form others input. We also need to have people at these meetings who will be decision makers on this project. Also our political leaders need to be at these meetings to listen to their constituents.	
48n	In conclusion, it is a crime to interfere and mess up people lives and livelihoods for this inane project. It is obvious by the response tonight, (July 12, 2016 in Rocky Ford), that this is something that community DOES NOT WANT! It is time that our leaders stand up for our communities and stop ramming projects such as this down our throats. We need a government to stop overdramatizing what government thinks our needs are. Taking our property and homes for unnecessary purposes without the public's input should not be tolerated. We need a government that listens to the people and does not usurp our rights and freedom  I suggest that this proposal be placed locally on the ballot to see what the people want.	
		





Comment		Response
Comment Number: 48	Name: George Pfaff	Response to Comment 48 ( <i>continued</i> )
Date: 7/18/2016	Received: Letter	
This side left intentionally blank.		<p>48j The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p> <p>48k CDOT will minimize impacts from construction as much as possible and will ensure adequate access along and across US 50 during this time. More detailed construction plans, construction impacts, and potential mitigation plans will be created during Tier 2 studies.</p> <p>48l In most locations, drivers traveling through sections of the US 50 corridor would drive a longer distance than they do today because of the new around-town routes. Under the Build Alternatives, this drive would be between two miles to 11 miles longer than the existing 150-mile route, depending on which alternatives are chosen during Tier 2 studies. These build alternatives are anticipated to increase energy consumption by between 2 percent and 12 percent, depending on which alternatives are chosen during Tier 2 studies. For more information about impacts to energy consumption, please see Chapter 4, Section 4.4.4, Energy, on page 4-245 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 48	Name: George Pfaff	Response to Comment 48 ( <i>continued</i> )
Date: 7/18/2016	Received: Letter	
This side left intentionally blank.		<p>48m The public hearing that was held in Rocky Ford on July 12, 2016, was a public hearing on the US 50 Corridor East Tier 1 DEIS. The public hearing offered the public the opportunity to comment on the document, the alternatives under consideration, and the anticipated impacts. Comments made at the public hearings are included in Chapter 7, Community Outreach and Agency Involvement, in Table 7-2 of the US 50 Corridor East Tier 1 FEIS/ROD. After the public hearing, CDOT staff were available to answer individual questions regarding details of the project.</p> <p>48n Comment noted.</p>



Comment		Response
<b>Comment Number: 59</b>	<b>Name: Angela Conty</b>	Response to Comment 59
<b>Date: 6/9/2016</b>	<b>Received: Website comment</b>	
59a	<p>Its about time they finally fix highway 50 to a 4 lane highway. We've been waiting forever for this to happen. Get started now we need this 4 lane highway desperately</p>	59a Comment noted. Start dates for Tier 2 projects are dependent on funding, which has not been identified or prioritized yet. For more information about the timing of project implementation, please see Standard Response 3 on page 7-15.

Comment		Response
<b>Comment Number: 60</b>	<b>Name: Larry D Bradshaw</b>	Response to Comment 60
<b>Date: 7/7/2016</b>	<b>Received: Website comment</b>	
60a	<p>I am so excited about this project and have been since I was 11 years old and now I am just 68 maybe it will happen before I die. The main reason I sent this is to ask the whereabouts of my street sign, they came through and put in all of the neat breakaway signs along the highway and now we have no street signs, I live on 4th street in Fowler and when giving someone directions to my house I tell them to just turn at the swimming pool, does not work really well at night. I do understand the all you have to go through to get this designed and meet all of Federal Regs, just wanted to express my feelings.</p>	60a CDOT conducted a signing project along US 50 through Fowler and inadvertently removed some of the local street name signs. These signs were replaced in 2017.



Comment		Response
<b>Comment Number: 61</b>	<b>Name: Anita Pointon</b>	Response to Comment 61
<b>Date: 7/9/2016</b>	<b>Received: Website comment</b>	
61a	<p>A workday, Monday, from 11 am to 2 pm is an unacceptable time slot for a public input meeting. Apparently, you are not wanting input on this project from Bent County residents and businesses.</p>	<p>61a In an attempt to provide public input opportunities for as many people in the corridor as possible, the project team chose to hold four public hearings, one in each county. Three of the public meetings were held in the evening and one during the day to provide the best opportunity for all residents throughout the corridor to participate in the meetings. For more information on the public hearings, please see Standard Response 2 on page 7-14.</p>

Comment		Response
<b>Comment Number: 62</b>	<b>Name: Paul Mason</b>	Response to Comment 62
<b>Date: 7/14/2016</b>	<b>Received: Website comment</b>	
62a	<p>For forty years I have heard of the improvements that you plan to make to hy50. The only improvement to the hiway you have made is to put a (1) passing lane in east of boone turn off, other than routine resurfacing. You need more passing lanes in between manzanola &amp; pueblo. I own property close to fowler &amp; travel the road weekly. The number of times I have been caught in a slow moving convey or faced a onslaught of vehicles passing a slow moving vehicle illegally, forcing me to take the shoulder to avoid a head on is at least 2 times a year. I have known of other people who have considered investing in the valley have decided against investing after traveling hy50 in about 10 trips. If you put as much effort into putting in more passing lanes as you do having biannual meetings you would have enough money to put in a couple more passing lanes. In the summer time with farm &amp; rv traffic I routinely take hy96 instead of 50 because it is faster &amp; safer even though it is 5 miles longer for me to drive.</p>	<p>62a The Preferred Alternative for the US 50 Corridor East project is a four-lane expressway with around-town routes. This alternative would allow vehicles to safely pass each other without interference with oncoming traffic. For more information regarding the Preferred Alternative, please see Standard Response 6 on page 7-16 and Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 63</b>	<b>Name: Janie Petramala</b>	Response to Comment 63
<b>Date: 7/21/2016</b>	<b>Received: Website comment</b>	
<p>To Whom It May Concern:</p> <p>63a { I feel this project will <b>NEGATIVELY</b> impact the lower Arkansas Valley. It would take prime irrigated or prairie land, out of production, reducing income and commerce for many. It will do great harm to any local business, as they rely on "drive thru" traffic. I see the future of the Arkansas Valley drying up, and the next generation moving to the city, where jobs can be found.</p> <p>63b {</p> <p>63c { I think this project would benefit more people if passing lanes, or repairs, could be made, to the highway 50 corridor. That would improve the quality and safety of our lives, here in the Arkansas Valley.</p> <p>Thank you, Janie Petramala</p>		<p>63a The Build Alternatives would affect 0.1 percent of the agricultural land (farmland and ranch lands) in the project counties (Pueblo, Otero, Bent, and Prowers Counties). For more information about the potential effects to agricultural resources, please see Chapter 4.1, Rural and Agricultural Environment, on page 4-5 of the US 50 Tier 1 FEIS/ROD and Appendix A, Agricultural Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>63b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p> <p>63c The identification of the Preferred Alternative is based on best meeting the purpose and need of the project. For more information about how the Preferred Alternative does this, please see Standard Response 6 on page 7-16 and Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 64</b>	<b>Name: Joe Ayala</b>	Response to Comment 64
<b>Date: 7/28/2016</b>	<b>Received: Website comment</b>	
64a	I think it would be a horrible idea to move the location of HWY 50 a bypass would have horrible implications for the communities along HWY 50. Please do not do this.	<p>64a CDOT has studied and evaluated several alternatives, some of which would have the highway continue to run through towns. It was determined that these alternatives do not balance the multiple needs of the project. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3 Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>For information on the potential effects to communities as well as strategies to avoid, minimize, and mitigate these effects, please see Chapter 4.3, Community and Build Environment, on page 4-96 of the US 50 Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 65</b>	<b>Name: Nancy Bennett</b>	Response to Comment 65
<b>Date: 7/28/2016</b>	<b>Received: Website comment</b>	
65a	Highway 50 needs to be four lanes from the Kansas border to the Utah border.	<p>65a The identified Build Alternatives for the US 50 Corridor East Tier 1 EIS project consist of a four-lane expressway on or near the existing US 50 highway alignment with around-town routes running from I-25 in Pueblo to approximately one mile east of Holly, near the Kansas border. US 50 west has a different purpose and need and is therefore not included as part of this study.</p> <p>65b CDOT Region 2 is working on the design for an overlay and passing lane project for US 50 from Mile Post (MP) 354.5 to MP 357.5 (Fowler to Manzanola). The project is currently set to advertise for contractors in the late summer/early Fall of 2018. The project will include a major rehabilitation of the roadway and an additional one-mile passing lane.</p> <p>65c Completing this US 50 Corridor East Tier 1 FEIS/ROD is the first step in identifying priorities along the US 50 corridor. For more information about how the planning process will work to identify final projects for construction, please see Standard Response 3 on page 7-15.</p>
65b	Most immediate need is for new blacktop from Manzanola to Fowler. The road is falling apart in that area!	
65c	<p>Until the four lanes are constructed there needs to be two more passing lanes between Manzanola and Pueblo. Passing lanes should be about every 20 miles.</p> <p>I have lived on Hiway 50 since 1945. That is 70 years I have listened to people talking about the need for four lanes. Seventy years is more than long enough to get something done. . .</p> <p>Is anyone listening?</p>	



Comment		Response
<b>Comment Number: 66</b>	<b>Name: Robert Townsend</b>	Response to Comment 66
<b>Date: 7/29/2016</b>	<b>Received: Website comment</b>	
66a	As a frequent drive of highway 50 here in southeast Colorado I see a lot of the issues that are mentioned in the report. I would be a huge fan of expanding the accessibility and passing ability on the highway. A four lane corridor would be nice from the Kansas line to Pueblo and would increase the safety of entering the highway and passing safety throughout the traveling route. I spend a lot of time traveling this roadway, especially Holly to Fowler.	66a Comment noted.





Comment		Response
Comment Number: 67	Name: Dave Kaess	Response to Comment 67
Date: 7/29/2016	Received: Website comment	
67a	I think the road needs to be moved to the north along the prairie. That disturbs less productive land and allows for a straighter path. The traffic goes through the towns now and no one stops. I don't think they will stop just because the high way is closer to town. I do think that economic development will benefit from more traffic through the area, even if it is several miles north.	<p>67a Multiple regional corridor locations were studied as part of this EIS. Moving the highway to the north or south of its current alignment were determined not to fully meet the purpose and need of the project and were, therefore, eliminated. For more information on the project's purpose and need, please see Standard Response 4 on page 7-15. For more information on the regional location of the highway, please see Chapter 3, Section 3.2, Regional Corridor Location, on page 3-2 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>67b Property acquisitions will result in the purchase of some agricultural land, and require some business and residential relocations. All land acquisitions will comply with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970. For more information about property acquisitions, please see Standard Response 5 on page 7-15.</p> <p>67c Comment noted.</p>
67b	Seems like a lot of money spent trying to make everyone happy. But sadly the folks most affected, the ones that will have their property taken will get no premium for "taking one for the team"	
67c	Bottom line: there needs to be four lane high way from Lamar to Pueblo. Get it done!	



Comment		Response
<b>Comment Number: 68</b>	<b>Name: Lynn D. Horner</b>	Response to Comment 68
<b>Date: 7/30/2016</b>	<b>Received: Website comment</b>	
68a	I would love to see at the very least, more passing lanes. Ideally it would be great to have four lane all the way from Pueblo to Lamar.	<p>68a The Preferred Alternative for the US 50 Corridor East project is a four-lane expressway with around-town routes. For more information regarding the Preferred Alternative, please see Standard Response 6 on page 7-16 and Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>68b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>
68b	I am not in favor of the bypasses around the communities. They will be our economic downfall and simply are not cost effective. Thanks Lynn Horner Mayor of La Junta	



Comment		Response
<b>Comment Number: 69</b>	<b>Name: Bob Schwinger</b>	Response to Comment 69
<b>Date: 7/28/2016</b>	<b>Received: Website comment</b>	
69a	The idea of making a zig zag four lane road from Kansas to Pueblo would be a colossal waste of taxpayer dollars. How many travel miles would be added by going north of one town, south of the next and then north of the next one all the way to Pueblo? What would be gained? Where would the state sales tax be collected that we now send to Denver every quarter? There would not be any because no one would stop.	69a The Preferred Alternative would be between two and 11 miles longer than the existing 150-mile route, depending on which roadway alignments are chosen during Tier 2 studies. For more information on the benefits of the around-town routes, please see Standard Response 1 on page 7-13 and Chapter 3 Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.
69b	Soon there would not even be stores here to collect taxes. Might ought to think about that. . .	69b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.
69c	True, we need taxpayer money spent in this area, but we need it to be a benefit to our communities. Not a detriment!!	69c Comment noted.
69d	I trucked along Highway 50 for 50 years and the only thing wrong with the highway is the quality of the asphalt and no rest areas.	69d The purpose for undertaking transportation improvements on the US 50 corridor is to improve safety and mobility for local, regional, and long-distance users of US 50 and to accommodate the existing and future travel demand. For more information on the purpose and need of the project, please see Standard Response 4 on page 7-15 and Chapter 2, Purpose and Need, on page 2-1 of the US 50 Corridor East Tier 1 FEIS/ROD.



Comment		Response
<b>Comment Number: 70</b>	<b>Name: Cindy Duran</b>	Response to Comment 70
<b>Date: 6/10/2016</b>	<b>Received: Website comment</b>	
70a	<p>Even if Highway 50 isn't expanded to bypass the towns, it would be extremely helpful to have 4 lanes the entire length of it. It is often slow moving farm vehicles that slow traffic even more than slowing down for the towns. More importantly in my mind, is that the two lane sections are very hazardous.</p> <p>Faster vehicles trying to get by the slower vehicles makes driving the 2-lane sections of Highway 50 ripe for accidents. I hope CDOT will make a priority of widening those sections before trying to bypass the towns. Thank you!</p>	<p>70a Completing this Tier 1 EIS is the first step in identifying priorities along the US 50 corridor. Project priorities are identified through the federal planning process where CDOT and FHWA work directly with our local planning partners. For more information on prioritization and project implementation, please see Standard Response 3 on page 7-15.</p> <p>Funding for the improvements identified during this Tier 1 process is uncertain since CDOT's funding for highway improvements on this corridor is limited. For information regarding project funding, please see Standard Response 7 on page 7-16.</p>



# LAS ANIMAS PUBLIC HEARING, PUBLIC VERBAL COMMENTS



Comment		Response
<b>Comment Number: 29</b>	<b>Name: Kerry Fritz II</b>	Response to Comment 29
<b>Date: 7/11/2016</b>	<b>Received: Public Verbal Comment, Las Animas Public Hearing</b>	
29a	<p>MR KERRY FRITZ: I think everybody wants it on the public record, we want to discuss it openly and not individually and, then, have a person to respond. I have—I have one question. Where's the money coming from?</p> <p>MR. ROB FREI: That's a good question, we can talk about that after.</p>	29a The format used for this project allows CDOT and FHWA to thoroughly record the public comments and provide proper responses. For more information about public hearings, please see Standard Response 2 on page 7-14.
29b	<p>MR. KERRY FRITZ: Well, I think everybody wants to know where the money's coming from. Does anybody want to know where the money's coming from?</p> <p>MR ROB FREI: We'll give you five minutes to—I would be happy to answer that question.</p>	29b Funding for the improvements identified during this Tier 1 process is uncertain since CDOT's funding for highway improvements on this corridor is limited. For information regarding project funding, please see Standard Response 7 on page 7-16.
29c	<p>MR. KERRY FRITZ: I know where the money's coming from, I want you to tell them (indicating). No, you tell them where the money's coming from. Who you are associated with.</p> <p>MR. ROB FREI: I am associated with the State.</p> <p>MR. KERRY FRITZ: No, he's associated with the same international group that's bringing in the—the immigrants that you don't want to live beside, okay? They—they—apparently, according to the record, they feel guilty, the Swiss, for staying neutral in World War II. That's a bunch of crap. I just came back from Europe, all those people that are imported here are already in Europe walking down four-lane high—or two-lane highways as en masse. I'm talking—I'm talking five miles back you can see people walking through Europe because someone is advertising that the Swedish women want men, okay (indicating)? Now, the Swedish women aren't—aren't advertising that they want men, other than the fake dating—dating websites that the same people are hiring them to do. So this—these people are not your friends. They're—they're—they're Colorado residents, but they're hired by international—you don't know what's going to happen two weeks after you approve anything, they could fire these people, they're out on their cans, and you get a bunch of international forces moving in here telling you where to go. I just got—I'm all frickin' for the future—(inaudible)—I just happened to end up in this town, in this town. If you don't know where the Las Animas familius is then you look back in history. This is Las Animas, I am the Las Animas familius, in 15 other cultures I'm called by different names. In Russia the Santa Claus doesn't wear a red suit with an old lady, he has a green suit on with a bunch of young ladies around, okay? You're—you're living in a future prophecy basically—</p>	29c Comment noted.



Comment		Response
<b>Comment Number: 28</b>	<b>Name: Tom Wallace</b>	Response to Comment 28
<b>Date: 7/11/2016</b>	<b>Received: Public Verbal Comment, Las Animas Public Hearing</b>	
28a	<p>Do I need to come up there, or can I just ask my question from here (indicating)?            Okay.            Right.            Is this okay?            Tom Wallace, I'm a Bent County Commissioner. All I want to know right now—is with this expressway is there controlled access, or is it just like we are now? You know, on—on the expressway, what kind of access is on the expressway?            And then my other question is what kind of build is an expressway, is it four lanes together or are they separate lane—or directions separate (indicating)?            So that—on the width of right of way—on that. Do I need to ask him (indicating)?            Thank you.</p>	<p>28a An expressway is a divided highway with partial access control. In this scenario, US 50 would be reconstructed as an expressway with a wide median and access provided at a minimum of one-half mile spacing. The resulting elimination of numerous existing access points would require that some local trips use other roadways—and, in some cases, frontage roads—to reach US 50. More information regarding the facility types that were considered is available in Chapter 3, Section 3.4.1, Description of Facility Types, on page 3-13 in the US 50 Corridor East Tier 1 FEIS/ROD.</p>

Comment		Response
<b>Comment Number: 24</b>	<b>Name: Marty McCune</b>	Response to Comment 24
<b>Date: 7/11/2016</b>	<b>Received: Public Verbal Comment, Las Animas Public Hearing</b>	
24a	<p>Okay, my name's Marty McCune, from La Junta, Colorado. So the question I'm curious about with these bypass routes around the town is(sic) there going to be additional efforts put in to create connections? Like, for instance, in La Junta you're going south of town, there's a highway and San Juan Avenue that goes south of town, I don't want either of those in their current condition to be access corridors into town unless they're improved as well, so . . . I—and I work across all of Southeast Colorado so I have the same question for every one of these communities, because I know—I'm assuming that the old 50 will be a business route, but you're still going to have other connections in each of these towns that will need improvements, so . . .</p>	<p>24a Connections from US 50 to local communities will be maintained to ensure local access and mobility. The exact location and design will be addressed in Tier 2 studies. Many of the access roads are under the jurisdiction of the municipalities and the counties, and CDOT will work with the respective jurisdictions to ensure the best for local, regional, and long-distance users of US 50.</p>



Comment		Response
Comment Number: 21	Name: Laura Heckman	Response to Comment 21
Date: 7/11/2016	Received: Public Verbal Comment, Las Animas Public Hearing	
21a	Laura Heckman, I live at McClave, and we farm, and through this we would end up losing our home and—both homes, and also farmland, and I didn't know how you guys handle that, because, you know, the farmland—Okay, let me continue. And, so, I didn't know, again—especially with farmland you're losing your income, that farmland, and, so, I didn't know how you're going to handle that.	<p>21a Impacts to specific parcels will be evaluated in greater detail during Tier 2 studies after specific roadway footprints are identified. All property acquisitions will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. For more information about property acquisitions, please see Standard Response 5 on page 7-15 and Chapter 4, Section 4.3.3, Land Use, on page 4-118 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>21b The City of Lamar, Colorado, is excluded from the project area. This area was studied under the separate <i>US 287 at Lamar Reliever Route Environmental Assessment</i>, completed in August 2013. The Finding of No Significant Impact (FONSI) for the project was signed in November 2014. More information on the US 287 at Lamar Reliever Route Project, the Environmental Assessment (EA), and the FONSI, go to <a href="http://www.coloradodot.info/projects/us287lamar">http://www.coloradodot.info/projects/us287lamar</a>.</p>
21b	Also I was just curious why was not 287 looked at, because that's where your heavy traffic is, and I could see the real benefit for that to be a four-lane because it has so much traffic on it and it's already set up to be—you know, for carrying traffic, so that's why I was asking that question.	
21c	So—and, then, also on historical, I know—we have a historical schoolhouse, and would that just be—it just—yeah, 'cause it's going to be right in the middle of the highway 'cause it's right next to the highway, so . . . Anyway, those are my questions.	





Comment		Response
<b>Comment Number: 21</b>	<b>Name: Laura Heckman</b>	Response to Comment 21
<b>Date: 7/11/2016</b>	<b>Received: Public Verbal Comment, Las Animas Public Hearing</b>	
This side left intentionally blank.		21c Impacts to specific structures will be identified during Tier 2 studies. The US 50 Corridor East Tier 1 Section 106 Programmatic Agreement (PA) outlines how historic resources will be identified and evaluated in the US 50 Corridor East Tier 1 EIS. The PA was developed and signed by representatives from the lead agencies (CDOT and FHWA) and the Colorado SHPO. For the historic context and a discussion of effects on specific resources, review Appendix A, Historic and Archaeological Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD.

Comment		Response
<b>Comment Number: 23</b>	<b>Name: Greg Kolomitz</b>	Response to Comment 23
<b>Date: 7/11/2016</b>	<b>Received: Public Verbal Comment, Las Animas Public Hearing</b>	
23a	Thank you. My name is Greg Kolomitz, I'm from La Junta. I live in La Junta. First of all, I appreciate the attempt today to look at Southeast Colorado, that's a good thing I guess. I would like to state for the record that I believe any project of this magnitude needs to include a Economic Impact Study in terms of what the diversion of traffic away from the existing corridors through the towns along Highway 50—what that diversion of traffic would mean to the communities in terms—in terms of economic impact, I would like that to be addressed. Thank you.	23a For information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.



Comment		Response
<b>Comment Number: 26</b>	<b>Name: Jenn Pointon</b>	Response to Comment 26
<b>Date: 7/11/2016</b>	<b>Received: Public Verbal Comment, Las Animas Public Hearing</b>	
26a	<p>My name is Jenn Pointon, I'm a resident of Las Animas, a life-long resident of Baca County, so . . . One of my questions—that has come up a couple of times from my family and stuff—is I know that you guys are strictly for Highway 50 East in this corridor, but is the same consideration going to be done through the mountains, or is this just another way of taking the rural and just kind of taking what you want, so to speak? Because we are rural and we are a smaller community and stuff like that. Also, how is the—I think he kind of addressed it—but how do you decide what the socioeconomic impact is? Because like it was stated before, we do depend on outside, of course, we can't survive without them in these small communities, and by diverting the traffic you're going to eliminate a lot of the resources and the income that these communities depend upon. So those are my two questions, thank you.</p>	<p>26a The objective of the US 50 Corridor East Tier 1 EIS effort is to provide decisions that CDOT and the communities along the corridor can use to plan and program future improvements within the project area. Improvements on US 50 west of Pueblo, where the purpose and need for improvements in the mountains is very different, were not included in this analysis. However, regardless of where a transportation project is located, the same analysis and alternatives evaluation process is used.</p>
26b		<p>26b The potential economic impact to communities from the US 50 project is expected to be minimal. For information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>



# LAMAR HEARING, PUBLIC VERBAL COMMENTS

No public verbal comments were received at the Lamar Public Hearing.



# ROCKY FORD PUBLIC HEARING, PUBLIC VERBAL COMMENTS



Comment		Response
<b>Comment Number: 40</b>	<b>Name: Kathy Davis</b>	Response to Comment 40
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
40a	<p>Hi, I'm Kathy Davis from La Junta, and the only comments that I have are going to be brief. So from 2006—at that time there has been 40 years studying on this, and, then, environmental study came in 10 years from that the last time that we did that, so the problem is—that I have, you're not addressing—the main problem area that I see on this that needs to be addressed pretty quickly is the area from Fowler to Pueblo where there's a lot of accidents happening in that stretch, because it is two lane the truckers are having a hard time, you know, with the people passing them and that's when the crashes are occurring. So that's one of the main problems that I—I see coming up, okay? That's it.</p>	40a Completing this US 50 Corridor East Tier 1 FEIS/ROD is the first step in identifying priorities along the US 50 corridor. For more information about how the planning process will work to identify final projects for construction, please see Standard Response 3 on page 7-15.

Comment		Response
<b>Comment Number: 42</b>	<b>Name: Mike Franklin</b>	Response to Comment 42
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
42a	<p>Yeah, my name is Mike Franklin, I live in La Junta. I have a business that is—would be taken over by this thing right on the highway, I've got three homes that will be taken over by this deal on the highway right through my property, the exits have been put in years ago, and quite a bit of pastureland for my cows (indicating). My business, I depend on everybody from the road to get my business from, but if they're coming to get bait from me at my bait shop, Hook, Line &amp; Sinker, they come to me whether they go through La Junta or whether they'll go around. If they want to come see Comanche Grasslands, they'll pull into La Junta, they'll go. I'm all for selling my property for this deal because I've seen lots of places in Texas that do bypasses, it brings people, it brings jobs, it brings lots of things, and my stuff will be for sale to them if they want it.</p>	42a Comment noted.



Comment		Response
<b>Comment Number: 39</b>	<b>Name: Norma Cannon</b>	Response to Comment 39
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
39a	<p>I'm Norma Cannon, and I live in La Junta. This supposedly newest alternative to bypassing La Junta would go right through my property. Like Mr. Franklin I have lots of property right along that right-of-way, but I do not want a highway through that property. Now, 50 years ago when they started this project I built a home out there at about the same time, then there was my house and two other houses between me and Higbee, and maybe two or three between me and the City of La Junta, since that time we have acquired numerous neighbors, including a rather large actual development, so I don't see these things taken into consideration on any of these maps. And since they saw fit to list Highway 109, which has been moved sin—from my house since probably 15 years ago to another location, I would like to see more specific maps and recommendations before we would proceed with such a project.</p>	<p>39a Please note that the Preferred Alternative does not represent the final roadway alignments. Instead, each alternative route consists of a corridor measuring approximately 1,000 feet in width and encompassing the actual 250-foot (or less) roadway alignment (i.e., footprint), which will be identified during Tier 2 studies. More detailed maps also will be provided as part of the Tier 2 studies.</p> <p>During Tier 2 studies, CDOT will try to avoid or minimize right-of-way impacts to all property owners. If CDOT needs to purchase property for the project, all acquisitions and relocations will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. For more information on property acquisition, please see Standard Response 5 on page 7-15 and Chapter 4, Section 4.3.3, Land Use, on page 4-118 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 45	Name: Chuck Hanagan	Response to Comment 45
Date: 7/12/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
45a	<p>I'm Chuck Hanagan, and I'm here today as a—as a resident of the Town of Swink. My family's been involved in agriculture for well over a hundred years, I guess we've been involved in this project since four or five years ago when you guys started. I'm not here today to speak out against improvements, I think we all agree that safety and mobility is a—is a major concern, what I am against is I disagree with the limits of—that this project is needed because we limit—we currently limit economic development. We have economic development here, we have agriculture here, our number one concern in this area is agriculture. Producers in this area fight day to day on daily attacks to the agriculture in our area, whether it be our water, our land, water to the—to the Front Range, water to Kansas, it's hard to farm in this area (indicating). A lot of the problems with—with this document that they've come out with—and I don't have enough ink to print it and I don't have enough paper to print it, but fortunately they got a copy back there—if you'll take a look at it they talk about footprints, they're talking about the economic impact of what's under the pavement, they're not talking about the economic impact of when they put a—put a farm—or a road across somebody's farm, it impacts the other side of the highway, you can't get to that farm (indicating). They're putting—these are green lines now, four years ago it was yellow lines, they put that over the top of you it never goes away, that—that Highway 50 probability someday is on—is on top of your ground so you have to deal with that, that adversely affects the proper—your value of your property, it has to. Anybody that says it doesn't is an idiot. I guess—they talk about the economic input(sic)—impacts, they're talking about the loss of productivity, they—what they're using for figures in—in economic loss is the dollars of a ton of alfalfa. I spend a hell of a lot of money—all of these farmers spend a hell of a lot of money raising these crops. That money is spent down at the tire shop, at the auto parts shop, buying a new pickup, across the street at Benito's, wherever, that money is spent in our economy, and it's rolled—county commissioners, I've talked to them—somewhere between five and seven times that rolls. They're only taking what's—what's right underneath the pavement. There's going to be huge economic, significant impacts to our community with—if this goes through.</p>	<p>45a The potential impacts to agricultural resources was examined and considered as part of the EIS process. For more information on the potential impacts to agricultural resources, please see Chapter 4, Section 4.1.1, Affected Environment, on page 4-6 of the US 50 Corridor East Tier 1 FEIS/ROD. Mitigation measures to reduce these potential impacts have been identified and are discussed in Appendix A, Agricultural Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 7, Mitigation Strategies, on page 31.</p>
45b	<p>The other thing is this is just a general and potential document, if—if—you know, general and potential, it's been around for 50 years, damn well before that I've seen it, they're going through with this, at some point in time we've got to knock out the ridiculous of a freeway or expressway.</p>	<p>45b For information on how the Preferred Alternative was identified, please see Standard Response 6 on page 7-16 and Chapter 6, Identification of Preferred Alternative and Summary of impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 45</b>	<b>Name: Chuck Hanagan</b>	Response to Comment 45 ( <i>continued</i> )
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
45b	{ We do need improvements, we need to look at what's reasonable and—and—and justifiable. We need to add some practicality back into this project and not raise fear.	45c Comment noted.
45c	{ I know that there's a lot of money being put into these project—or into these studies and things, and these guys have jobs to do, but let's—let's be practical about this, so... Thank you.	





Comment		Response
Comment Number: 55	Name: Tom Tomky	Response to Comment 55
Date: 7/12/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
55a	<p>Yes. My name's Tom Tomky, I'm—live on a farm south of Rocky Ford here (indicating). I'm a community banker and a farmer, I deal with businesses up and down this whole corridor on a very frequent basis, all you have to do is—is look at where the interstate highways went across rural America, look at the dying towns that they created (indicating). I do not want to see that happen to our beautiful Arkansas Valley. They're talking about a—a multi-decade project, you know, I'm not going to be around to see it, but I got a son right there that's a third generation farmer; I got grandkids right there, I hope they're going to be fourth generation farmer; and their kids are going to be farmers, and I hope it's going to be right here, but if our towns die they don't have a future (indicating).</p>	55a The potential economic impact to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.
55b	<p>And I—I don't know where—where this thing come(sic) from. I remember, like Norma Cannon, four years ago all the people in Southeastern Colorado asked for was a four-lane highway, we don't want you moving them out of our town (indicating). You can go from Pueblo four lanes, you go down in the Valley, yeah, Fowler's two lanes going through town, Manzanola's four lanes, it's four lanes all the way from Manzanola through Rocky Ford, La Junta, you know, outside of La Junta it—it ends, it picks up again four lanes through Las Animas, out towards Hasty it's four lanes, picks up again at Wiley, it's four lanes through—through Lamar (indicating).</p>	55b CDOT has studied and evaluated several alternatives, some of which would have the highway continue to run through towns. It was determined that these alternatives do not fully meet the project's purpose and need and, therefore, they were eliminated. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.
55c	<p>We don't need a mega, mega project funded by the taxpayers,</p>	
55d	<p>and I don't know if this will ever happen, but I'm strongly against it.</p>	
55e	<p>And I think this format that you—you got right now doesn't work (indicating). People want to be able to ans—ask questions and hear the answers. If I go back there and talk to somebody and ask one question, somebody else has got questions, I don't know what their questions are, I—I don't learn anything by—by not having a question and answer before, so I'm strongly against this. Thank you.</p>	55c The purpose for undertaking transportation improvements on the US 50 corridor is to improve safety and mobility for local, regional, and long-distance users of US 50 and to accommodate the existing and future travel demand. For more information on the project's purpose and need, please see Standard Response 4 on page 7-15 and Chapter 2, Purpose and Need, on page 2-1 of the US 50 Corridor East Tier 1 FEIS/ROD.



Comment		Response
Comment Number: 55	Name: Tom Tomky	Response to Comment 55
Date: 7/12/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
This side left intentionally blank.		<p>55d For information on the timing of project implementation, please see Standard Response 3 on page 7-15.</p> <p>55e The format used for this project allows CDOT and FHWA to thoroughly record the public comments and provide proper responses. For more information about public hearings, please see Standard Response 2 on page 7-14.</p>



Comment		Response
Comment Number: 41	Name: Carolyn Ehrlich	Response to Comment 41
Date: 7/12/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
41a	<p>Carolyn Ehrlich from La Junta, Colorado. I'm retired. I just have—my question is, is this going to be a true interstate or is it going to be a roa—road like 287 that goes from Amarillo to Wichita Falls? That's . . .</p>	<p>41a US 50 from Pueblo to the Kansas state line will remain a U.S. Highway and will not be converted into an interstate highway. The identified Preferred Alternative for the US 50 Corridor East project is a four-lane expressway with around-town routes on the existing regional corridor. For more information regarding the Preferred Alternative, please see Standard Response 6 on page 7-16 and Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
<b>Comment Number: 44</b>	<b>Name: Rebecca Goodwin</b>	Response to Comment 44
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
44a	I am going to speak primarily from a more technical standpoint, but first I'd like to say—I'd like to request that the review and comment period for this DEIS be extended. This is a massive document, we have had very little time to truly review it, and as somebody that has reviewed every one of the EISes having to do with Pinon Canyon, it takes time, so I would like to request that be considered, 'cause this is not a reasonable review and comment period.	44a Following requests from citizens, CDOT extended the end of the review period from July 29, 2016, to August 12, 2016. The notice of the extension was published in the Federal Register on July 19, 2016. The public review and comment period was originally scheduled for 47 days and was extended for a total of 61 days.
44b	Second I would like to say that there was a Programmatic Agreement—this has to do with the historic cultural resources—that we developed for this initial part of the Tier 1 and Tier 2, I'd like to request two things, a copy of the historic context that was to be developed under that, and also a copy of the draft of Relative Effects Report that is specified within that Programmatic Agreement, so that those can be reviewed in conjunction with this Draft—Draft EIS.	44b The US 50 Corridor East Tier 1 Section 106 Programmatic Agreement (PA) outlines how historic resources will be identified and evaluated in the US 50 Corridor East Tier 1 FEIS/ROD. The PA was developed and signed by representatives from the lead agencies (CDOT and FHWA) and the Colorado SHPO. The copies of the “US 50 Corridor East Tier 1 Draft EIS, Draft Historic and Archaeological Resources Relative Effects Report” and “US 50 Corridor East Tier 1 Draft EIS, Historic Context Overview” were sent to Ms. Goodwin on July 14, 2016.
44c	Now, I understand that this Tier 1 is a broad overview, but you have looked at the very—very different aspects—the environmental, the water, the air, the cultural—and you have segmented those to the standpoint they're standing in little silos (indicating). For an EIS that cannot be done, you have to look at that greater intermingling of those impacts, and, so, that certainly can be done in this—in this Tier 1, but it definitely must be done in that Tier 2 so that they're not segmenting those issues. Having been through the experience of that again with the Pinon Canyon, an EIS was drawn up by the federal court because of that, so you need to look at that.	44c For clarity, the US 50 Tier 1 FEIS/ROD organizes resource analysis by topic. However, resources have been evaluated for both direct and indirect impacts. Indirect impacts include effects that are further removed or may occur later in time, such as the impact of roadway drainage of nearby wetlands. For information on the potential indirect impacts to different resources, please see Chapter 4, Affected Environment, Environmental Consequences, and Mitigation, on page 4-1 of the US 50 Tier 1 FEIS/ROD.



Comment		Response
<b>Comment Number: 44</b>	<b>Name: Rebecca Goodwin</b>	Response to Comment 44 ( <i>continued</i> )
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
44d	<p>Secondly, as far as—especially having to do with our agricultural lands, and something that we've worked so hard for the last 10 years—for many years to protect, you should be considering the Cultural Landscape Approach, as required by the National Historic Preservation Act, to look at these farms and ranches and at their impacts, because that pulls together all those different approaches.</p> <p>And you also need to consider—Chuck mentioned this—we have some—a number of Centennial farms and ranches that will be impacted by this, these are ranches that have been in families—by the same family for over a hundred years—and my family happens to be one of those—and those are significant resources, those needs to be considered.</p> <p>Just one other thing. On your 4(f) evaluation—I realize that you started this process nearly 10 year ago—but it states that there's little physical evidence of where the Santa Fe Trail existed. Nearly six years ago a project was started to document the Santa Fe Trail and do National Register of Nominations on federal lands and on some of the lands of—privately-owned lands of people that wanted to do that—John Martin is certainly one of the areas where there are National Registered segments that have been identified—I would suggest, considering that that was started over six years ago, that CDOT talk with the SHPO's office and be familiar with the work that's been done, 'cause that was started over six years ago.</p>	<p>44d The analysis of historic properties was conducted using a phased approach, as permitted under National Historic Preservation Act regulations (36 CFR 800) and as dictated by the US 50 Tier 1 Section 106 Programmatic Agreement. Thus, this analysis is focused on "... establishing the likely presence of historic properties within the area of potential effects for each alternative" (NHPA 1966b, sect 800.4(b)(2)). More detailed analysis will be completed during Tier 2 studies.</p> <p>More information about the historic resource analysis methodology can be found in the Historic and Archeological Resources Technical Memorandum located in Appendix A of the US 50 Tier 1 FEIS/ROD. A copy of the US 50 Tier 1 Section 106 Programmatic Agreement can be found in Appendix D, US 50 Tier 1 Section 106 Programmatic Agreement (PA), on page 53 of the Historic and Archeological Resources Technical Memorandum located in Appendix A of the US 50 Tier 1 FEIS/ROD.</p>
44e	<p>And that's(sic) my main comments at this point, but I would ask that you extend the review period, please.</p>	<p>44e Following requests from citizens, CDOT extended the end of the review period from July 29, 2016, to August 12, 2016. The notice of the extension was published in the Federal Register on July 19, 2016. The public review and comment period was originally scheduled for 47 days and was extended for a total of 61 days.</p>



Comment		Response
<b>Comment Number: 53</b>	<b>Name: Chris Tomky</b>	Response to Comment 53
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
53a	Hi, my name's Chris Tomky, I'm a fourth generation Colorado farmer, and my fifth generation is sitting right there (indicating). I've lived in Rocky Ford my whole life, and my family and I have spent a lifetime improving the infrastructure of our farms and ranches, and when you take a highway and run it right through the middle of that and you get paid for the land that they take, well, that's fine, but they don't take into consideration now you're cut in half and everything that you worked your life for is now divided, and if there's an exit every mile—which would be generous—it's going to double the labor inputs and the cost of production, and it's just going to rip a hole right through this Valley (indicating).	<p>53a The potential impacts to agricultural resources was examined and considered as part of the EIS process. All property acquisitions and relocations will comply with the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970. For more information on the potential impacts to agricultural resources, please see Chapter 4, Section 4.1.1, Affected Environment, on page 4-6 of the US 50 Corridor East Tier 1 FEIS/ROD. Mitigation measures to reduce these potential impacts have been identified and are discussed in Appendix A, Agricultural Resources Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 7, Mitigation Strategies, on page 31.</p> <p>53b The plan was to hold the meeting in the William L. Gobin Community Center, but on the day of the meeting, the leadership from the Rocky Ford Chamber of Commerce directed us to set up in the baggage room meeting location because the Community Center was not available.</p> <p>53c The potential economic impacts to communities from the US 50 project are expected to be minimal. For information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>
53b	And I can tell the thought that they had put into this by cramming us all in the baggage room of the depot instead of giving us the dignity of the community building, which is right over there (indicating).	
53c	And I do own farms and ranches that the highway is going to go through, but it's beyond that, it's for the entire Valley. I get gas at Loaf 'N Jug in my pickup and there's a lot of times that if—you can't even get in there to get fuel, and that's a good thing, and I don't even recognize anybody who's there, it's all people passing through, and if there's a four-lane highway bypassing everything they're just going to keep their cruise control set and go around into Pueblo, they're not going to take an exit to nowhere, and it's just going to kill this entire Valley that everybody here has worked to preserve. That's all.	



Comment		Response
<b>Comment Number: 50</b>	<b>Name: Randall Robertson</b>	Response to Comment 50
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
50a	<p>My name is Randall Robertson, I'm from La Junta, I'm a commercial banker in town there.</p> <p>My concerns are similar to everybody else's here. I guess you guys gave some statistics as far as the number of crashes and things like that, and this is to make things safer. I guess I'd like to know where the—where the crashes are concentrated at, because unless they're right in the middle of our towns I don't see the purpose in bypassing all that, the four-lane will get—get accomplished—what you want to accomplish that way.</p>	<p>50a According to CDOT data for the years 2008 to 2012, 39 percent of all crashes along the study corridor took place in urban areas (within towns). For more detailed US 50 crash data and the location of crashes along the corridor, please see Chapter 4, Section 4.4.1, Transportation, on page 4-222 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>With regard to around-town versus through-town alternative routes, CDOT has studied and evaluated several alternatives, some of which would maintain the highway in its existing location. It was determined that these alternatives do not fully meet the project's purpose and need. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>50b Part of the purpose and need for the US 50 Tier 1 FEIS/ROD is to improve mobility for all users along the corridor. For trips along US 50, mobility means traveling at a speed that is appropriate for the type of trip being made. Based on this mobility metric, alternatives were evaluated on their ability to maintain an appropriate speed for users rather than their impact to travel time. For more information on mobility as part of the purpose and need for this project, please see Chapter 2.3.2, Mobility Issues, on page 2-10 of the US 50 Tier 1 FEIS/ROD.</p>
50b	<p>The other thing is, is the timesaving to the amount of speed that you can cover the 150 miles in, nowhere here does it estimate what the timesaving is. I can't imagine what it is when you still got to go around the towns instead of going through them to get there, so that's a concern of mine.</p> <p>And, like I say, it—I'm kind of like everybody else, this thing just jumped up out of nowhere, for all the time that it took for the studying to get to this meeting tonight the public knowledge of it was not very forthcoming on this.</p>	
50c	<p>Let me get here to see the other questions. I guess I want somebody to define what mobility is to me, I'm—I'm having difficulty with that, the mobility part. We got—we got highways just like everybody else does, I don't know what makes them any less mobile than the others. You continually showed tractors there, and things like that, maybe that's the total issue, I don't know. If it is, that's part of—the thing around here, if you put a four-lane through obviously that would resolve that issue also.</p>	
50d	<p>You're going to be taking away the tax base—of whatever land you're taking out there, whether it be rangeland or farmland, you're taking away the tax base.</p>	
50e	<p>Who's going to maintain the roads that are left? Is that a CDOT thing still, or is it not?</p> <p>You're just adding expense on top of insult to us here in the towns.</p>	



Comment		Response
Comment Number: 50	Name: Randall Robertson	Response to Comment 50 ( <i>continued</i> )
Date: 7/12/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
This side left intentionally blank.		<p>50c For trips along US 50, mobility means traveling at a speed that is appropriate for the type of trip being made, with minimal disruption to traffic flow. Mobility needs are different for the different types of users of US 50. Chapter 2, Section 2.3.2, Mobility Issues, on page 2-10 of the US 50 Corridor East Tier 1 FEIS/ROD includes a discussion of balancing the conflicting needs of long distance, regional, and local users. It also includes a discussion of speed reduction zones, which constrain travel speeds and limit traffic movement along sections of the corridor.</p> <p>50d The potential economic impact to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p> <p>50e As part of the Build Alternatives, the existing road and right-of-way alignments through each community would be relinquished to the city or county through a process negotiated and documented in an Inter-Governmental Agreement (IGA).</p>





Comment		Response
<b>Comment Number: 50</b>	<b>Name: Randall Robertson</b>	Response to Comment 50 ( <i>continued</i> )
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
50f	<p>And the—you know, I'd just like to say, some of the statistics that you guys are using, you know, they're—they're—you're pulling them out of nowhere. If you don't have a concentration of where these accidents are occurring you're making us think that it's in this whole stretch here—down here through our—through 50 miles here, and I have—I have—I have difficulty believing that. You guys came and spent a couple of million dollars—I don't have any millions—out here on 71, never improved. If that's your guys' ideas of improving safety you did not accomplish one thing out there.</p> <p>So once you've lost our trust in something like that—and I don't know if there was any public comment or anything known, or if that was just something that jumped out of nowhere, but, you—like I say, the accidents haven't ceased there at all, you—you accomplished nothing, spent millions, and my guess is that's what this is going to amount to, too.</p>	<p>50f Traffic data and crash data were analyzed in depth for the US 50 corridor. For this detailed information, please see Chapter 4, Section 4.4.1, Transportation, on page 4-222 in the US 50 Corridor East Tier 1 FEIS/ROD.</p>
50g	<p>But we thank you for your time coming down, next time get the community building next-door. Thank you.</p>	<p>50g The plan was to hold the meeting in the William L. Gobin Community Center, but on the day of the meeting, the leadership from the Rocky Ford Chamber of Commerce directed us to set up in the baggage room meeting location because the Community Center was not available.</p>

Comment		Response
<b>Comment Number: 43</b>	<b>Name: Keith Goodwin</b>	Response to Comment 43
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
43a	<p>My name is Keith Goodwin, Commissioner of Otero County, and I had one concern about the format tonight that I wanted to capitalize on while here, is after this is over and you go back and ask a lot of questions we're all going to lose the answers, and, so, what I'd ask is that the questions that's asked to be sure to write them down so that those answers can be included in the report that's done so we know what the answers are and what the questions were, otherwise we're losing that information. Thank you.</p>	<p>43a The main purpose for these public hearings, and thus the format that was used, is to offer the public the opportunity to comment on the US 50 Corridor East Tier 1 DEIS, to review the alternatives that are being considered, and to describe the potential impacts to the public. All comments received during the public review period have been compiled into the list you are currently reviewing in Chapter 7, Table 7-2 of the US 50 Corridor East Tier 1 FEIS/ROD. This table also includes all responses to those comments.</p>



Comment		Response
<b>Comment Number: 49</b>	<b>Name: George Pfaff</b>	Response to Comment 49
<b>Date: 7/18/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
49a	<p>Yeah. Hi, I'm George Pfaff and I'm from Rocky Ford, and I—I agree with a lot of naysayers here, I think that we—the—the transportation through the area I think is adequate, I mean, I travel up and down there all the time and—and I never occur any traffic problems or any—any real major mishaps. Accidents are going to happen whether you want them to or not. I think increasing the—to a four-lane highway and all these bypasses is only going to create possibly more traffic, and actually more accidents and more fatalities at that rate.</p>	<p>49a According to CDOT data, presented in Chapter 4, Section 4.4.1 on page 4-222 of the US 50 Tier 1 FEIS/ROD, for the years 2008 to 2012, there were a total of 19 fatalities—an average of about four per year—and nearly one-eighth of all crashes involved injuries. This is relatively high compared to state averages of similar corridors. Additional crash data is provided in Chapter 4, Section 4.4.1, Transportation, on page 4-222 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>
49b	<p>I look at these things that are going around town and stuff, that's got to affect the towns and it's going to make it a—a dead area again, and that—we want to build instead of take away. And I think people will skip the areas, just like I do when I'm on an interstate, I'll skip areas, too.</p>	<p>49b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>
49c	<p>And the other thing, too, about bypasses, that you got a long mileage down there and that's got to increase the fuel consumption that we're going to be using, and the idea should be to decrease that, or—or it—so we're not using so much gas and oil and what have you.</p>	
49d	<p>And I think another thing, too, is we do have these four lanes going through Manzanola and Rocky Ford, Swink, and all of this, it's already existing, the thing—we want to increase to four lanes between Pueblo and Fowler, that's fine, but it's—and I don't mind that at—at all there, but I—I—with the towns where you have to slow down—you actually are controlling your traffic a little bit when you have these general slowdowns so that traffic is not too speedy, and—and you can actually probably in—decrease the amount of fatalities and accidents and things like that, I think we do need that kind of control.</p> <p>I mean, to go around town going 75-, 80-mile-an-hour, I don't see the advantage of that—of that, but—and I think it really should be looked into, especially economic impact I think is going to be very negative to this if we're going to go bypassing</p>	<p>49c Under the Build Alternatives, this drive would be two miles to 11 miles longer than the existing 150-mile route, depending on which alternatives are chosen during Tier 2 studies. These build alternatives are anticipated to increase energy consumption by between 2 percent and 12 percent. For more information about impacts to energy consumption, please see Chapter 4, Section 4.4.4, Energy, on page 4-245 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 49	Name: George Pfaff	Response to Comment 49
Date: 7/18/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
This side left intentionally blank.		49d CDOT has studied and evaluated several alternatives, some of which would have the highway go through towns. It was determined that these alternatives do not fully meet the project's purpose and need. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.



Comment		Response
<b>Comment Number: 47</b>	<b>Name: Kimmi Lewis</b>	Response to Comment 47
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
	<p>Hello, my name is Kimmi Lewis, and I live south of La Junta.</p> <p>47a { And Mrs. Cannon is right, we need some common sense, we don't need any more taking of private property where she lives. Where the Cannon place is is a very nice property, and she doesn't need to be giving it up for a new expressway around the small towns that need the economic development, that need the people to stop.</p> <p>47b { And I'll guarantee you it's just like the town of Boise City, Oklahoma, when you go down to Amarillo, people do not stop there, they go right on by, buzz right by, and they don't stop downtown, and that's what's going to happen here.</p> <p>47c { So four lanes work, if we need more four-lanes then let's look at that for safety, but let's have some common sense.</p> <p>47d { And we do need an extension of time for the comments, and I will make sure that other people ask for that as well, and that's something that you can do, you can write a comment to the DOT and ask for an extension of time.</p> <p>47e { I'm running for House District 64, and I'll guarantee the first thing I will do when I get to the capital is ask for an audit of the DOT. Thank you.</p>	<p>47a The purpose for undertaking transportation improvements on the US 50 corridor is to improve safety and mobility for local, regional, and long-distance users of US 50 and to accommodate the existing and future travel demand. For more information on the purpose and need of this project, please see Standard Response 4 on page 7-15 and Chapter 2, Purpose and Need, on page 2-1 of the US 50 Corridor East Tier 1 FEIS/ROD.</p> <p>47b The potential economic impact to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p> <p>47c CDOT has studied and evaluated several alternatives, some of which would have the highway go through towns. It was determined that these alternatives do not fully meet the project's purpose and need. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>



Comment		Response
Comment Number: 47	Name: Kimmi Lewis	Response to Comment 47
Date: 7/12/2016	Received: Public Verbal Comment, Rocky Ford Public Hearing	
This side left intentionally blank.		47d Following requests from citizens, CDOT extended the end of the review period from July 29, 2016, to August 12, 2016. The notice of the extension was published in the Federal Register on July 19, 2016. The public review and comment period was originally scheduled for 47 days and was extended for a total of 61 days.  47e Comment noted.



Comment		Response
<b>Comment Number: 46</b>	<b>Name: George Hanzaz</b>	Response to Comment 46
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
46a	<p>Thank you. My name is George Hanzaz, I grew up in Rocky Ford, lived in Stockton, California, for 23 years, moved back here, it's a great place to live.</p> <p>I've traveled around. I remember back in the '60s, '70s, and into the early '80s High—Interstate 25 bypassed Las Vegas, Nevada. It was complete everywhere else except Las Vegas, Nevada. They had some pow—someone with power in the state legislature that held that up. So why I'm telling you is Las Vegas, Nevada had a lot of through traffic, everyone went through there, they made money, once you go around—and I've seen this, Interstate 40 through Arizona, a lot of towns have dried up.</p>	<p>46a Comment noted.</p> <p>46b The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.</p>
46b	<p>It's great, it's great to have a better way to get through, four-lane highways are good, but once you bypass towns you start—from my experience what I've seen you start to take away economic activity.</p>	<p>46c FHWA, CDOT, local governments, and planning parties have identified the need to improve safety and mobility on this mostly two-lane highway, which traverses four counties. For more information about how the planning process supports decision making, please see Standard Response 3 on page 7-15.</p>
46c	<p>The most important question you can ask tonight is who has the final say about this. These—the—the company and the DOT people who are here tonight, they do not have the final say, it belongs to either the governor's office, state legis—or the state legislature, they decide whether the money's spent or not, those are the people you need to talk to.</p> <p>These people here are doing their job in coming here and explaining things to us so we know what the thinking is by the policymakers, and I would ask you that—take your time and find out the information, but find out who makes the final decision, that's what's really important. Thank you.</p>	



Comment		Response
<b>Comment Number: 37</b>	<b>Name: Brian Burney</b>	Response to Comment 37
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
37a	<p>Hi, my name is Brian Burney, I—I live on the corner—sort of on the corner of Highway 50 and 71, it's on the west side of Rocky Ford, so I'm familiar with that interchange improvement, and familiar with a lot of those—those crashes that have happened over my lifetime.</p> <p>But I want to thank you guys for all your hard work, this is a tremendous amount of work that you've put into this since, I don't know, 2004, 2005, 2006, something like that. So hats off, really a good job.</p> <p>We have a little bit of fear going on here. We feel like we are Radiator Springs in the movies Car—Cars, right, and that we're going to get bypassed and that our town's going to die—or our communities are going to die. That may be true, but what I guess I would challenge us to say—just like what George just said—was—you know, this is a decision that relies upon the governor's office and our legislators, so—we're very passionate here tonight, let's also be passionate in reaching out and writing letters to those folks, but let's be passionate about doing some work here in our own communities throughout the Valley.</p> <p>There's a sign outside of Rocky Ford that now says, "Growing Together," right, and I would challenge each of you that we need to do more growing together as communities, and collaborate together as communities in the Arkansas Valley along the Highway 50 corridor. And I think our county commissioners could tell us that in Otero County we have some divide amongst towns, right, amongst municipalities and how they work together, and, so, I would say that perhaps us working together would help us to solve some of our own problems regardless of what happens with the Highway 50 that goes through, and that—there was an organization a few years ago I would again—again encourage all of you to take a look at, I know La Junta has done some good things with a—an organization called "strongtowns.org," right? They look at problems of small-town America, rural areas, related to civil engineering problems. And, so, I went to a meeting here in Rocky Ford in that government building right over here, and—it was set up over there in that big, large space—people showed up (indicating).</p>	37a Comment noted.



Comment		Response
<b>Comment Number: 37</b>	<b>Name: Brian Burney</b>	Response to Comment 37 <i>(continued)</i>
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
37a	<p>Do you know how sad that made me that only 12 people showed up? And none of them had the color hair that I have right here right now. And I don't mean that to be offensive, I mean that to suggest that perhaps we need to take the bull by the horns in our communities, some good things that are said—said—being said here, and deal with some of the issues that we're faced with. Main street, right, what do we do about main street rural America. Not just Rocky Ford, or La Junta, or Manzanola, but main street in general. Let's not tackle it as a stand-alone problem, let's tackle it as a—a problem that we all endure and—and figure out how to work together to do community development and things like that (indicating). So strongtowns.org, let's work at growing together. And regardless of what happens here with this let's look at what reality does invite us. I'm going to go back to the Santa Fe Trail as being the thing that guided the railroad through Southeastern Colorado to deliver—to deliver goods and services, to develop our towns, and it is the thing that divides our towns. Think about when your children are young and you tell them not to cross the railroad tracks, what is the impression that is burned into their brain when they're told not to go over there because they might get injured, because they might die if they cross to that side of town? Ladies and gentlemen, we cannot do anything about the railroad running through each of our communities, right? And Highway 50 was put next to the railroad for convenience sake, who knows why, right? Those—those are civil engineering things that we cannot fix.</p> <p>And, so—really if we wanted to fix some of the problems we'd leave Highway 50 where it was and move the railroad, but that would cost billions more I'm sure than building a highway—a highway from, you know, Pueblo to the Kansas state line. But I just want to point out that that—that really is some of—a bigger, broader social issue that maybe we need to look at how—how do we tackle it as community members. Thank you, sir. Some of that—some of that social issue of divide, 'cause we—that—we're responsible for that divide, right, that we have to live with, with things like the railroad, don't cross to the other side. Sorry I went over, thanks.</p>	<p>This side left intentionally blank.</p>





Comment		Response
<b>Comment Number: 54</b>	<b>Name: Ray Watts</b>	Response to Comment 54
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
54a	My name is Ray Watts, I live in La Junta, and I'm a candidate for County Commissioner. But I want you to take into consideration this phrase, "Get your kicks on Route 66." Not anymore, 'cause Route 66—partial of it dissolved towns, the towns do not exist, it's Interstate 40 now. I can remember driving when I was a kid, with my parents—I wasn't driving, they wouldn't let me—but back in the day Route 66 went from California all the way across to the East Coast, it bypassed a lot of towns when Interstate 40 was built and it drew up all those towns to nothing, there's nothing there, people moved away. So take that in consideration when you look at what they're trying to do here, we could end up being a nothing. A nothing. We don't want that. Thank you.	54a The potential economic impacts to communities from the US 50 project are expected to be minimal. For more information on the potential economic effects of the project, please see Standard Response 1 on page 7-13 and Appendix A, Economics Technical Memorandum, of the US 50 Corridor East Tier 1 FEIS/ROD, Chapter 6, Effects, on page 16.

Comment		Response
<b>Comment Number: 38</b>	<b>Name: Devin Camacho</b>	Response to Comment 38
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
38a	I just want to emphasize again to make sure you speak to your elected officials, especially representatives. Kimmi is right there, she is running for House District 64; you also have—I am here for Representative Navarro, she'll be more than happy to take any questions you have (indicating). Just make sure you talk to your representatives because, again, they are the ones that appropriate—appropriate the budget for these things to happen. So thank you.	38a Comment noted.



Comment		Response
<b>Comment Number: 52</b>	<b>Name: Elaine Stephens</b>	Response to Comment 52
<b>Date: 7/12/2016</b>	<b>Received: Public Verbal Comment, Rocky Ford Public Hearing</b>	
52a	<p>I'm Elaine Stephens, and I live west of Fowler. It's a bad highway there. Where they extended the passing lanes out of Pueblo was wonderful, wonderful, but they did not extend it on down because it's not in the program yet. But I'm right near the High Line Canal bridge, and when I make a left-hand turn coming out of Pueblo I start signaling clear back about a mile before, tapping to let them know that I'm going to make a left-hand turn, then I hit the bridge and guess what, there's traffic coming from the east, so then I have to switch over to the right side. So it's a bad turn for my property, and the ones who live near me. I have seen tractors try to go by there—semis—and they all have to go to the center of that little bridge. How many of you drive to Pueblo? A lot. Sure. It's really dangerous there.</p> <p>68th Lane has a bad curve, too, that you can't(sic) hardly see when you're looking for traffic. So I'd like you to consider that area from Pueblo to—to Fowler. A lot of people live in the Valley and drive to Pueblo to work, I have a lot of friends who do, and I am concerned for the safety of people on that lane—or on that part of the highway. I appreciate all the work you do 'cause you've got your job cut out, it's a bad one. Thank you.</p>	<p>52a The highway configuration identified in the Preferred Alternative, the expressway, is the preferred facility type because it improves safety for vehicles on the highway, allows for left turns on and off the highway, and allows access across the highway at certain locations. For more information on the identified Preferred Alternative, please see Standard Response 6 on page 7-16 and Chapter 6, Identification of Preferred Alternative and Summary of Impacts, on page 6-1 in the US 50 Corridor East Tier 1 FEIS/ROD.</p>



# PUEBLO PUBLIC HEARING, PUBLIC VERBAL COMMENTS



Comment		Response
<b>Comment Number: 36</b>	<b>Name: Jason Munoz</b>	Response to Comment 36
<b>Date: 7/13/2016</b>	<b>Received: Public Verbal Comment, Pueblo Public Hearing</b>	
36a	<p>My name is Jason Munoz, Pueblo, Colorado. I don't expect to take all three minutes, but I just want to say as a citizen I think that this project is crucially important to the—Southern Colorado and—corridor going from Pueblo to Kansas, and I—I support it.</p> <p>I would like to go on record saying that I would like to see, particularly in Otero County, the corridor that goes through the communities to stay as they are, there's just so much social and economic impacts that would be affected if the Highway 50 were to go south or north of those communities. That's pretty much it, thank you.</p>	<p>36a CDOT has studied and evaluated several alternatives, some of which would have the highway go through towns. It was determined that these alternatives do not fully meet the project's purpose and need. For more information on the identification of the around-town versus through-town alternatives, please see Standard Response 1 on page 7-13 and Chapter 3, Section 3.5, Through Town or Around Town (Bypass), on page 3-20 of the US 50 Corridor East Tier 1 FEIS/ROD.</p>