



Partnering for Progress

U.S. 50 Corridor East



COLORADO
Department of
Transportation

U.S. 50 Corridor East Tier 1 Draft Environmental Impact Statement

Land Use and Social
Considerations
Technical
Memorandum

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1. Project Overview

The U.S. 50 Corridor East Tier 1 Environmental Impact Statement (U.S. 50 Tier 1 EIS) was initiated by the project's lead agencies, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The purpose of the U.S. 50 Tier 1 EIS is to provide, within the framework of the National Environmental Policy Act of 1969 (NEPA), a corridor location decision for U.S. Highway 50 (U.S. 50) from Pueblo, Colorado, to the vicinity of the Colorado-Kansas state line that CDOT and the communities can use to plan and program future improvements, preserve right of way, pursue funding opportunities, and allow for resource planning efforts.

The U.S. 50 Tier 1 EIS officially began in January 2006 when the Notice of Intent was published in the *Federal Register*. The U.S. 50 Tier 1 EIS project area (Figure 1-1) is the area in which U.S. 50 Tier 1 EIS alternatives were assessed. This area traverses nine municipalities and four counties in the Lower Arkansas Valley of Colorado. The nine municipalities include (from west to east) the city of Pueblo, town of Fowler, town of Manzanola, city of Rocky Ford, town of Swink, city of La Junta, city of Las Animas, town of Granada, and town of Holly. The four counties that fall within this project area are Pueblo, Otero, Bent, and Prowers counties.

The project area does not include the city of Lamar. A separate Environmental Assessment (EA), the *U.S. 287 at Lamar Reliever Route Environmental Assessment*, includes both U.S. 50 and U.S. Highway 287 (U.S. 287) in its project area, since they share the same alignment. The Finding of No Significant Impact (FONSI) for the project was signed November 10, 2014. The EA/FONSI identified a proposed action that bypasses the city of Lamar to the east. The proposed action of the *U.S. 287 at Lamar Reliever Route Environmental Assessment* begins at the southern end of U.S. 287 near County Road (CR) C-C and extends nine miles to State Highway (SH) 196. Therefore, alternatives at Lamar are not considered in this U.S. 50 Tier 1 EIS.



Figure 1-1. U.S. 50 Tier 1 EIS Project Area

2. Resource Definition

Land use considerations for the U.S. 50 Tier 1 EIS were defined as:

- Compatibility with planning documents and future development areas
- Effects to conservation easements, public lands, and floodplains
- Potential for property acquisition

Social considerations for the U.S. 50 Tier 1 EIS were defined as residents' ability to:

- Travel within their community
- Access important community facilities and services, including emergency services, medical facilities, government facilities, public schools, airports, and public recreational facilities

Definitions of terminology used in this technical memorandum are presented in Table 2-1.

Table 2-1. Terminology Used in the Land Use and Social Considerations Technical Memorandum

Term	Definition
Airport	Includes only public airports, not private facilities.
Conservation easement	A “restriction placed on a piece of property to protect its associated resources” (Nature Conservancy 2007, p 1).
Emergency services	Includes police, fire, and ambulance services.
Floodplain	The low areas adjacent to a water resource, such as a river or creek. The purpose of a floodplain is to contain floodwater during a storm event. The floodplain is the area that will be under water during such an event. This analysis used 100-year floodplains, which include all areas that would be under water during a flood event that has a one percent chance of occurring in any given year.
Future development area	Areas where communities expect future development (i.e., growth) to occur.
Government facility	Includes city, town, and county administration offices, post offices, public libraries, community centers, and senior citizens centers.
Important community facilities and services	Includes emergency services, medical facilities, government facilities, public schools, airports, and public recreational facilities.
Medical facilities	Includes hospitals and clinics only (not smaller facilities, such as doctor’s offices or pharmacies).
Planning documents	Documents adopted by communities to manage how redevelopment and new growth occurs within their borders. They generally include information about land use, transportation systems, and other topics.
Project communities	The nine project municipalities of Pueblo, Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Granada, and Holly, as well as Pueblo, Otero, Bent, and Prowers counties.
Project counties	Pueblo, Otero, Bent, and Prowers counties.
Project municipalities	The city of Pueblo, town of Fowler, town of Manzanola, city of Rocky Ford, town of Swink, city of La Junta, city of Las Animas, town of Granada, and town of Holly.
Public land	Land owned by the federal government or the state of Colorado.
Public school	Includes public elementary and secondary schools only (i.e., facilities offering kindergarten through 12th grade).
Recreational facility	Local recreational facilities that are open to the public, including fairgrounds; golf courses; parks and recreational facilities operated by city, town, or county government entities; and parks or recreation areas associated with school districts. Regional sites, such as state wildlife areas, state parks, and state birding trails, are not included.
Transportation use	Land used for a highway (in this case, for U.S. 50).

3. Applicable Laws, Regulations, and Guidance

In addition to adhering to NEPA and its regulations (23 CFR 771), the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), the following laws, regulations, and guidance were followed during this analysis of land use and social considerations. They are described in more detail below.

- FHWA Technical Advisory T6640.8A
- Areas and Activities of State Interest Act of 1974

3.1. FHWA Technical Advisory T6640.8A

The purpose of this FHWA technical advisory is to "... provide guidance to FHWA field offices and to project applicants on the preparation and processing of environmental ... documents" (FHWA 1987, p 1). The advisory states that an environmental impact statement "... should identify the current development trends and the State and/or local government plans and policies on land use and growth in the area which will be impacted by the proposed project" (FHWA 1987, Section V, G, 2). The advisory also notes that "... the land use discussion should assess the consistency of the alternatives with the comprehensive development plans adopted for the area" (FHWA 1987, Section V, G, 2).

3.2. Areas and Activities of State Interest Act of 1974

This portion of the Colorado Revised Statutes (CRS) outlines the means by which planning activities are designated and administered by state and local governments in Colorado.

4. Methodology

The U.S. 50 Corridor East project is a Tier 1 EIS. “Tiering” for this process means that the work involved will be conducted in two phases, or tiers, as follows:

- Tier 1—A broad-based (i.e., corridor level) NEPA analysis and data collection effort. The goal of Tier 1 is to determine a general corridor location (not a roadway footprint). Data sources will include existing quantitative data, qualitative information, or both. Mitigation strategies (not necessarily specific mitigation activities) and corridor-wide mitigation opportunities will be identified. Additionally, the Tier 1 EIS will identify sections of independent utility (SIUs) and provide strategies for access management and corridor preservation.
- Tier 2—A detailed (i.e., project level) NEPA analysis and data collection effort. The goal of Tier 2 studies will be to determine an alignment location for each SIU identified in Tier 1. Data sources will include project-level data, including field data collection when appropriate. Tier 2 studies will provide project-specific impacts, mitigation, and permitting for each proposed project.

Resource methodology overviews were developed to identify and document which resource evaluation activities would be completed during the Tier 1 EIS, and which would be completed during Tier 2 studies. These overviews are intended to be guidelines to ensure that the Tier 1 EIS remains a broad-based analysis, while clarifying (to the public and resource agencies) when particular data and decisions would be addressed in the tiered process.

These overviews were approved by FHWA and CDOT in 2005, and they were agreed upon by the resource agencies during the project’s scoping process between February and April of 2006.

Each overview summarizes the following information for the given resource:

- Relevant data or information sources—the types of corridor-level data that will be collected and the sources of those data
- Data collection and analysis methodology—how the data collection and analysis will be completed
- Project area—defined as one to four miles wide surrounding the existing U.S. 50 facility beginning in Pueblo, Colorado, at Interstate 25 (I-25) and extending to the Colorado-Kansas state line (resources will be reviewed within this band, and it is the same for all resources)
- Effects—the type(s) of effect(s) to be identified
- Mitigation options—how mitigation will be addressed
- Deliverables—how the activities above will be documented
- Regulatory guidance/requirements—a list of applicable laws, regulations, agreements, and guidance that will be followed during the review of the resources

These overviews were used by the project’s resource specialists as guidelines to ensure that their activities were relevant to the Tier 1 decision (i.e., corridor location). As the resource specialists conducted their work, data sources or analysis factors were added or removed. The final actions of the resource specialists are described below. The resource methodology overviews for land use and social considerations are attached to this technical memorandum as Appendix A for reference only. Additionally, abbreviations and acronyms used in this report are listed in Appendix B.

4.1. Data Collection and Analysis Methodology

This section details the data collection and analysis methodologies used to conduct this review of land use and social considerations for the U.S. 50 Tier 1 EIS.

4.1.1. Land Use Considerations

Land use considerations for the U.S. 50 Tier 1 EIS include compatibility with planning documents and future development areas; effects to conservation easements, public lands, and floodplains; and potential for property acquisition. The methodologies used to obtain data about and evaluate these considerations are discussed in more detail below.

Compatibility with Planning Documents

Planning documents (adopted by the project communities) are evaluated to determine whether the Build Alternatives would be compatible or incompatible with those plans. All of the plans except Fowler's were obtained between June and August 2006. All 13 communities were contacted during this effort; however, not every community had adopted such documents. Fowler's plan was obtained at a later date since the town did not adopt its comprehensive land use plan until March 2009. CDOT participated in the effort to develop this plan by providing town officials with data and information about resources located in and around Fowler.

Additionally, Colorado communities can request technical assistance from the state to help them with their land use and economic development planning activities. Assistance with land use planning activities is provided by the Colorado Department of Local Affairs, and assistance with economic development activities is provided by the Colorado Office of Economic Development and International Trade (OEDIT). In June 2006, representatives of these agencies were contacted to determine if the agencies had provided technical assistance to any of the project communities and to obtain summaries of any sessions that had taken place. The purpose of this effort was to better understand the status of land use planning in each community and to ensure that this analysis incorporates these planning efforts.

Compatibility with Future Development Areas

Future development areas in and surrounding project municipalities are evaluated to determine whether the Build Alternatives would be compatible or incompatible with this expected development. Future development areas in the communities east of Pueblo were identified by residents during community workshops organized and facilitated by the project in August 2006. Workshops were held in eight of the project municipalities, including Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Granada, and Holly. (A workshop scheduled for the city of Pueblo was cancelled on the day of the meeting due to lack of public attendance.) At these workshops, project team members with expertise facilitating land use planning meetings asked community participants where their communities expect future growth to occur. Future development areas in Pueblo were identified using the most recent version of the city and county (combined) comprehensive plan.

Conservation Easements

This analysis identified existing conservation easements in the project area because it is likely that these lands will have legal barriers associated with developing or acquiring them for transportation purposes. Between April and August 2006, the following organizations were contacted and asked to identify known conservation easements in the project area. They were chosen because of their involvement in land conservation activities in the state of Colorado or because they are the repository for recording such easements (i.e., county clerks' offices):

- American Farmland Trust
- Arkansas Valley Preservation Land Trust
- Bent County Clerk's Office
- Colorado Cattlemen's Agricultural Land Trust
- Colorado Coalition of Land Trusts
- Colorado Conservation Trust
- Colorado Open Lands
- Lower Arkansas Valley Water Conservancy District
- Otero County Clerk's Office
- Otero County Land Trust
- Palmer Land Trust
- Pueblo County Clerk's Office
- Prowers County Clerk's Office
- Southern Plains Land Trust

- Southern Rockies Ecosystem Project
- The Greenlands Reserve
- The Nature Conservancy (TNC)
- Trust for Public Land

A map or general description of the project area was provided to each organization during these consultations. The conservation easements identified by this effort were located using a geographic information system application. The best location information available was used to determine the boundaries of the identified easements.

Public Lands

Public land in the project area is identified primarily using geographic information system data obtained from CDOT. These data include public land holdings as of December 31, 2004. Due to the slow rates of growth and development experienced by southeastern Colorado in recent decades, this information was assumed to be adequate for this Tier 1 broad scale evaluation. Additional data and information were obtained through consultations with staff at the Colorado Parks and Wildlife about existing state wildlife areas in the project area.

Floodplains

U.S. 50 follows a route generally parallel to the Arkansas River from Pueblo to the Kansas-Colorado state line. Along this route, U.S. 50 crosses the river, and its associated floodplain, several times. As a result, this analysis includes an evaluation of how the Build Alternatives could affect the Arkansas River floodplain. Floodplains associated with other major rivers, streams, or creeks in the project area also are considered. The most recent Federal Emergency Management Agency flood insurance rate maps were obtained for specific portions of the project area where the floodplain could influence the location of alternatives recommended by the U.S. 50 Tier 1 EIS. These areas are primarily in and adjacent to the project municipalities. The flood insurance rate maps evaluated date from 1977 to 1989.

Potential for Property Acquisition

Potential for the Build Alternatives to result in property acquisition was evaluated based on whether the alternative would require new lanes or improvements that could require additional property (i.e., shoulders, turn lanes, etc.) in each location.

4.1.2. Social Considerations

Social considerations for the U.S. 50 Tier 1 EIS are defined as the ability of residents to travel within their community and access important community facilities and services. The methodologies used to obtain data about and evaluate these considerations are discussed in more detail below.

Ability to Travel within Each Community

The ability of residents to travel within their community is evaluated based on the *barrier effect* caused by the highway. U.S. 50 is the primary east-west route into, out of, and through the project municipalities. Although traffic levels on the highway are relatively low, U.S. 50 sometimes creates a barrier for residents traveling within town. An example of this effect occurs in Fowler where the highway lies between the public swimming pool and the town's residential area. During the summer months when the pool is open, residents must cross the highway to get to it. This is done primarily on foot due to the relatively small size of the town and the limited amount of parking near the pool facility. This creates a safety issue for Fowler residents who have to cross the highway on foot to access the pool, which is one of only four public recreation areas in town.

To evaluate how the Build Alternatives could alter the highway's existing barrier effect, planning documents were acquired and reviewed. These documents show what land in each community is zoned for residential, commercial, industrial, or other uses. Figure 4-1 shows the classifications used in Las Animas and the locations covered by each classification. This information was used to evaluate whether the Build Alternatives would decrease, increase, or cause no change in the highway's barrier effect in each community. For example, if the alternative moves the highway to a location between residential and commercial uses, then it would be considered an increase in the barrier effect of the highway. This is because it would make it more difficult for residents to move between these uses.

Access to Important Community Facilities

A vital function of any community is to provide for the needs of its residents. Therefore, facilities and services that fill those needs are important to a community. The operation of these facilities and services must be maintained, and residents must have access to them. The facilities and services considered by this analysis are listed below.

- Emergency services—fire, police, and ambulance services
- Medical facilities—hospitals and clinics
- Government facilities—places where town meetings are held or government services are provided
- Public schools—public elementary and secondary schools
- Public airports
- Public recreational facilities—local parks, ball fields, and similar facilities open to the public

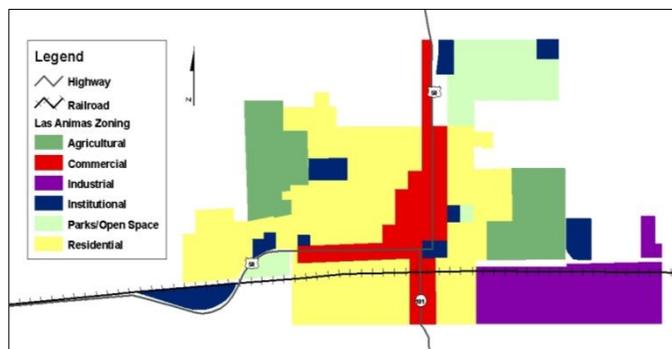


Figure 4-1. Land Use Classifications (Zoning) in Las Animas

Some important community facilities and services were identified based on comments heard by local residents at workshops organized and facilitated by the U.S. 50 Tier 1 EIS project in 2006. At these workshops, residents were asked to list their community's assets (i.e., important locations, buildings, or other features within their community).

Emergency services agencies were identified to consider how the Build Alternatives might affect their ability to serve their jurisdictions. The majority of the agencies were identified using a State of Colorado Emergency Resource Inventory Report from 2006, supplemented by a publicly available online directory service. Information for Swink, Rocky Ford, and Granada was further supplemented through interviews with personnel from those municipalities conducted in May 2007.

Major medical facilities, including hospitals and clinics, were identified to assess how the Build Alternatives might affect client access to them. Major medical facilities are included because they are not likely to close or move in the future (unlike a doctor's office or pharmacy that may be more susceptible to changing demand and could more easily change locations). Licensure databases maintained by the Colorado Department of Public Health and Environment were searched for these facility types to identify facilities operating as of 2006.

For this analysis, government facilities include city, town, and county administration offices, post offices, public libraries, community centers, and senior citizens centers operating as of 2007. These facilities were identified to determine how the Build Alternatives may affect citizens' ability to access them. Information about the county offices was found on the Colorado Counties, Inc. website. The post offices were located using the U.S. Postal Service branch locator website. Public libraries were located using the PublicLibraries.com website. Community and senior citizens centers were identified using a publicly available online directory service.

Public schools in the project municipalities were identified to determine how the Build Alternatives might affect student access to them. These schools were identified using the U.S. Department of Education's National Center for Education Statistics database. At the time the database was accessed, it included all schools operating during the 2003-2004 school year. Because the project communities have not grown significantly in population over the past decade (2000 Census, 2010 Census), it was assumed that the same schools identified during this effort would still be operating.

Public airports in or near the project municipalities were identified using geographic information system data obtained from CDOT that included all airports operational as of December 2004. These facilities were identified to determine how the Build Alternatives might affect access to them by potential users.

Public recreational facilities within the project municipalities were identified for all project municipalities, except the city of Pueblo, in the Section 4(f) resources evaluation data collection effort. Facilities in Pueblo were identified using geographic information system data from the previous U.S. 50 planning study (CDOT 2003). This analysis focused on local facilities—not regional facilities such as state wildlife areas or state parks—for two primary reasons: (1) the regional recreational facilities in southeastern Colorado are generally public lands, so they are included in the discussion of public lands in the land use section above; and (2) this analysis of social considerations is intended to evaluate existing conditions in, and effects to, local communities. The Colorado Department of Natural Resources 2008 Statewide Comprehensive Outdoor Recreation Plan notes that “[m]ore than 45 percent of respondents travel fewer than four miles from home to recreate during the week (Monday through Thursday), and two-thirds stay within 10 miles of home” (DNR 2008, executive summary: p 6). For this reason, effects to local recreational facilities (that are open to the public) were considered by this analysis while effects to regional public facilities were not.

4.2. Project Area

The project area for the U.S. 50 Tier 1 EIS has been defined as one to four miles wide surrounding the existing U.S. 50 facility and extending from Pueblo, Colorado, at I-25 to the Colorado-Kansas state line (see Figure 1-1). The project area encompasses the study area limits, which is where the Tier 1 corridor alternatives considered by this project would be located. The study area is 1,000 feet wide centered on the corridor alternatives, beginning on or near the existing U.S. 50 at I-25 in Pueblo, Colorado, and extending to just east of Holly, Colorado, in the vicinity of the Colorado-Kansas state line. The limits of the project were approved by the lead agencies and other project stakeholders during the U.S. 50 Tier 1 EIS’s scoping activities.

4.3. Effects

Effects to land use and social considerations by the Build Alternatives are evaluated based on each consideration, as indicated below.

4.3.1. Land Use Considerations

Effects to land use considerations are detailed below by consideration.

Compatibility with Planning Documents

Planning documents were reviewed to determine whether the Build Alternatives would be compatible with them. For comprehensive (land use) plans and Pueblo’s long-range transportation plan, this review focused on whether the Build Alternatives and the plans recommended the same future route for U.S. 50. If they did, then the Build Alternatives were considered to be compatible. In the case of the Prowers County trails plan, the review focused on how the Build Alternatives could affect the future use of the planned trails. Any trails that intersect with the Build Alternatives were considered to be affected. Zoning ordinances, which regulate land use within a community, were used to determine how land use could change due to the Build Alternatives. For example, building a new around-town route in an area currently zoned for agricultural use would change that use from agricultural to transportation (i.e., for the highway). This would make the Build Alternatives incompatible with that planning document. Compatibility with state assistance efforts is determined based on whether the Build Alternatives would enable recommendations resulting from those efforts to be implemented.

Compatibility with Future Development Areas

Whether the Build Alternatives would be compatible with future development areas is measured by how they could affect those areas. If the effects would likely be positive or neutral, then the Build Alternatives are considered to be compatible. If they would likely be negative, then the Build Alternatives are considered to be incompatible with that future growth. The following guidelines are used to determine this compatibility.

- Residential areas generally value quiet surroundings, and roadways are not considered a quiet use. Therefore, if the Build Alternatives would move U.S. 50 closer to potential residential growth areas, then they were considered to be incompatible with that growth. Conversely, if the Build Alternatives would move U.S. 50 farther away from these areas, then they were considered to be compatible with the growth.

- Some recreational areas, such as parks and golf courses, also generally value quiet surroundings. So the compatibility would be the same as with residential growth areas.
- Commercial or industrial areas generally value good connections to regional, statewide, and interstate transportation facilities. These connections facilitate delivery of raw materials into these areas and delivery of finished products out to regional markets and beyond. For the communities east of Pueblo, U.S. 50 is their primary connection to major transportation facilities outside the Lower Arkansas Valley. The farther away the highway is located from commercial and industrial areas, the weaker their connection to needed transportation systems is. If the Build Alternatives would move U.S. 50 farther from future commercial or industrial development areas, they are considered incompatible with that growth. In contrast, it is considered compatible if they would move the highway closer to these growth areas.

Conservation Easements and Public Lands

Conservation easements and public lands are considered to be potentially affected if any portion of the property is located within the Build Alternatives. This analysis identifies all conservation easements and public lands within the Build Alternatives. However, the purpose of the U.S. 50 Tier 1 EIS is to determine the location of a 1,000-foot-wide Build Alternative within which a 250-foot-wide (maximum) roadway footprint would be identified during Tier 2 studies (see Figure 4-2). Because the location of U.S. 50 within the Build Alternatives will not be determined until Tier 2, not all of the identified easements or lands would be affected.

Also, effects to individual conservation easements may or may not prevent the remainder of the property from functioning as an easement. Decisions about which easements could retain their designation will be made during Tier 2 studies, when the roadway alignment is identified (and when more specific effects to the easements can be determined).

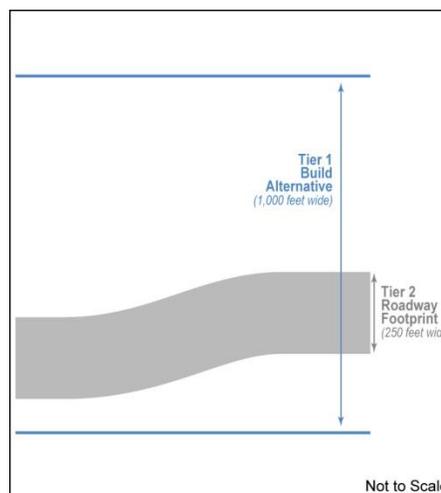


Figure 4-2. Tier 1 vs. Tier 2 Decision

Floodplains

Floodplains are considered to be potentially affected if any portion of the floodplain was located within the Build Alternatives.

Property Acquisition

Property acquisition would be required to construct the Build Alternatives. Because the Build Alternatives only identify a general location for the highway, not a specific roadway footprint, it is not possible to identify specific properties that would need to be acquired. Therefore, this evaluation identifies general locations where property acquisition is likely. Decisions about specific parcels will be made during Tier 2 studies after specific roadway footprints are identified.

Social Considerations

Effects to social conditions are based on whether the Build Alternatives would make it more or less difficult for residents to travel within their community and access important community facilities and services.

4.4. Mitigation Options

Avoidance or minimization will be the primary mitigation options for handling land use and social considerations.

4.5. Deliverables

This Land Use and Social Considerations Technical Memorandum is the primary deliverable being produced for the U.S. 50 Tier 1 EIS related to land use and social considerations.

5. Existing Conditions

U.S. 50 is the primary east-west route through the project communities, which includes nine municipalities and portions of four counties. The city of Pueblo is the largest community, and it is one of four major urban centers along Colorado’s Front Range. Pueblo is an urban community of just over 105,000 residents (2010 Census). It serves as a regional center for goods and services for all of southern Colorado, including the communities east of it along U.S. 50. Trends in Pueblo show that the city has steadily gained population since its incorporation in 1885. It also has diversified its economy away from agricultural activities in recent decades.

In contrast, the eight communities east of Pueblo are small, rural communities. They developed as stops along the railroad constructed through southeastern Colorado in the late 1800s. The first residents of these communities relied on agricultural activities for their livelihood, and they remain a central focus of economic activities in the Lower Arkansas Valley. Populations in these communities range from approximately 400 to 7,800 people (2010 Census). The population of each individual community is shown in Table 5-1. From 2000 to 2010, the population of the communities east of Pueblo declined.

Table 5-1. Population Change

2010 Census Geography	2000 Population	2010 Population	Difference	Percent Change 2000–2010	
				Overall	Annualized
Pueblo County	141,472	159,063	17,591	12.4%	1.2%
Pueblo	102,121	106,595	4,474	4.4%	0.4%
Otero County	20,311	18,831	-1,480	-7.3%	-0.8%
Fowler	1,206	1,182	-24	-2.0%	-0.2%
Manzanola	525	434	-91	-17.3%	-1.9%
Rocky Ford	4,286	3,957	-329	-7.7%	-0.8%
Swink	696	617	-79	-11.4%	-1.2%
La Junta	7,568	7,077	-491	-6.5%	-0.7%
Bent County	5,998	6,499	501	8.4%	0.8%
Las Animas	2,758	2,410	-348	-12.6%	-1.3%
Prowers County	14,483	12,551	-1,932	-13.3%	-1.4%
Granada	640	517	-123	-19.2%	-2.1%
Holly	1,048	802	-246	-23.5%	-2.6%
Colorado	4,301,261	5,029,196	727,935	16.9%	1.6%

Source: US Census Bureau, Census 2000 and 2010, Tables P001 (2000), P1 (2010), "Total Population"

The remainder of this section details the existing conditions associated with land use and social considerations listed below.

- Compatibility with planning documents
- Compatibility with future development areas
- Conservation easements
- Public lands
- Floodplains
- Potential for property acquisition
- Residents’ ability to travel within each community
- Residents’ ability to access important community facilities and services

5.1. Compatibility with Planning Documents

The planning documents identified by this analysis varied by project community, as discussed below.

5.1.1. Pueblo (City and County)

Planning activities for both Pueblo County and the city of Pueblo are largely completed by the Pueblo Area Council of Governments (PACOG), which is the transportation planning and metropolitan planning organization for the Pueblo region. These jurisdictions have a combined comprehensive land use plan and long-range transportation plan. They have also adopted zoning ordinances.

Land within these jurisdictions that also is located within the project area is zoned as agricultural, commercial, floodplain, industrial, mixed use, parking, public use, or residential classifications. Land that could be affected by the Build Alternatives in these areas is currently zoned for public use (i.e., for the highway) west of the airport and primarily as agricultural use east of the airport.

PACOG's 2040 Long Range Transportation Plan envisions U.S. 50 as a freeway. It also outlines a new alignment for U.S. 50 between approximately Troy Avenue and milepost 329 that would place the highway north of the airport (PACOG 2015). (The existing U.S. 50 facility is located south of the airport.) The jurisdictions' most recent comprehensive land use plan also shows U.S. 50 at this new location.

5.1.2. Fowler

Planning documents identified for Fowler include a zoning ordinance and comprehensive land use plan. Fowler's zoning ordinance includes commercial, industrial, mobile home, and residential classifications. Land that could be affected by the Build Alternatives is located primarily in Otero County (surrounding the town) and is zoned for agricultural use by that jurisdiction.

The town's land use plan includes a "Highway 50 corridor planning area" that consists of U.S. 50 through Fowler and the land immediately surrounding this portion of the highway. According to the plan, this area "... serves as the primary entrance to the Town at the eastern and western incorporated boundaries" and "... [f]uture land uses should be reflective of "gateway" features" (Town of Fowler 2009, p 24). The plan also describes realignment of U.S. 50 as part of its discussion on transportation and mobility, as follows.

- The existing U.S. 50 is identified as an area of concern for pedestrian safety, and the plan expresses "preference for future realignment, if any, to the north of Town" (Town of Fowler 2009, p 39).
- The plan notes that to ensure future redevelopment is consistent with the town's objectives, "... no realignment [should] occur to the south of Town" (Town of Fowler 2009, p 41).
- The plan includes a section about the U.S. 50 Tier 1 EIS project. A map presents the U.S. 50 realignment alternatives (shown at the project's August 2007 public meetings), and the associated text states that the "... [t]own of Fowler is more supportive of the northern alignment" (Town of Fowler 2009, p 71).

5.1.3. Rocky Ford

Rocky Ford has adopted a zoning ordinance that includes commercial, industrial, and residential classifications. Land that could be affected by the Build Alternatives is located primarily in Otero County (surrounding the city) and is zoned for agricultural use by that jurisdiction. Additionally, city residents participated in a program offered by the Colorado OEDIT that helped citizens perform an analysis from an economic perspective by reviewing the community's strengths, weaknesses, opportunities, and threats (SWOT). A summary of this effort, completed in 2005, noted the following recommendations that may have an effect on the city's land use if they are implemented (OEDIT 2005, p 10):

- Continue to develop and expand uses for the Grand Theater
- Continue to collaborate on restoration and reuse of historic buildings
- Develop additional senior-friendly amenities based on an inventory and needs analysis
- Develop an industrial park with buildings, infrastructure, and incentives for companies to relocate to the site
- Develop a multi-use trail

5.1.4. La Junta

La Junta has adopted a zoning ordinance that includes commercial, floodplain, highway service district, industrial, planned unit development, and residential classifications. Land that could be affected by the Build Alternatives is located primarily in Otero County (surrounding the city), and some of this land is zoned for agricultural use by that jurisdiction. On January 16, 2007, the La Junta City Council adopted a resolution endorsing a realignment of U.S. 50 (City of La Junta 2007). Additionally, the Colorado OEDIT provided assistance to La Junta in 2006 to help perform a SWOT analysis from an economic perspective to review the community's strengths, weaknesses, opportunities, and threats. A summary of this effort noted the following recommendations that may have effects on the city's land use if they are implemented (OEDIT 2006b, p 11, 12):

- Pursue outdoor recreation
- Continue to work on heritage tourism and birding opportunities
- Partner with CDOT and the railroad to develop pedestrian trails along the railroad tracks
- Apply for state historic grant funds to restore the Masonic Temple in downtown La Junta
- Utilize tools and resources to develop the downtown area
- Explore different services and businesses for downtown development
- Develop potential residential units in the downtown area

5.1.5. Bent County and the City of Las Animas

Bent County combined its planning efforts with the city of Las Animas to develop the *Bent County/City of Las Animas Comprehensive Plan*. This document establishes plan directives for Las Animas, for rural character areas within Bent County, and for cooperative planning areas within the county. Plan directives for each are listed below (Bent County/City of Las Animas 2002).

- Las Animas—land within the city
 - Retain residential neighborhood character
 - Preserve residential and commercial historic structures
 - Improve sidewalks
 - Improve recreational facilities and grounds
 - Redevelop the downtown area
 - Improve U.S. 50 through town
- Bent County rural character areas—the bulk of the county outside of its municipalities
 - Retain agricultural, rural residential, and recreational land uses
 - Attract agricultural and energy industry activities
 - Attract recreational and cultural tourism
 - Preserve historic and archaeological sites
 - Improve U.S. 50 along the existing corridor
- Bent County cooperative planning areas—areas within three miles surrounding Las Animas
 - Retain urban, rural, and institutional land uses
 - Attract residential and commercial land uses
 - Encourage urban growth
 - Create an airport influence area to address appropriate land uses surrounding the Las Animas city and county airport
 - Develop a multi-purpose indoor arena
 - Improve U.S. 50

Additionally, the Colorado OEDIT provided assistance to Bent County in 2006 to help perform a SWOT analysis from an economic perspective to review the community's strengths, weaknesses, opportunities, and threats. A summary of this effort noted the following recommendations that may have an effect on the county's land use if they are implemented (OEDIT 2006a, p 10):

- Develop regional walking and hiking trails on the Arkansas River
- Designate a commercial district downtown
- Develop regional heritage tourism opportunities

The Colorado Department of Local Affairs provided assistance to Las Animas through its Community Revitalization Partnership program in 2005. The focus of this effort was to develop design plans for the city's downtown area. The majority of this document discusses aesthetic issues. However, the overall theme of the document encourages Las Animas to use these aesthetic changes to create a more pedestrian-friendly downtown.

Additionally, a small area of land that could be affected by the Build Alternatives on the north side of Las Animas is currently zoned for residential and agricultural use.

5.1.6. Prowers County

The *Prowers County Master Plan* describes currently zoned areas and future land use objectives for the county. The zoned areas include agriculture/rural, commercial, floodplain, industrial, and residential classifications. Land that could be affected by the Build Alternatives is used currently for agricultural activities. Future land use objectives in the plan include (Prowers County 2003, p 4-3, 4-4):

- Promoting the development of consistent and compatible land uses
- Limiting the intrusion of non-agricultural businesses into rural areas
- Discouraging premature development at state highway intersections where major road improvements or realignment is projected or identified
- Encouraging the protection of open lands and rural character by promoting higher densities within and adjacent to existing communities

In addition to the master (land use) plan, Prowers County has developed a long-range trails plan. The trails are planned within the communities of Granada, Holly, Lamar, and Wiley. Since only Granada and Holly are located within the project area, only these trails were considered by this analysis. Planned trails in Granada would follow U.S. 385 and Amache Road. Trailheads are planned at the intersection of U.S. 385 and the railroad and at the Granada Relocation Center National Historic Landmark (a.k.a., Camp Amache). Planned trails in Holly would follow the Arkansas River, CR FF, the periphery of Holly Gateway Park, SH 89, and some local roads on the south side of town. Trailheads are planned at the junction of CR FF and the Arkansas River and at the railroad depot located south of town on Main Street.

5.1.7. Other Project Communities

Other communities in the project area have adopted zoning ordinances, but no other planning documents. These include Otero County, Manzanola, and Swink. All of these ordinances include residential, industrial, and commercial classifications. Additional classifications included in some ordinances are agricultural, mixed residential, and highway right-of-way, among others.

Granada and Holly have not adopted any planning documents. However, these jurisdictions are discussed in the *Prowers County Master Plan*. Additionally, the Colorado Department of Local Affairs provided assistance to Holly through its Rural Technical Assistance Program in 2004. The focus of this effort was to develop a streetscape design plan for downtown Holly.

5.2. Compatibility with Future Development Areas

The following potential future development areas were identified by this analysis (CDOT 2006a):

- Pueblo—residential and commercial growth north, northwest, and southwest of the city; commercial and industrial growth east of the city (south of the airport); and residential, commercial, and institutional growth south of the city
- Fowler—residential growth south of town
- Manzanola—unspecified growth south of town
- Rocky Ford—residential or recreational growth (a golf course) south of the city and industrial growth north of the city
- Swink—unspecified growth to the west of town, to the south of town, and to the east of town (north of U.S. 50 only) and recreational growth (a park) south of town
- La Junta—residential growth west of the city and unspecified growth southwest and south of the city

- Las Animas—unspecified growth to the north and west of the city and recreational growth along U.S. 50 east of the city (a recreational trail to John Martin Reservoir State Park)
- Granada—unspecified growth south or southeast of town
- Holly—commercial growth west of town (near U.S. 50), residential growth northeast of town, and industrial growth (a coal refinery) northwest of town

5.3. Conservation Easements

A conservation easement is "... a restriction placed on a piece of property to protect its associated resources" (TNC 2007, p 1). When property is designated as a conservation easement, property owners retain their ownership, but they give up the right to develop the property in the future in exchange for monetary compensation. These properties were important to consider for a number of reasons. They are important assets to the communities in the Lower Arkansas Valley. They preserve the natural resources that draw visitors to the region, and they provide an economic boost to individual property owners through the state-run Colorado conservation easement tax credit program. Also, because development could not occur on the property unless the easement is removed, acquisition of this property (to construct the Build Alternatives) would likely require additional coordination with property owners.

This analysis identified 27 conservation easements located, in whole or in part, within the project area. Table 5-2 shows the number and acreage of easements present in each project county. These easements include approximately 6,600 acres of land, constituting slightly more than 3 percent of the project area. They are managed by either the Otero County Land Trust or The Greenlands Reserve. The easements are located throughout Pueblo, Otero, and Prowers counties.

Table 5-2. Conservation Easements in the Project Area

County	Number of Conservation Easements ^a	Acres of Conservation Easements ^b
Pueblo	3	1,700
Otero	15	2,200
Bent	0	0
Prowers	9	2,700
Total	27	6,600

^aEasements located, in whole or in part, inside the project area

^bAcres located within the project area only (for those easements located both inside and outside of the project area); rounded to the nearest 100 acres

Sources: Hallman 2006, Otero County Clerk 2006, Prowers County Clerk 2006, Pueblo County Clerk 2006

5.4. Public Lands

Public land was defined as land owned by a state or federal government agency. These properties were considered because they are important assets to the communities in the Lower Arkansas Valley. They provide recreational opportunities for hunting, fishing, camping, and other activities. They also bring visitors (and their money) to the area. These properties also were considered because additional coordination may be necessary with the government agency that owns them, manages them, or both to acquire them (for use to construct the Build Alternatives).

Roughly 5.6 percent of the total project area is public land (CDOT 2004a, CPW 2003). Agencies that manage this land include the Bureau of Land Management (BLM), U.S. Army Corps of Engineers (USACE), Colorado Parks and Wildlife (CPW), and Colorado State Land Board. Table 5-3 shows the number of properties managed by each of these government entities by county.

Table 5-3. Public Lands in the Project Area by Manager and County

Owner	Manager (if not the owner)	Number of Properties				
		Pueblo County	Otero County	Bent County	Prowers County	Total in the Project Area
BLM		1	5	1	4	11
State of Colorado	CPW	—	1	—	5	6
	SLB	8	—	6	2	16
	Unknown ^a	—	2	—	—	2
USACE		—	—	1 ^b	—	1

BLM = Bureau of Land Management

CPW = Colorado Parks and Wildlife

USACE = U.S. Army Corps of Engineers

SLB = Colorado State Land Board

^a*This property is owned by the state of Colorado; however the management agency is not known*

^b*This property is the John Martin Reservoir; it is managed by USACE, and the property also includes a state wildlife area managed by CPW and a state park operated by Colorado State Parks*

Sources: CDOT 2004a, CPW 2003, Black 2009, Black et. al 2007, USACE 2010

Properties counted in Table 5-3 are summarized below.

- John Martin Reservoir (Bent County)—This property is managed by the USACE as a water storage facility but also includes a state park managed by Colorado State Parks and a state wildlife area managed by the Colorado Parks and Wildlife.
- Five state wildlife areas, including Karney Ranch (Bent County), John Martin Reservoir (Bent County), Mike Higbee (Prowers County), Granada (Prowers County), , and Holly (Prowers County). These areas are open to the public and are managed primarily for recreational uses such as hunting, camping, and hiking.
- Sixteen properties managed by the Colorado State Land Board. The Land Board was established in 1876 to manage the land (and associated mineral rights) that the federal government gave to the state of Colorado when it was settled. Today, the purpose of the Land Board is to raise revenue from these properties to fund public education and certain state institutions (Colorado State Land Board 2010).
- Eleven properties managed by the BLM, which is a division of the U.S. Department of the Interior.
- Two other properties owned by the State of Colorado where the management authority is unknown.

There also are public properties in the Lower Arkansas Valley that are outside the project area that could be indirectly affected by the Build Alternatives. The issue is how the Build Alternatives could affect visitors' access to these sites, which include the Comanche National Grassland and Bent's Old Fort National Historic Site.

The Comanche National Grassland, a 400,000-acre U.S. Forest Service property, is located about 60 miles south of the project area. Comanche is divided into two separate units. The Timpas Unit is closest to the project area, located several miles south of the project area generally between Fowler and La Junta. The Comanche National Grassland district ranger confirmed that 90 percent to 95 percent of the Timpas Unit's visitors access the site from U.S. 50 by U.S. 350 or SH 109 south from La Junta (Peters 2007). Therefore, changes to the junctions of U.S. 50 and U.S. 350 or U.S. 50 and SH 109 should be evaluated during Tier 2 studies in this area to determine how they might affect travelers going to, or coming from, the Comanche National Grassland Timpas Unit.

Bent's Old Fort National Historic Site is a National Park Service property located just north of the project area between La Junta and Las Animas on SH 194. The park superintendent confirmed that the majority of the Fort's visitors access the site from two routes that both originate on U.S. 50 (Ott-Jones 2007). The first route takes visitors from U.S. 50 to SH 109 (in La Junta), and then to SH 194. The second route allows visitors to connect directly from U.S. 50 to SH 194 north of Las Animas. The National Park Service is working with the FHWA to develop an access to the Fort directly from U.S. 50 between milepost 389 and

milepost 390 just east of the county line between Otero and Bent counties. Therefore, changes to the junctions of U.S. 50 and SH 109 or U.S. 50 and SH 194 should be evaluated during Tier 2 studies in this area to determine how they might affect travelers going to, or coming from, Bent's Old Fort National Historic Site.

5.5. Floodplains

The floodplain associated with the Arkansas River lies south of the project area in and surrounding Pueblo. It turns north and crosses through the project area between milepost 330 and milepost 332 in Pueblo County (east of the city). The floodplain remains north of the municipalities of Fowler, Manzanola, and Rocky Ford (in Otero County). However, it crosses into the community of Swink, where substantial floodplain areas exist in and surrounding the town. Some of the land in the extreme north portion of La Junta is also covered by the Arkansas River floodplain. It remains north of the project area between La Junta and Las Animas. However, the floodplain crosses through the project area just north of Las Animas. It remains south of the project area from just east of Las Animas to Lamar, where it crosses the project area again (just north of Lamar). It remains north of the project area until just east of Granada, where it turns south and crosses the project area. As a result of this crossing, large areas of floodplain exist in and surrounding Granada, encompassing much of the town's land. Because of the proximity of the river, floodplain areas also cover most of the land in Holly as well. As the river travels toward the Colorado-Kansas border, it is located south of the project area. Floodplains for other substantial rivers, streams, and creeks also were considered by this analysis.

5.6. Potential for Property Acquisition

Property acquired by CDOT to construct the Build Alternatives will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act), as amended.

5.7. Residents' Ability to Travel within Each Community

U.S. 50 is the primary east-west route through southeastern Colorado. It also serves as the main route into, out of, and through the communities in the project area. As a result, the highway can have a *barrier effect* within communities, making travel from one side of the highway to the other within town difficult. For example, in many communities the highway lies between schools and residential areas. Since walking or biking to school is a common occurrence in many of the communities (due to their small size), U.S. 50 creates a safety issue for students who have to cross the highway on their way to school. Additionally, most of the school districts in the project area have reported altering bus routes to avoid crossing or stopping (i.e., picking up students) on U.S. 50. A concern commonly cited by school district officials is that vehicles driving on the highway frequently pass the buses while they are stopped. This makes it unsafe for the buses to pick up students. As traffic levels on U.S. 50 rise in the future, problems associated with situations like these are likely to worsen. Traffic is projected to increase by approximately 47 percent by the year 2040. This is expected to add just over 9,300 vehicles per day to U.S. 50 in Pueblo and nearly 1,100 vehicles per day to the portion of the highway between Holly and the Colorado-Kansas state line (CDOT 2010a, CDOT 2010b).

5.8. Residents' Ability to Access Important Community Facilities and Services

The analysis identified 189 important community facilities and services. Nearly all of them are located within the project municipalities. Table 5-4 shows the number of facilities, by type, in each community. The facilities and services shown for Pueblo, Otero, Bent, and Prowers counties are located in the areas controlled by the county, not in the cities and towns within that county. A list of these facilities and services is presented in Appendix C.

Table 5-4. Summary of Important Community Facilities and Services

Project Community	Emergency Services Agencies ^b	Government Facilities ^c	Medical Facilities ^d	Public Airports	Public Schools	Public Recreational Facilities ^e	Total
Pueblo County ^a	0	2	1	0	2	0	5
Pueblo	4	2	3	1	10	22	42
Otero County ^a	0	0	0	0	0	0	0
Fowler	3	4	0	0	3	4	14
Manzanola	3	4	0	0	2	5	14
Rocky Ford	2	4	2	0	4	11	23
Swink	0	4	0	0	2	3	9
La Junta	5	5	2	1	5	12	30
Bent County ^a	0	1	0	0	0	1	2
Las Animas	3	7	2	1	4	11	28
Prowers County ^a	0	0	0	0	0	0	0
Granada	2	2	0	0	2	2	8
Holly	3	4	0	1	2	4	14
Total	25	39	10	4	36	75	189

^aCounty land only (i.e., does not include areas within municipalities)

^bFire, police, and ambulance services

^cCity, town, and county administration offices, post offices, public libraries, community centers, and senior citizens centers

^dHospitals and clinics only

^eLocal recreational facilities accessible by the general public

Sources: CERMPWG 2006, Yahoo 2007, Colorado Counties, Inc. 2007, USPS 2007, PublicLibraries.com 2007, CDPHE 2006a, CDPHE 2006b, CDPHE 2006c, CDPHE 2006d, CDOT 2004b, NCEP 2006, CDOT 2006a, CDOT 2006b

These facilities and services are not located uniformly across all the communities in the project area. Within Pueblo, 42 of them were identified. Because Pueblo is not entirely contained within the project area, it is important to note that this analysis describes only those facilities and services located within the portion of the city that lies inside the project area (i.e., the eastern portion of the city). There are additional community facilities located in the remainder of the city.

In contrast, each of the communities east of Pueblo has far fewer of these facilities and services. The fact that there are so few of them within each community makes them extremely important to local residents. Many of these facilities have been identified as community gathering places by city or town leaders (i.e., places where community-wide events are held) (CDOT 2006a). Additionally, many serve multiple functions. Two examples of this multi-use function are located in Fowler. The first is the administration building, which is home to the town hall, fire department, and public library. The other is the clubhouse at the Cottonwood Links Golf Course. It not only serves the golfers using the course, but it is also frequently used for town meetings and other community-wide events.

U.S. 50 also is used by residents to access facilities and services in neighboring communities when those types of facilities do not exist in their own communities. For example, Swink does not have its own emergency services; they are provided by neighboring jurisdictions. Only two communities have hospitals (Pueblo and La Junta). Therefore, residents from the other communities must go to one of these cities for that level of health care. Since U.S. 50 is the primary east-west route between these communities, the highway is critical to the residents' ability to access those facilities and services.

6. Effects

The following sections discuss the potential of the No-Build Alternative and the Build Alternatives to effect land use and social considerations.

6.1. No-Build Alternative

Under the No-Build Alternative, only minor and isolated construction would occur. Routine maintenance and repairs would be made as necessary to keep U.S. 50 in usable condition, including standard overlays and repairs of weather- or crash-related damage. Additionally, smaller scale improvements may be undertaken, such as short passing lanes and other minor safety improvements.

No effects to land use or social considerations are expected. However, communities also would not have the opportunity to make certain improvements to their city or town. For example, moving long-distance and regional traffic out of downtown areas would enable communities to make these areas more pedestrian-friendly. In community workshops held in 2006, leaders from many communities expressed their desire to do this (CDOT 2006a). Moving traffic out of town also would reduce the highway's existing barrier effect, which would improve residents' ability to travel within their communities.

6.2. Build Alternatives

The Build Alternatives consist of constructing a four-lane expressway on or near the existing U.S. 50 from I-25 in Pueblo, Colorado, to approximately one mile east of Holly, Colorado. There are a total of 30 Build Alternatives. In Pueblo, three Build Alternatives are proposed that either improve U.S. 50 on its existing alignment and/or reroute it to the north to utilize SH 47. East of Pueblo, the remaining 27 Build Alternatives are divided into nine between-town alternatives and 18 around-town alternatives. The nine between-town alternatives improve U.S. 50 on its current alignment, with the exception of near Fort Reynolds, where there is an alternative to realign the roadway to the south. The 18 around-town alternatives propose relocating U.S. 50 from its current through-town route at Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Granada, and Holly. Figure 6-1 provides an overview of the Build Alternatives as proposed.

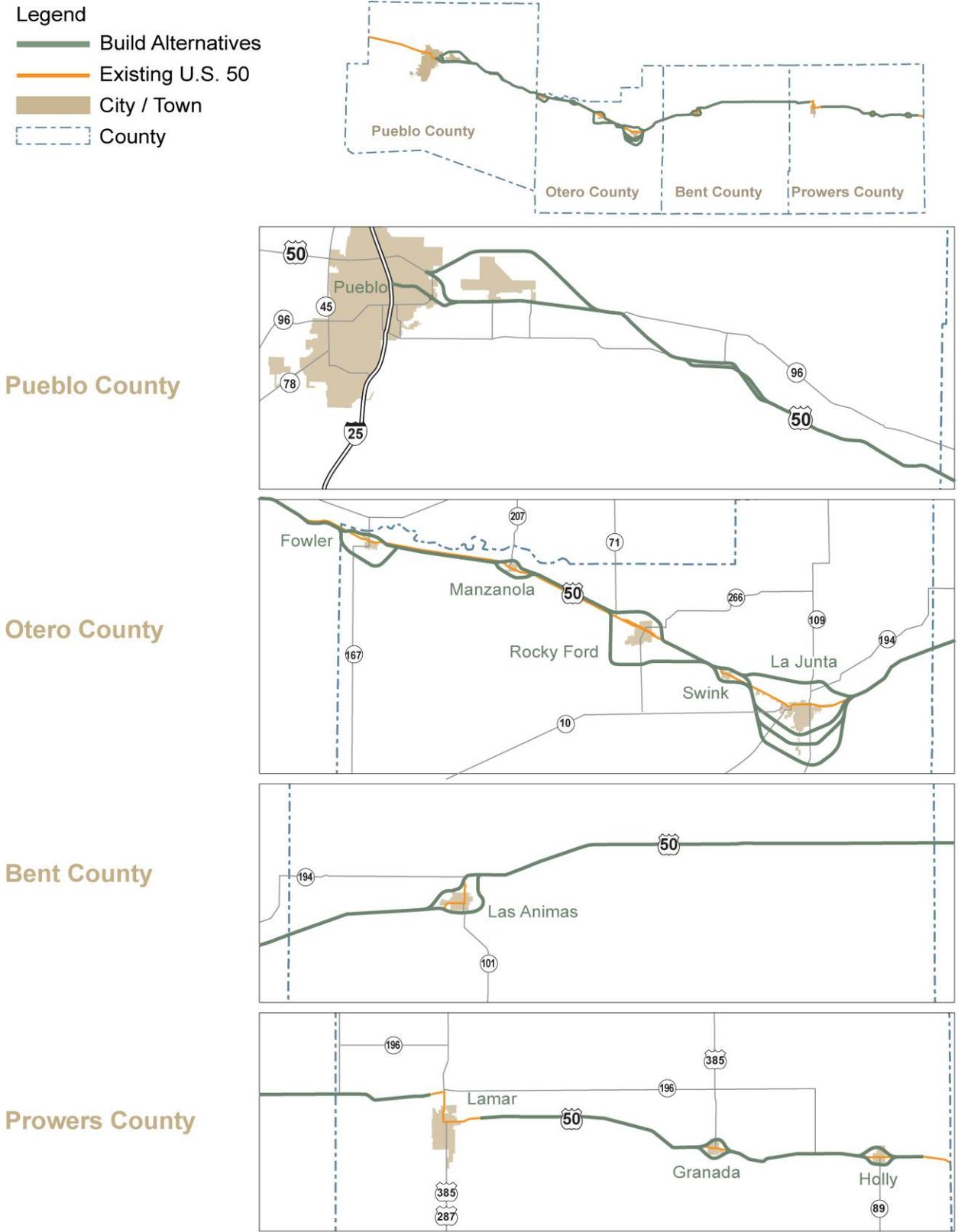
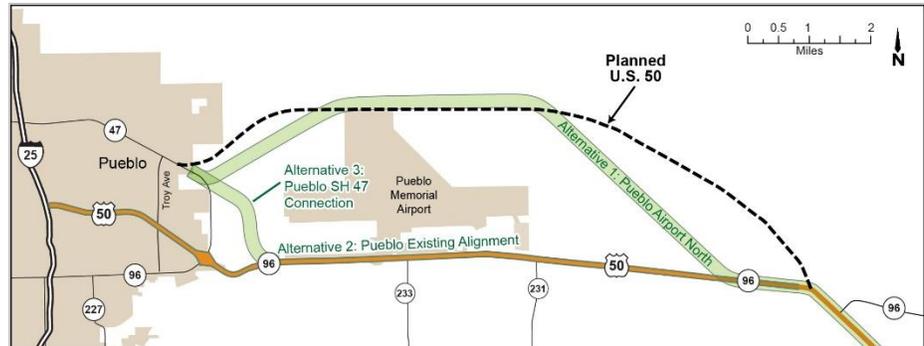


Figure 6-1. Build Alternatives Overview

Effects to land use and social considerations that could result from the Build Alternatives are discussed below by location (from west to east). Some of the considerations are not relevant to all locations because they do not exist there.

6.2.1. Section 1: Pueblo

U.S. 50 connects to I-25 within Pueblo near the western terminus of the project (the Hudson Avenue and U.S. 50 intersection). Two local corridor proposals are considered, resulting in three alternatives considered in Section 1 of the project corridor, as shown in Figure 6-2.



Source: PACOG 2010 (planned U.S. 50 only)

Figure 6-2. Planned (Future) Route for U.S. 50 as Envisioned in the 2040 Long-Range Transportation Plan for the Pueblo Region

The Build Alternatives would not affect the following land use and social considerations in Pueblo:

- Compatibility with future development areas—because it cannot be determined; the most recent comprehensive plan for this area shows multiple types of development, including residential and commercial, among others, occurring within each growth area; until the specific type of development is known, compatibility with the Build Alternatives cannot be determined
- Conservation easements—because no easements are identified
- Public lands—because the Build Alternatives do not cross onto any of the identified properties
- Floodplains—because the Build Alternatives do not cross into the Arkansas River floodplain
- Residents' access to important community facilities and services—because the Build Alternatives would not change how residents currently access these facilities or services

The primary land use issue is the compatibility of the Build Alternatives with local planning documents covering the area. Future development areas in Pueblo are located north, northwest, southwest, south, and east of the city. Most of these areas are expected to contain multiple types of development, primarily residential and commercial. Industrial and institutional (public use) development also is expected in some locations. Table 6-1 identifies the estimated acres of existing land use to be converted to a transportation use in Section 1 of the project corridor.

Table 6-1. Comparison of Acres to be Converted to a Transportation Use in Section 1

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Alternative 1: Pueblo Airport North	Commercial	1	368
	Industrial	0	
	Public Use	5	
	Residential	10	
	Agriculture/Rural	352	
Alternative 2: Pueblo Existing Alignment	Roadway already configured to Build Alternative recommendation		
Alternative 3: Pueblo SH47 Connection	Commercial	1	91
	Industrial	22	
	Public Use	7	
	Residential	10	
	Agriculture/Rural	51	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: Pueblo Airport North. The 2040 long-range transportation plan prepared for the Pueblo region envisions U.S. 50 as a freeway following a different route than it does today (PACOG 2015). As shown in Figure 6-2, this planned route would relocate the highway north of the Pueblo Memorial Airport between approximately Troy Avenue and SH 96. This alternative would require the greatest amount of change to existing land use in the study area. Approximately 1,200 acres of agricultural and grazing land would be converted to a transportation use with this alternative. The Airport North Alternative is the “Preferred” Plan in the 2040 Regional Transportation Plan, but is not funded.

Alternative 2: Pueblo Existing Alignment. U.S. 50 already is configured in the manner recommended by the Build Alternatives in this area. No substantial property acquisition is anticipated; however, property could be needed to build frontage roads if existing accesses to U.S. 50 are eliminated. The Existing Alignment Alternative is consistent with the region’s adopted 2040 Regional Transportation Plan.

Alternative 3: Pueblo SH 47 Connection. This alternative is a local proposal considered in the CDOT 2003 planning study for U.S. 50. The alternative includes approximately two miles of new roadway alignment to connect existing U.S. 50 to SH 47 west of the airport. Approximately 130 acres of existing agricultural and grazing land would be converted to a transportation use with this alternative. This alternative is not consistent with the adopted 2040 Regional Transportation Plan.

6.2.2. Section 2: Pueblo to Fowler

Two alternatives are considered in this section of the project corridor. The Build Alternatives could affect the use of conservation easements and public lands. Close to Pueblo in this section, U.S. 50 is already four lanes and is configured in the manner recommended by the Build Alternatives (between approximately milepost 327 and milepost 332), so property acquisition would be minimal. Property could be needed to build frontage roads if existing accesses to U.S. 50 are eliminated. Property acquisition would be required to expand U.S. 50 to four lanes near Fowler.

The Build Alternatives would not affect residents’ ability to access important community facilities and services between Pueblo and Fowler. This is because the Build Alternatives would not change how residents currently access these facilities or services.

The Arkansas River floodplain would be affected by the Build Alternatives near Avondale (at milepost 331) because U.S. 50 currently crosses the Huerfano River at this location. Additionally, the Build Alternatives recommend that U.S. 50 be four lanes. Therefore, in the locations where the highway is currently two lanes, property acquisition would occur adjacent to U.S. 50 to build the additional two lanes. The decision about whether to build the new lanes north or south of the existing lanes would be made during Tier 2 studies when the roadway alignment is identified. However, in areas where the BNSF Railway is located immediately adjacent to the highway today, it is likely that the new lanes would be located on the opposite side of the highway (i.e., not on the land currently occupied by the railroad). In areas where the highway is already four lanes, property acquisition could occur immediately adjacent to these existing lanes only if certain improvements are needed, such as wider shoulders, turn lanes, or other improvements.

From Pueblo to Fowler, land on either side of U.S. 50 is zoned for agricultural use (primarily for ranching). Therefore, any land acquired for the Build Alternatives would shift from agricultural use to a transportation use. Table 6-2 identifies the estimated acres of existing land use to be converted to a transportation use in Section 2 of the project corridor.

Table 6-2. Comparison of Acres to be Converted to a Transportation Use in Section 2

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Ft Reynolds Existing	Agriculture/Rural	619	622
	Commercial	1	
	Public Use	2	
Ft Reynolds Realignment	Agriculture/Rural	616	619
	Commercial	2	
	Public Use	1	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: Fort Reynolds Existing Alignment. U.S. 50 between Pueblo and Fowler is two lanes (between approximately milepost 332 and milepost 349). Additional property adjacent to the highway (either north or south of the existing lanes) would be needed to build the additional two lanes.

This alternative could affect up to three conservation easements. The two easements managed by The Greenlands Reserve are located between milepost 335 and milepost 343. The other easement is managed by the Otero County Land Trust and is located near milepost 349 on the west side of Fowler. In addition, this alternative would affect three public properties, all managed by the Colorado State Land Board. All of these properties are located between milepost 335 and milepost 343. This alternative would require approximately 619 acres of agricultural land to be converted to a transportation use.

Alternative 2: Fort Reynolds Realignment. Similar to Alternative 1: Fort Reynolds Existing Alignment, additional property adjacent to the highway (either north or south of the existing lanes) would be needed to build the other two lanes along the existing U.S. 50 alignment. This alternative also realigns the highway at the intersection of U.S. 50 and SH 209, and shifts the highway south to avoid acquisition of homes in the area of Fort Reynolds.

6.2.3. Section 3: Fowler

Two alternatives are considered in this section. Both the Fowler North and Fowler South Alternatives would potentially affect the use of a conservation easement managed by the Otero County Land Trust (located near milepost 349 on the west side of Fowler), and would require acquisition of additional property for the new around-town route (either north or south of town). Both alternatives could have the following effects:

- Conservation easements—one conservation easement would be affected, which is owned by the Otero County Land Trust and located west of town near milepost 349
- Public lands—no public lands would be affected
- Potential for property acquisition—building either alternative would require CDOT to acquire property around the periphery of the community (either north or south, but not both)
- Residents’ ability to travel within the community—since U.S. 50 would be moved to the periphery of town (and so would a portion of the traffic using it), these alternatives have the potential to reduce the highway’s barrier effect, making it easier for residents to travel within the community

Table 6-3 identifies the estimated acres of existing land use to be converted to a transportation use in Section 3 of the project corridor.

Table 6-3. Comparison of Acres to be Converted to a Transportation Use in Section 3

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Fowler North	Public Use	13	104
	Agriculture/Rural	91	
Fowler South	Public Use	0	149
	Agriculture/Rural	149	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: Fowler North. The Fowler North Alternative could have the following effects:

- Compatibility with planning documents—the town’s comprehensive plan calls for any realignment of U.S. 50 to occur north of town, which would be compatible with this alternative; however, if the alternative is built, land currently zoned for agricultural use would be shifted to a transportation use
- Compatibility with future development areas—because this alternative would move U.S. 50 farther from residential development expected south of town, the alternative would be compatible with it
- Floodplains—this alternative would affect the Arkansas River floodplain
- Residents’ ability to access important community facilities and services—this alternative could affect the Cottonwood Links Golf Course by using some land currently used for holes on the course for the alternative if it is built

Alternative 2: Fowler South. The south-of-town alternative could have the following effects:

- Compatibility with planning documents—the town’s comprehensive plan calls for any realignment of U.S. 50 to occur north of town, which would not be compatible with this alternative; also, if this alternative is constructed, land currently zoned for agricultural use would be shifted to a transportation use
- Compatibility with future development areas—because this alternative would move U.S. 50 closer to residential development expected south of town, this alternative would not be compatible with it
- Floodplains—this alternative would not affect the Arkansas River floodplain
- Residents’ ability to access important community facilities and services—this alternative would not change how residents currently access these facilities or services

The Fowler North Alternative would negatively affect floodplains and access to an important community facility, while the Fowler South Alternative would be incompatible with the town’s planning documents and future development areas. Both alternatives would shift land currently zoned for agricultural use to a transportation use.

6.2.4. Section 4: Fowler to Manzanola

From Fowler to Manzanola, the Build Alternative could affect the use of a conservation easement managed by the Otero County Land Trust (located between milepost 353 and milepost 354). In addition, property acquisition would be needed to expand this two-lane section of U.S. 50 to four lanes. Property would be acquired south of the existing lanes because the railroad, located on the north side of U.S. 50, creates a barrier to expanding the highway in that direction. Currently, land south of the highway is zoned for agricultural use, so the Build Alternative would convert some property in this area from agricultural to transportation use, so the Build Alternative would convert up to 186 acres in this area from agricultural to transportation use.

The Build Alternative would not affect the following land use and social considerations between Fowler and Manzanola:

- Public lands—because no public lands were identified
- Floodplains—because the Build Alternative does not cross into the Arkansas River floodplain
- Residents’ ability to access important community facilities and services—because none were identified

6.2.5. Section 5: Manzanola

There are two alternatives in this section. The primary land use issues in Manzanola involve whether the Build Alternatives are compatible with future development areas and acquisition of additional property for a new around-town route. The town does not have an adopted land use plan. A community workshop held with Manzanola residents identified that future development in Manzanola is likely to occur south of town.

Alternative 1: Manzanola North. This alternative would convert some residential land (less than one acre) and approximately 77 acres of agricultural land to a transportation use. However, this agricultural land is not recognized as being as valuable as the agricultural land south of the town. Development potential north of the town is limited by floodplains.

Alternative 2: Manzanola South. This alternative would convert approximately 77 acres of agricultural land to a transportation use. This land includes higher quality vegetable farmland. Land south of town has better development potential, as identified by local residents.

The Build Alternatives would not affect the following land use and social considerations in Manzanola:

- Conservation easements—because no easements were identified
- Public lands—because no public lands were identified
- Residents’ ability to access important community facilities and services—because the Build Alternatives would not change how residents currently access these facilities or services

Table 6-4 identifies the estimated acres of existing land use to be converted to a transportation use in Section 5 of the project corridor.

Table 6-4. Comparison of Acres to be Converted to a Transportation Use in Section 5

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Manzanola North	Residential	< 1	78
	Agriculture/Rural	77	
Manzanola South	Residential	0	77
	Agriculture/Rural	77	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

6.2.6. Section 6: Manzanola to Rocky Ford

U.S. 50 is already four lanes in this section. Property acquisition would occur immediately adjacent to the highway only if certain improvements are needed, such as wider shoulders, turn lanes, or other changes. The land immediately adjacent to the highway is zoned for agricultural use. The Build Alternative would convert a minimal amount of agricultural land to a transportation use.

The Build Alternative would not affect the following land use and social considerations between Manzanola and Rocky Ford:

- Conservation easements—because no easements were identified
- Public lands—because the Build Alternative does not cross onto any of the identified properties
- Floodplains—because the Build Alternative does not cross into the Arkansas River floodplain
- Residents' ability to access important community facilities and services—because none were identified

6.2.7. Section 7: Rocky Ford

There are two alternatives in the section. The Build Alternatives in Rocky Ford could affect future development and conservation easements. The Build Alternatives also would require the acquisition of additional property for a new around-town route. Future development in Rocky Ford could include a golf course or residential development south of the city and an industrial park north of the city.

Two conservation easements could be affected by this section of the Build Alternatives. The easements are both managed by the Otero County Land Trust and are located near SH 71 and CR GG on the west side of Rocky Ford.

Alternative 1: Rocky Ford North. The Rocky Ford North Alternative would require the conversion of approximately 246 acres of agricultural land to a transportation use. The Rocky Ford North Alternative would pass through fewer acres of agricultural land than the Rocky Ford South Alternative. This alternative would be compatible with potential growth because it would move the highway closer to a proposed industrial growth area and farther away from the potential residential and recreational growth area.

Alternative 2: Rocky Ford South. The Rocky Ford South Alternative would require the conversion of approximately 248 acres of agricultural land to a transportation use.

The Build Alternatives would not affect the following land use and social considerations in Rocky Ford:

- Public lands—because the Build Alternatives do not cross onto any of the identified properties
- Residents' ability to access important community facilities and services—because the Build Alternatives would not change how residents currently access these facilities or services

The Build Alternatives cross into the Arkansas River floodplain in two locations: northeast of the city and along U.S. 50 east of the city between milepost 370 and milepost 371.

6.2.8. Section 8: Rocky Ford to Swink

This section of U.S. 50 is already four lanes, so minimal property acquisition would occur immediately adjacent to the highway (either north or south) only if certain improvements are needed, such as wider shoulders, turn lanes, or other changes. This land is currently zoned for agricultural use; the Rocky Ford to Swink Build Alternative would change this agricultural use to a transportation use.

The Build Alternative would not affect the following land use and social considerations between Rocky Ford and Swink:

- Conservation easements—because the Build Alternative does not cross onto any of the identified easements
- Public lands—because the Build Alternative does not cross onto any of the identified properties
- Residents' ability to access important community facilities and services—because none were identified

The Build Alternative crosses into the Arkansas River floodplain just west of Swink, near milepost 374.

6.2.9. Section 9: Swink

There are two design alternatives in this section. Both alternatives could affect future development areas and conservation easements. They also would require the acquisition of additional property for a new around-town route. Recent growth in Swink has occurred west of town, and future development areas exist south and northeast of town, but the type of development that could take place in these areas is unknown. Swink residents also indicated that they would like to locate a park in the southern development area. Whether the alternatives are consistent with this growth would depend on what type of development (residential, industrial, etc.) is expected to occur there in the future. Since that question remains, it is not clear whether either alternative would be compatible with Swink’s future development areas. Both the North and South Alternatives would require additional property acquisition for the new around-town route, and land would be acquired in areas currently zoned for agricultural use. The Build Alternatives, therefore, would shift some land use from agricultural to transportation, no matter which alternative is chosen in Swink. Table 6-5 identifies the estimated acres of existing land use to be converted to a transportation use in Section 9 of the project corridor.

Table 6-5. Comparison of Acres to be Converted to a Transportation Use in Section 9

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Swink North	Residential	1	62
	Agriculture/Rural	61	
Swink South	Residential	1	77
	Agriculture/Rural	76	

**Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.*

Alternative 1: Swink North. The Swink North Alternative would convert approximately 61 acres of agricultural land to a transportation use. This land has limited development potential due to adjacent floodplains.

The Swink North Alternative would affect a conservation easement (that would not be affected by the Swink South Alternative). This conservation easement is managed by the Otero County Land Trust and is located northeast of the town boundaries.

Alternative 2: Swink South. The Swink South Alternative would convert approximately 77 acres of agricultural land to a transportation use. This alternative would place U.S. 50 near the town’s school, which may affect existing and future land use near the school.

The Build Alternatives would not affect the following land use and social considerations in Swink:

- Public lands—no public lands would be affected
- Residents’ ability to travel within the community—since U.S. 50 would be moved to the periphery of town (and so would a portion of the traffic using it), these alternatives have the potential to reduce the highway’s barrier effect, making it easier for residents to travel within the community
- Residents’ ability to access important community facilities and services—neither alternative would change how residents currently access these facilities or services

6.2.10. Section 10: La Junta

There are four design alternatives around La Junta in this section. One alternative goes around the town to the north and three alternatives go around the town to the south, as shown in Figure 6-3. The La Junta City Council adopted a resolution endorsing the relocation of U.S. 50 to the extreme southern portion of the city

(City of La Junta 2007). Future development areas are located southwest and west of the city, and the western growth is likely to be residential.

Even though the exact location of the southern alternatives differs, all three would alter land use in the same way. Each would move U.S. 50 traffic to a new route south of town, removing it from the downtown area, and each would provide the city with a sizable area for future development to the south. Because the southern Build Alternatives would move U.S. 50 closer to future development areas, no matter which alternative is chosen, the Build Alternatives would seem to be incompatible with growth in future development areas; however, the city’s resolution calls for the highway to be relocated closer to these growth areas. Therefore, the Build Alternatives were considered to be consistent with the resolution adopted by the La Junta City Council. All four of the design alternatives would require property acquisition resulting in a change from existing use to a transportation use. Table 6-6 identifies the estimated acres of existing land use to be converted to a transportation use in Section 10 of the project corridor.

Table 6-6. Comparison of Acres to be Converted to a Transportation Use in Section 10

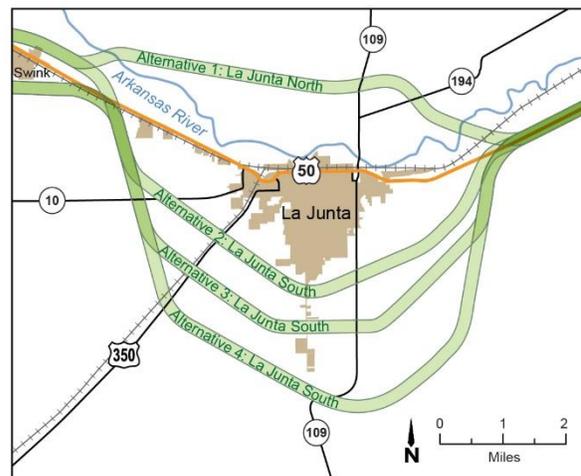
Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Alternative 1: La Junta North	Residential	0	262
	Agriculture/Rural	262	
Alternative 2: La Junta South	Residential	2	255
	Agriculture/Rural	253	
Alternative 3: La Junta South	Residential	1	295
	Agriculture/Rural	294	
Alternative 4: La Junta South	Residential	0	358
	Agriculture/Rural	358	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: La Junta North. Only rural land (262 acres) would be converted to a transportation use by the La Junta North Alternative. No agricultural land would be converted. This design alternative is located outside of the city’s planning area. This alternative is not consistent with the city’s adopted resolution to relocate U.S. 50 to the south of the city.

Alternative 2: La Junta South. Approximately 253 acres of agricultural land would be converted to a transportation use by Alternative 2. This is consistent with the city’s adopted resolution to relocate the highway south of the city. However, the alternative could affect potential future development areas to the southwest and west of the city.

Alternative 3: La Junta South. Alternative 3 was developed during public involvement efforts for this Tier 1 EIS, as a requested compromise between the other two southern alternatives, which had been identified in the 2003 U.S. 50 planning study. Similar to Alternative 2, this alternative is consistent with the city’s adopted resolution to relocate the highway south of the city. However, it could affect potential future development areas to the southwest and west of the city. Approximately 294 acres of agricultural land would be converted to a transportation use by Alternative 3.



Source: City of La Junta 2007 (city-planned U.S. 50 only)

Figure 6-3. City-Planned (Future) Route for U.S. 50 in La Junta

Alternative 4: La Junta South. This design alternative is reflected in the city’s adopted resolution. Approximately 358 acres of agricultural land would be converted to a transportation use by Alternative 4—the greatest amount of agricultural land.

The Build Alternatives would not affect the following land use and social considerations in La Junta:

- Conservation easements—no conservation easements would be affected
- Public lands—no public lands would be affected
- Residents’ ability to travel within the community—since U.S. 50 would be moved to the periphery of town (and so would a portion of the traffic using it), these alternatives have the potential to reduce the highway’s barrier effect, making it easier for residents to travel within the community
- Residents’ ability to access important community facilities and services—neither alternative would change how residents currently access these facilities or services

6.2.11. Section 11: La Junta to Las Animas

From La Junta to Las Animas, the Build Alternative would require some property acquisition from one public property, which is managed by the Colorado State Land Board (located between milepost 391 and milepost 392 immediately adjacent to U.S. 50 on the south side of the highway). Close to La Junta in this section, U.S. 50 is already four lanes (between approximately milepost 382 and milepost 386), so minimal property acquisition would occur. Property could be needed to build frontage roads if existing accesses to U.S. 50 are eliminated in any locations along this portion of the highway. The remainder of U.S. 50 between La Junta and Las Animas is two lanes (between approximately milepost 386 and milepost 397). Additional property adjacent to the highway (either north or south of the existing lanes) would be needed to build the additional two lanes. Up to 431 acres of agriculture/rural land would be converted to a transportation use in this section.

The Build Alternative would not affect the following land use and social considerations between La Junta and Las Animas:

- Compatibility with planning documents—because the planning document applicable to this area recommends U.S. 50 be improved along its existing alignment, and planning assistance received by Bent County from the Colorado OEDIT includes recommendations that also are compatible with U.S. 50 remaining on its current alignment in this area
- Conservation easements—no conservation easements would be affected
- Residents’ ability to access important community facilities and services—because none were identified

6.2.12. Section 12: Las Animas

There are two design alternatives in this section of the corridor. Neither alternative is consistent with the Bent County/City of Las Animas comprehensive plan, which calls for the improvement of U.S. 50 along its existing alignment (through town). Future development areas in Las Animas are likely to occur north and west of the city. Land CDOT would have to acquire for the Build Alternatives would shift a small area from residential or agricultural uses to a transportation use. Table 6-7 identifies the estimated acres of existing land use to be converted to a transportation use in Section 12 of the project corridor.

Table 6-7. Comparison of Acres to be Converted to a Transportation Use in Section 12

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Alternative 1: Las Animas North	Commercial	< 1	108
	Residential	7	
	Industrial	0	
	Institutional	0	
	Parks/Open Space	0	
	Agriculture/Rural	101	
Alternative 2: Las Animas South	Commercial	0	162
	Residential	0	
	Industrial	15	
	Institutional	5	
	Parks/Open Space	2	
	Agriculture/Rural	140	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: Las Animas North. This design alternative would convert approximately 101 acres of agricultural land to a transportation use. This alternative would impact existing land use that already has some utility infrastructure.

Alternative 2: Las Animas South. This design alternative would convert approximately 140 acres of agricultural land to a transportation use. Additional land uses that may be affected by this alternative include industrial, institutional, and parks/open space.

The Build Alternatives would not affect the following land use and social considerations in Las Animas:

- Compatibility with future development areas—because the type of development expected to the north and west of the city is unknown; also, the recreational development along U.S. 50 (a trail) would be compatible
- Conservation easements—because no easements were identified
- Public lands—because the Build Alternatives do not cross onto any of the identified properties
- Residents’ ability to access important community facilities and services—because the Build Alternatives would not change how residents currently access these facilities or services

This section of the Build Alternatives is not compatible with planning documents. The Build Alternatives could also affect floodplains and residents’ ability to travel within the community, and it has the potential for property acquisition. Planning documents applicable to this area recommend that U.S. 50 be improved through town (i.e., on its existing alignment through the city), which is not compatible with the Build Alternatives. However, planning assistance received by Bent County from the Colorado OEDIT includes recommendations that are compatible with the Build Alternatives. If the Build Alternatives are built, a small area of land (located on the northwest side of the city) currently zoned for residential or agricultural use could be shifted to a transportation use.

The Build Alternatives could cross the Arkansas River floodplain in the same general vicinity that U.S. 50 crosses the river today (just north of the city), although a new U.S. 50 bridge over the river could be required for the Build Alternatives (this would be decided during Tier 2 studies). Additionally, constructing the Build Alternatives would require CDOT to acquire property around the northern periphery of the community. Since U.S. 50 would be moved to the periphery of town (and so would a portion of the traffic using it), the Build Alternatives have the potential to reduce the highway’s barrier effect, making it easier for residents to travel within the community.

6.2.13. Section 13: Las Animas to Lamar

From Las Animas to Lamar, the Build Alternative could affect the use of conservation easements and public lands. Portions of U.S. 50 in this section are two lanes and portions are four lanes. The four-lane segments occur near Las Animas and near Lamar, with a two-lane segment in between. In the two-lane portion, additional property adjacent to the highway (either north or south of the existing lanes) would be needed for the additional lanes of the Build Alternative. Up to 737 acres of agriculture/rural land could be converted to a transportation use. In the four-lane segments, property acquisition would occur immediately adjacent to the highway only if certain improvements are needed, such as wider shoulders or turn lanes.

Up to two conservation easements could be affected. Both are managed by The Greenlands Reserve and they are located directly adjacent to U.S. 50 (and to one another) between milepost 429 and milepost 431.

Additionally, up to four public properties could be affected. These properties include two managed by the Colorado State Land Board, which are located along U.S. 50 near milepost 406 and milepost 420. The other properties are the Kearney Ranch State Wildlife Area and John Martin Reservoir, which includes a water storage and flood control facility, State Park, and State Wildlife Area. No portion of the reservoir would be affected by the Build Alternative. Only a small amount of State Wildlife Areas (two sections) immediately adjacent to U.S. 50 (between milepost 408 and milepost 411) would be affected.

The Build Alternative would not affect the following land use and social considerations between Las Animas and Lamar:

- Compatibility with planning documents—because the planning document applicable to this area recommends U.S. 50 be improved along its existing alignment, and planning assistance received by Bent County from the Colorado OEDIT includes recommendations that are also compatible with U.S. 50 remaining on its current alignment in this area
- Floodplains—because the Build Alternative does not cross into the Arkansas River floodplain

6.2.14. Section 14: Lamar to Granada

From Lamar to Granada, the Build Alternative could affect conservation easements and public lands. U.S. 50 is only two lanes between Lamar and Granada, so additional property adjacent to the highway (either north or south of the existing lanes) would be needed to construct the Build Alternatives. Up to 422 acres of agriculture/rural land could be converted to a transportation use.

Three conservation easements would be affected by the Build Alternative in this section. They are all managed by The Greenlands Reserve and are located near milepost 441, milepost 442, and milepost 448. This portion of the Build Alternative also could affect the Mike Higbee State Wildlife Area, which is managed by Colorado Parks and Wildlife (CPW).

The Build Alternative would not affect the following land use and social considerations between Lamar and Granada:

- Compatibility with planning documents—because the planning document applicable to this area shows U.S. 50 at its existing location
- Residents' ability to access important community facilities and services—because none were identified

The Build Alternatives would affect the Arkansas River floodplain just west of Granada (between milepost 451 and milepost 452).

6.2.15. Section 15: Granada

There are two design alternatives in this section of the corridor. Potential effects from the Build Alternatives in this section include compatibility with the Prowers County trails plan, affects to future development areas, and property acquisition. The Prowers County trails plan identifies future routes for pedestrian trails within the county, including trails in Granada, as shown on Figure 6-4. Future development areas in Granada are located southeast or south of town. Compatibility with the Build Alternatives cannot be determined because the type of growth expected in this area is unknown. Both design alternatives would require property

acquisition resulting in a change from existing use to a transportation use. Table 6-8 identifies the estimated acres of existing land use to be converted to a transportation use in Section 15 of the project corridor.

Table 6-8. Comparison of Acres to be Converted to a Transportation Use in Section 15

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Alternative 1: Granada North	Residential	17	66
	Public/Semi-Public	0	
	Agriculture/Rural	49	
Alternative 2: Granada South	Residential	0	63
	Public/Semi-Public	1	
	Agriculture/Rural	63	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: Granada North. This design alternative would convert approximately 17 acres of residential land and approximately 49 acres of agricultural land to a transportation use. However, this agricultural land has limited development potential due to adjacent floodplains. This alternative includes one crossing of a planned trail and would affect the southwest corner of the Granada State Wildlife Area, which currently lies to the northeast of Granada and north of the existing U.S. 50 alignment

Alternative 2: Granada South. This design alternative would convert approximately 62 acres of agricultural land to a transportation use.

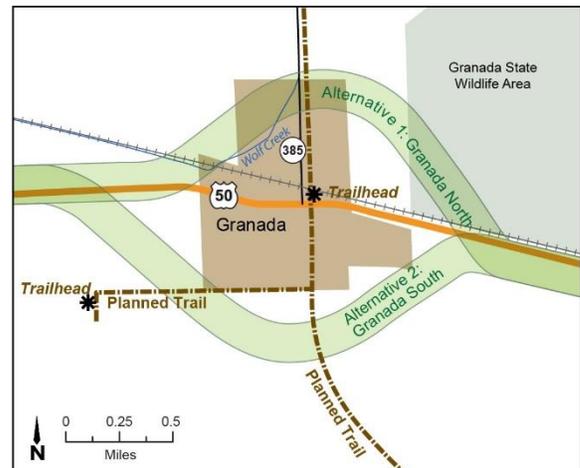
The Build Alternatives would not affect the following land use and social considerations in Granada:

- Compatibility with future development areas—since unspecified growth is expected to occur to the south and southeast of town, compatibility with the Build Alternatives cannot be determined
- Conservation easements—because no easements were identified
- Public lands—because the Build Alternatives do not cross onto any of the identified properties

The planning document applicable to the town is a (recreational) trails plan. The Build Alternatives are located in areas where these trails are planned; therefore it is not compatible with this plan. The Build Alternatives cross into the Arkansas River floodplain at its extreme western and eastern ends (near milepost 452 and near milepost 454). Since U.S. 50 would be moved to the periphery of town (and so would a portion of the traffic using it), the Build Alternatives have the potential to reduce the highway’s barrier effect, making it easier for residents to travel within the community. The Build Alternatives also would affect the extreme southeastern corner of the Granada School District Property—an important community facility.

6.2.16. Section 16: Granada to Holly

From Granada to Holly, the Build Alternative could affect a conservation easement managed by The Greenlands Reserve land trust (located adjacent to U.S. 50 near milepost 462). The Build Alternative also would affect the Granada State Wildlife Area in the same location that U.S. 50 crosses this facility today. Up to 254 acres of agriculture/rural property acquisition would be needed to expand this two-lane section of U.S.



Source: Prowers County 2006 (county-planned trails only)

Figure 6-4. County-Planned (Future) Trails in Granada

50 to four lanes. Property would be acquired adjacent to the existing lanes (either north or south of the highway).

The Build Alternative would not affect the following land use and social considerations between Granada and Holly:

- Compatibility with planning documents—because the planning document applicable to this area shows U.S. 50 at its existing location
- Residents’ ability to access important community facilities and services—because none were identified

The Build Alternative would affect the Arkansas River floodplain between milepost 457 and milepost 462 (i.e., throughout most of its area).

6.2.17. Section 17: Holly

There are two design alternatives in this section of the corridor. The Build Alternatives in this section would affect one conservation easement, which is managed by The Greenlands Reserve. The easement is located on the west side of Holly near milepost 462. The Prowers County trails plan identified future routes for pedestrian trails within the county, including trails in Holly. The planned trails could be affected by the Build Alternatives, as shown in Figure 6-5.

Future development areas are identified west of town (commercial land use), northeast of town (residential land use), and to the northwest (industrial land use). Construction of the Build Alternatives would change existing land uses to a transportation use. Table 6-9 identifies the estimated acres of existing land use to be converted to a transportation use in Section 17 of the project corridor.

Table 6-9. Comparison of Acres to be Converted to a Transportation Use in Section 17

Alternative	Land Use	Acres Converted to Transportation*	Total Acres Converted by Alternative
Alternative 1: Holly North	Public/Semi-Public	< 1	51
	Residential	< 1	
	Agriculture/Rural	51	
Alternative 2: Holly South	Public/Semi-Public	0	63
	Residential	0	
	Agriculture/Rural	63	

*Acreage estimates are based on a 1,000 foot wide corridor multiplied by a conversion factor of 0.25 for new location portions. These conservative acreage estimates are anticipated to be reduced during Tier 2 studies.

Alternative 1: Holly North. This alternative would convert approximately 52 acres of agricultural land to a transportation use. This alternative could affect future development areas identified north of town and includes one crossing of a planned trail. Additionally, the alternative would affect the northern section of the Holly State Wildlife Area.

Alternative 2: Holly South. This alternative would convert approximately 63 acres of agricultural land to a transportation use. However, this land has limited development potential due to adjacent floodplains. This alternative also would cross planned trails shown in Figure 6-5. Additionally, the alternative would affect the northern section of the Holly State Wildlife Area.

The Build Alternatives would not affect residents' ability to access important community facilities and services in Holly. This is because the alternative would not change how residents currently access these facilities or services.

The Build Alternatives are not compatible with planning documents or future development areas. The planning document applicable to the town is a (recreational) trails plan. The Build Alternatives are located in areas where these trails are planned; therefore, it is not compatible with this plan. Future development areas are expected to occur west of town near U.S. 50 (commercial), northeast of town (residential), and northwest of town (industrial). The Build Alternatives would be compatible with the commercial and residential development because it could move U.S. 50 closer to the commercial development and farther away from the residential development. However, it is not compatible with the industrial development area because U.S. 50 would be moved away from this area.

The Build Alternatives cross into the Arkansas River floodplain throughout its entire length (i.e., the entire town is located within the floodplain). Since U.S. 50 would be moved to the periphery of town (and so would a portion of the traffic using it), the Build Alternative has the potential to reduce the highway's barrier effect, making it easier for residents to travel within the community.

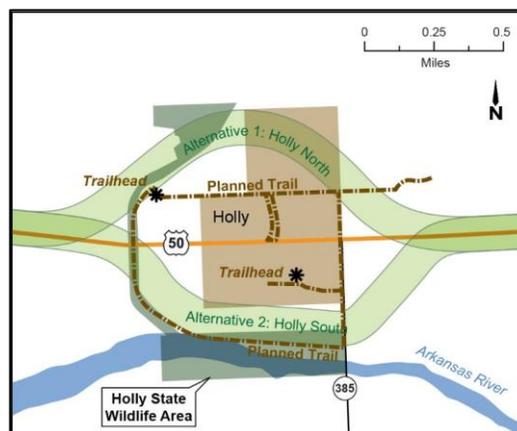
6.2.18. Section 18: Holly Transition

U.S. 50 is only two lanes in this section; therefore, additional property adjacent to the highway (either north or south of the existing lanes) would be needed to construct the Build Alternative. This land is currently being used for agricultural activities; therefore the Build Alternative would change this agricultural use (up to 110 acres) to a transportation use.

The Build Alternative would not affect the following land use and social considerations in the Holly Transition between Holly and the Colorado-Kansas border:

- Compatibility with planning documents—because the planning document applicable to this area shows U.S. 50 at its existing location
- Conservation easements—because no easements were identified
- Public lands—because the Build Alternative does not cross onto any of the identified properties
- Residents' ability to access important community facilities and services—because none were identified

The Build Alternative in this area would affect the Arkansas River floodplain in several locations.



Source: Prowers County 2006 (county-planned trails only)

Figure 6-5. County-Planned (Future) Trails in Holly

7. Mitigation Strategies

Since the ultimate roadway footprint would be identified during Tier 2 studies, this Tier 1 analysis cannot identify specific effects to land use and social considerations by the Build Alternatives. However, the following mitigation strategies have been developed to ensure that negative effects to these considerations are minimized during Tier 2 studies.

- CDOT should assist communities with their efforts to preserve the Preferred Alternative right of way around their communities. This assistance could include helping them draft zoning ordinances or buy development rights for the property. In 2005, all 13 communities (nine municipalities and four counties) participating in the U.S. 50 Tier 1 EIS project passed resolutions of support for the project. Those resolutions stated that the jurisdictions will “work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor...” (PACOG 2005, Otero County 2005, Bent County 2005, Prowers County 2005, Town of Fowler 2005, Town of Manzanola 2005, City of Rocky Ford 2005, Town of Swink 2005, City of La Junta 2005, City of Las Animas 2005, Town of Granada 2005, Town of Holly 2005).
- All reasonable efforts should be made to maintain the functionality of existing pedestrian trails during and after construction.
- Federal regulations require that construction within a floodplain does not significantly alter the floodplain. Therefore, efforts will be made during Tier 2 studies to ensure that the design of the highway follows this requirement.
- If Tier 2 actions result in effects to the Cottonwood Links Golf Course, Fowler officials have indicated in the past that they would be amenable to altering the course layout (CDOT 2002). To minimize disruption and loss of revenue to the facility, new holes should be constructed prior to affecting the existing holes, and changes to the course should be made during the course’s low-use season (the course is open year-round).
- If Tier 2 actions result in a direct effect to the Granada School District Property, CDOT will undertake its property acquisition process. Also, CDOT should evaluate possible increases in traffic noise that could result from this impact during Tier 2 studies.
- All acquisitions and relocations (i.e., property acquisition) will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

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Appendices

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Appendix A. Resource Methodology Overviews for Land Use and Social Considerations

These resource methodology overviews are attached to this technical memorandum for reference only. The lead agencies for the U.S. 50 Tier 1 EIS (CDOT and FHWA) drafted resource methodology overviews to identify and document which resource evaluation activities would be completed during the Tier 1 EIS, and which would be completed during Tier 2 studies. These overviews were intended to be guidelines to ensure that the Tier 1 EIS remained a broad-based analysis, while clarifying (to the public and resource agencies) when particular data and decisions would be addressed in the tiered process. These overviews were approved by the lead agencies, and they were agreed upon by the resource agencies during the project’s scoping process. They were subsequently used by the project’s resource specialists as guidelines to ensure that their activities were relevant to the Tier 1 (corridor location) decision.

Table A-1. Resource Methodology for Land Use

Methodology Overview	Land Use	
	Tier 1	Tier 2
Relevant Data/ Information Sources	<ul style="list-style-type: none"> • Current land use information/data obtained from community records and/or community leaders • Right-of-way information obtained from community records (where available) • Aerial photography • Discussions with community leaders and other residents • DOLA • Land use, planning, and mitigation documents/plans of governmental and quasi-governmental organizations (i.e., Lower Arkansas and Southeastern Colorado water conservancy districts) • State roadway network 	Review and update Tier 1 data search and collect additional data required to complete the appropriate Tier 2 analysis
Collection and/or Analysis Methodology	<ul style="list-style-type: none"> • In communities without long-range land use planning, the project will assist the communities in the identification of community-specific priorities, values, quality of life issues, economic development opportunities, development constraints, and other factors necessary to develop a long-range vision for land use in the jurisdiction • The project will evaluate decisions related to transportation and subsequent mitigation strategies within the context of the communities’ goals • Additional land use information will be gathered through discussions with community leaders, residents, and agencies • Existing land use plans will be used in the development of potential interchange locations 	Update Tier 1 analysis sufficient for standard NEPA documentation

Methodology Overview	Land Use	
	Tier 1	Tier 2
	<ul style="list-style-type: none"> Evaluation of existing state roadways within the specific jurisdictional boundaries appropriate for exchange with locals as a trade-off for new U.S. 50 facility and the associated impacts Additional impacts to farmland will be reviewed for remaining or adjacent parcels in which the function will be impaired (access, irrigation changes, etc.) or that farmable acreage is reduced to a size that is impractical 	
Project Area	One to four miles wide surrounding the existing U.S. 50 facility beginning at I-25 in Pueblo, Colorado to the Colorado-Kansas state line	Land use activities located in or adjacent to the Tier 2 SIU boundaries
Impacts	A GIS overlay process will be used to identify impacts on currently developed and undeveloped lands	A GIS overlay process will be used to identify impacts on developed and undeveloped lands where alternative footprint and construction disturbance zones extend into parcels adjacent to U.S. 50
Mitigation Options	Potential mitigation strategies will be identified in terms of the types of CDOT/FHWA actions appropriate at the Tier 2 studies level and at the policy level (e.g., actions outside of CDOT authority). Strategies will take into account community-specific priorities, values, quality of life concerns, economic development, sustainability goals and opportunities, desire for growth, and other factors.	Update and implement agreements developed during Tier 1
Deliverables	<ul style="list-style-type: none"> Land Use Technical Memorandum identifying the influence of transportation investments on the growth and distribution of development, including strategies such as zoning ordinances to be adopted by corridor communities for the purpose of implementing corridor preservation and land use control Development of corridor preservation, access and roadway exchange guidelines, and agreements with local jurisdictions that compliment local visions 	Land Use Report, including compliance with applicable agreements as appropriate for Tier 2 SIU-level NEPA documentation
Guidance/ Requirements	<ul style="list-style-type: none"> Colorado Planning Law (§24-65.1, CRS) Oregon Department of Transportation Guidebook for Evaluating the Indirect Land Use and Growth Impacts of Highway Improvements (2001) 	

Table A-2. Resource Methodology Overview for Social Considerations

Methodology Overview	Social Considerations	
	Tier 1	Tier 2
Subject Areas	Community cohesion/division, neighborhood impacts, accessibility of facilities and services, consistency with adopted land use plans and policies	
Relevant Data/ Information Sources	<ul style="list-style-type: none"> Demographic information obtained primarily from the Demography Section of DOLA Information obtained from the corridor counties, communities, and planning agencies 	Review and update Tier 1 data search and collect additional data required to complete the appropriate Tier 2 analysis
Collection and/or Analysis Methodology	<ul style="list-style-type: none"> Comments collected from individuals and groups within the project area Data on businesses/schools/public facilities used by residents Selected data will be entered into a GIS database to create maps demonstrating social and mobility patterns of the communities, as well as the impacts of alternatives on community cohesion and other relevant issues GIS maps demonstrating the boundaries of community residential areas, community economic and travel boundaries, routes and methods of travel within and leaving the community, and historical impacts on communities and individuals 	Review Tier 1 analysis and collect additional data required to complete the appropriate Tier 2 analysis
Project Area	Tier 1 project study area limits	Tier 2 specific SIU community(ies)
Impacts	Qualitative assessment of impacts to community function	Qualitative assessment of impacts to community function
Mitigation Options	Location decisions developed to minimize disruption to community function	To be determined during Tier 2 SIU projects
Deliverables	Social Considerations Technical Memorandum detailing data collected and recommendations	Social Considerations Technical Report, documenting implementation of strategies to minimize disruption as appropriate for Tier 2 SIU-level NEPA documentation
Regulatory Guidance/ Requirements	Moving Ahead for Progress in the 21 st Century Act of 2012 (MAP-21)	

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Appendix B. Abbreviations and Acronyms

BLM	Bureau of Land Management
CDOT	Colorado Department of Transportation
CPW	Colorado Department of Wildlife
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CPW	Colorado Parks and Wildlife
CR	County Road
CRS	Colorado Revised Statutes
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
I-25	Interstate 25
MAP-21	Moving Ahead for Progress in the 21 st Century Act of 2012
NEPA	National Environmental Policy Act of 1969
OEDIT	Office of Economic Development and International Trade
PACOG	Pueblo Area Council of Governments
SH	State Highway
SIU	Section of independent utility
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TNC	The Nature Conservancy
U.S. 287	U.S. Highway 287
U.S. 50	U.S. Highway 50
U.S. 50 Tier 1 EIS	U.S. 50 Tier 1 Environmental Impact Statement
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
USACE	U.S. Army Corps of Engineers

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Appendix C. Important Community Facilities and Services

Table C-1 lists the important community facilities and services identified for this analysis. More information about how these items were identified can be found in Section 4.3.

Table C-1. Important Community Facilities and Services Identified

Type of Facility or Service	Site Type	Site Name
Pueblo County		
Government facility	Post office	U.S. Postal Service facility
Government facility	Community center	McHarg Community Center
Medical facility	Community clinic	Pueblo Community Health Center
Public school	Elementary school	Avondale Elementary School
Public school	Junior-senior high school	Futures Academy
Public recreational facility	Park	Andres Galarraga Park (baseball field)
Pueblo		
Emergency services agency	Fire	Pueblo Fire Department
Emergency services agency	Fire	Pueblo Rural Fire District
Emergency services agency	Police	Colorado State Patrol
Emergency services agency	Police	Colorado State Patrol
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Pueblo City-County Library District, Barkman Branch
Medical facility	Ambulatory surgical center	Doctors Surgery Center, Inc.
Medical facility	Ambulatory surgical center	HealthSouth Pueblo Surgery Center
Medical facility	Community clinic	Pueblo Community Health Center
Public airport	Airport	Pueblo Memorial Airport
Public school	Elementary school	Belmont Elementary School
Public school	Elementary school	Benjamin Franklin Elementary School
Public school	Elementary school	Bradford Elementary School
Public school	Elementary school	Eva R. Baca Elementary School
Public school	Elementary school	Haaff Elementary School
Public school	Elementary school	Park View Elementary School
Public school	Elementary school	Spann Elementary School
Public school	High school	East High School
Public school	Junior high school	James H. Risley Middle School
Public school	Junior high school	W.H. Heaton Middle School
Public recreational facility	Golf course	Walking Stick Golf Course
Public recreational facility	Park	University Park (Colorado State University–Pueblo campus)
Public recreational facility	Park	Drew Dix Park
Public recreational facility	Park	Belmont 35th Filing Park

Type of Facility or Service	Site Type	Site Name
Public recreational facility	Park	Belmont Park
Public recreational facility	Park	Portland Park
Public recreational facility	Park	Eastwood Park
Public recreational facility	Park	St. Anne's Park
Public recreational facility	Park	Mitchell Park
Public recreational facility	Park	Trailhead Park
Public recreational facility	Park	El Centro de Quinto Sol
Public recreational facility	Park	Andres Galarraga Park (baseball field)
Public recreational facility	School recreational facility	Heaton School Park
Public recreational facility	School recreational facility	Belmont School Playground
Public recreational facility	School recreational facility	Haaff School Park
Public recreational facility	School recreational facility	East High School recreational facilities
Public recreational facility	School recreational facility	Franklin School Park
Public recreational facility	School recreational facility	Eastwood School Park
Public recreational facility	School recreational facility	Spann School Park
Public recreational facility	School recreational facility	Fountain School Park
Public recreational facility	School recreational facility	Park View School playground
Public recreational facility	School recreational facility	Risley School Park
Otero County		
None	None	None
Fowler		
Emergency services agency	Ambulance	Fowler City Ambulance
Emergency services agency	Fire	Fowler Rural Fire Protection District
Emergency services agency	Police	Fowler Police Department
Government facility	City/town hall	Fowler town hall
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Fowler Public Library
Government facility	Senior citizens center	Fowler Senior Center
Public school	Elementary school	Fowler Elementary School
Public school	High school	Fowler High School
Public school	Junior high school	Fowler Junior High School
Public recreational facility	Golf course	Cottonwood Links Golf Course
Public recreational facility	Park	Fowler city park
Public recreational facility	Pool	Fowler city pool
Public recreational facility	School recreational facility	Fowler School District
Manzanola		
Emergency services agency	Ambulance	Manzanola Emergency Medical Service
Emergency services agency	Fire	Manzanola Rural Fire Protection District
Emergency services agency	Police	Manzanola Police Department and Marshal's Office
Government facility	City/town hall	Manzanola Town Hall

Type of Facility or Service	Site Type	Site Name
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Manzanola School and Public Library
Government facility	Senior citizens center	Manzanola Senior Citizens Center
Public school	Elementary school	Manzanola Elementary School
Public school	Junior-senior high school	Manzanola Junior-Senior High School
Public recreational facility	Park	Depot Park (planned facility)
Public recreational facility	Park	Manzanola town park
Public recreational facility	Park	Miller Park
Public recreational facility	School recreational facility	Manzanola Elementary School
Public recreational facility	School recreational facility	Manzanola Junior-Senior High School
Rocky Ford		
Emergency services agency	Fire	Rocky Ford Fire Department
Emergency services agency	Police	Rocky Ford Police Department
Government facility	City/town hall	Rocky Ford City Building
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Rocky Ford Public Library
Government facility	Senior citizens center	Rocky Ford Senior Citizens Center
Medical facility	Community clinic	Rocky Ford Clinic
Medical facility	Rural health clinic	Rocky Ford Family Health Center
Public school	Elementary school	Liberty Elementary School
Public school	Elementary school	Washington Primary School
Public school	High school	Rocky Ford High School
Public school	Junior high school	Jefferson Middle School
Public recreational facility	Fairgrounds	Arkansas Valley Fairgrounds
Public recreational facility	Golf course	Rocky Ford Golf Course
Public recreational facility	Park	Crystal Lake Park
Public recreational facility	Park	Depot Park
Public recreational facility	Park	Library Park
Public recreational facility	Park	Open space median
Public recreational facility	Park	Memorial Park
Public recreational facility	Park	Railroad Park
Public recreational facility	Park	Welcome Center Park
Public recreational facility	Park	Babcock Park
Public recreational facility	School recreational facility	Liberty Elementary School
Swink		
Government facility	City/town hall	Swink town hall
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Swink School and Public Library
Government facility	Senior citizens center	Swink Senior Citizens Center
Public school	Elementary school	Swink Elementary School
Public school	Junior-senior high school	Swink Junior-Senior High School

Type of Facility or Service	Site Type	Site Name
Public recreational facility	Park	Swink town park
Public recreational facility	School recreational facility	Swink Elementary School
Public recreational facility	School recreational facility	Swink Junior-Senior High School
La Junta		
Emergency services agency	Ambulance	La Junta Ambulance
Emergency services agency	Fire	La Junta Rural Fire Protection District
Emergency services agency	Police	Colorado State Patrol
Emergency services agency	Police	La Junta Police Department
Emergency services agency	Police	Otero County Sheriff's Office
Government facility	City/town hall	La Junta city building
Government facility	County facility/services	Otero County government building
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	La Junta Woodruff Memorial Library
Government facility	Senior citizens center	La Junta Senior Citizens Center
Medical facility	Community clinic	La Junta Clinic
Medical facility	Hospital (level IV trauma center)	Arkansas Valley Regional Medical Center
Public airport	Airport	La Junta Municipal Airport
Public school	Elementary school	La Junta Primary School
Public school	High school	La Junta High School
Public school	High school	Tiger Learning Center
Public school	Junior high school	La Junta Intermediate School
Public school	Junior high school	La Junta Middle School
Public recreational facility	Park	King Arroyo Mini Park
Public recreational facility	Park	Potter Park
Public recreational facility	Park	Santa Fe Park
Public recreational facility	Park	Veteran's Park
Public recreational facility	Park	Edison Park
Public recreational facility	Park	C.L. Red Crane Tot Park
Public recreational facility	Park	City Park
Public recreational facility	Park	Prairie View Heights Development
Public recreational facility	School recreational facility	La Junta Intermediate School
Public recreational facility	School recreational facility	Xeriscape Park
Public recreational facility	School recreational facility	College Overlook (Martinez) (Otero Junior College)
Public recreational facility	School recreational facility	Sports and Recreation Complex (Otero Junior College)
Bent County		
Government facility	Post office	U.S. Postal Service facility
Public recreational facility	Park	Hasty Community Park

Type of Facility or Service	Site Type	Site Name
Las Animas		
Emergency services agency	Ambulance	Bent County Ambulance Service
Emergency services agency	Fire	Las Animas-Bent County Fire Department
Emergency services agency	Police	Las Animas Police Department
Government facility	City/town hall	Las Animas City Building
Government facility	Community center	Bent County Community Center
Government facility	Community center	Arkansas Valley Community Center
Government facility	County facility/services	Bent County Government Building
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Bent County Library District
Government facility	Senior citizens center	Bent County Senior Center
Medical facility	Community clinic	Las Animas Clinic
Medical facility	Rural health clinic	Bent County Nursing Service Authority
Public airport	Airport	Las Animas City and County Airport
Public school	Elementary school	Columbian Elementary School
Public school	High school	Las Animas High School
Public school	Junior high school	Las Animas Middle School
Public school	Junior-senior high school	Las Animas Alternative School
Public recreational facility	Fairgrounds	Fairgrounds
Public recreational facility	Golf course	Las Animas Golf Course
Public recreational facility	Park	Leonard Hudnall Park
Public recreational facility	Park	Las Animas City Park
Public recreational facility	Park and swimming pool	Park/pool
Public recreational facility	Recreational facility	City baseball field
Public recreational facility	Recreational facility	County baseball fields
Public recreational facility	School recreational facility	Columbian Elementary School
Public recreational facility	School recreational facility	Las Animas Middle School
Public recreational facility	School recreational facility	Las Animas School District
Public recreational facility	School recreational facility	Memorial School (Jump Start Learning Center)
Prowers County		
None	None	None
Granada		
Emergency services agency	Fire	Granada Volunteer Fire Department
Emergency services agency	Police	Granada Police Department
Government facility	City/town hall	Granada Town Hall
Government facility	Post office	U.S. Postal Service facility
Public school	Elementary school	Granada Elementary School
Public school	High school	Granada Undivided High School
Public recreational facility	Park	Park
Public recreational facility	School recreational facility	Granada School District

Type of Facility or Service	Site Type	Site Name
Holly		
Emergency services agency	Ambulance	Holly Volunteer Ambulance Service
Emergency services agency	Fire	Holly Fire Department
Emergency services agency	Police	Holly Police Department
Government facility	City/town hall	Holly town hall
Government facility	Community center/senior citizens center	Holly Senior-Community Center
Government facility	Post office	U.S. Postal Service facility
Government facility	Public library	Holly Public Library
Public airport	Airport	Holly Airport
Public school	Elementary school	Shanner Elementary School
Public school	Jr./high school	Holly Junior-Senior High School
Public recreational facility	Park	Baseball fields
Public recreational facility	Park	Holly Gateway Park
Public recreational facility	School recreational facility	Holly Elementary School
Public recreational facility	School recreational facility	Holly School District

Sources: CDOT 2006a, CERMPWG 2006, Yahoo 2007, Yahoo 2007, Colorado Counties, Inc. 2007, USPS 2007, PublicLibraries.com 2007, CDPHE 2006a, CDPHE 2006b, CDPHE 2006c, CDPHE 2006d, CDOT 2004b, NCES 2006, CDOT 2006a, CDOT 2006b