US287 from SH1 to LaPorte Bypass

FINDING OF NO SIGNIFICANT IMPACT

US 287 from SH 1 to the LaPorte Bypass

Project # STA 2873-100

June 2006

U.S. Department of Transportation
Federal Highway Administration

DOT
DEPARTMENT OF TRANSPORTATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
COLORADO DEPARTMENT OF TRANSPORTATION

STA 2873-100
US 287: FROM SH 1 TO LAPORTE BYPASS
FINDING OF NO SIGNIFICANT IMPACT

Submitted Pursuant to
42 U.S.C. 4332(2) (c)

Submitted By:

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6/1/06
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6/14/06
Date

A Federal Agency may publish a notice in the Federal Register, pursuant to 23 USC 139(1) indicating that one or more federal agencies have taken final actions on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 180 days after the date of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.

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EXECUTIVE SUMMARY

The Federal Highway Administration (FHWA), in conjunction with the Colorado Department of Transportation (CDOT), has conducted an Environmental Assessment (EA) to investigate alternatives that would improve mobility (travel conditions) and safety on the stretch of approximately 2 miles of United States Highway 287 (US 287) between State Highway 1 (SH 1) and the LaPorte Bypass intersection east of the town of LaPorte, mileposts (MP) 348.50 and 350.35. For proposed improvements to the US 287 corridor in Larimer County, Colorado, from SH 1 to the LaPorte Bypass, FHWA has determined that "Alternative A4," with a reduced footprint as described below, will have no significant impact on the human environment. This stretch of US 287 is currently a two-lane, undivided road with one 12-foot lane in each direction and varying shoulder widths (0 to 4 feet). There are three signalized intersections within the project area, at the intersections of US 287 with SH 1, North Shields Street, and the LaPorte Bypass. The posted speed limit is 45 mph, the design speed is 50 mph, and there is an at-grade crossing with Union Pacific Railroad (UPRR) at North Shields Street.

This document contains a Finding of No Significant Impact (FONSI) and selects the Preferred Alternative A4 with Reduced Footprint based on the analyses and results in the attached EA and public comments received during the 37-day review and comment period of the EA and at the public hearing held during that time period. The review period was a week longer than required by CDOT public involvement procedures in order to provide the public additional time to review the EA after the public hearing. The attached EA consists of the Project Purpose and Need, Alternatives, Impacts and Mitigation Measures, and Comments and Coordination. Portions of the EA have been incorporated into this document for easy reference. Other EA information is referenced as appropriate and is readily available in the attached EA. Appendix E contains a table of impacts and mitigation measures for the Preferred Alternative A4 with Reduced Footprint. These impacts are based on best available data and could change during final design. The alternative identified in the EA as the "Preferred Alternative" was named "Alternative A4."

However, in consideration of public comment received during the 37-day review and comment period for the EA, the footprint of the new highway right-of-way has been reduced by 50 feet in order to minimize residential and business relocations. Right-of-way is a general term denoting land, property, or interest therein that is usually in a strip acquired for or devoted to transportation purposes. This reduction in right-of-way is referred to throughout this document as the "Preferred Alternative A4 with Reduced Footprint." The original right-of-way width for Alternative A4 was 175 feet as illustrated in the EA on page 2-3, Figure 2-3, and has now changed to 125 feet as illustrated in this document as Figure 1 on page 3. The estimated cost for construction of the Preferred Alternative A4 with Reduced Footprint is $11.7 million, compared with $11.5 million to $11.6 million as estimated for the original Preferred Alternative A4, but the relocation costs will be about $800,000 less. Total costs including right-of-way and utilities are projected at approximately $19.9 million, as compared to $20.7 million for Preferred Alternative A4.

The reduced footprint was achieved by eliminating the 25-foot utility corridor on both the north and south sides of the roadway. A detached sidewalk will be included throughout the corridor, and utilities will be placed underground beneath or in the vicinity of the detached sidewalk as opposed to being placed further to the outside of the sidewalk. This is a change from CDOT's normal approach in which utilities would be placed beyond the outer edge of a detached sidewalk.

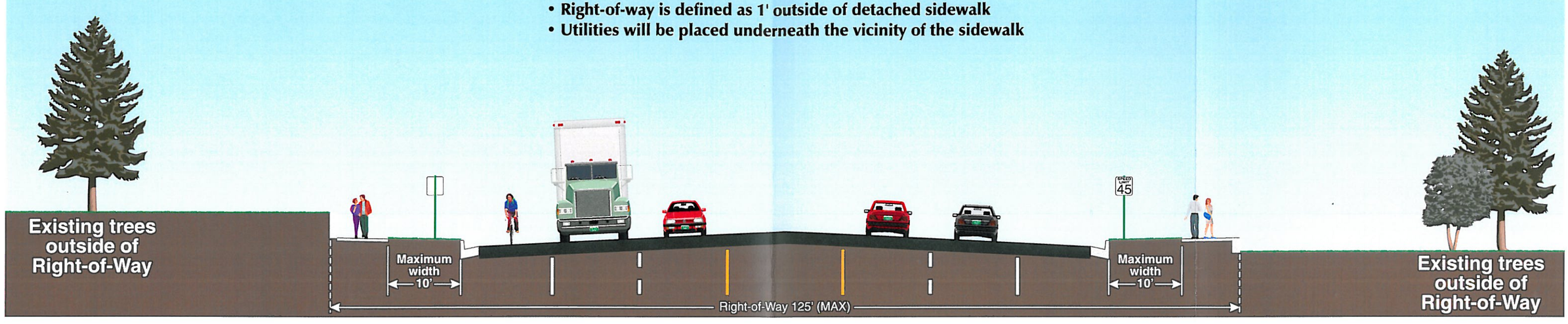
This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 businesses as shown on Figure 2, page 5. The 27 residential and 8 commercial relocations shown on Figure 2 are provided for comparison purposes. This document also provides summaries of additional studies that were completed after the public hearing in response to public comment. Information regarding these studies can be found in this document, on page 13, under *EA Update: Post-Hearing Studies and Results.* Additional studies were completed for the following topics:

- Preferred Alternative A4 with Reduced Footprint
- Travel Demand Model
- Cumulative Impact Analysis
- Section 106 (Historic) Analysis and Consultation
- Noise Analysis for Preferred Alternative A4 with Reduced Footprint

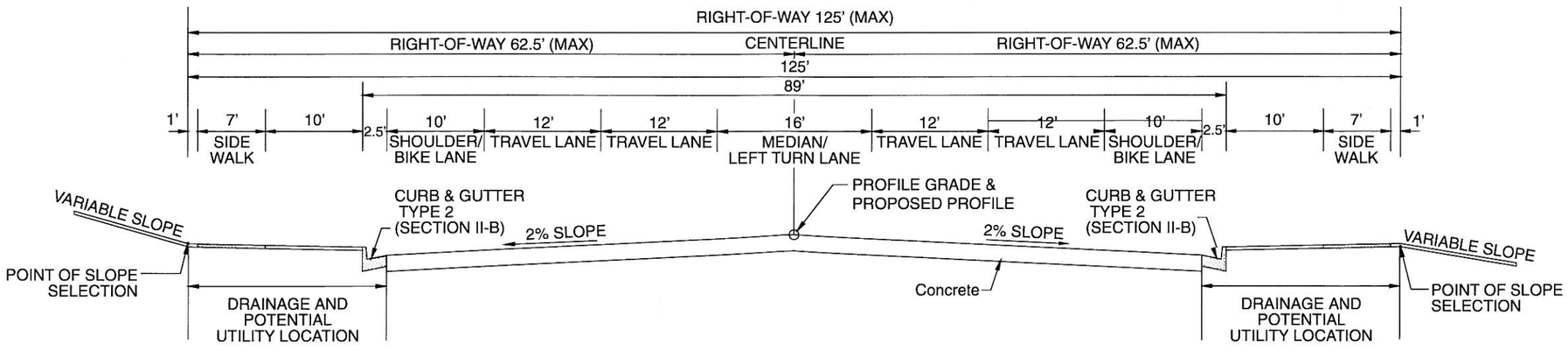
CROSS-SECTION OF PREFERRED ALTERNATIVE A4 WITH REDUCED FOOTPRINT

Adjustments made to Alternative A4's cross-section following the completion of the Environmental Assessment:

- **Reduction of right-of-way by removal of dedicated 25' utility corridor on north and south sides**
- **Right-of-way is defined as 1' outside of detached sidewalk**
- **Utilities will be placed underneath the vicinity of the sidewalk**



URBAN ARTERIAL (LOW SPEED)



U.S. Department of Transportation Federal Highway Administration

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US 287 - SH 1 to the LaPorte Bypass:
Cross-Section of Preferred Alternative A4 with Reduced Footprint
FIGURE 1

Relocations	Residential Relocations	Commercial Relocations	Property Parcels with Relocations
Alternative A4	27 - 17 mobile homes, 6 apartments in 1 bldg, 4 single-family residences	8	13
Alternative A4 with Reduced Footprint	16 - 7 mobile homes, 6 apartments in 1 bldg, 3 single-family residences	3	6

CROSS-SECTION OF PREFERRED ALTERNATIVE A4 WITH REDUCED FOOTPRINT

Adjustments made to Alternative A4's cross-section following the completion of the Environmental Assessment

- Reduction of right-of-way by removal of dedicated 25' utility corridor on north and south sides
- Right-of-way is defined as 1' outside of detached sidewalk
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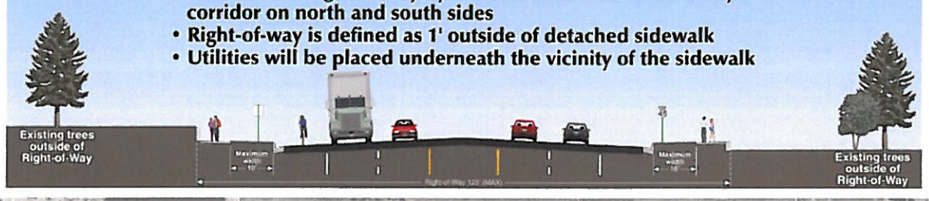


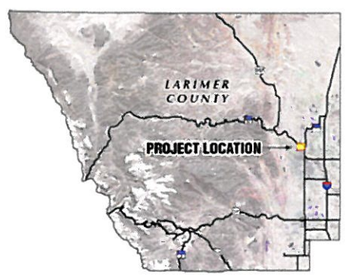
Blue Spruce Mobile Home Park
2704 N SHIELDS ST (6 Relocations)
1432 N HWY 287
1404 N HWY 287
287
NO LONGER RELOCATED
NO LONGER RELOCATED
NORTH SHIELDS
RAILROAD
TERRY LAKE
437 N HWY 287 (8 Relocations)
NO LONGER RELOCATED
Terry Lake Mobile Home Park
NO LONGER RELOCATED
213 N HWY 287
209 N HWY 287
NO LONGER RELOCATED
Poudre Valley Mobile Home Park

LEGEND

- Alternative A4 with Reduced Footprint Right-of-Way
- Alternative A4 with Reduced Footprint Commercial Relocations
- Alternative A4 with Reduced Footprint Residential Relocations
- No Longer a Relocation under Alternative A4 with Reduced Footprint
- Property Boundaries

0 200 400 800 Feet

December, 2005



US 287 - SH 1 to the LaPorte Bypass: Preferred Alternative A4 with Reduced Footprint and Associated Relocations

FIGURE 2

PROJECT DESCRIPTION

FHWA, in conjunction with CDOT, has conducted studies to investigate alternatives that would improve mobility (travel conditions) and safety on the stretch of approximately 2 miles of US 287 between SH 1 and the LaPorte Bypass intersection east of the community of LaPorte, between MP 348.50 and 350.35. This stretch of US 287 is currently a two-lane, undivided road with one 12-foot lane in each direction and varying shoulder widths (0 to 4 feet). There are three signalized intersections within the project area, at the intersections of US 287 with SH 1, North Shields Street, and the LaPorte Bypass. The posted speed limit is 45 mph (design speed is 50 mph), and there is an at-grade crossing with the UPRR at North Shields Street.

The following two sections provide a synopsis of information contained in the attached EA for Chapters 1 and 2, respectively. For more detailed information, refer to the attached EA.

Project Purpose and Need Summary

The purpose of this project is to improve the mobility and safety of existing and future travel on US 287 between SH 1 and the LaPorte Bypass intersection. The US 287 improvement is intended to achieve an acceptable level of service (traffic flow condition) and alleviate existing traffic congestion. Current travel conditions are poor, primarily between intersections. The difficulty experienced by drivers making left turns further emphasizes the need for improvements in this corridor. Based on area growth trends and projected future increases in traffic volumes, the travel and safety conditions will deteriorate further without implementation of improvements. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

A primary concern related to safety on this stretch of roadway is that US 287 is narrow with no shoulders or turn lanes. The current two-lane configuration inhibits left turns, particularly during heavy traffic. The vehicle turning left would often be forced to stop in the through traffic lane to yield to heavy oncoming traffic. This situation often results in traffic slowdowns on stops behind the vehicle turning left, thus increasing the potential for crashes. Additionally, the combination of limited right-of-way with no shoulder or sidewalk and high traffic volume presents safety concerns for bicyclists and pedestrians. The design features of the Preferred Alternative A4 with Reduced Footprint address these concerns.

Alternatives Evaluated

FHWA and CDOT considered 12 alternatives, along with the No Action Alternative, and assessed each alternative's ability to meet the purpose and need of the project. This study included consideration of whether to construct a new alignment or widen the existing roadway.

The following key issues were used to screen alternatives: crossing habitat suitable for threatened and endangered wildlife and plant species; impacts on public parks and natural areas; impacts on areas containing hazardous materials/waste; maintenance responsibilities for the route; the need for a new railroad crossing or overpass; residential relocations; commercial relocations; preliminary right-of-way procurement costs; impacts on approved future residential development; disruption of large farmland parcels; socioeconomic and environmental justice issues; and preliminary roadway, bridge, and utility costs.

After the initial screening process, 3 of the 12 alternatives, along with the No Action Alternative, were retained for further analysis: Alternatives A4 and A5 on the existing alignment and Alternative B on a new alignment. Alternative A4 is designed with a meandering right-of-way that involves widening to the southwest, away from Terry Lake Dam. The alignment of Alternative A5 is similar to that of Alternative A4 but would necessitate relocation of a portion of the existing Terry Lake Dam in order to reduce impacts on the south side of the existing roadway. Alternative B would include construction of a new roadway corridor to the south of existing US 287.

Preferred Alternative A4 with Reduced Footprint and Rationale

As the lead agency, FHWA is responsible for the final selection of the Preferred Alternative. Following the environmental analysis and public involvement process, FHWA and CDOT met with the city of Fort Collins, Larimer County, and other local, state, and federal agencies to announce the recommendation of Alternative A4 as the Preferred Alternative in the EA. The signed EA was made available for public review and comment from November 10, 2004, to December 17, 2004, at various locations as noted in the Public Notice of Document Availability found in Appendix A of this document. During this timeframe, a public hearing was held on December 2, 2004, to present the Preferred Alternative A4 and to solicit public comment.

After review and consideration of the comments received, FHWA and CDOT decided to further reduce residential and business relocations associated with the Preferred Alternative A4 where possible. CDOT was able to reduce residential and business relocations by reducing the footprint by 50 feet. The original right-of-way width for the Preferred Alternative A4 was 175 feet and has now changed to 125 feet. The estimated cost for construction of the Preferred Alternative A4 with Reduced Footprint is $11.7 million, compared with $11.5 million to $11.6 million as estimated for Preferred Alternative A4. The Preferred Alternative A4 with Reduced Footprint has a slightly greater construction cost, but the relocation costs will be approximately $800,000 less. Total costs including right-of-way and utilities are projected at about $19.9 million, as compared to $20.7 million for Preferred Alternative A4. In addition to this design effort, additional analytical work, described in this document under *EA Update: Post-Hearing Studies and Results*, page 13, was conducted to respond to public comment.

As a result of the EA analyses, consideration of public comment, and additional post-hearing studies, FHWA has identified Preferred Alternative A4 with Reduced Footprint as the alternative best meeting the project's purpose and need while minimizing impacts on both the human and natural environments.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

During the EA process, a comparative analysis was conducted to further examine key issues and environmental concerns associated with the No Action Alternative and Alternatives A4, A5, and B for potential improvements to US 287. For detailed information regarding impacts and mitigation measures, refer to *Chapter 3 - Impacts and Mitigation Measures* in the attached EA. The impacts discussed in Chapter 3 are organized by resource and are based on conceptual design. Impacts and mitigation measures specific to the Preferred Alternative can be found in *Section 3.5, Preferred Alternative – A4,* page 3-109 of the attached EA.

The EA evaluated cumulative effects that result from the incremental impact of any of the three Action Alternatives (A4, A5, and B) or with the No Action Alternative, when added to other past, present, and reasonably foreseeable future actions. The implementation of the Preferred Alternative A4 with Reduced Footprint will not result in measurable cumulative impacts. For additional information on cumulative impacts, refer to *Section 3.4, Cumulative Impacts,* page 3-101 in the attached EA. A summary of these impacts can be found in *Table 3-9, Summary of Potential Impacts,* page 3-106 of the attached EA. Additional cumulative impact data were gathered after the public hearing. This information is contained in this document, under *EA Update: Post-Hearing Studies and Results, Cumulative Impact Analysis,* on page 14.

Agency Coordination

Federal, state, and local agency representatives were actively encouraged early on to participate in the EA process. Comments and suggestions were received through a scoping meeting and agency status meetings. Meetings with the Larimer County Commissioners and city of Fort Collins staff were also held to present project materials and gain feedback during the process. Government representatives also received notification of public workshops and the public hearing that were held as a part of the EA process.

The following is a comprehensive list of agency invitees:

- City of Fort Collins Transportation
- City of Fort Collins Engineering
- City of Fort Collins Environmental
- City of Fort Collins Planning
- Larimer County Public Works
- Larimer County Engineering
- Larimer County Planning
- North Front Range Transportation and Air Quality Planning Council
- Fort Collins City Council Representative
- LaPorte County Commissioner, District 2
- Colorado Division of Wildlife
- State Historic Preservation Office
- US Army Corps of Engineers
- Colorado State Patrol

Public Involvement Program

A public involvement program (PIP) to encourage participation was initiated at project startup and was conducted throughout the EA process. CDOT solicited comments and suggestions from federal, state, and local agencies; special interest groups; and the public. Materials were distributed in both English and Spanish.

Five project fact sheets were distributed to local area residents; local businesses; special interest groups; and federal, state, and local agencies between October 1999 and March 2004. A project website is maintained at www.us287-north-of-fort-collins.com. Three public scoping meetings were conducted with special interest groups in November 1999, January 2000, and February 2000. Public workshops were held on May 4, 2000, and September 21, 2000. A Spanish-speaking interpreter was available at all public meetings.

CDOT proactively sought to involve the residents, property owners, and businesses that border the Action Alternatives under study by conducting door-to-door community interviews between April and June 2003. Informational letters were sent out in advance of the community interviews, and packets of information were left at

residences where someone was not available for an interview. Materials were in both English and Spanish. Refer to *Section 3.1.2.3, Compliance with EO 12898,* page 3-15 of the attached EA, for details concerning the community interviews. For additional information related to the public involvement process, refer to *Chapter 4 - Comments and Coordination* in the attached EA.

Public Review and Comment of EA and Public Hearing Process

During the public review and comment period of the EA document and at the public hearing held on December 2, 2004, comments were received via a number of methods. These included letters, emails, comment sheets, and formal oral comment recorded as part of the public transcript. These comments are included and responses provided in *Appendix B (Letters, Emails, Public Hearing Comment Sheets, and Corresponding Responses)* and *Appendix C (Hearing Transcript Public Comments, Public Hearing Questions, and Corresponding Responses).* There were a total of 99 comments from 68 different commenters. Many of the comments were similar in nature, and, in some instances, the same commenter made the same comments in multiple formats. Due to the similar nature of many of the comments, the reader in some instances is referred to a previous response.

Comments received during the public EA review and comment period from November 10, 2004, to December 17, 2004, and at the public hearing primarily focused on the following (in no particular order):

- Alternative preference
- Construction
- Traffic and safety
- Environmental concerns, such as noise, historic resources, and wetlands
- Current access and access during construction
- Design features
- Public involvement

Post Hearing Outreach

After the Alternative A4 with Reduced Footprint was developed, CDOT presented the associated impacts to the Larimer County Commissioners on December 15, 2005. The presentation resulted in the Commissioners' support of this alternative. This material was also shared with each commercial property owner in one-on-one meetings with CDOT Region 4 Team Members in early 2006.

A Public Information Meeting was held on April 12, 2006, to update the public on the reduced impacts. Local newspapers published announcements of the April 12, 2006 meeting, and letters explaining the changes in the right-of-way width were mailed to everyone on the mailing list, along with a map of Alternative A4 with Reduced Footprint illustrating the reduction in right-of-way and relocations. Team representatives were at the meeting to talk with attendees about specific concerns. Most discussion focused on the reduction in right-of-way and related decrease in relocations. However, information

was also available regarding the Elliott Dairy, noise impacts and mitigation, schedule, and overall process. Forty-one individuals signed in at the meeting.

A CDOT representative has directly contacted each business owner, and the team has responded to all stakeholder inquiries. In addition, CDOT Region 4 has committed to meeting with the interested public and agency stakeholders again during final design.

EA UPDATE: POST-HEARING STUDIES AND RESULTS

After review and consideration of the public comments received, additional studies were performed to clarify issues and provide response to questions raised by the public and agencies during the 37-day comment and review period of the EA and at the public hearing. The following are summaries of those studies and related results.

Preferred Alternative A4 with Reduced Footprint

In response to concerns expressed by citizens and the Larimer County Board of County Commissioners, FHWA and CDOT determined that the Preferred Alternative A4 should be revisited in regard to residential and business relocations. The concerns by adjacent residents and businesses about direct impacts on properties resulted in several changes in design parameters in an effort to reduce impacts and relocations.

The primary changes included a 50-foot reduction in total right-of-way width from 175 feet to 125 feet, accomplished by eliminating the proposed 25-foot utility width on each side of the highway and providing a detached sidewalk. The utilities would be placed underground beneath or in the vicinity of the sidewalk. This also required the use of small retaining walls in some areas to keep improvements within the 125-foot right-of-way. To be more sensitive to proximity impacts in relation to structures, the previous 10-foot offset from the right-of-way line was increased to 15 feet to determine structure impacts. This is a deviation from CDOT's normal design standard.

As a result of the reduction in right-of-way width, it has been possible to substantially reduce the number of residential and commercial relocations. Relocations were reduced from 32 to 42 residences and 8 businesses, as identified in the attached EA, to 16 residences and 3 businesses. The other main concerns that were raised during the public review period were the travel demand model, cumulative impacts, the Elliott Dairy in relation to the historic boundary and potential impacts, and noise. All of these concerns are addressed below.

Travel Demand Model

Concerns were raised about the validity of the two urban traffic models used in the EA based on an estimated 50/50 split between the existing US 287 and Alternative B.

The original transportation analysis zone (TAZ) structure provided by the North Front Range Model contained the study area within two TAZs. To provide additional depth of study, the original two zones were divided into 28 new zones along logical boundaries. Socioeconomic data were then allocated within these zones based on data used by North Front Range Metropolitan Planning Organization. Additional peak-hour turning movement projections have been made to help determine the necessary traffic control that would be needed at the intersection of Alternative B with US 287 just north of SH 1.

The new traffic modeling effort was able to identify several changes in projected year 2025 traffic volumes. Essentially, projected volumes on Alternative B have

increased from 11,600 to 14,000 vehicles per day (vpd) between the US 287 intersection and North Shields Street. The volume from North Shields Street to the LaPorte Bypass connection decreased from 11,900 to 11,300 vpd. Volumes on existing US 287 dropped from 11,300 vpd between the Alternative B connection and North Shields Street to 10,600, and from North Shields Street to the LaPorte Bypass volumes decreased from 12,700 to 8,300 vpd. Of the 23,000 vpd that would use US 287 in 2025 if Alternative B were implemented, 43 percent (9,890 vpd) would use the existing US 287 and 57 percent (13,110 vpd) would use Alternative B. It has been determined that the intersection between Alternative B and the existing US 287 alignment would require a traffic signal.

Cumulative Impact Analysis

During agency and public review, it was determined that additional data about cumulative impacts for five environmental resources were needed. The five environmental resources were identified (Land Use, Visual, Ecology, Wetlands, and Farmlands) and formed the basis for the *US 287 from SH 1 to LaPorte Bypass Environmental Assessment Additional Cumulative Impacts Analysis* of July 22, 2005, prepared by J.F. Sato and Associates (JFSA). This analysis is attached to this document as Appendix D. This analysis was conducted before the decision was made to reduce the width of the right-of-way as presented in Preferred Alternative A4 with Reduced Footprint. Therefore, actual identified impacts are anticipated to be less than those stated in the following synopsis.

For this analysis, JFSA used the city of Fort Collins Structure Plan as the primary document for examining land uses projected to year 2025. The Structure Plan is the best available regional planning document and serves to guide future land use within the growth management area. The main conclusions for each area are as follows.

Land Use

Alternative A4 is not expected to encourage further economic development or change the current and planned future character of the area, based on full 2025 build-out according to the Structure Plan. Because much of the adjacent land is currently and will remain developed, this alternative is less likely to alter surrounding land than Alternative B. Alternative B involves a new alignment through what is currently agricultural land, but this land usage could shift to include some low-density residential, which zoning allows for. If the local government chooses to change zoning, surrounding land use could be altered, but it is not possible to predict the effects with any degree of accuracy due to many unknown factors and the fact that neither CDOT nor FHWA has jurisdiction over land use.

Visual

Alternative A4 and Alternative B were evaluated using historical resource information and the Structure Plan.

It was found that Alternative A4 is not expected to change the visual character of the area, either now or in the future. Given that Alternative B traverses an area that is intended to remain agricultural with some low-density residential, the new alignment

would change the visual character. The same variables of potential rezoning as indicated for land use would apply.

Ecology

The city of Fort Collins Structure Plan and the Colorado Vegetation Classification Project were used to assess potential impacts on wildlife habitats in the Dry Creek Watershed.

Because Alternative A4 is along the existing highway, only about 0.3 acre of wildlife habitat would be affected. This is a relatively minor amount in comparison to past and future actions. Alternative B would affect substantially more area (7.43 acres) and fragment grasslands and wet meadows that are inhabited by migratory birds and are considered habitat for the smoky-eyed brown butterfly, a critically imperiled species in Colorado. Either impact is considered very minor when compared to the 10,449 acres estimated to have been affected by past, present, and reasonably foreseeable future actions within a subset of the Dry Creek Watershed.

Wetlands

The US Army Corps of Engineers Section 404 database was used to obtain data for past and present impacts on the Dry Creek Watershed. If implemented, the total of past, present, and reasonably foreseeable actions, according to the city of Fort Collins Structure Plan, in combination with Alternative A4, would be 72.31 acres. If implemented, the total of past, present, and reasonably foreseeable actions, according to the city of Fort Collins Structure Plan, in combination with Alternative B, would be 79.82 acres.

Alternative A4 would affect an estimated 0.25 acre of wetlands, and Alternative B would affect a more substantial 7.76 acres. Alternative A4 would yield less than 1 percent of cumulative impacts and Alternative B about 11 percent.

Prime Farmlands

These impacts were assessed in much the same way as those for ecological resources. Geographic Information Systems techniques were used to project Natural Resources Conservation Service soil mapping onto the Dry Creek Watershed. These data were merged with vegetation classes map data to calculate past impacts on prime farmland. The city of Fort Collins Structure Plan Map was overlaid on the prime soils mapping to calculate future impacts. The total of past, present, and reasonably forseeable actions within the Dry Creek Watershed is 1,878.6 acres for Alternative A4 and 1,895.7 acres for Alternative B, including their respective farmland impacts. Reasonable forseeable actions include potential development for which land in the watershed is zoned.

Alternative A4 would involve considerably less than 1 percent (2.6 acres) of the cumulative impacts and Alternative B slightly more than 1 percent (19.7 acres).

Section 106 (Historic) Analysis and Consultation

As a result of public comments from the public hearing process, some questions were raised about the potential impacts of Alternative B on the Elliott Dairy, a site that has been determined eligible to the National Register of Historic Places (NRHP).

A finding of effects from the FHWA has not been issued for Alternative B as part of the EA because it was not the Preferred Alternative. Only the eligibility of the dairy site to the NRHP has been formally determined by the FHWA. This included a site reevaluation to determine whether the property contained enough elements to be considered a district and to more clearly define the property boundary. The inclusion of an associated trash dump and stock pond has led to an extended definition of the historic property boundary to include the entire current property ownership.

Alternative B can now be assessed in relation to the dairy as follows. Alternative B, as presented in the EA, would have an effect on the dairy property. Section 4(f) of the Transportation Act of 1966 requires the demonstration that there are no feasible or prudent alternatives to this alternative. Preferred Alternative A4 with Reduced Footprint does constitute a feasible and prudent alternative to Alternative B and does not have an impact on the Elliott Dairy.

Because the UPRR has also been determined to be eligible to the NRHP and would be crossed by Alternative B, an effects determination would have to be made in consultation with the SHPO. The CDOT Staff Historian would coordinate on an appropriate written finding that could range from no adverse effect, as with Alternative A4, to an adverse effect. Should a determination of an adverse effect be made, it would then require the demonstration that there are no other feasible or prudent alternatives to this alternative. The railroad crossing on the existing alignment has been determined to not be an adverse effect because the crossing already exists. As such, improvements on the existing alignment are feasible and prudent alternatives to Alternative B's impacts.

Noise Analysis for Preferred Alternative A4 with Reduced Footprint

A noise analysis was conducted for the Preferred Alternative A4 with Reduced Footprint. This alternative is a modified version of Preferred Alternative A4, which was analyzed in May 2004 for the EA. The modifications included a reduction to the right-of-way width by 25 feet on each side and minor adjustments to the alignment. Traffic noise impacts have been analyzed according to CDOT Guidelines (1995) and modeled for existing conditions (Year 2000), No Action (Year 2025), and the Preferred Alternative (Year 2025) using the STAMINA v2.0 noise prediction model. Future traffic operations (2025) used in this analysis are the same as those used in the May 2004 analysis.

As a result of changes associated with the Preferred Alternative A4 with Reduced Fooprint, the number of receptors impacted by predicted noise has been reduced by four properties, and the average noise level increase has also been reduced by 1 dB(A). [Noise levels are measured in units called decibels (dB). Noise levels are generally "weighted" to reflect the fact that the human ear responds differently to sounds of various levels and

frequencies. Weighted sound levels are expressed in units called A-weighted decibels or dB(A). All noise levels discussed herein are A-weighted.] All of the impacted receptors are residential, as was the case in the previous analysis for the EA, and locations for noise mitigation and the maximum noise level increase remain the same. Thus, a total of 44 receptors are impacted by noise for the Preferred Alternative A4 with Reduced Fooprint, as compared to 48 for Preferred Alternative A4. The average noise level increase across the corridor is 2 dB(A), and the maximum noise level increase is 6 dB(A).

Noise mitigation recommendations for the Preferred Alternative A4 with Reduced Fooprint remain similar to those of the previous analysis of the Alternative A4 alignment. Noise walls are recommended for inclusion in the project at the Blue Spruce, Terry Lake, and Poudre Valley Mobile Home Parks (MHP). Figures 3, 4, and 5 depict the noise wall locations for these MHPs.

The cost and size of the noise walls increased for the Terry Lake and Poudre Valley MHPs due to the narrower right-of-way, which both requires and allows for longer walls. The required wall for the Blue Spruce MHP is slightly smaller. Overall, the total cost of the noise walls has increased approximately $166,000 over that of the previous analysis in the EA.

FIGURE 3: Noise Mitigation Analysis for Blue Spruce Mobile Home Park – Preferred Alternative

FIGURE 4: Noise Mitigation Analysis for Terry Lake Mobile Home Park – Preferred Alternative

FIGURE 5: Noise Mitigation Analysis for Poudre Valley Mobile Home Park – Preferred Alternative

FINDING OF NO SIGNIFICANT IMPACT

The FHWA has determined that Alternative A4 with Reduced Footprint will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

PREFERRED ALTERNATIVE

The FHWA hereby adopts Preferred Alternative A4 with Reduced Footprint. Implementation of this alternative does not constitute a major federal action significantly affecting the quality of the human and natural environments pursuant to the National Environmental Policy Act of 1969. Public involvement, public notification, and mitigation measures discussed in the EA and FONSI will minimize the potential for adverse effects on the human and natural environments. Accordingly, an EIS will not be prepared. Implementation of the Preferred Alternative A4 with Reduced Footprint may take place after the date of this decision.

FINDING OF NO SIGNIFICANT IMPACT
US 287 from SH 1 to the LaPorte Bypass

Appendix A
Public Hearing Notice

U.S. Department of Transportation
Federal Highway Administration

Public Notice

Colorado Department of Transportation

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment (EA)
Document Availability and Upcoming Public Hearing

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed an environmental study for the existing US 287 roadway from SH 1 to the LaPorte Bypass.

Preferred Alternative

What is being recommended as the Preferred Alternative?

FHWA/CDOT recommend widening the existing roadway from two to four lanes (two in each direction). The four lanes will be separated by a 16-foot painted median used as a continuous left turn lane. The Preferred Alternative is labeled A4 in the Environmental Assessment (EA) document. More information on the Preferred Alternative, its environmental impacts, and mitigation measures are included in the EA document.

EA Document Availability - November 10, 2004

When and where will the EA document be available to the public?

Beginning November 10, 2004, the document will be available at the locations listed below for a review and comment period ending December 17, 2004:

Federal Highway Administration
(front desk)
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

CDOT Headquarters
Public Relations Office
4201 East Arkansas Avenue, Room 277
Denver, Colorado 80222

CDOT, Region 4
(front desk)
1420 2nd Street
Greeley, Colorado 80631

CDOT, Region 4, Loveland Residency
(front desk)
2207 East Highway 402
Loveland, Colorado 80537

Larimer County Planning Office
(front desk, main floor)
200 West Oak Street
Fort Collins, Colorado 80521

City of Fort Collins Transportation
Planning Dept (front desk)
215 North Mason
Fort Collins, Colorado 80524

Fort Collins Library
(public review table)
201 Peterson
Fort Collins, Colorado 80521

North Front Range Transportation and
Air Quality Planning Council (front desk)
235 Matthews Street
Fort Collins, Colorado 80524

Poudre Valley Mobile Home Park
(manager's office)
2025 North College Avenue
Fort Collins, Colorado 80524

*The Executive Summary for the document can be viewed on the project website at: **www.us287-north-of-fort-collins.com**

Public Hearing - December 2, 2004

When will questions be answered and comments received?

FHWA/CDOT will hold a public hearing on December 2, 2004, at the location below. The public hearing will begin at 4:00 pm with an open house format where guests can review information. ***Promptly at 5:30 pm a 20-minute presentation will be given followed by a 20-minute question and answer period.** After that, the open house format will continue. Project team members will be available to answer any additional questions. **A court reporter will be available to receive formal comments, and a Spanish-speaking interpreter will be provided.**

Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm (*Presentation at 5:30)

Reasonable accommodations for individuals with physical disabilities will be made.

Comments can also be mailed no later than **December 17, 2004** to:

Carol Parr
CDOT R4
1420 2nd Ave.
Greeley, CO 80631
(970) 350-2170
Carol.Parr@dot.state.co.us

or

Michelle Li
J.F. Sato & Associates
5898 S. Rapp St.
Littleton, CO 80120
(303) 797-5039
Mli@jfsato.com

U.S. Department of Transportation
Federal Highway Administration

Aviso al público

DOT
DEPARTMENT OF TRANSPORTATION

Departamento de Transporte de Colorado

Evaluación ambiental (EA) del proyecto US 287 desde SH 1 hasta LaPorte Bypass

Disponibilidad del documento y próxima audiencia pública

La Administración Federal de Carreteras (FHWA) y el Departamento de Transporte de Colorado (CDOT) han terminado el estudio ambiental del tramo existente de la carretera federal US 287, que va desde SH 1 hasta LaPorte Bypass.

Alternativa preferente

¿Qué se recomienda como la alternativa preferente?

La FHWA y el CDOT recomiendan ensanchar la carretera existente de dos a cuatro carriles (dos en cada sentido). Los cuatro carriles estarán separados por una mediana pintada de 16 pies (4.88 metros) que se usará como carril para dar vuelta continua a la izquierda. La alternativa preferente se denomina A4 en el documento de la Evaluación Ambiental (EA). El documento de la Evaluación Ambiental incluye más información acerca de la alternativa preferente, sus impactos ambientales y medidas de mitigación.

Disponibilidad del Documento de EA 10 de noviembre de 2004

¿Cuándo y dónde se pondrá el documento de Evaluación Ambiental a la disposición del público?

A partir del 10 de noviembre de 2004, el documento estará a la disposición del público en los lugares que se indican a continuación para su revision y comentarios. Este periodo terminara el dia 17 de Diciembre.

Federal Highway Administration
(front desk)
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

CDOT Headquarters
Public Relations Office
4201 East Arkansas Avenue, Room 277
Denver, Colorado 80222

CDOT, Region 4
(front desk)
1420 2nd Street
Greeley, Colorado 80631

CDOT, Region 4, Loveland Residency
(front desk)
2207 East Highway 402
Loveland, Colorado 80537

Larimer County Planning Office
(front desk, main floor)
200 West Oak Street
Fort Collins, Colorado 80521

City of Fort Collins Transportation
Planning Dept (front desk)
215 North Mason
Fort Collins, Colorado 80524

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(public review table)
201 Peterson
Fort Collins, Colorado 80521

North Front Range Transportation and
Air Quality Planning Council (front desk)
235 Matthews Street
Fort Collins, Colorado 80524

Poudre Valley Mobile Home Park
(manager's office)
2025 North College Avenue
Fort Collins, Colorado 80524

*El Resumen Ejecutivo del documento puede verse en el sitio Web del proyecto en **www.us287-north-of-fort-collins.com**

Audiencia pública 2 de diciembre de 2004

¿Cuándo se dará respuesta a las preguntas y se recibirán los comentarios?

La FHWA y el CDOT celebrarán una audiencia pública el 2 de diciembre de 2004, en el lugar que se indica abajo. La audiencia pública dará inicio a las 4:00 pm con un formato de casa abierta, donde los invitados podrán revisar la información. ***En punto de las 5:30 pm, se hará una presentación de 20 minutos, seguida por una sesión de preguntas y respuestas que también durará 20 minutos.*** Después de eso, continuará el formato de casa abierta. Los miembros del equipo del proyecto estarán a la disposición del público para responder preguntas adicionales. **Un relator del tribunal estará presente para recibir los comentarios formales y se proporcionarán los servicios de un intérprete hispanohablante.**

Lugar: Iglesia de la Grace Fellowship

Dirección: 1201 North College Avenue, Fort Collins

Horario: De 4 a 7 pm (*Presentación a las 5:30)

Acomodaciones especiales rasonables estaran disponibles para individuos discapacitados.

Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

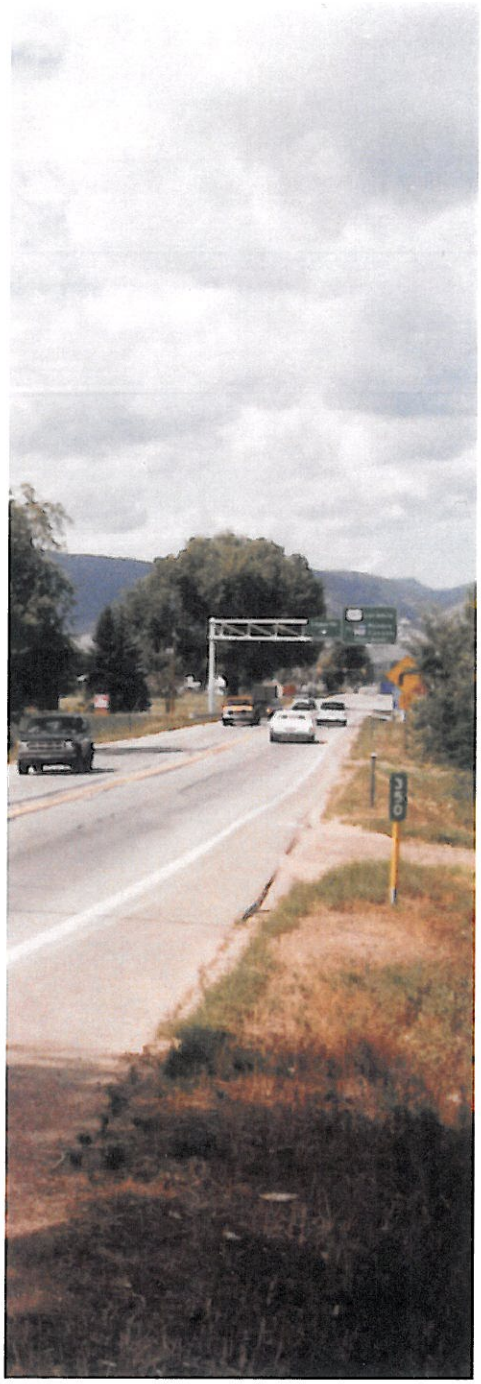
Carol Parr
CDOT R4
1420 2nd Ave.
Greeley, CO 80631
(970) 350-2170
Carol.Parr@dot.state.co.us

o

Michelle Li
J.F. Sato & Associates
5898 S. Rapp St.
Littleton, CO 80120
(303) 797-5039
Mli@jfsato.com

FINDING OF NO SIGNIFICANT IMPACT

US 287 from SH 1 to the LaPorte Bypass



Appendix B

Letters, Emails, Public Hearing Comment Sheets, and Corresponding Responses

L-1.1 Gene Fischer, November 9, 2004

-09-2004 TUE 02:53 PM FISCHER AND FISCHER

FISCHER & FISCHER, LLP
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125 South Howes, Suite 800
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Fort Collins, Colorado
80522-0508

TELEPHONE (970) 482-4710
FACSIMILE (970) 472-4720

GENE E. FISCHER, PE
ERIK G. FISCHER, PE

LISA R. MARCH
WALTER A. WINSLOW
GLEN R. DABROWSKI

November 9, 2004

VIA FACSIMILE (303) 757-9656

Tom Norton, Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

RE: Laporte Bypass

Dear Tom:

I would ask that you review the proposed US 287 SH 1 relocation to the Laporte Bypass.

The "preferred" alternative A4 takes out four very viable businesses and severely impacts another. The major businesses impacted are Ron's Equipment, the Case-New Holland dealer, Jax Farm and Ranch, 287 Supply and Aarogon Metal. ABC Storage will be negatively affected because of its location to the rear of Ron's Equipment, where the plan calls for a relocation of a business that does a minimum of $5 million of sales and service per year.

Alternative B appears to be the logical relocation since it goes through essentially vacant farm land. If Alternative A-4 is to be used, it needs to be moved 100 feet to the south where it would involve the relocation of perhaps ten or twelve marginal businesses and residences

All of this would be eliminated with the use of Alternative B, which would tie in directly with the Laporte Bypass.

There may be an additional problem with Alternative A4. It places the easterly right of way line next to the Terry Lake dike, which I would think is not desirable to have that bank next to the highway.

We need your review and, I hope, intervention to see that the impact is avoided by using Alternative B or have the right of way moved southerly.

Sincerely,

Gene E. Fischer

GEF/sjm

L-1.1 Response

Of the four businesses identified in Mr. Fischer's letter, Ron's Equipment would have been the only relocation associated with the implementation of the Preferred Alternative A4 that was identified in the attached EA.

In review and consideration of the comments received during the public review and comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and commercial relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The Preferred Alternative A4 with Reduced Footprint does not require the acquisition of Ron's Equipment.

Farmland is just one of the resources evaluated when analyzing Alternative B. As part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

With respect to the Terry Lake Dam, the existing right-of-way line south of the lake will be maintained.

Alternative B preference comment noted.

L-1.2 Gene Fischer, December 8, 2004

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80522-0303

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Eric D. Fischer, P.C.
Lisa R. Mabie
Walter A. Winslow
Glen R. Dashiell

Telephone (970) 482-4716
Facsimile (970) 482-4726

December 8, 2004

The County Commissioners of Larimer County, Colorado
Tom Bender, Kathay Rennels, and Glenn Gibson
Larimer County Courthouse
205 West Oak Street
Fort Collins, Colorado 80521

Re: Relocation of SH 1 - U.S. Highway 287 (North College Avenue)

Dear Tom, Kathay and Glenn:

As I believe you all know the relocation at Highway 287 - SH 1 is being studied. Colorado Department of Transportation has now made its recommendation to use what is named Alternative A4.

In the Environmental Assessment filed in connection with its choice, Colorado Department of Transportation stated that Alternative A4 was the approved choice by Larimer County. I found the Minutes of the meeting where the approval was voted. The Meeting was May 7, 2001. Your unanimous vote of approval appears to be based on a gross misstatement by the Colorado Department of Transportation representative, Sean Hahn.

At the "hearing" without any public input, the Colorado Department of Transportation representative stated that there would be "minimal land takings." I enclose the color rendering showing the impact on residences and businesses. There are more than thirty relocations involved.

I believe that Alternative A4 which closes Aragon, Ron's Equipment, JAX and the trailer park is a tragic mistake and one that can never be rectified. The report labels the only total taking or relocation to be Ron's Equipment. My vast experience in handling eminent domain cases tells that these will be total takings. For example, the taking at JAX takes out two-thirds of the parking and the gas pumps. The business will not conform with existing zoning and its parking requirements.

I urge your involvement. There does not appear to be a more compelling issue in Larimer County. Alternative B is open farm land and marginal land at that. No residences or businesses are involved. Alternative B appears to be a "no-brainer" and I urge your political influence to intervene and see that Alternative B is used.

Respectfully submitted,

Gene E. Fischer

GEF:rr
cc: Karen Wagner, Commissioner Elect

L-1.2 Response

The actual date of the Larimer County Commissioner meeting referenced in Mr. Fischer's letter was April 11, 2001. The meeting minutes that were voted on and approved were published on May 7, 2001. In reference to the comment regarding the "gross misstatement" by Sean Hahn (Shawn Han), at this meeting, his statement regarding minimization of impacts was a relative comparison among alternatives on the existing alignment. The handouts that were distributed at the meeting accurately reflected the estimated 32 to 42 relocations associated with the Preferred Alternative A4 presented in the attached EA.

This meeting was not a public hearing for the environmental assessment process; it was a briefing for the Larimer County Commissioners. The Larimer County Commissioners meeting is under the sunshine law, which makes it open to the public. A highly advertised public hearing was held on December 2, 2004, which encouraged public participation and comment. At this public hearing the estimated 32 to 42 relocations were presented.

The statement regarding Alternative A4 closing "Aragon, Ron's Equipment, JAX and the trailer park" is incorrect. Only Ron's Equipment was identified as a relocation under the Preferred Alternative A4 in the attached EA. The Preferred Alternative A4 with Reduced Footprint no longer necessitates the acquisition of Ron's Equipment. The reduced footprint has further decreased impacts on Jax Farm and Ranch so that only approximately 20 feet of encroachment into the property will occur.

The "trailer park" reference is not clear as to which one is of concern; however, no mobile home parks will be completely acquired as a result of the Preferred Alternative A4 with Reduced Footprint. In addition, under the Preferred Alternative A4 with Reduced Footprint, no relocations will occur at the Poudre Valley Mobile Home Park.

The comment regarding Jax Farm and Ranch becoming a non-conforming business due to loss of parking and gas pumps may have been an issue if the Preferred Alternative A4 as identified in the EA was implemented based on its right-of-way width. However, the Preferred Alternative A4 with Reduced Footprint necessitates the acquisition of only a strip of approximately 20 feet along the south side of the business avoiding the parking area and gas pumps.

The comment in favor of Alternative B includes an erroneous statement, "No residences or businesses are involved." With the implementation of Alternative B as identified in the attached EA, relocation of one residence and four businesses would occur.

L-1.3 Gene Fischer, December 10, 2004

FISCHER & FISCHER, LLP
ATTORNEYS AT LAW
135 South Howes, Suite 300
Post Office Box 606
Fort Collins, Colorado
80522-0606

Gene E. Fischer, as
Eric G. Fischer, as
[illegible]

Telephone (970) 482-4710
Facsimile (970) 493-1739

December 10, 2004

The Honorable Wayne Allard
U. S. Senator
521 Dirksen Senate
Office Building
Washington DC 20510

The Honorable Marilyn Musgrave
U.S. Congresswoman
1208 Longworth HOB
Washington DC 20515

Re: Relocation of SH 1 - U.S. Highway 287 (North College Avenue)

Dear Marilyn and Wayne:

My letter to the Larimer County Commissioners and its enclosures are sent herewith. Apparently, the matter involves Federal designation as well as that by the Colorado Department of Transportation.

The recommended Alternative A4 is a true disaster and makes no sense. It is bureaucracy gone mad.

I would appreciate your intervention. Highway 287 needs to be built on Alternative B where it has been essentially planned for years. Some thirty or more years ago, I served as the Chairman of the Committee appointed by the City Council to study the routes and make a recommendation. A route parallel to Alternative B was the unanimous choice.

As you know, the LaPorte By-Pass was built in anticipation of a joinder with a relocated Highway 287. All these plans are now being discarded in favor of the ill-fated Alternative A4. A 4 will be a terrible waste of tax dollars which, of course, are in short supply. I hope you will use your good offices to assist in bring sanity to the choice of routes.

Respectfully submitted

Gene E. Fischer

GEF:tt
Enclosures

L-1.3 Response

Alternative B preference comment noted.

The reference to a "Committee appointed by City Council" to study routes and choice of a "route parallel to Alternative B" is apparently a reference to what was once known as the "Fort Collins Expressway." The crossing of North College Avenue by what would have been a southerly extension of what was constructed as the LaPorte Bypass was considered in the vicinity of where Hickory Street and Conifer Street are now located, nearly 1 mile south of where Alternative B would join US 287. This old route was dropped from analysis when the Environmental Impact Statement process was completed in 1977. The purpose of this attached EA is only to address mobility and safety concerns on US 287 from SH 1 to the LaPorte Bypass.

This old route concept of a "joinder" with a relocated US 287 was actually dropped from analysis during the design phase because some new route locations that had not been addressed in the EIS were being suggested and studied. The portion of the Expressway route being questioned in the 1980s was east of North College Avenue and would not necessarily have affected the portion of US 287 west to the LaPorte Bypass. The LaPorte Bypass was built in response to the purpose and need for US 287 travel demand to the north and west of Fort Collins without an anticipation of any future continuation along a new alignment south of its current intersection.

L-1.4 Gene Fischer, December 15, 2004

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80521-0858

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Eric G. Fischer, PA

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Warren A. Wheeler
Gary R. Dabrowski

Telephone (970) 482-4710
Facsimile (970) 482-6729

December 15, 2004

Mr. Tom Norton
Executive Director
Colorado Department of Transportation
4201 E. Arkansas, Room 262
Denver, CO 80222

Re: US 287 (North College Avenue), Fort Collins, Colorado

Dear Tom:

I would like to update you on matters involving the Highway 287 North College relocation.

Two meetings, including one last night, have galvanized the effected residents to oppose Alternative A4. The Larimer County Commissioners are withdrawing their support of A4 based on the actual facts as opposed to what they were told.

Dozens of comments in support of the use of Alternative B are being filed. All residents and businesses on North College will be adversely effected no matter which side of Highway 287 they operate or reside. There simply is not enough space for what is being proposed.

I would hope that you would intervene. As stated by many people, the proposed relocation is really a short term situation. The North College traffic is expected to double in the next ten years. The additional highway afforded by the use of Alternative B is needed. The use of Alternative A4 is simple a mistake and one which can never be rectified at least in our lifetime.

Thanks as usual for any involvement you feel is appropriate.

Very truly yours,

Gene E. Fischer

GEF:tr

L-1.4 Response

At the EA public hearing held December 2, 2004, comments both for and against all alternatives were recorded. The reference to the Larimer County Commissioners "withdrawing their support of A4" is not consistent with a letter dated December 17, 2004, signed by Chair Kathay Rennels. That letter notes the concerns of residents and businesses along existing US 287 with respect to the relocation of up to 42 structures, including 8 businesses, with the Preferred Alternative A4. The letter states that their initial support of Alternative A4 was based on much smaller estimates of impacts and that current impacts are more than twice as great as earlier suggested. The statement made at the April 11, 2001, Larimer County Commissioners meeting regarding minimization of impacts was a relative comparison among alternatives on the existing alignment. The handouts that were distributed at the meeting accurately reflected the estimated 32 to 42 relocations associated with Preferred Alternative A4 as presented in the attached EA.

The Larimer County Commissioners, in the December 2004 letter, do not withdraw support but do "urge CDOT to further analyze the impacts of the preferred alternative and reassess other alternatives which may have lesser impacts." In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating a 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard.

This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The Preferred Alternative A4 with Reduced Footprint is designed to accommodate projected 2025 traffic volumes. With the implementation of this alternative, the level of service will remain in the acceptable C to A range. If no improvements (No Action Alternative) are made to US 287, levels of service will be in the unacceptable E and F range in design year 2025.

L-1.5 Gene Fischer, December 23, 2004

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80522-0909

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December 23, 2004

Angie Paccione
Colorado State Representative, District 53
200 E. Colfax, Room 271
Denver, CO 80203
Phone 303 866-2917
angie.paccione.house@state.co.us

Bob Bacon
Colorado State Senator
720 Gilgalad Way
Fort Collins, Colorado 80526

Re: North College - Highway 287 Relocation

Dear Angie and Bob:

We need your help on the North College - Highway 287 relocation. I had copied you earlier with my letters.

The County Commissioners met, and in light of the new information, withdrew their earlier approval. Alternative A4 is simply a disaster. We have all come to in inescapable conclusion that there is not room to cram the widened highway into the area involved without tremendous hardship on all affected land owners. Their property values have already been severely impacted.

Alternative B is the only logical choice. I enclose my most recent letter to Tom Norton, the Executive Director of Colorado Department of Transportation, as well as my comment sheet sent to the Colorado Department of Transportation.

The property owners involved are unanimously opposed to Alternative A4 and readily endorse Alternative B. I hope we can enlist your legislative clout.

Very truly yours,

Gene E. Fischer

GEF:rr
Enclosures

L-1.5 Response

Please refer to the response to letter L-1.4.

Alternative B preference comment noted.

The statement that all property owners are unanimously opposed to Alternative A4 is a misstatement. Comments were received both in support of and in opposition to the Preferred Alternative A4.

L-2 John Stegner, December 14, 2004

JOHN F. STEGNER
2219 U.S. Highway 287 North at Fort Collins, Colorado 80524 —Phone 970-224-1104 Fax 970-494-1122

Date: 12-14-04

To: CDOT

Memo: Proposed Changes in US Highway 287 near Fort Collins

I would like to object to CDOT's position (Alternative A4) to widen Hwy 287 from Colorado Hwy 1 to the La Porte Bypass. It appears to be an extremely disruptive choice – eliminating many low-income housing units and damaging high quality businesses that are important to our community. Your analysis of the impact of this alternative does not appear to be accurate. Most people who live in the area that I have visited with favor Alternative B. It would be far less disruptive and would serve the community better in terms of traffic flow and quality of life issues.

Thank you,

L-2 Response

Alternative B preference comment noted.

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly reduced. This was achieved by reducing the right-of-way width by

50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard.

This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

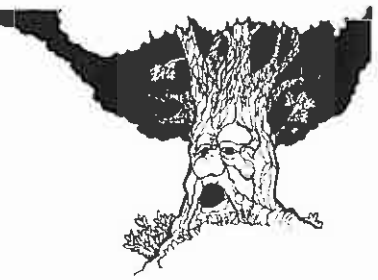
The potential of the Preferred Alternative to have an impact on low-income and minority residential populations was addressed in the attached EA (*Section 3.1.2, Environmental Justice*). Poudre Valley Mobile Home Park (MHP) and Terry Lake MHP were found to contain a high percentage of minority and/or low-income residents. Although the attached EA analysis identified relocations of 2 mobile homes at the Poudre Valley MHP, 5 to 10 at the Terry Lake MHP, and 7 at the Blue Spruce MHP, this number was determined to not represent a disproportionately high and adverse effect. With the reduced right-of-way width of Preferred Alternative A4 with Reduced Footprint, there are no relocations at the Poudre Valley MHP, 4 at the Terry Lake MHP, and 5 at the Blue Spruce MHP. There were 8 commercial/business relocations under Preferred Alternative A4 in the attached EA. This has now been reduced to 3 business relocations with Preferred Alternative A4 with Reduced Footprint.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

Comments were received both in support of and in opposition to the Preferred Alternative A4 as identified in the attached EA.

L-3 Gary Epstein, December 15, 2004

Fort Collins
NURSERY Inc.
WHOLESALE DIVISION
2224 N. Shields • Fort Collins, Colorado 80524 • 1-800-794-1289 • 970/484-1289 • Fax: 970/484-1386



CDOT
c/o J.F. Sato & Associates
5898 S. Rapp
Littleton, CO 80120

December 15, 2004

To Whom It May Concern:

Today in the Fort Collins Coloradoan there was an article regarding the proposed widening of US Highway 287. In the article it was stated that 30 businesses are opposed to the proposed route. There reasoning stated the alternate routes went through vacant land and hinted would not affect any business. I am sure you are aware that there is also opposition to the alternate routes, hence this letter.

I own a 40 acre property, 650 feet wide that will be more less directly bisected by the proposed alternate route. On that property is a residence that is currently located in a quiet rural setting that would become fronted by a busy highway. Second, I operate a nursery business that utilizes that parcel to grow trees, estimated value in excess of $500,000. During the peak season we employee over 30 employees. I would hardly consider this vacant land.

In addition, east of our property along the alternate routes are numerous rural and quiet neighborhood residences that would be impacted. There is a low-income mobile home community that if intersected would displace many families to who knows where in Fort Collins. Is it morally acceptable to ignore these many families? There are warehouses, and additional businesses near College Ave. that will be affected. In addition, to the west of our property are rural parcels, some of which are currently designated wetland and therefore a highway would have significant environmental impact.

This project has been under review for many years. I personally have attended several presentations on this project and have had opportunity for input. Approximately, two years ago it was my understanding that CDOT hired Sato & associates to do a detailed impact study and then make a recommendation. I am sure it cost a lot of money. They have made their recommendation and no matter which route is ultimately decided upon there will be unhappy people.

Many of the businesses now opposing the widening of the highway located their business there in the first place to be by a highway. They have benefited by the traffic and the increased exposure they get. Highways sometimes need to be widened. Our property on the other hand was chosen off the highway where we could produce our product. If the highway were moved the existing road would still impact the old area and the new road would then impact a whole new swath of land.

Sincerely,

Gary R Epstein

Gary R. Epstein
President, Fort Collins Nursery, Inc.

L-3 Response

During the comment period many comments both for and against the Preferred Alternative, were received.

Land description comments noted.

Alternative B, which is a new alignment south of the existing US 287, would require the relocation of one residence and four businesses. Impacts related to all three Action Alternatives were published in the attached EA in October 2004 and shared at the public hearing held December 4, 2004. Impacts noted for Alternative B include the relocations, property acquisition, visual contrast, wetlands, natural habitat, prime farmlands, as well as traffic and safety conditions. Alternative B does not intersect the Poudre Valley Mobile Home Park. Alternatives that bisected the mobile home park were screened out early in the EA process; documentation of the screening process can be found in the attached EA in *Chapter 2 - Alternatives.*

Project recommendation comment noted.

Adverse property impact comment noted.

L-4 Don Bowers, December 15, 2004

Colorado Department of Transportation 12/15/2004
c/o F. Sato & Associates

Re: Proposed Improvement of US 287 between SH 1 & the Laporte bypass.

Dear Sirs:

I turned in several written comments after the meeting held Thursday, 12/ 2/ 2004, at 1201 No. College Ave., Ft. Collins. I will not duplicate those comments in this writing. Instead, I wish to address another problem. That is, you guys are developing a real credibility problem so far as I am concerned. Examples follow.

Quoting from your environmental assessment: "FWHA and CDOT met with the city of Ft. Collins and Larimer County throughout the process. ...and both agree Alternative A4 be pursued."

In the meeting of 12/2 you used this bit of disingenuous rhetoric to bolster your case for Alternative A4. At a meeting of concerned people held Tuesday, 12/14/2004, at 1424 E. Mulberry, Ft. Collins, Larimer County Commissioner, Kathay Rennels pointed out that when you presented the proposals to the County Board back on May 7, 2001, the board expressed approval of Alternative A4 on your advisement that there would be minimum impact on the people and businesses of the area, with the plus that there would be no new County road maintenance involved. Why disingenuous? Decision makers were left with an inaccurate perception of the reality. Anyone taking even a cursory look at Alternatives A4 and B would see how few structures and businesses are effected by Alternative B as compared with A4. I've lived at my current location since 1974. There has not been a building or business 'boom' out here in that period of time. The increase in traffic is not from businesses and residences, but from through traffic on US 287!!!

While I'm at this point, let me just mention that the assumption contained in your environmental impact study that traffic will continue to increase at the same rate on the present corridor if Alternative B is used is absurd. Why would a trucker or anyone else headed for points north on US 287 use a constricted, low speed route, when he could take a less constricted , faster bypass?Alternative Bwould allow the traffic that now flows to destination businesses on the current route to continue as usual without having to fight the heavy through traffic. The current route would become simply a 'business' route and would be adequate for that purpose. Another example of skewed perception?

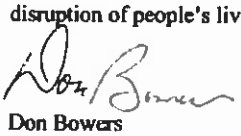
You say in the Environmental impact statement that access to properties adjacent to the roadway would not be improved by the use of Alternative B. Access would, in fact, be improved because traffic would be less. Same goes for the issue of safety.You seem to take the position that nothing improves unless you do something specificly and directly to the area in question. It is my fear that with logic like this you may just be able to get the money needed to do this project. Of course, as 'boondoggles' go, this wouldn't amount to much, but I would like to see the money spent more effectively if possible.

Maybe you couldn't interview the residents of the mobile home parks without irritating the mobile home park owners, but why draw conclusions about what the mobile home resident thinks from what the park owner says? Is there a mobile home park owner anywhere that wouldn't tell his renters to move out in a heartbeat, if he could sell out at a profit? Nothing so wrong with that, but it just illustrates that his interests may not be the same as those of his renters. To draw the conclusions you have in the way you have is absurd. Again, you leave an impression that appears to be supported but, in realty, is not.

"Aside from PVMHP, other residents and business owners/renters who were interviewed do not seem to have a to have a 'sense of community and place'". —I suppose this sociological observation was used to add a touch of erudition and class to your 'findings'. You will notice I've placed the verbal parachute in bold type. Just how many people did you interview? You did not interview me. I received a letter dated 4/14/2003. This letter stated that you would be in this area the week of 4/21 to talk with the residents in person about the project. When I was not contacted, I assumed you had just missed me and, at the brochure's invitation, called one of the phone numbers given. I got an answering machine and left a message saying that, after speaking with several business owners in the area and considering the impact on my own situation, that I favored Alternative B. Now I'm given to understand you address only written comments. Maybe the misdirection wasn't intentional, but surely you see my point. What questions did you ask? Considering the opinions expressed in the meetings I've attended, you must have picked your interviewees and the questions you asked very carefully indeed to arrive at the statement "...most people did express support for improvement to the existing facility (alternatives A4 and A5) rather than the construction of a new alignment (alternative B)." Again, I'm afraid such statements might easily give decision makers an inaccurate perception of the reality here.

Quoting from CDOT letter from Mike Morgan, Right-of-Way Supervisor dated March 5, 2002: "...CDOT is obligated to find new locations for businesses and individuals displaced by highway projects. The business relocations will be entitled to moving expenses and reestablishment costs of $10,000." Few, if any, of the businesses effected could be 'moved and reestablished' for $10,000. Further, how much of the land owned by a business must be taken by the project before the business is considered 'displaced'? This statement makes A4 sound better than it is.

In conclusion, (Aren't you glad?) my plea is that CDOT get a firm grip on reality and stop creating illusions with words. You have not made your case for Alternative A4. It is my opinion that Alternative B will move more traffic, provide a better long-term solution and cause less disruption of people's lives and businesses. Thanks for your attention to this matter.



Don Bowers
100 Meadow Drive
Ft. Collins, CO 80524
Ph.# (970) 484-5271

L-4 Response

Credibility concern comment noted.

The statement made at the April 11, 2001, Larimer County Commissioners meeting regarding minimization of impacts was a relative comparison among alternatives on the existing alignment. The handouts that were distributed at the meeting accurately reflect

the estimated 32 to 42 relocations associated with Preferred Alternative A4 as presented in the attached EA. In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

If Alternative B were built, traffic conditions along the current US 287 alignment would be expected to improve from the No Action Alternative. Issues related to travel conditions, however, would still remain on the portion of US 287 that Alternative B would bypass. To improve safety, which is typically assessed using accident rates, improvements need to be specific to the problems that exist. Current problems include lack of safe passing locations, left turns from the single through lane, and frequent access points. The Preferred Alternative A4 with Reduced Footprint would address these problems by providing two through lanes in each direction, a two-way left turn lane so that left-turning vehicles would be removed from the main traffic stream, and it would allow the opportunity to review existing access for conformity with the State Highway Access Code. In addition, the Preferred Alternative A4 with Reduced Footprint includes a sidewalk for pedestrian use along US 287.

The project team, in conjunction with FHWA, developed a method for obtaining more precise information than is provided by census data on the residents and business property owners/renters in the project area. This method included a combination of informative letters with maps of the alternatives delivered by mail followed by one-on-one interviews between project team members and residents and businesses property owners/renters. This information was gathered for the purpose of "telling the story" and to identify a sense of community in the project area and as a means of gauging the project effects. For additional information on the community interviews, refer to the attached EA *Chapter 3 - Impacts and Mitigation Measures, Sections 3.1.2.3 – 3.1.2.4,* starting on page 3-15.

Samples of the community residential and business interview questionnaires are included in *Appendix B* of the attached EA. Comments received throughout the EA process were recorded as a part of the process. Responses to comments specifically made during the EA 37-day public review and comment period are included in this FONSI.

The owner of real property acquired for right-of-way will be compensated based on fair market value. Assistance will be provided to any eligible owner or tenant in relocating

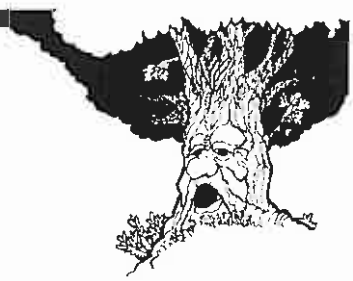
their business or residence at the time of displacement. Benefits under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) to which each eligible owner or tenant might be entitled will be determined on an individual basis and discussed in detail with the affected person(s).

Alternative B preference comment noted.

Information regarding comments made during the EA process is included in the attached EA. Comments made during the formal EA review and comment period are in the appendices of this document.

L-5 Gary Eastman, December 15, 2004

Fort Collins
NURSERY Inc
2121 E. Mulberry • Fort Collins, CO 80524 • 970/482-1984 • Fax 970/484-8282 • www.fortcollinsnursery.com



Colorado Department of Transportation
1420 Second Ave
Greeley, CO 80631

Cc: Kathay Rennels, CDOT c/o J F Sato & Associates

December 15, 2004

Re: Proposed widening of State Highway 287

I am a co-owner of Fort Collins Nursery, Inc and BHSLOW, Llc We own a 1/8-mile by 1/2-mile, 40-acre parcel on which we grow trees for our nursery operation The proposed Alternative B for the alignment of the 287 improvement would split this parcel lengthwise I strongly oppose Alternative B for the following reasons:

- It would split our parcel leaving two skinny ribbons of land that would be impossible to use efficiently for our nursery production This 40-acre parcel is a key piece of our nursery production and is impossible to replace It has proper frost drainage adequate water that can be scheduled for use on nursery stock and is adjacent to a second parcel which houses our production facility buildings, improvements and equipment
- There is presently a home on the property that would either have to be moved or which would end up changing from a quiet rural setting to a high-traffic, undesirable location
- The west end of the property is designated wetland that would be ruined by the highway
- The North Shields/Poudre River area is not highly developed because of flood plain impact and wetlands. It makes a very attractive and highly visible open space on the north side of Fort Collins. The present alignment of Highway 287 already exists. Why cut across this open space area with another highway?

Fort Collins Nursery is a $5,000,000 business with a total payroll of over $1,500,000 Building Alternative B would seriously affect our efficiency, our profitability and our payroll Our land is described in the Fort Collins Coloradoan of December 15, 2004 as "open farmland." It is only partially open and it is clearly quite productive

Please consider the value we would lose with the choice of Alternative B

Thank you for your consideration

Sincerely,

Gary Eastman

L-5 Response

Opposition to Alternative B noted.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

L-6 John Echelberg, December 15, 2004

COL. DEPT of TRANSPORTATION
1420 SECOND AVE
GREELEY CO 80631

JOLLY RIDGE FARM
4528 CR 54 G
LAPORTE CO 80535
DECEMBER 15, 2004

DEAR SIRS:

REF: WIDENING OF U.S.HWY 287 FROM CO 1 TO THE LAPORTE BYPASS

I AM A RESIDENT OF LAPORTE AND FREQUENTLY TRAVEL THE SECTION OF 287 IN QUESTION. THE NARROW AREA BETWEEN TERRY LAKE AND THE TRAILER PARK, WITH LARGE TRUCKS TURNING INTO ARAGON METALS, AND THE HEAVY TRAFFIC AT JAX AND RON'S EQUIPMENT IS BEYOND HOPE.

HOWEVER, THE INTERSECTION OF 287 AND SHIELDS AVE IS EVEN WORSE. THE WORKDAY JAM IS BAD, BUT EVEN WORSE IS WEEKENDS COMING OFF THE BYPASS WITH MILE-LONG LINES COMMON.

IT WOULD MAKE LITTLE SENSE TO UPROOT ALL OF THE HOMES AND BUSINESSES IN THIS AREA TO WIDEN THE ROAD WHEN OPEN SPACE IS AVAILABLE TO THE SOUTH AND WEST.

I HOPE THAT PLAN B IS GIVEN CAREFUL CONSIDERATION.

John Echelberg

L-6 Response

Preferred Alternative A4 with Reduced Footprint will address the safety conditions associated with the Aragon Iron & Metal access location, which has been described as problematic due to lack of sight distance, a left turn lane, or a shoulder. The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State

Highway Access Code. Preferred Alternative A4 with Reduced Footprint is designed to accommodate projected 2025 travel demand.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

Alternative B preference comment noted.

L-7 Tom Throgmorton, December 16, 2004

December 16, 2004
Colorado Department of Transportation
1420 Second Avenue
Greeley, Co. 80631

To Those Concerned:

This letter is in support of using Alternate 4A for the expansion of U. S. Highway 287 to four lanes from the LaPorte Bypass to Colorado Highway 1. Using Alternate 4A will minimize the environmental impact of the project. The road scar of U. S. Highway 287 already exists along this corridor.

Using Alternate B will create a second road scar. While the existing U. S. Highway 287 will still be used, the new route will cut through viable agricultural properties. This will further reduce the agricultural acreage in Larimer County. The Alternate B route may also be disturbing fragile wetland areas in the Cache la Poudre and Dry Creek drainages.

Both alternates will impact businesses and residences. The value of these to the communities must be considered. In my opinion, the greater environmental impact of Alternate B is more important to the communities of Fort Collins and LaPorte. I urge you to use the existing corridor of U. S. Highway 287 in preferred Alternate 4A.

Thank you,

Tom Throgmorton
808 E. Ridgecrest Road
Ft. Collins, Co. 80524

L-7 Response

Alternative A4 preference comment noted.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

L-8 Mark Johnson, December 16, 2004

December 16, 2004

Colorado Department of Transportation
C/O J.F. Sato & Associates
5898 S. Rapp St.
Littleton, Co. 80120
Greeley, Co. 80631

Dear C.D.O.T.:

This letter concerns the proposed highway widening/relocation of U.S. 287 between Colorado Hwy 1 and the La Porte
Bypass in Larimer County..

My name is Mark W. Johnson, and I own a home 3 miles north of the intersection of Colorado Hwy 1 and U.S. 287. I have lived in Larimer County for 14 months, and have lived in Colorado since 1991.

If there is only a choice of widening or the new alignment, I would choose the new alignment, so as to minimize the effect on displaced business and residences. The new alignment also is consistent with the La Porte bypass, as the new alignment would in effect be a bypass itself.

The bigger picture is 1) Would these modifications, either widening or new alignment , send the wrong message to long haul truckers, when Fort Collins recently made the news by encouraging trucks to stay on the interstates ?

2) In my opinion, the preferred solution is to construct a direct connection between U.S. 287 and Interstate 25, which would eliminate thru truck traffic from Fort Collins' already congested streets, and may eliminate the need to widen U.S. 287 at all.

Thank you for letting my opinion be voiced.

Sincerely,

Mark W. Johnson

4835 Terry Lake Rd.
Fort Collins, Co. 80524

L-8 Response

Alternative B preference comment noted.

The purpose of this project is to address the mobility and safety concerns on US 287, not to provide a truck bypass. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions for the year 2025.

L-9 John Walker, December 17, 2004

LAW OFFICES
JOHN O. WALKER
416 WEST OAK STREET
FORT COLLINS, COLORADO 80521
(970) 482-7878
FAX (970) 482-7896

December 17, 2004

Colorado Department of Transportation
1420 Second Avenue
Greeley, CO 80631

Re: U. S. Highway 287-North Fort Collins

Dear Sirs/Madames:

I read the Fort Collins Coloradoan news article about the controversy between the "Preferred alternate A4" and "Alternate B" from the LaPorte Bypass to College Avenue.

I would need to have far more information than I have to have a firm opinion as to which route should be taken. I do have the following comment.

Alternate B runs through a relatively unspoiled pastoral area while the route A4 runs through an area that is rather tacky and ugly. Given Larimer County's adoption of a splendid new sign code on Monday of this week, the state could help the county jump start the implementation of its sign code by choosing Alternate A4. If the cost is about the same, alternative A4 might be the way to go.

The people loudly opposing Alternate A4 are invariably those who fight all quality of life improvements in Fort Collins and Larimer County. Whether this is true in this particular instance, I don't know, but it gives me pause in assessing the legitimacy of their complaints.

Yours very truly,

John O. Walker
JOW/st

cc: Colorado Department of Transportation
c/o J. F. Sato & Associates
5898 S. Rapp Street
Littleton, CO 80120

L-9 Response

Comment noted.

L-10 Kathay Rennels, December 17, 2004

LARIMER COUNTY
COMMITTED TO EXCELLENCE

BOARD OF COUNTY COMMISSIONERS

200 W. Oak Street
Post Office Box 1190
Fort Collins, Colorado 80522-1190
(970) 498-7010
Fax (970) 498-7006
E-mail bocc@larimer.org

December 17, 2004

Michelle Li
J.F. Sato & Associates
5898 S. Rapp St.
Littleton, Colorado 80120

Re: US287 from SH1 to The LaPorte Bypass Environmental Assessment

Dear Ms. Li:

You have solicited comments on the environmental assessment for the proposed improvement of US287 from State Highway 1 to the LaPorte Bypass. The preferred alternative identified in this environmental assessment is to expand the capacity of the roadway along roughly the same alignment as the existing US287. An alternative alignment, which is currently not the preferred alternative, is to construct a new section of US287 some distance south of the current alignment through a considerably less developed area.

In 2001, the Board of County Commissioners of Larimer County expressed support for improvements along the existing alignment rather than relocating a portion of US287 south of the existing alignment. This support was based on their belief that the improvements along the existing alignment would impact relatively few existing homes and businesses. At that time, it was estimated that the improvements might impact up to fifteen residences and three businesses, and it was the County Commissioners' understanding that the impacts to homes and businesses would be minimized by meandering the alignment of the proposed improvements.

Today, the environmental assessment estimates that implementation of the preferred alignment would require the relocation of up to forty-two structures, including eight businesses. Residents and businesses that would be affected by the implementation of the preferred alternative are urging the Colorado Department of Transportation (CDOT) to further analyze the significant impacts of the preferred alternative and to revisit the comparison of this alternative to the relocation of US287 in the less developed area south of the current alignment.

The Larimer County Commissioners' initial support of the preferred alternative was based on the much smaller estimates of the impacts along the existing alignment. In light of the fact that current estimates of the impacts to residents and businesses along the existing alignment are more than twice as great as earlier suggested, we also urge CDOT to further analyze the impacts of the preferred alternative and reassess other alternatives which may have lesser impacts.

Thank you for the opportunity to submit these comments.

Sincerely,

Kathay Rennels
Chair

PRINTED ON RECYCLED PAPER

L-10 Response

The handouts that were distributed at the April 11, 2001, Larimer County Commissioners meeting accurately reflected the estimated 32 to 42 relocations associated with Preferred Alternative A4 as presented in the attached EA.

In review and consideration of the comments and requests that you and others made during the public review and comment period for the attached EA, the relocations for the Preferred Alternative A4 have been greatly reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. Additional studies were also conducted in response to comments. A synopsis of these studies is included in the FONSI text.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

L-11 Tom Cramer, December 17, 2004

December 17, 2004
Colorado Department of Transportation
1420 Second Ave.
Greeley, Co. 80631
Dear Sir:

I am writing to express my preference in regard to the LaPorte Bypass highway project. For the following reasons Alternate B is just as difficult as Alternate A4, but my preference would be Alternate A4 where the highway currently is.
-Wetland would be disturbed
-Business is also affected. Alternate B would go through Fort Collins Nursery, residential acres, Armadillo Fence Co. and possibly Poudre Valley Trailer Park.
Thank you for listening to this side of it.

Regards,
Tom Cramer
332 Snowy Owl
Fort Collins, Co. 80524

L-11 Response

Alternative A4 preference comment noted.

Please refer to the response to letter L-3 regarding the comment from and response to the Fort Collins Nursery.

L-12 Kim Eichman, December 17, 2004

12/17/2004

Kim T. Eicman
2827 Morgan Court
Fort Collins, CO 80526
In regards to: Highway 287 widening from CO hwy 1 to the 287 bypass

To whome it may concern:

I am writing you concerning the impact to my family and their neighbors along the Alternative A4 path. My parents, brother, sister and aunt live and work at Blue Spruce Mobile Home Court, 2704 N. Hwy 287.

I am frustrated with the obvious misinformation the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) has given our Larimer County Commissioners, Fort Collins City Council, and citizenry. On May 7, 2001 our representatives were asked to vote on the future of Hwy 287. They were told the impact would be 15 residential relocations and 3 Industrial locations if alternative A4 were chosen. The reality is a much greater impact than this. According to a letter from Mike Morgan, Right-of-Way Supervisor for CDOT dated March 5, 2002 "The preferred project alternative effects 20-30 mobile homes, six apartments, 4-5 conventional homes and approximately 8 businesses". Counting these up results in a maximum total of 49 impacted properties, not the original total of 18 which our local representatives were told about. Our local representatives were not given this information from Mike Morgan and were never given the opportunity to vote on the matter again (once the information was available). The scope of the A4 project has changed dramatically since the original vote on May 7, 2001.

Also, I am disappointed over the way our elected officials from the City of Fort Collins and Larimer County, the (FHWA) and the (CDOT) have treated my family and the other residents and businesses in the area. I believe everyone along the A4 path has been mislead about their involvement and power in the process of selecting and implementing a safe, adequate and cost effective solution. They were told to wait for the Environmental Assessment before getting too anxious or worried about potential impacts of any given alternative. They were assured they would have plenty of time to give input and discuss all issues concerning the project once the report was complete. Having faith in the system, my parents, family and their neighbors have waited patiently for the report and their opportunity to work on a good solution for everyone. When the report was published in mid-October 2004 an article showed up in the Fort Collins Coloradoan sometime in November advising residents of a December 2nd meeting of the minds. This meeting was anything but a meeting of the minds. It was a meeting where CDOT and JFSato informed residents the choice was option A4. Many people in the audience spoke of their dissatisfaction with the option A4 but everyone was told they were talking to the wrong people. No one present at the meeting made the original "Preferred Alternative" choice. They were only the Engineers and project managers. I couldn't believe it! Not a single one of our elected officials attended this meeting!

Everyone has known of this planned expansion/change for the last 25 years. During this period there was supposed to be a "Truck Bypass" around Fort Collins' downtown area as well as Laporte. I have watched the CDOT, the FHWA, Larimer County and the City of Fort Collins fight over where to relocate it for 20 years. Everyone believed it would eventually wind up out

away from existing infrastructure, where it belongs but this is apparently not the current choice. Instead, the current preferred option is to run four lanes, plus bike paths, plus a center turn lane, plus a right hand turn lane in each direction, plus a 10-foot shoulder on each side down it's current path and we still don't have a truck bypass!!!! This is a temporary fix at best without a bypass.

Just expanding the current route sounds all good and well but I want to amplify the fact this will dramatically affect the lives and well-being of the residences and businesses along this path. This tremendous new roadway will go right through the living rooms of 41 residences, 8 businesses and will impact approximately 200 people by a lost job, business or home. Despite the conclusion of the Environmental Assessment that there would be no economic impact to the area, I assure you it will. How in the world can the Environmental Assessment conclude there would be no change in economics in this community when this many people will lose a job, business or home? It is flawed!

Why can't we spend money wisely and find a solution with the minimum impact, which achieves the main goal of a truck bypass. In Picture 1 at the end of this document, I show "my" proposal. It shows the use of Alternative B in bright red combined with a link between Highway 14 and 287 via Lemay Avenue and a new section between Lincoln and N College Avenue. I am an Electrical Engineer by profession and am not qualified to call myself a Civil or Highway Engineer but I do believe I can think logically and critically about the subject. My proposal minimizes the impact to property, infrastructure, habitat, and historical structures. If you zoom in on the the Current Alternative B section of the current proposal, it shows avoiding the historical dairy and it avoids the wildlife habitat (also known as a man-made pond), which is close to the intersection of the Alternative B route and College Avenue. This minimum impact approach runs the highway through as much open land as possible. I believe Larimer County and Colorado Open Lands Preservation organizations are charged with preserving open land areas not the FHWA or CDOT. In trying to preserve open lands, I think they are overstepping their bounds. This is not their charter. Please, this path is the most logical route with the minimum impact while achieving a greater goal than simply widening the current route, a truck bypass!

The last issue I want to point out is the problem at the corner of highway 287 and Shields. The "Little House" at 2720 North Shields Street is a designated Historical Society Structure and was the original homestead in the area. It was built before anyone started keeping records in the 1870's. The original abstract on the house, dated Jan. 13th 1887, shows the first owner as Peter Dion and he sold it to William C Stover. This house is part of the Blue Spruce Mobile Home park and it looks like it may be impacted by changes made to shields at the corner of 287. This house is not included in the Environmental Assessment as an historical structure. Just one more example of the how this document is erred and flawed. I was in this house many times while growing up. The architecture of this building is very interesting. The floor joists are pine trees approximately 2-3" in diameter with the bark still in tact. The walls are stacked Railroad ties. Today the house has a stucco exterior but originally, it looked like a railroad tie log cabin. At one time, a very steep stairway led to the attic. It looked like the attic was a commonly used part of the house. The cellar is a big hole in the ground under the house. You can see the

mud/clay/wood walls giving way to the forces of time and physics. The outdoor stairway leading to the cellar is also giving way to these same forces. The original structure (before it was expanded), looks like Laura Ingalls Wilder's depiction of their second house and some attributes of the first house, in the book and show Little House on the Prairie; hence the term "Little House". I am concerned these facts have not been considered. Here are some interesting links. You will find these links interesting (note the dates).

http://www.littlehouseonprairie.com/

http://www.walnutgrove.org/wghistory.htm

http://www.walnutgrove.org/homestead.htm

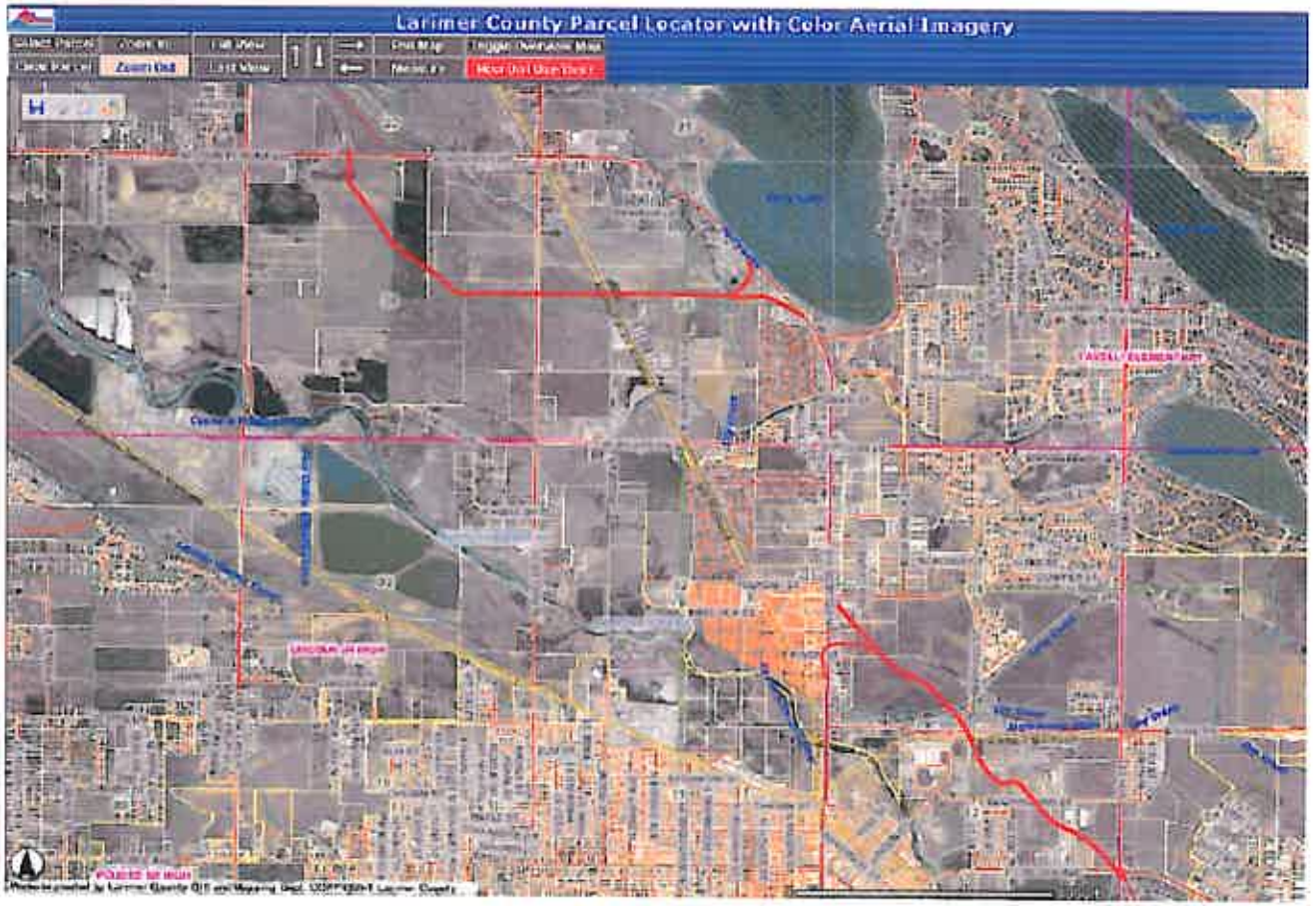
Please note the plan outlined above and shown in Picture 1 not only avoids as much infrastructure, wildlife, wetlands and historical structures as possible, it also avoids the "Little House".

I hope anyone who reads this can see the FHWA, the CDOT and the Highway 287 Expansion Environmental Assessment are flawed and unfair because they are misleading the citizens along the Alternative A4 Route and our local representatives. It is very difficult for anyone to make a wise and informed decision concerning the future path of Hwy 287 by relying on the Environmental Assessment. Unless you read the contents from cover to cover including all of the attachments, you will get a very distorted picture of reality. The fallacies I have talked about are not limited to the following:

- Incorrect predictions about the severity of personal property and business impacts
- Misleading information about how much the impacted people have in the say about how the project proceeds
- Avoidance of the real issue about achieving the "Truck Bypass"
- Alternative A4 is a temporary solution at best
- Use of the historical dairy as an "excuse" to rule out option B when it is very easy to see how it can be avoided
- Use of the wetland next to 287 also known as a "Man-made pond" as an "excuse" to rule out option B when it is very easy to see how it can be avoided
- Incorrect identifications of historical structures

Thank you,

Kim T. Eichman



Picture 1

L-12 Response

The handouts that were distributed at the April 11, 2001, Larimer County Commissioners meeting accurately reflected the estimated 32 to 42 relocations associated with Preferred Alternative A4 as presented in the attached EA.

The EA public involvement program included a number of opportunities for commenting on the issues related to assessment of impacts of alternatives. This process included five project fact sheets distributed to area residents, businesses, special interest groups, and government agencies between October 1999 and March 2004. A project website was maintained and three public scoping meetings were held in November 1999, January 2000, and February 2000. General public workshops were held on May 4, 2000, and September 21, 2000. Door-to-door community interviews were conducted between April and June 2003. A local agency scoping and three agency status meetings were also held between November 1999 and April 2001. Details regarding the public involvement program can be found in the attached EA, in *Chapter 4 - Comments and Coordination.*

The public hearing held on December 2, 2004, was to present the analysis and data that led CDOT and FHWA to recommend Alternative A4 as the Preferred Alternative. This hearing was well publicized, and 97 people signed the attendance register. Public involvement has been solicited in many ways throughout the EA process and has been considered in the decision process. Local officials were invited to the public hearing.

The purpose of this project is to address the mobility and safety concerns on US 287, not to provide a truck bypass. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions in the year 2025.

As noted above, impacts on residences and businesses have been identified both in the attached EA and in the FONSI document. The attached EA does not assert that there would be no economic consequences as a result of the proposed action. It should also be noted that the safety and mobility afforded by the Preferred Alternative A4 with Reduced Footprint roadway improvements are beneficial to both through traffic and to those accessing the properties along US 287.

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 with Reduced Footprint have been greatly reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way width reduces the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

Please see the previous paragraph of this response regarding a truck bypass study.

The referenced "Little House" is outside the official area of potential effect as designated by the State Historic Preservation Officer.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

EA process concern comments noted.

Listed below are responses to your bulleted items:

- The number and type of right-of-way impacts were included in the EA and have been reduced in response to public comment.

- Public comment has been included throughout the process. The final decision rests with FHWA.

- The purpose and need of this project is to improve mobility and safety on the stretch of US 287 between SH 1 and the LaPorte Bypass.

- The 20-year design horizon for the Preferred Alternative is based on providing acceptable levels of service on US 287 to at least year 2025. The FHWA, the lead agency for this project, uses a 20-year planning horizon when conducting NEPA studies.

- See the *Section 106 (Historic) Analysis and Consultation* section in the body of this document, page 16. Additional studies were completed to determine the boundary of the Dairy. The Dairy does meet the criteria of Section 106 and as such can only be impacted if there is not another feasible alternative.

- Wetlands are evaluated using the US Army Corps of Engineers criteria. The wet meadows bisected by Alternative B meet the criteria for wetlands and as such must be included as a wetland impact.

- See the *Section 106 (Historic) Analysis and Consultation* section in the body of this document, page 16, and the fifth bullet of this response.

L-13 Ron Hall, Undated

We are a group of concerned Fort Collins citizens who wish to provide comment on the Environmental Assessment "US 287 from SH 1 to the LaPorte Bypass". We are concerned that the manner in which this Environmental Assessment was prepared did not pay sufficient attention to **environmental justice** issues as that term has been established in Executive Order 12898, especially with respect to the residents of Poudre Valley Mobile Home Park, which is directly affected by the proposed undertaking. Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies (e.g., the National Environmental Policy Act or NEPA). **Fair treatment** means that no group of people, including a racial, ethnic, or a socio-economic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies. **Meaningful involvement** means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision-makers seek out and facilitate the involvement of those potentially affected.

Given the above definitions and considerations, we feel that the previously referenced Environmental Assessment is deficient for the following reasons:

Poudre Valley Mobile Home Park residents were not given an appropriate opportunity to participate in decisions about the US 287 from SH 1 to LaPorte Bypass. The Poudre Valley Mobile Home Park owner on a number of occasions instructed the Sato & Associates contractors to not speak or meet directly with residents of the Poudre Valley Mobile Home Park and the contractor complied. Although the contractor canvassed several of the streets in the park about the project, investigators took statements from non-resident visitors and spoke with very few actual park residents. When the Park owner discouraged further canvassing of residents, no additional interviews were conducted.

The Poudre Valley Mobile Home Park owner also discouraged Sato & Associates and CDOT from meeting with residents in a formal meeting and they complied with his wishes. Brochures, meeting times, and other Environmental Assessment information were given to the park owner to disseminate from his office and were not delivered to individual residences. The Park Manager's Office is a potentially intimidating environment, especially for park residents fearful of retaliation from the Park management if they voice opinions contrary to that of Park management. When Sato & Associates and CDOT personnel were informed of this situation, they did not take appropriate steps to obtain meaningful involvement from the residents or treat residents fairly. The Park owner, a resident of Evergreen, Colorado was able to participate while owner-occupied residents were silenced. The Park owner and residents may have different opinions about the project, but the Park management is able to intimidate and discourage residents from voicing their opinions. An estimated 2,500 people reside in the

353 households in Poudre Valley Mobile Home Park. Given the numbers of people that reside in this park and their potential numbers to voice opposition to the Bypass the involvement of the Park owner over the owner-occupied residents was simply not a good faith effort to obtain the involvement of the most marginalized group of people impacted by this Environmental Assessment. This is a significant population that will be impacted by each of the Bypass plans and alternatives.

Executive Order 12898 was implemented to ensure that meaningful involvement of all people would occur, especially populations that have had a disproportionate share of negative consequences resulting from a federally proposed activity. In the Poudre Valley Mobile Home Park, residents have multiple challenges that place them at even greater risk for marginalization since a large percentage of the park residents are monolingual Spanish speakers, are at or below the poverty line, and have lower educational levels that indicate serious literacy challenges in any language. Their ability to find equivalent housing in the Fort Collins market is severely limited and their interest in retaining their existing housing is very strong. This increases the duty to make a good faith effort to involve Poudre Valley Mobile Home Park residents in the Environmental Assessment process.

Approximately 63.4% of the residents live at or below the federal poverty level and only 45% of the adults in the part have graduated from high school or earned a GED. The literacy issue in the Poudre Valley Mobile Home Park population is critical regardless of what language is being spoken or written. The Environmental Assessment Executive Summary was mailed to residents in the park in both English and Spanish. However, the literacy level needed to understand the Executive Summary does not match the park population. It doesn't appear CDOT made any effort to provide the Executive Summary for people struggling with literacy even in the Spanish language.

More than 73% of the residents identify themselves as Hispanic/Latino and 62% of the residents speak Spanish as their primary language. There was no available copy of the Environmental Assessment in Spanish for those who requested a copy. The copy of the Environmental Assessment provided to the Poudre Valley Mobile Home Park is kept by the Manager of the park and when requested, people were asked why they wanted to see the document. Since CDOT was made aware of the obstructionist behavior of the Park owner, alternative plans could have been made to address this situation.

The power of the Park owner was used, whether consciously or not, to silence a rather large group of residents specifically covered in Executive Order 12898 who are impacted disproportionately by this federally proposed activity. We feel that the EA process, as conducted for this undertaking, was seriously flawed, did not conform to either the spirit or the letter of the law set forth in Executive Order 12898 and therefore support a "no build" option for US 287 from SH 1 to LaPorte Bypass.

Respectfully Submitted,

Ron Hall, J.D.

L-13 Response

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard.

This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The Preferred Alternative A4 with Reduced Footprint no longer necessitates any relocations at the Poudre Valley MHP. Two relocations would have been required if the Preferred Alternative A4 were implemented.

The environmental justice assessment, which identified minority and low-income populations, used three approaches for discerning disproportionately high and adverse effects. See the attached EA for detailed information. Early in the EA process, during screening, alternatives with large numbers of relocations and an obvious potential for causing "disproportionately high and adverse effects on minority and/or low-income populations" were screened out. These included Alternatives C and D, which bisected the Poudre Valley Mobile Home Park (MHP). Alternatives retained for further analysis were designed to minimize encroachment on residential areas where feasible.

A public involvement program (PIP) to encourage participation by local residents and businesses was initiated at project startup and will continue to be conducted until the study is completed. CDOT encouraged participation of residents throughout the EA process. Five project fact sheets in English and Spanish were distributed to local area residences, including residents of the Poudre Valley MHP, between October 1999 and March 2004. A project website is maintained at www.us287-north-of-fort-collins.com. Three public scoping meetings were conducted with special interest groups in November 1999, January 2000, and February 2000. Public workshops were held on May 4, 2000, and September 21, 2000. CDOT proactively sought to involve residents by conducting door-to-door community interviews between April and June 2003. Results of interviews with residents of Poudre Valley MHP are summarized in the attached EA. That document notes that the MHP would have two relocations associated with Preferred Alternative A4. It also revealed that no disproportionately high and adverse effects on minority and/or low-income populations have been identified for the Preferred Alternative A4, as the design includes greater impacts on areas that do not have a high percentage of low-income or minority residents. Minority and/or low-income populations would experience benefits and burdens from Preferred Alternative A4 as the population as a whole.

Refer to the attached EA, *Chapter 3, Section 3.1.2, Environmental Justice,* page 3-7, for additional information.

Executive Order 12898 comment noted. A Spanish-speaking translator has been available at all public meetings, including the public hearing on December 2, 2004. At the public hearing the presentation was translated from English to Spanish as was the comment portion of the meeting. Many of the public hearing attendees indicated via the sign-in sheet that they reside at the Poudre Valley MHP. Many of the residents of the Poudre Valley MHP provided formal comment at the public hearing

CDOT did not receive any requests for additional copies of the attached EA. The notification of the EA and the public hearing identified nine other locations at which the attached EA was available for review. Refer to the Public Notice in Appendix A.

Behavior of park owner comment noted.

L-14 Roe Bubar, Undated

We are a group of concerned Fort Collins citizens who wish to provide comment on the Environmental Assessment "US 287 from SH 1 to the LaPorte Bypass". We are concerned that the manner in which this Environmental Assessment was prepared did not pay sufficient attention to **environmental justice** issues as that term has been established in Executive Order 12898, especially with respect to the residents of Poudre Valley Mobile Home Park, which is directly affected by the proposed undertaking. Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies (e.g., the National Environmental Policy Act or NEPA). **Fair treatment** means that no group of people, including a racial, ethnic, or a socio-economic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies. **Meaningful involvement** means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision-makers seek out and facilitate the involvement of those potentially affected.

Given the above definitions and considerations, we feel that the previously referenced Environmental Assessment is deficient for the following reasons:

Poudre Valley Mobile Home Park residents were not given an appropriate opportunity to participate in decisions about the US 287 from SH 1 to LaPorte Bypass. The Poudre Valley Mobile Home Park owner on a number of occasions instructed the Sato & Associates contractors to not speak or meet directly with residents of the Poudre Valley Mobile Home Park and the contractor complied. Although the contractor canvassed several of the streets in the park about the project, investigators took statements from non-resident visitors and spoke with very few actual park residents. When the Park owner discouraged further canvassing of residents, no additional interviews were conducted.

The Poudre Valley Mobile Home Park owner also discouraged Sato & Associates and CDOT from meeting with residents in a formal meeting and they complied with his wishes. Brochures, meeting times, and other Environmental Assessment information were given to the park owner to disseminate from his office and were not delivered to individual residences. The Park Manager's Office is a potentially intimidating environment, especially for park residents fearful of retaliation from the Park management if they voice opinions contrary to that of Park management. When Sato & Associates and CDOT personnel were informed of this situation, they did not take appropriate steps to obtain meaningful involvement from the residents or treat residents fairly. The Park owner, a resident of Evergreen, Colorado was able to participate while owner-occupied residents were silenced. The Park owner and residents may have different opinions about the project, but the Park management is able to intimidate and discourage residents from voicing their opinions. An estimated 2,500 people reside in the

353 households in Poudre Valley Mobile Home Park. Given the numbers of people that reside in this park and their potential numbers to voice opposition to the Bypass the involvement of the Park owner over the owner-occupied residents was simply not a good faith effort to obtain the involvement of the most marginalized group of people impacted by this Environmental Assessment. This is a significant population that will be impacted by each of the Bypass plans and alternatives.

Executive Order 12898 was implemented to ensure that meaningful involvement of all people would occur, especially populations that have had a disproportionate share of negative consequences resulting from a federally proposed activity. In the Poudre Valley Mobile Home Park, residents have multiple challenges that place them at even greater risk for marginalization since a large percentage of the park residents are monolingual Spanish speakers, are at or below the poverty line, and have lower educational levels that indicate serious literacy challenges in any language. Their ability to find equivalent housing in the Fort Collins market is severely limited and their interest in retaining their existing housing is very strong. This increases the duty to make a good faith effort to involve Poudre Valley Mobile Home Park residents in the Environmental Assessment process.

Approximately 63.4% of the residents live at or below the federal poverty level and only 45% of the adults in the part have graduated from high school or earned a GED. The literacy issue in the Poudre Valley Mobile Home Park population is critical regardless of what language is being spoken or written. The Environmental Assessment Executive Summary was mailed to residents in the park in both English and Spanish. However, the literacy level needed to understand the Executive Summary does not match the park population. It doesn't appear CDOT made any effort to provide the Executive Summary for people struggling with literacy even in the Spanish language.

More than 73% of the residents identify themselves as Hispanic/Latino and 62% of the residents speak Spanish as their primary language. There was no available copy of the Environmental Assessment in Spanish for those who requested a copy. The copy of the Environmental Assessment provided to the Poudre Valley Mobile Home Park is kept by the Manager of the park and when requested, people were asked why they wanted to see the document. Since CDOT was made aware of the obstructionist behavior of the Park owner, alternative plans could have been made to address this situation.

The power of the Park owner was used, whether consciously or not, to silence a rather large group of residents specifically covered in Executive Order 12898 who are impacted disproportionately by this federally proposed activity. We feel that the EA process, as conducted for this undertaking, was seriously flawed, did not conform to either the spirit or the letter of the law set forth in Executive Order 12898 and therefore support a "no build" option for US 287 from SH 1 to LaPorte Bypass.

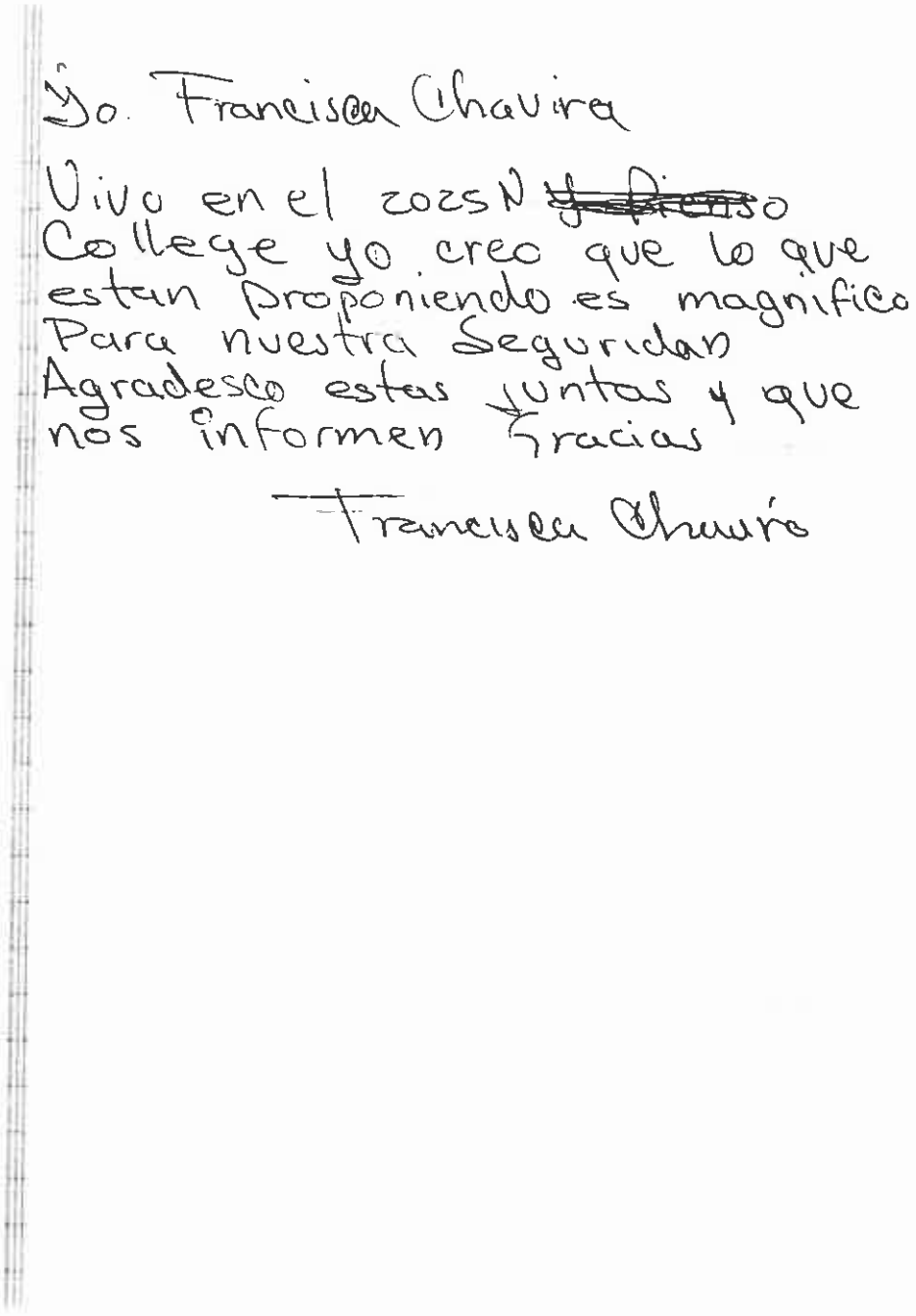
Respectfully Submitted,

Roe Bubar, J.D.

L-14 Response

Letter L-14 duplicates letter L-13. Please refer to the response to letter L-13.

L-15 Francisca Chavira, Undated


Yo. Francisca Chavira
Vivo en el 2025 N College yo creo que lo que estan proponiendo es magnifico Para nuestra Seguridad Agradesco estas juntas y que nos informen Gracias
Francisca Chavira

L-15 Response Comment translation: I, Francisca Chavira, live at 2025 N. College and I think what you are proposing is wonderful for our safety. Thank you for these meetings and for keeping us informed. Thanks.

Alternative A4 preference comment noted. **Response translation:** Se ha tomado nota del comentario de preferencia.

L-16 Jim Quinlan, December 17, 2004

12-17-04

Federal Highway Administration
Colorado Department of Transportation
C/O

Michelle Li
J.F. Sato & Associates
5898 S. Rapp St
Littleton, CO 80120

Regarding: Preferred Alternative A4 U.S. Highway 287 from SH 1 to Laporte Bypass.

It is with grave concern that I review this option. At stake for my locally owned company is the future of a business that currently employs fifty people, grosses in excess of 6 million dollars, pays over twenty seven thousand dollars annually in property tax, and collects over one hundred and eighty thousand dollars per year in county sales tax.

We are currently planning a large expansion of our facility that should lead to a doubling of employment and revenue over the next five years. My concern is what appears to be a significant loss of both parking and display area in front of our business. Loss of either would be, with out question crippling, and at worst devastating.

While I recognize that the road needs to be improved I submit that either, a realignment to the south be seriously considered, suitable adjacent property be acquired to mitigate impact to our business, or alternate "B" be seriously considered.

Without such consideration I believe the right of way acquisition costs are vastly under estimated.

I have spoken with residential property owners to the south who were hoping that they would be bought out. We jointly believe that a four lane highway is a more appropriate place for business, than a home.

Thanks for your consideration.

Jim Quinlan

Jim Quinlan
President Jax Farm and Ranch Inc.

JAX FARM & RANCH

1000 N U.S. Hwy 287 • Ft.Collins, CO 80524 • 970.484.2221 • FAX 970.416.1408

L-16 Response

Alternative B preference comment noted.

In review and consideration of the comments received during the public review and comment period for the attached EA and at the public hearing, the property acquisition and relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. As a result of the reduction in right-of-way width by 50 feet, the impact on the Jax Farm and Ranch parking/display area has been reduced to an approximately 20-foot encroachment to the north of the existing US 287.

The screening of alternatives in the EA included an option where the north right-of-way was held in place and all widening would take place to the south. This was screened out because it had more residential and commercial relocations than Alternative A4 while other impacts were similar. Alternative B has been given full consideration in the EA.

The estimate of $4.8 to $5.5 million in right-of-way costs shown in the attached EA for the Preferred Alternative is for comparison purposes among alternatives. The Preferred Alternative A4 with Reduced Footprint decreases the right-of-way acquisition costs by approximately $800,000. More detailed analyses will be done as the right-of-way process moves forward following adoption of the Preferred Alternative.

CDOT has a well-defined right-of-way process for acquiring property necessary for highway improvements. The suggestion that a willing seller is located on the Alternative B alignment is not a deciding factor during the EA process. The alternatives under consideration must be evaluated on their ability to meet the purpose and need, along with the associated impacts and mitigation measures.

E-1 Kim Eichman, December 11, 2004

Joanna Morsicato

From: Kim Eichman [kimeichman@comcast.net]
Sent: Saturday, December 11, 2004 12:47 PM
To: Joanna Morsicato
Subject: FW:

Joanna:
I think I have already sent this to you but I want to make sure this is included in the Hwy 287 project documentation so I am sending it again.
Thank you

Kim Eichman
Message: (970) 484-8203
Cell: (970) 219-4896
fax: (970) 407-57666
Email: kimeichman@comcast.net
Kim Eichman@aei.com

-----Original Message-----
From: Kim Eichman [mailto:kimeichman@comcast.net]
Sent: Monday, December 06, 2004 9:49 PM
To: STEVE JOHNSON Colorado State Senator, District 15 ; Bob Bacon (bob@baconforsenate.com); District 2 City Councilperson Karen Weitkunat; Kathay Rennels (krennels@larimer.org); Mayor Pro Tem Bill Bertschy; Mayor Ray Martinez; PEGGY REEVES (peggy.reeves.senate@state.co.us); Stan Matsunaka (info@stan2004.com)
Cc: 'clh80@comcast.net'; 'kim.t.eichman@aei.com'; Mom; Aunt Sherry (sharen42jones@msn.com); Kathy Eichman (katsike@aol.com); Mike Eichman (michaele77@peoplepc.com)
Subject:

To our government Representitives:

The following is a letter from my mother, part owner and operator of
Blue Spruce Mobile Home
2704 N Hwy 287
Fort Collins, CO 80521
Phone: (970) 221-3723
Email: ourbluespruce@aol.com

She and my father are Senior Citizens and Business people in the Fort Collins/ Laporte area. They would be grateful for your involvement in the Highway 287 Expansion Between US Hwy 1 and the Laporte Bypass Project

As a property owner and business person at the corner of Shields and north 287, for the last 27 years, at the Blue Spruce Mobile Home Court, and our commercial building, which has housed Kathy's Furniture for the last 20 years. I am appealing to you and all your associates to join us in trying to persuade the Colo. Dept. of Transportation to use the alternative "B" for their new widening project, instead of impacting so many homes and businesses along north 287.

The SATO Environmental impact statement shows that the present 287 path will impact 15 properties, but, they do not take into consideration how many people are impacted on each property. On our property alone, they want to take away 13 home sites, and one business completely, and by doing so they will make a big negative impact on our trailer park. Then, all up and down the road, they will be having a big impact on more businesses and homes, where, if they would go the "B" alternative, they will only impact farm land. They say there are wet lands and a historical site, over there, but I talked to the Right of Way Manager, for CDOT, Bob Grube, and he tells me that in order to go through Wet Lands, they have to replace it with property some where

11/29/2005

else, and he tells me we are talking about 4 acres. In reading the news paper, I have seen where Larimer County or the city of Ft Collins has been acquiring ranches,etc for open land. It looks like they could surely spare 4 acres to the high way department so they could go that way and not displace all the people along the present 287. It also looks like the CDOT could put a curve in and miss the historical site, which is described as a long unused dairy farm, with buildings falling down, and we are not sure whether or not the Elliot Farm is listed in the Historical Society.

We heard the man that has been farming the land over there, at the meeting with CDOT and SATO on Dec. 2, 2004, testify that he is anxious to sell his ground to the hiway dept. to put the highway through there.

We only have to the 17th of Dec. before the highway dept. makes their final decision and starts trying to acquire properties. We are most anxious to hear from you and we surely hope you can see your way clear, to join us in this fight for our homes and businesses.

We will be eternally in your debt, if you can see your way to supporting us in this situation.

Sincerely.

Donna Eichman
Blue Spruce Mobile Home Court

Kim Eichman
Message: (970) 484-8203
Cell: (970) 219-4896
fax: (970) 407-57666
Email: kimeichman@comcast.net
Kim.eichman@aci.com

11/29/2005

E-1 Response

The forwarding of this letter to the project file is acknowledged.

Alternative B preference comment noted.

The Blue Spruce Mobile Home Park (MHP) would have had seven residential relocations for Alternative A4 as indicated in the attached EA. Kathy's Furniture was also shown as a business relocation. Under Preferred Alternative A4 with Reduced Footprint, the residential relocations at the Blue Spruce MHP have been reduced to five, but Kathy's Furniture remains as a business relocation. As shown in the attached EA, Alternative B would have had one residential and four commercial relocations.

The Alternative B impact on wetlands is 7.76 acres due to permanent fill and 1.49 acres of temporary impacts during construction. Mr. Grube is correct that the permanent wetland impacts would need to be mitigated.

An intersection analysis for Alternative B at its junction with US 287 north of SH 1 has been performed. Several options have been evaluated, and one of them would avoid the Elliott Dairy property, which has been determined by the State Historic Preservation Officer to be eligible to the National Register of Historic Places. Avoidance of the dairy property, however, would result in 17 residential and 7 commercial relocations. For more detailed information, refer to *Section 106 (Historic) Analysis and Consultation* on page 16 of this document.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative. Impacts on wetlands and historic sites are only two of the resources considered.

CDOT has a well-defined right-of-way process for acquiring property necessary for highway improvements. The suggestion that a willing seller is located on the Alternative B alignment is not a deciding factor during the EA process. The alternatives under consideration must be evaluated on their ability to meet the purpose and need, along with the associated impacts and mitigation measures.

The final decision on the proposed action is not made until the NEPA decision document (FONSI) for an EA is signed. Upon signature by the FHWA, CDOT is able to proceed with the property acquisition process.

E-2 Jessica Scoville, December 12, 2004

Joanna Morsicato

From: Ourbluespruce@aol.com

Sent: Sunday, December 12, 2004 12:33 PM

To: krennels@larimer.org; lbender@larimer.org; ggibson@larimer.org; ramartinez@fcgov.com; wbertschy@fcgov.com; kwerlkunat@fcgov.com; angie.paccione.house@state.co.us; steve johnson.senate@state.co.us; peggy.reeves.senate@state.co.us; rep.musgrave@mail.house.gov; allard@senate.gov/contactme; campbell@senate.gov/email.htm; bob@baconforsenate.com; info@stan2004.com; david.m.martinez@dot.state.co.us.; Carol.Parr@dot.state.co.us; Joanna Morsicato

Subject: we object to hwy 287 expansion

My name isJessica Scoville, and I am a resident at Blue Spruce Mobil Home Park. I would like to voice my opinion in regardsto the Highway 287 expansion.

I justrecently moved into Blue Spruce Park in September of 2004. I'm 29 years old, and I finally, for thefirst time, moved out of my parent's house, and became self-sufficient. Being a single female, working full time forthe City of Ft. Collins, I was lucky to find a residence that I could afford onmy own, without any help from anyone. Iwas even luckier to find a mobile home park that was clean, quiet, and hadfriendly neighbors.

If thisproposal goes through, I will either lose my home, or have highway frontproperty. Some of my neighbors, andsurrounding business would lose most of their property, or lose their home, andbusiness entirely!! I strongly am against this proposal! It seems ludicrous to me that this is evenan option, when this highway could easily be routed through the field's justsouth of us, where there would be little effect to home's, and business.

I wouldlike this matter to be carefully looked at, and for the people who came up withthis idea, to really sit down, and think, all of the lives, families, jobs, andmore that would be seriously affected by this!! My vote would definitely be proposal B!!

Jessica J. Locke Scoville (970) 482-2239

E-2 Response

Alternative B preference comment noted.

E-3 Kathy Eichman, December 12, 2004

Joanna Morsicato

From: KATSIKE@aol.com
Sent: Sunday, December 12, 2004 1:06 AM
To: Joanna Morsicato; peggy.reeves.senate@state.co.us; musgrave@mail.house.govrep
Subject: I object to being thought of as transient!!!

Hello:

I am a resident of the Blue Spruce Mobile Home Park, at 2704 N. Shields St., north of Ft. Collins. The park will be greatly effected by the CDOT plan to widen hwy 287 from hwy 1 to the Laport bypass. In the environmental impact study, they refer to the residents of this park as transient.

I have lived in the Blue Spruce Mobile Home Park for over 25 years and do not consider myself transient! That is longer than most people today keep their more permanent homes. I have one neighbor who has lived here longer than I.

My aunt lives 2 trailers north of me and my brother and his wife live on the far corner. My nephew and his fiancé' have recently purchased the mobile home he has been living in for about 5 years. That mobile is one of the ones that will have to go if the plan goes ahead as stated with proposal A. These kids are only 22 and 18 and still can't afford to buy a home or even a new mobile home. The one they just purchased is too old to be accepted by another park. Will you buy them a new home?

Another of the mobiles that will be affected is the home of a couple and their son. They have lived here for about 10 years and have been searching for a house to buy, but every time they think they are getting there, the price of the houses goes out of reach. Will you be buying them that new house?

The man next door to them is retired and on a very low fixed income. Where do you think he should go?

Another home that will be affected is the home of a workingwoman who has been talking for years about finding a place closer to her work, but can't find anything she can afford. The Blue Spruce keeps the rents low to allow for people like us to be able to have a nice home. Even the low-income people deserve to be able to own a home. Even if it is a "mobile" home. I don't think anyone should try to take that from us. Do you?

This plan will also take all the camper spaces along the hwy. Some of the campers could be thought of as transient, but not all. Some stay for years, others return every year. Some are in and out all the time. But they all need an affordable place to stay.

When the people doing the questionier for the environmental study came around, they told us that they would be sure and give us a chance to voice our ideas, etc. But the only meeting they invited us to was the one on Dec.2, where we were informed that the A route had been chosen. No discussion at all!

We are far from transient and are going to be out of our homes if this goes as they say it will. How is that right? They didn't even give us a chance to debate it with them. They say the thing is final as of Dec 17, that doesn't even give us time to digest this, let alone act on it.

Sincerely:

Kathy Eichman
KATSIKE@AOL.COM

E-3 Response

Page 3-17 of the attached EA contains information that was gained from two of the three mobile home park owners related to their concerns over having residents interviewed. The owners of the Blue Spruce Mobile Home Park (MHP) and the Terry Lake MHP asked that their tenants not be interviewed because a Preferred Alternative had not been identified at that time and people might become needlessly alarmed and move. Based on the owners' statements and information about their tenants, the attached EA indicates that this concern about loss of tenants illustrated the transient nature of the residents in these two MHPs. This was not meant to imply that every resident is transient. Based on the owners' statements and the project team's inability to reach individuals to obtain specific "door-to-door" information, the project team was required to make some general assumptions regarding the community. The use of the word "transient" is in no way intended as a derogatory term and was used in response to the property owners' indication that residents may decide to move away from the area if conditions were to change along US 287.

Appendix A of the attached EA includes a March 5, 2002, Relocation Assistance Memo stating that mobile home tenants/owners are entitled to relocation benefits. For additional information, refer to Appendix A of the EA, memo dated March 5, 2002, from Mike Morgan, CDOT Right-of-Way Specialist. If the nephew and fiancée are affected as a relocation and own their home, the appropriate benefits described will apply.

For low-income residents who are relocated, the memo indicates that there are three low-income housing programs in Fort Collins. Relocatees may qualify for assistance under these programs, although a waiting period may exist. CDOT may provide rent subsidies to relocatees until they are accepted into one of the Fort Collins programs. Whether or not campers would be entitled to any relocation benefits would need to be determined case by case.

The door-to-door community interview was only one aspect of an extensive public involvement effort. You are on the project mailing list and were mailed project fact sheets and project updates. You were invited to attend the public workshops held on May 4, 2000, and September 21, 2000, at which time the 32 to 42 range of residential and business relocations associated with Alternative A4 were shown, along with other associated impacts.

Refer to the response to letter L-12 (Kim Eichman). There will be five relocations along the south end of the Blue Spruce MHP with the Preferred Alternative A4 with Reduced Footprint, rather than the seven previously identified in the EA.

E-3.1 Kathy Eichman, December 14, 2004

Joanna Morsicato

From:	KATSIKE@aol.com
Sent:	Tuesday, December 14, 2004 3:11 PM
To:	rep.musgrave@mail.house.gov; allard@senate.gov/contactme; bob@baconforsenate.com; info@stan2004.com; david.m.martinez@dot.state.co.us.; Carol.Parr@dot.state.co.us; Joanna Morsicato; stanley.elmquist@dot.state.co.us.
Subject:	287 expansion

Hello: My name is Kathy Eichman. I own and operate a small used furniture store at the corner of 287 and Shields, that's is 1024 n. 287. The store has been in this location since I opened it in 1985, that is a good run compared to many other business today.
My customers include students, new arrivals to Ft Collins, long time residents, Firemen, Lawyers, house wives; you get the idea: any one who wants older furniture at a good price.
Most of my helpers are people from the Blue Spruce Mobile Home Park right beside the store. They can come over within a few minutes and help me out for an hour or so and then go back to what they were doing. I cannot afford to pay someone to be here 8 hours per day, and no one is going to drive to me for a 1-hour job every day.
The rent on this building can not be beat. I can not afford to pay the higher rent on a building large enough for my business.
All of this is to show you why I feel you are going to take my livelihood by widening the hwy out here And that I really wish you would reconsider using the B route.
All the safety problems with the current 287 could be aleviated by having a different route for the trucks and straight through traffic. And there are fewer people along that route to be impacted.
Thank you, for looking at this issue again.
Kathy L Eichman
970-484-1844

E-3.1 Response

Alternative B preference comment noted.

Regarding specific impacts on businesses such as yours, the owner of real property acquired for right-of-way will be compensated based on fair market value. Assistance will be provided to any eligible owner or tenant in relocating their business. Benefits under the Uniform Act to which each eligible owner or tenant might be entitled will be determined on an individual basis and discussed in detail with the affected person(s).

In relation to the impacts on fewer people claimed for Alternative B, a concerted effort has been made to reduce the impacts of the Preferred Alternative. The reduction in right-of-way with Preferred Alternative A4 with Reduced Footprint decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business as shown on Figure 2, page 5 in this document. In the evaluation of alternatives, the NEPA study process requires assessment of a full range of human, social, and environmental resources. Impacts on all resources and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative. While it is true that some impacts are less with Alternative B, the overall impacts in relation to the project purpose and need have been considered in arriving at the Preferred Alternative.

The additional Travel Demand Analysis on page 13 of this document supports the statement that a substantial portion of future traffic would remain on US 287 (43 percent) even if Alternative B were to be constructed. Alternative B would not address the traffic and safety issues associated with this traffic on the existing roadway.

The purpose of this project is to address the mobility and safety concerns on US 287, not to provide a truck bypass. The improvements to US 287 are being made to improve mobility and safety. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions.

E-4 Jack Dickson, December 13, 2004

Sandy Hutton (Dickson)

From: Sandy Hutton [vetteblues@austin.rr.com]
Sent: Monday, December 13, 2004 12:11 PM
To: 'krennels@larimer.org', 'tbender@larimer.org', 'ggibson@larimer.org', 'ramartinez@fcgov.com', 'wbertscy@fcgov.com', 'kweitkunat@fcgov.com', 'steve.johnson.senate@state.co.us', 'peggy.reeves.senate@state.co.us', 'angie.paccione.house@state.co.us', 'rep.musgrave@mail.house.gov'
Cc: 'carol.Parr@dot.stat.co.us', 'mli@jfsato.com'
Subject: Project US Highway #287 Expansion Comments

[illegible] Madam

I am writing in support for the currently selected route of the Highway 287 expansion (A4)

[illegible] Collins for over [illegible] years. I currently own a business potentially affected by the highway expansion and reside along Highway 287 just north of the bypass. I am very familiar with this area, and can speak from personal knowledge about the amount of traffic and its results that we endure on a daily basis.

As Owner of the [illegible] Lake Mobile Home Park which will be affected by the selected route of expansion for Highway 287, I have experienced the bottlenecks, delays and accidents on a daily basis. For years we have dealt with the long delays from traffic traveling to/from Laramie, Wyoming which can make our commute to/from town as long as 30 minutes. In the summers and on weekends, the additional traffic to and from Poudre Canyon magnifies the problem. Accidents are common since no turn lane exists and because of the high volume of traffic. This is only [illegible] for the whole [illegible] addition.

The bridge at [illegible] is another safety concern. It has been the scene of several severe accidents due to the width. Both sides of the steel guard rails have been completely torn off several times. The structure of this bridge must be evaluated due to the age and the severe accidents have surely taken their toll. This expansion will also provide for the replacement of this bridge.

We are aware of the inconvenience some families will face due to this expansion, including several from our mobile home park. However, we support this decision as the best and only option for Highway #287 and for the general safety of the public. Displacement is never easy, nor taken lightly, however, we feel that expanding the existing highway provides the most economical and rapid solution to our traffic problems. We along with several of the larger businesses in this area support this MUCH needed expansion.

We look forward to the approval of the current routing and getting this project promptly completed. This project is desperately needed to improve the public safety on this heavily traveled highway.

We appreciate you taking the time to listen to us. If we can help with this matter or if you have any questions, please contact us by phone [illegible] or by email at vetteblues@austin.rr.com

E-4 Response

Alternative A4 preference comments noted.

Traffic and safety comments noted.

The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

The Dry Creek Bridge will need to be replaced and a wider structure provided with the implementation of the Preferred Alternative A4 with Reduced Footprint. The new bridge will meet current design standards.

The CDOT Relocation Program will address both residential and business relocations. For detailed information regarding the relocation process, refer to a memo from Mike Morgan, CDOT Right-of-Way Specialist, dated March 5, 2002, in Appendix A of the attached EA.

Project need comment noted.

E-5 Karin Livingston, November 13, 2004

Ellen House

From: Karin Livingston [PRStables@msn.com]
Sent: Saturday, November 13, 2004 7:32 PM
To: Carol.Parr@dot.state.co.us
Cc: Michelle Li
Subject: US 287 from SH1 to Laporte Bypass

Carol:

I have reviewed your mailing regarding the three road construction alternatives. It concerns me that among the key issues in Alternatives Studied, noise pollution is not among them. How does the preferred A4 alternative address this issue?

Also, what effect will this have on the Four Winds boarding stable, which is very close to the project?

Thank you,

Karin Livingston
Poudre River Stables
930 N. Shields St.
Fort Collins, CO 80521

cc: Michelle

E-5 Response

As indicated in the attached EA, *Chapter 3 - Impacts and Mitigation Measures,* noise impacts have been addressed for all alternatives. The analysis was conducted according to CDOT Noise Analysis and Abatement Guidelines, February 1995. Noise mitigation is recommended in the attached EA for Alternative A4 at the Terry Lake, Blue Spruce, and Poudre Valley MHPs. Refer to *Noise Analysis for Preferred Alternative A4 with Reduced Footprint* on page 16 of this document for additional noise results.

The Four Winds Tack Shop/Pet Center is located at 2504 North Shields. It is located approximately 900 feet south of US 287 and is outside the analysis zone for potential highway noise impacts of Alternative A4 or Alternative B.

E-6 Maurice Cady, December 17, 2004

From: Maurice Cady [mailto:mcadycpa@msn.com]
Sent: Friday, January 14, 2005 1:29 PM
To: Martinez, David M
Subject: US 287 Expansion

Mr. Martinez:

Just a note to express my objection to the proposed Hwy. 287 expansion as it is now planned. I recognize the requirements you must meet to complete any kind of project such as this. I know a lot of time and money has already been spent on this project. I also know that whatever alternative is eventually chosen, someone is not going to be happy with the choice. However, it seems that Alternative A4 has been CDOT's preferred choice from the very beginning. To justify that choice, it appears that reasons for not choosing the other alternatives were more important than reasons for choosing Alternative A4. In the public meetings we were told about wet lands, historical buildings, etc. regarding Alternative B. These are things to consider. However, there are other things to consider. The cost of Alternative A4 compared to the cost of Alternative B (these are taxpayer dollars), the impact on businesses and homes (residences), business revenue that will inevitably be lost and employees out of work if businesses are to be relocated. Other things, such as the environmental impact, and yes, the wet lands and historical building problems, will no doubt be almost identical whichever alternative is chosen.

I believe that CDOT is trying to fix a long-term problem with a short-term solution. Everyone has tried to encourage the "trucks" to stay on the Interstate Highway
rather than travel Hwy. 287. Nothing seems to work. They keep coming. By improving portions of the highway, we only make the problem worse. We encourage them to keep using Hwy. 287. Now new, expensive residences are being constructed along Jefferson Street (also Hwy. 287) in downtown Fort Collins. It's going to be interesting when the trucks shake the expensive china off the shelves and the smell of diesel fuel fills the house if they open a window.

I wish some bureaucracy had the power and the "guts" to do what should be (and eventually will have to be) done. Instead of fixing small sections of the highway, what should be done is to extend the LaPorte bypass from where it ends to a location on North College Avenue close to Jax's Surplus. That has for many, many years been one alternative. It really is the only alternative that makes a lot of sense. I doubt if the road would need to be more than a two lane highway. I don't hear too many complaints about the existing two lane Laporte bypass. We all know that the voters of Fort Collins do not want a "bypass". By extending the current bypass a few more miles, we would fix the Hwy. 287 problem we are now confronted with as well as not violating the "no bypass" rule. I urge CDOT, and everyone else involved in the decision process, to put more thought into this before they make a decision.

Maurice Cady
933 N. Hwy. 287
Fort Collins, CO 80524

mcadycpa@msn.com

E-6 Response

Opposition to Alternative A4 noted.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

The costs of the alternatives are addressed in the attached EA. Refer to *Section 3.1.4, Construction Costs,* page 3-24. Alternative A4 is estimated at $11.5 to 11.6 million and Alternative B at $11 million exclusive of right-of-way, relocations, utilities, or mitigation measures. For the Preferred Alternative A4 with Reduced Footprint, estimated construction costs will be approximately $11.7 million, and total costs including engineering, right-of-way, and utilities are $19.9 million. Right-of-way acquisition costs for Preferred Alternative A4 with Reduced Footprint are estimated to be $800,000 less than for Preferred Alternative A4.

CDOT recognizes that large trucks on US 287 traveling through Fort Collins are a concern to some residents. Many such trucks serve businesses in the city and that it is not within CDOT's jurisdiction to restrict commercial truck traffic on state highways. Rerouting all through trucks and other through traffic in the project area would not reduce congestion enough to meet the desired vehicular traveling conditions for the year 2025.

Early in the EA process consideration was given to alternatives that would extend the LaPorte Bypass on seven new alignments, one of which became Alternative B. Based on the impacts shown in the attached EA *Table 2-1, Alternatives Screening,* on page 2-5, Alternative A4, Alternative A5, and Alternative B, in addition to the No Action Alternative, were retained for further analysis. The alignment described as crossing US 287 near Jax Outdoor Gear (Alternative H in the attached EA) was screened out due to potential conflicts with habitat suitable for threatened and endangered species, conflicts with public parks, natural areas, a hazardous materials site, and two approved residential developments.

E-7 Rhonda Martinez, December 14, 2004

From: jul14287@netzero.net
Sent: Tuesday, December 14, 2004 10:32 PM
To: Elmquist, Stanley
Subject: US hwy 287

12/12/04

To hom it may Concern:

I object to the Hwy 287 Expansion i really dont think that A4 would be safe with 4 lanes it would cause more accenldents adn the noise would be worse than it is now! I have chrildern that ride the school bus that picks and drops them off almost every morring and aftemoon the traffic does not stop for the bus stop arm. ISnt this a law that you are spose to stop? I always do! IVe talk to the transportaion for Poudre School distric and they had a sale patrol out and it worked for maybe 2-3 weeks. Ive also talk to hwy personal to see if ther can be a sign put up that says (slow down bus stop ahead) or something like that nature. And the state said no becuase it was a state hwy. So it was left at that. how do you think how it is going to be when there are 4 lanes going 45-55 mph it will be way to much traffic. It is already alot of traffic. Are you going to be responsable if one of my chrildern get hurt or even die. Also not only for me but for my neighbors and business. how are we going to get into are driveways? And are we going to even have drive ways or yards? I enjoy planting flowers in my front yard alos one of the reasons why we bought this house was because of our view of the mountians. With putting a brick wall infront of are house would be taking away out view of the mountians. Please conc=siter my comments and think about how much money this would cost. I think alternative B would be alot less moeny and wouldt effect that much business,homeowners,ect. When my husband pased away a year and half ago on Hwy 287, before he passed away we had an interview with your and he did not want this to happen. So i am going to give all i can to do my best not to let this happen.

If you wish to contact me please call me at (970)495-0815 or (970)308-7019

Thank you,
Rhonda Martinez
1205 N HWY 287

12/15/2004

E-7 Response

Alternative B preference comment noted. Safety analyses show that widening US 287 from SH 1 to the LaPorte Bypass will increase safety on this stretch of roadway. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

Concerns over the vehicular traffic obeying school bus signals should be directed to the Poudre Valley School District and Colorado State Patrol. CDOT will investigate the potential for signage during final design. The inclusion of 10-foot outside shoulders could provide space for school buses to pull over. The posted speed limit on a widened US 287 will be 45 mph, the same as it is now. The purpose for increasing lanes is to provide additional capacity to accommodate travel demand. A wider highway will reduce the congestion and create a safer traveling environment.

All accesses to residences and businesses will be maintained. The addition of a center turn lane and shoulders will make it easier to turn into and out of properties adjacent to the roadway.

The current conceptual design for the Preferred Alternative A4 with Reduced Footprint does not include a noise wall at 1205 North Highway 287. Based on the results of the post-hearing Noise Analysis, this residence is one of those affected by traffic noise associated with the Preferred Alternative A4 with Reduced Footprint. However, due to the necessity for direct access to this property from US 287, construction of a continuous noise wall is not possible at this location. A continuous wall would be needed to reduce the noise level sufficiently to make a noise wall feasible in accordance with CDOT's Noise Abatement Criteria.

The cost of all alternatives has been disclosed in the attached EA. The Preferred Alternative A4 with Reduced Footprint is estimated to cost approximately $11.7 million for construction. The Preferred Alternative A4 with Reduced Footprint has a slightly greater construction cost (approximately $100,000 more), but the relocation costs will be about $800,000 less. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative. Cost is only one factor in the selection of a Preferred Alternative.

E-8 Michael Eichman, December 17, 2004

From: Michael Eichman [mailto:MICHAELE77@peoplepc.com]
Sent: Wednesday, December 15, 2004 8:09 PM
To: Martinez, David M
Subject: A-4

Dear:

Over the past several years, a sleeping giant has threatened the residents of Fort Collins. Recently, that threat has become more and more tangible to local residents, especially those who reside along North U.S. Highway 287. To give this threat a name – the proposed project to widen the existing Highway 287 or, "Alternative A-4". After some discussion, alternative A-4 has been deemed the "preferred alternative". The Federal Highway Administration (FHW) and the Colorado Department of Transportation (CDOT) have determined that the best route for the expansion project is also the one that will affect the lives of the most individuals and businesses. This decision (A-4) was based largely on the findings of an environmental impact statement, which contains numerous errors.

This document proposes that 15 residential and 3 business locations will be affected by the expansion. However, widening U.S. Highway 287 to the North would affect approximately 12 – 15 employees at Ron's Equipment and force Ron's to relocate. The change would affect 20 or more employees at JAX Farm and Ranch, as this change would force JAX to close its doors. Aragon Metal, ABC Storage, 287 Supply and Kathy's Furniture would also be forced to close. Additionally, this option would require the relocation of thirty or more mobile homes. Many of these mobile homes are family residences and relocation would force a change in schools, friends, and interpersonal relationships.

Oddly enough, on March 5, 2002, Mike Morgan; the Right-of-Way Supervisor for the CDOT stated that Alternative A-4 would affect 20-30 mobile homes, six apartment, 4-5 conventional homes and approximately 8 businesses. This seems to be a direct contradiction to the environmental impact statement.

The increase in unemployment and the decrease in sales tax revenues alone should be enough reason to re-evaluate the preferred alternative. There are 3 different potential paths for the highway to follow. Two of them are very similar to A-4 and will result in the above-mentioned changes to many people's lives. However, there is another option – Option B. While this option would affect about as many property owners, it would affect far fewer individuals. Alternative B would result in a maximum of 8 residences and 4 businesses that would require relocation. This route also offers a new transportation facility with pedestrian access and a 10-foot wide shoulder for bicycles.

The study infers that many of the residents of the mobile homes in the A-4 area are "transients". This assignment was made based on the fact that the owners of two of the parks did not wish to have their

12/27/2004

tenants harassed or questioned. There was the possibility that some of these tenants would want to relocate. Well, if you were told that your home was going to become part of a highway expansion project, what would you do? Based only on the fact that the interviewers were asked not to question current tenants, everyone there became a transient?

I returned to Fort Collins over eleven years ago. I have resided in one of these parks for the entire eleven years. My parents, sister, aunt, and son all live in the park as well. We enjoy the benefit of having others available that can and do help out in time of need. Neighbors get together for summer barbeques; residents gladly provide transportation to other community members when needed. There is a support system in place such that when things go wrong with the functioning of the park, many of the residents pitch in to help for the benefit of all. Some of the tenants in these parks have lived there anywhere from a few months to more than 25 years. There is a strong sense of community, family, belonging, and safety shared among the people of these parks. If A-4 is approved and implemented, there will be severe family, community and, social repercussions involved.

One of the supposed benefits of A-4 is that it would increase the safety factor for Highway 287. The weighted hazard index (WHI) for the section of Highway 287 to be "improved" is less than the average WHI for the entire state of Colorado. The Highway is already safer to travel than the average Highway in Colorado.

Alternative A-4 has been purported to improve access to properties adjacent to the roadway and to alleviate many current safety problems. With an increased flow of traffic, how would access be improved? If alternative B was implemented, that would more than likely improve access to the properties along Highway 287 due to reduced traffic flow. It would also result in an overall increase in safety along North 287 because of lesser traffic.

Residents along Highway 287 were assured that there would be ample time to discuss the alternatives once the environmental impact statement was completed. On December 2, 2004 there was a public meeting held and those people affected by the decision were told that A-4 was going to be the final selection. There was no opportunity for discussion. No channel for suggestions for alternatives. The CDOT gave residents until December 17, 2004 to submit any argument.

Does 15 days seem adequate to secure the presence of representatives, reserve a meeting place, acquire documentation, notify those affected, and prepare for a formal meeting? In the short time allowed for contradiction, I personally met many, many people who would be willing to sign petitions against the implementation of A-4. The time limit did not allow the pursuit of these signatures.

I have many reservations as to how this decision was made and how the people involved were treated. I would appreciate your consideration of those who potentially stand to loose their homes or businesses.

Sincerely,

Michael Eichman

E-8 Response

Alternative B preference comment noted. The right-of-way width was reduced by 50 feet, the 25-foot utility corridor was eliminated on both the north and south sides of the roadway, and the utilities were placed underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the attached EA to 16 residential and 3 business.

CDOT takes into consideration functionality of a business when determining a potential relocation. Jax Farm and Ranch, Aragon Iron & Metal, ABC Storage, and 287 Supply are not relocations. However, Kathy's Furniture remains a relocation under the Preferred Alternative A4 with Reduced Footprint.

With the reduced footprint only 7 mobile homes are identified as relocations, not 30 plus.

Three business relocations are associated with the Preferred Alternative. The Preferred Alternative A4 with Reduced Footprint was selected based on a number of factors, including relocations. The primary reason for selecting Alternative A4 with Reduced Footprint as the Preferred Alternative was its ability to best meet purpose and need. All three Action Alternatives examined in the EA resulted in business relocations and potential changes in localized employment and tax base.

After completing the community interview process and reviewing the information gathered, only the Poudre Valley MHP displayed the characteristics of a cohesive community. Many of the residents have lived at Poudre Valley MHP for years and expressed a connection with the other residents. Residents of Poudre Valley MHP who were interviewed related an interactive community, with residents often assisting each other with daily needs such as childcare, transportation, and language interpretation. The family relationships that exist within the Poudre Valley MHP are also a highly identifiable character of this community. Aside from Poudre Valley MHP, other residents and business owners/renters who were interviewed did not seem to have a "sense of community and place." The project team learned that while residents enjoy the natural surroundings and general location, it is not a connection with the other residents or businesses that keeps them in the area. Based on the owners' statements and information about their tenants, the attached EA indicates that this concern about loss of tenants illustrated the transient nature of the residents in these two MHPs. This was not meant to imply that every resident is transient. Based on the interview process, there is no indication that relocation of a specific resident would result in impacts on those in surrounding households. Businesses within the project area do not rely heavily on patronage from residents, nor do they employ those residing within the project area.

Although the overall weighted hazard index is lower than the statewide average, the frequency of access points to adjacent properties and the two-lane undivided configuration of the roadway create safety concerns. Many properties have multiple accesses along the highway and are poorly located with respect to opposing driveways, resulting in sight restrictions due to curves.

With the widening of US 287, the safety of direct access would be improved by providing a shoulder, an additional travel lane, and a painted median for left turns. These changes would increase the ease with which drivers would pull in and out of residences and businesses located along the highway.

An extensive public involvement program and community interview process was conducted throughout the EA process. Refer to the attached EA, *Chapter 4 - Comments and Coordination,* for detailed information. The attached EA was made available to the public for 37 days, 7 days longer than the 30 days required by law. At the public hearing, attendees were given the opportunity to provide comment via the court reporter or orally at the podium. These comments were reviewed and taken into consideration by FHWA when adopting the Preferred Alternative A4 with Reduced Footprint.

E-9 Kim Eichman, December 18, 2004

-----Original Message-----
From: Kim Eichman [mailto:kimeichman@comcast.net]
Sent: Saturday, December 18, 2004 9:37 PM
To: Joanna Morsicato
Subject:

Joanna:
Here is my final letter. Again, I am late but I am hoping you will lend me a little more consideration. We have only had from the meeting on December second to Dec 17th to get a copy of the Environmental Assessment, read it, summarize it, meet about it at the Elks on Dec 14th and then get the letters out. Much of this happened while I was away from home in Colorado Springs I hope you have some compassion for the people along the path of alternative A4.
Please include this in the final version of the Environmental Assessment.

Thanx

Kim Eichman
Riverbend Resources LLC
Work: (970) 407-6766
Message: (970) 484-8203
Cell: (970) 219-4896
fax: (970) 407-57666
Email: kimeichman@comcast.net

E-9 Response

The letter and a response have been included in this section and identified as E-10.

The EA document was available for review as of November 10, 2004.

E-10 Kim Eichman, December 18, 2004

-----Original Message-----
From: Kim Eichman [mailto:kimeichman@comcast.net]
Sent: Saturday, December 18, 2004 11:12 AM
To: Joanna Morsicato
Subject:

Joanna:
I realize I am late with this letter but I hope I can appeal to your compassion and ask you to include it in the Environmental Assessment.

12/17/2004

Kim T. Eicman
2827 Morgan Court
Fort Collins, CO 80526
In regards to: Highway 287 widening from CO hwy 1 to the 287 bypass

To whome it may concern:

My family will be severely impacted by the proposed expansion of Hwy 287 using Alternative A4. My parents own Blue Spruce Mobile Home Court at the corner of HWY 287 and Shields. They have owned this business since 1977 (27 years). They live at 2730 N. Shields St., which is in the back of the park. The expansion won't require them to move but they will be losing the commercial building in the park, up to 13 trailer spaces and the convenience of having one of their grandson's (my nephew), living within walking distance. According to the maps, the new right-of way will be in his back bedroom. The expansion may also require my brother to move. He lives next to my nephew. His front yard will be the new Highway 287 right-of-way.

My sister will also be greatly impacted by Alternative A4. She owns Kathy's New and Used Furniture. She will likely lose her livelihood. Whether or not she could relocate and find a cost effective and suitable location is doubtful. Particularly since business compensation is capped at $10,000.00, according to a letter from Mike Morgan, Right-of-Way Supervisor dated March 5, 2002. Ten thousand dollars to destroy a business worth $110,000.00 to $180,000.00 plus the value of the land it sits on. The FWHA and the CDOT are literally and figuratively committing highway robbery, and it is legal! She also lives in the trailer park. She lives the farthest from the highway so the plan won't

12/21/2004

make her move her home but thank goodness she doesn't lose her home and business simultaneously.

There are a couple people in my family not impacted by the Alternative A4. My Aunt lives a few more spaces North of my brother. She won't be impacted as far as we know at this point. Finally, someone in my family not impacted by Alternative A4. Until this Spring, my Grandmother called the Blue Spruce home. She also lived in a space at the park. She passed away in the early spring so I guess she also is not impacted.

In conclusion, Alternative A4 is greatly, unfairly and potentially discriminatorily creating a disproportionate impact on my family. I ask the FHWA and CDOT to give our local representatives and citizenry another opportunity to discuss and vote on the best path for the Highway 287 expansion.

Thank you,

Kim T. Eichman

Thanx you

Kim Eichman
Riverbend Resources LLC
Work: (970) 407-6766
Message: (970) 484-8203
Cell: (970) 219-4896
fax: (970) 407-57666
Email: kimeichman@comcast.net

12/21/2004

E-10 Response

Opposition to Alternative A4 noted.

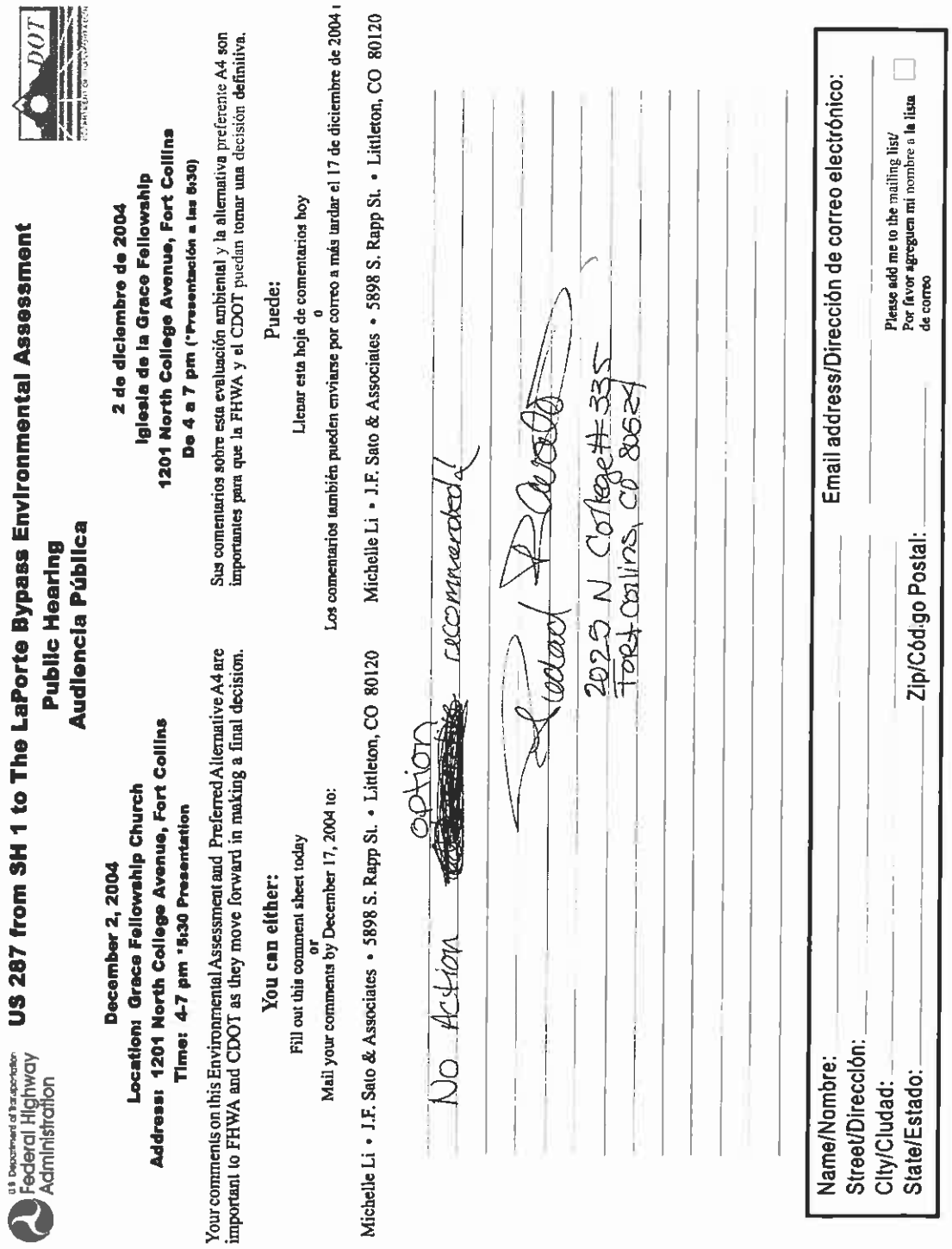
In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard.

This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the attached EA to 16 residential and 3 business. Specifically at the Blue Spruce MHP the number of residential relocations has been reduced from 7 to 5. Kathy's Furniture will still need to be acquired under the implementation of the Preferred Alternative A4 with Reduced Footprint. The owner of real property acquired for right-of-way will be compensated based on fair market value. Assistance will be provided to any eligible owner or tenant in relocating their business or residence at the time of displacement. Benefits under the Uniform Act to which each eligible owner or tenant might be entitled will be determined on an individual basis and discussed in detail with the affected person(s).

Family impacts comment noted.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken in to consideration in the selection of the Preferred Alternative. The Preferred Alternative A4 was based on a meander concept, which minimized impacts on both the natural and human environment wherever possible.

F-1 Richard Avalo



U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

CDOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

No Action recommended!

Richard Avalo

2025 N College #335
Fort Collins, CO 80524

Name/Nombre:
Street/Dirección:
City/Ciudad:
State/Estado:
Zip/Código Postal:

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo

F-1 Response

No Action Alternative preference comment noted.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

(1) The NEGATIVE effects on businesses CONCERNS me. The NORTHERN area already has fewer businesses. (a) Taking needed property could curtail business prosperity. (b) The congestion during the project could seriously limit ability of customers to reach businesses

(2) ALTERNATIVE B (a) would not require displacing as many buildings, etc.
(b) could provide a wider right of way in case expansion is necessary later.
(c) would not cause so much congestion during construction - considering current amount of traffic, this is going to be a place to avoid during construction.

(3) I have to say (a) I doubt the significance of environmental impact on Alternative B wetlands? Pah-Lease! Historic features? Surely you jest! You're not going to create a ford at Dry creek are you? If you build a bridge, surely the ducks + crayfish, muskrats et al will manage just as they do where highways cross the Poudre as they do now. I live on Dry Creek + regularly use the Poudre Bike Trail.

Name/Nombre: Don Bowers
Street/Dirección: 100 Meadows Drive
City/Ciudad: Ft. Collins, CO 80524
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☐ I receive your mailings

Thanks

F-2 Response

With the reduction of the Preferred Alterative A4 right-of-way width from 175 feet to 125 feet, the number of both residential and business relocations has also been decreased. Under the Preferred Alternative A4 with Reduced Footprint, three businesses will need to be relocated; under the wider right-of-way examined in the attached EA, eight businesses would have needed to be relocated.

Construction impacts and mitigation measures were examined and are cited in the attached EA. Construction impacts are discussed in *Section 3.3.10, Construction Impacts,* page 3-99 in the attached EA.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

All Action Alternatives were designed to accommodate projected 2025 traffic volumes.

Refer to above response.

Impacts on wetlands, historical features, and other resources are explained in detail in *Chapter 3 - Impacts and Mitigation Measures* in the attached EA and *EA Update: Post-Hearing Studies and Results,* page 13 in this document. The screening process to select a Preferred Alternative examined many issues; refer to the attached EA for details.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Michelle

Thank you for a well-presented and informative talk concerning the new HWY 287
It appeared that B seemed to be a more reasonable approach than A. And I am in great hopes that more consideration will be given to building the highway at B instead of A
My apprehension is that A becomes the better choice by the government entities because it leaves the farmland in a better position for development without a highway running through it.
I hope this isn't the reason

The two reasons mentioned at the meeting for abandoning B, as the better choice were, environment, and historic preservation of a particular piece of property. My thinking is the environment and history of the businesses, and homes being displaced on the A route take a greater precedent, than the reasons used for not using B.

Thank you for allowing me these comments

Sincerely Rick Bunger

Name/Nombre: Rick Bunger
Street/Dirección: 126 Meadow Ln
City/Ciudad: Fort Collins, Colo 80524
State/Estado: 970-218-0643
Zip/Código Postal: rickbunger@compuserve.com
Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-3 Response

Alternative B preference comment noted.

CDOT recognizes the concern that governmental entities could attempt to select an alternative that would somehow favor a particular type of land use over another. It is important to keep in mind that local governments, such as Larimer County and the city of Fort Collins, control land use decisions. It is appropriate for CDOT to seek recommendations from local authorities when studying how best to address long-term highway traffic concerns. The selection of the Preferred Alternative was not based on any desire to favor or encourage future development of farmland where Alternative B would have been located.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

In review and consideration of the comments received during the public review and comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Proposed Highway 287 Expansion.

I am opposed to the proposed Alternative A4 because expanding A4 will have a great impact on residences as well as businesses. The safety of residences living in the area is also a concern. It appears to me that Alternative B is the most sensible and most logical route to use. It will have the least impact, and the cost will be considerably less.

I have attended every meeting and it appears that back in 1998, the City of Fort Collins City Counsel and Larimer County Commissioners were told that approximately four to five buildings would be affected. Presently that number has risen to approximately forty-five with the latest proposal. I believe CDOT should reconsider and do more investigating regarding using Alternative A4.

Thank you for your attention to this matter.

Mrs. Evelyn Cady Evelyn Cady
933 N. Hwy. 287
Fort Collins, CO 80524

Name/Nombre: _____ Email address/Dirección de correo electrónico: _____
Street/Dirección: _____
City/Ciudad: _____
State/Estado: _____ Zip/Código Postal: _____

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-4 Response

Alternative B preference comment noted.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative. Cost is only one of these factors. The Preferred Alternative A4 with Reduced Footprint has a slightly greater construction cost (approximately $100,000 more), but the relocation costs will be about $800,000 less.

This EA was not initiated until mid-1999. At the Larimer County Commissioners meeting held on April 11, 2001, the handouts that were provided showed an anticipated range of residential and commercial relocations as 32 to 42, not the 4 to 5 cited on the comment sheet.

In response to concerns expressed by citizens and the Larimer County Board of County Commissioners, CDOT determined that the Preferred Alternative A4 should be revisited. The concerns by adjacent residents and businesses about direct impacts on properties resulted in several changes in design parameters in an effort to reduce impacts and relocations. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This also required the use of small retaining walls in some areas to keep improvements within the 125-foot right-of-way. To be more sensitive to proximity impacts in relation to structures, the previous 10-foot offset from the right-of-way line was increased to 15 feet to determine structure impacts.

As a result of this effort, the impacts on structures were reduced for both residential and commercial categories. Residential and business relocations decreased from the estimated 32 to 42 as identified in the attached EA to 16 residential and 3 business.

F-5 Edna Chavez

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

NO Action the other alterive A or B NO Action!

Name/Nombre: Edna Chavez
Street/Dirección: 2025 N. College #128
City/Ciudad: Fort Collins,
State/Estado: CO. Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-5 Response

Preference noted.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Thanks for Meeting - Liked what I heard - Wish you best on project! We need truck by-pass someday, maybe w/less proposed Dams go on - We can't have it all site now. Most of us won't be here in 20 or 30 anyhow. Meanwhile A4 is great first step. Plan B is simply stop gap waste of Money. Fix what's there now (A-4) and try to stop or slow accidents Lower Speed Limits - Flashing lites - traffic police on visibility

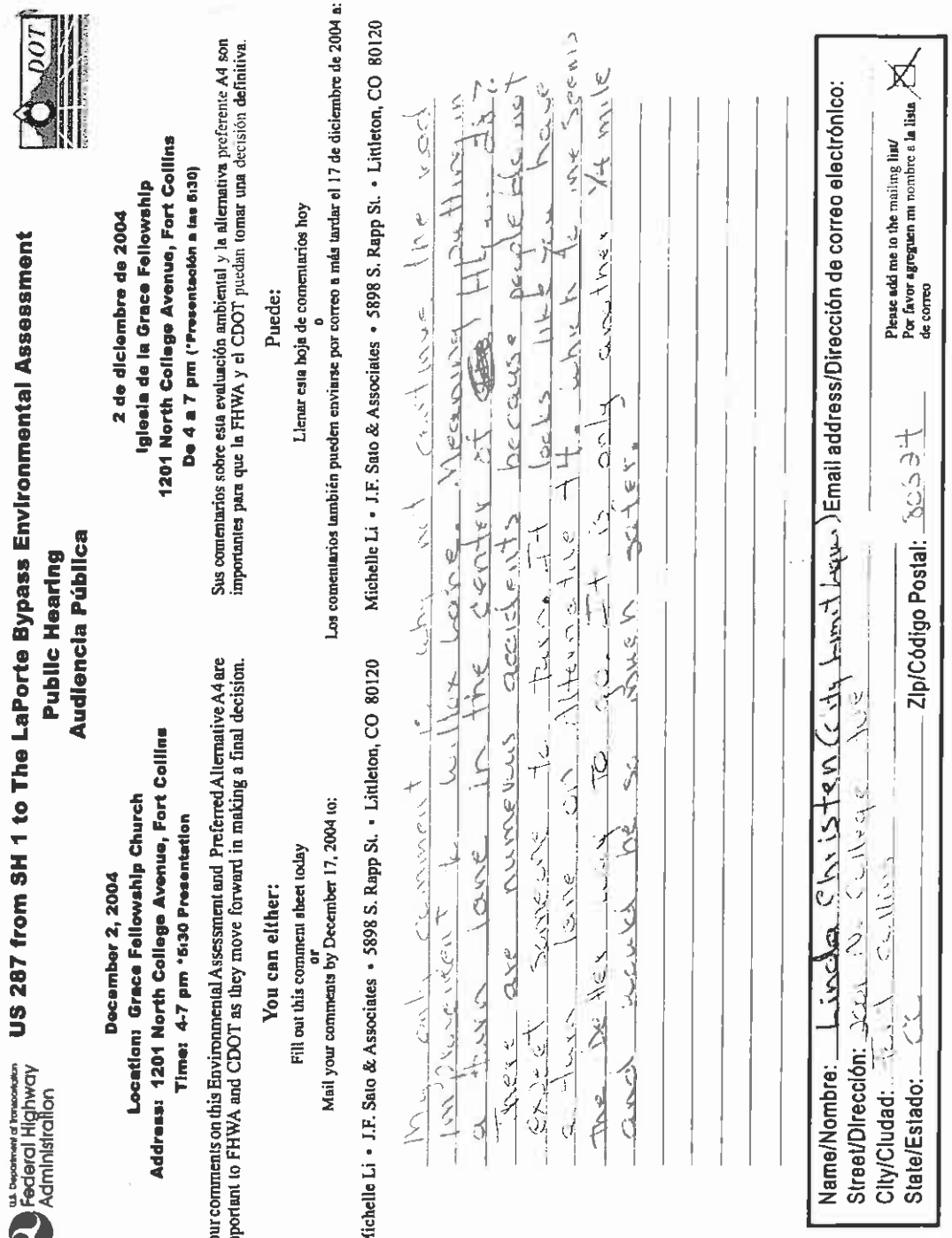
Name/Nombre: Arlen Chenot
Street/Dirección: 813 N. Hwy 287
City/Ciudad: Ft. C.
State/Estado: Co. Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☑

Alternative A4 preference comment noted.

F-7 Linda Christen



U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

CDOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

My comment is that I would like to see a two lane in the center of town. There are numerous accidents because people do not signal [illegible] the [illegible] Alternative A4 which seems the best way to go. It is only another 1/4 mile and would be so much safer.

Name/Nombre: Linda Christen (City limit Line)
Email address/Dirección de correo electrónico:
Street/Dirección: 3611 Stallion
City/Ciudad: Fort Collins
State/Estado: Co
Zip/Código Postal: 80534

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo

F-7 Response

The logical southern terminus is SH 1 based on laneage. The section of US 287 between SH 1 and the LaPorte Bypass is currently a two-lane facility that presents a bottleneck in relation to the four-lane section to the south and the LaPorte Bypass to the north.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

As a senior citizen, property owner + business person at the corner of Shields and North 287 for the last 27 years, at the Blue Spruce MHP & our commercial building, which houses Katie Jo Furniture for the last 20 years, I am appealing to you to change in your decision to widen Highway 287 in its present location, and use alternative B instead. Out of the 15 properties that the environmental assessment shows, there are 6 home sites + one business at relocation that will be completely eliminated, + another business that will be greatly negatively impacted, besides all the other homes + businesses all up the N. 287.
2) The road divert alternative B, it would mostly impact farm ground, which the present owners say he'd be glad to sell, and as I was not too disconcerned, Bob Brube with CDOT told me they have to replace any wetland they go thru, + from reading the literature, it seems like farmers & the city of Ft Collins have been buying up parcels for "open space", + could surely spare 4 acres for wet land. Cs for the historical site, the road could have a curve to miss it. And to expand the present road to have access

Name/Nombre: Donna Eichman, Blue Spruce MHP Email address/Dirección de correo electrónico: (over)
Street/Dirección: 2730 N. Shields (corner N 287 + Shields) ourbluespruce@AOL.com
City/Ciudad: Ft Collins
State/Estado: Co Zip/Código Postal: 80524

Please add me to the mailing list.
Por favor agreguen mi nombre a la lista de correo ☒

barriers along the mobile home park of they suggest 8'.

Thank you for your consideration

Donna Eichman

Colorado Department of Transportation
C/O J. F. Sato and Associates
5898 South Rapp Street
Littleton, Colorado 80120

Harold Eichman
Donna Eichman
2730 N Shields St.
Fort Collins, CO 80524

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 986 LITTLETON CO
POSTAGE WILL BE PAID BY ADDRESSEE

Colorado Department of Transportation
C/O J. F. Sato and Associates
5898 South Rapp Street
Littleton, Colorado 80120

F-8 Response

Alternative B preference comment noted.

Handouts from the Larimer County Commissioners meeting on April 11, 2001, showed that a range of 32 to 42 relocations would be required with the implementation of Alternative A4.

Although a given land owner may be willing to sell property for highway right-of-way, this is not a determining factor in the assessment of alternatives. The EA process must take into account all human, social, and natural environmental impacts. Regarding wetland mitigation, refer to the response to email E-1.

Alternative B alignment comment noted.

Refer to the attached EA, *Section 3.3.2.1.2, Noise Criteria,* page 3-50, regarding *CDOT Noise Analysis and Abatement Guidelines.*

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I feel since the the way has already impacted us two it should be done one place from to be impacted By the road goes up 287, it will cut our reference in some big about feet into complete duplex family furniture entrance has been in business for our life time vacation for nearly 30 years, + will replace in real personal service. Except that I would have a like let his impact on business + families of the road were to go by alternate B it really seems unfair to let us so people.

Name/Nombre: Donna EICHMAN Email address/Dirección de correo electrónico:
Street/Dirección: 2730 N Shields at Corner of 287 + Mulberry
City/Ciudad: Ft Collins
State/Estado: Co Zip/Código Postal: 80524

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☒

F-9 Response

Alternative B preference comment noted.

The number of relocations is only one factor in the selection of the Preferred Alternative. The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. Specifically, at the Blue Spruce Mobile Home Park, the number of relocations decreased from 7 to 5 mobile homes. Business relocations dropped from 8 to 3; however, Kathy's Furniture will still need to be acquired to implement the Preferred Alternative A4 with Reduced Footprint.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I HAROLD L. EICHMAN OWNER/operator OF BLUE SPRUCE MOBILE HOME PARK I am 72 years old. I dont have time/Energy to start over. Comparing Maps you keep widening your roadway. By doing so you are DEVALUATING PROPERTY. some of us will not be able to continue to operate. I dont understand why you need all that property Four only 4 lanes of traffic. There is a large water line on the south side which will need relocated. Large Expense There is utilities on north side. I have replaced asphalt & some curb/gutter at a cost of about $80,000. I also have insulated & re covered top & side of 1824 N. Hiway 287. I Try to make this a nice place. I am rather proud of my Park & Home. I would thank you to help me keep it that way. When I bought this park there was a large mud hole at South East corner. Traffic would track mud all over the park & out on 287. which I also repaired with curb & guttering & a drain. I have put most all Profits Back in to improve what I am looking at. I think alternative B B would work much better for all including State, a lot less expense.

Harold L Eichman

Name/Nombre: HAROLD L. EICHMAN BLUE SPRUCE M.H.P.
Street/Dirección: 2730 N. SHIELDS (287 / SHIELDS
City/Ciudad: Fort Collins
State/Estado: COLORADO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: OUR BLUESPRUCE@AOL.COM

Please add me to the mailing list
Por favor agreguen mi nombre a la lista de correo ☐

F-10 Harold Eichman

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

What good is it going to do to have a 4 lane freeway north of Kerrey only with all the drive ways entering the road? It looks like we might have a situation similar to the one in LaPorte where several people have been killed trying to cross 287. It seems a lot more sensible to relocate the road to where there isn't so much traffic entering the highway.

Name/Nombre: Harold Eichman Blue Spruce Mtl Pk
Street/Dirección: Corner N 287 & Shields
City/Ciudad: Ft Collins
State/Estado: Co Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-10 Response

CDOT has a relocation and property compensation program in place that is consistently applied to all CDOT projects requiring land or structure acquisitions. The owner of real property acquired for right-of-way will be compensated based on fair market value. Assistance will be provided to any eligible owner or tenant in relocating their business or residence at the time of displacement. Benefits under the Uniform Act to which each eligible owner or tenant might be entitled will be determined on an individual basis and discussed in detail with the affected person(s).

Refer to the response to comment sheet F-9 regarding residential and business relocations.

Property improvements comment noted.

Drainage is accommodated by curb and gutter in the Preferred Alternative A4 with Reduced Footprint design.

Repair of mudhole comment noted. The EA process takes into consideration a wide range of human, social, and environmental resources. Cost is only one factor; the construction cost of Preferred Alternative A4 with Reduced Footprint is approximately $11.7 million, and the relocation cost is reduced by approximately $800,000 with the reduced right-of-way impacts.

Comments related to the ability of a motorist to exit from a driveway were responded to by Dave Martinez, CDOT Resident Engineer, at the public hearing and are included on in Appendix C on page C-31.

The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT DEPARTMENT OF TRANSPORTATION

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Alternative B must be the route of choice. Everyone in attendance at the Public Hearing held December 2, 2004 favored Alternative B. If public input is used, then there would be no choice *but* Alternative B.

On behalf of ABC Storage, we also urge the use of Alternative B. Alternative A4 will be a disaster and extremely costly. The cost of right of way acquisitions will exceed $15 million. The cost of acquisition for Alternative B is vastly overstated. Alternative B will be located as planned by the Highway Department for years. It will connect with the existing bypass and will not impact a single residence. The claim of wetlands is, at best, inaccurate, as the witnesses stated. The historic site claim for the Elliot Dairy is not realistic with the building in dilapidated condition and unused as a dairy for 25 years. The railroad was added as a lame excuse for historic designation. The landowner most affected wants the use of Alternative B. The use of the railroad will be abandoned since Holcim is discontinuing its cement operations and is planning to subdivide its property.

The representations made to the County of "minimal land taking and no environmental impact" is, again, at best, inaccurate. I intend to seek another hearing with the County Commissioners. I will also seek the assistance of Senator Allard and Representative Musgrave.

Alternative A4 is simply a tragic mistake which will result in the closure of viable businesses and disruption of numerous residences. This will be avoided with the use of Alternative B, the unanimous choice of all attendees at the Public Hearing.

Name/Nombre: Gene E. Fischer
Street/Dirección: 125 South Howes, Ste 900
City/Ciudad: ~~Fort Collins~~
State/Estado: Colorado Zip/Código Postal: 80521

Email address/Dirección de correo electrónico: rrogge@fischerandfischerlaw.com

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☒

FISCHER & FISCHER, LLP
ATTORNEYS AT LAW
125 SOUTH HOWES, SUITE 900
POST OFFICE BOX 508
FORT COLLINS, COLORADO
80522-0506

TELEPHONE (970) 482-4710
FACSIMILE (970) 482-4729

GENE E. FISCHER, P.C.
ERIK G. FISCHER, P.C.
LISA R. MARKS
WALTER A. WINSLOW
GERI R. DABROWSKI

December 10, 2004

Colorado Department of Transportation
c/o J. F. Sato and Associates
5898 South Rapp Street
Littleton CO 80120

Re: US 287 from SH 1 to The LaPorte Bypass Environmental Assessment Public Hearing Comments

Dear Gentlepersons:

Enclosed are my comments on the proposed Alternative A4. Thank you for noting my concerns.

Very truly yours,

Gene E. Fischer

GEF:rr
Enclosure

F-11 Response

Refer to responses to your letters (L-1.1 through L-1.5) and the response to your comments made at the public hearing (Q-3, in Appendix C) where you have raised the same issues.

Additional information regarding the railroad can be found in *Section 106 (Historic) Analysis and Consultation,* page 16 in this document.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Widening the highway would only add to its safety problem.
I think if you go through with this, it's going to be worse.
I will take Dot to court to pay for a wall of cement to be put in front of my property

Al Hinojosa

Name/Nombre: Al Hinojosa
Street/Dirección: 1305 N. Hwy 287
City/Ciudad: Ft. Collins
State/Estado: Co. Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-12 Response

The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

We strongly oppose the decision to use A5 as the route for the 287 bypass. Alternative B is the majority choice of the residents and businesses along Hwy. 287 N.. We understand that no matter what route is taken it will disrupt/displace someone, however Alt. B would be the least impact, the best financial decision when dealing w/land acquisitions and the safest alternative. We can't imagine a school bus stopping on Alt. A5 to pick up children.
Please go back to do a current E.A. on these two routes.

Name/Nombre: William E. Jamison
Street/Dirección: 901 US 287 N
City/Ciudad: Ft. Collins, CO
State/Estado: CO. Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ✓

F-13 Response

Alternative B preference comment noted. Comments were received both in support of and in opposition to the Preferred Alternative A4 as identified in the attached EA.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

Safety analyses show that widening US 287 from SH 1 to the LaPorte Bypass will increase safety on this stretch of roadway. The inclusion of a center turn lane and shoulders will help reduce rear-end accidents that currently occur along the roadway. These design features will enhance the mobility and safety of the roadway. The inclusion of 10-foot outside shoulders could provide space for school buses to pull over. The design also includes a sidewalk on both sides of US 287 for pedestrian use.

In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. Reduction in the footprint will result in a construction cost of $11.7 million and will decrease the right-of-way cost by approximately $800,000.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to.

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I object to having highway 287 widened and the total elimination of Kathy's Furniture and several Mobil homes and Camper Spaces in the Blue Spruce Mobil Home Park.

My name is Sharon Jones and I bought my new mobil home in 2002 ~~2003~~ and had it installed on Lot #16 in the Blue Spruce Mobil Home Park.

At the meeting last night at the Moose Lodge in Ft. Collins County Commissioner Kathay C Kennels indicated that 'Alternative A4 had been presented as the only proper choice to the Co. Commissioner's office in 2001 which the Co. Commissioner's office went along with. That is no longer the case. Alternative B is the better choice.

Name/Nombre: Sharen S Jones
Street/Dirección: 2704 No Shields St # 16
City/Ciudad: Fort Collins, Co 80
State/Estado: _____ Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: sharen42jones@msn.com

Please add me to the mailing list
Por favor agreguen mi nombre a la lista de correo ☑

F-14 Response

Alternative B preference comment noted.

Commissioner Kathay Rennels was included on the project mailing list since project inception and was mailed all public involvement materials, which provided important information at key milestones during the environmental assessment process. A Larimer County Commissioner representative was also invited to agency status meetings where CDOT briefed attendees on project status, key issues, and so forth. The handouts that were distributed at the April 11, 2001, Larimer County Commissioners meeting illustrated the three Action Alternatives, along with the No Action Alternative, that were examined in the EA and associated impacts.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

F-15 Tracy Kile

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Neighbor to Neighbor had some changes in leadership and regular staff since discussion about this project. It would be helpful to have new staff brought up to speed about what our role may be in assisting families + individuals that will need to relocate. Following in contact info for staff that may wish to be informed/involved:

Wendie Robinson
Executive Director
Neighbor to Neighbor
424 Pine Street Suite 203
Fort Collins, CO 80524
wrobinson@n2n.org

Erin Fugler
Fort Collins Program Manager
Same address
efugler@n2n.org
(970) 484-7498

Name/Nombre: Tracy Kile - Director of Fundraising +
Street/Dirección: 424 Pine St #203 outreach
City/Ciudad: Fort Collins
State/Estado: Co Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: tkile@n2n.org

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ✓

F-15 Response

Comment noted. Ongoing coordination will continue through final design with neighbor to neighbor.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I live at 2096 N Whitcomb. I own 8 units that run through my property. I not only just live next door, I also work on it. The road will not only impact my property, but also will affect my business. In addition to this, I own another property that is next to 3 & 40 acres & business I own there. Why can't they build on vacant land instead of ruining my livelihood?

Name/Nombre: Duane Leach
Street/Dirección: 2096 N Whitcomb
City/Cludad: Fort Collins
State/Estado: Co Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-16 Response

Acceptable impact on property by Alternative B comment noted.

In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

Federal Highway Administration

Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 200

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 8012

I am co owner of busines property at 906 Hwy 287. All residents and business owners at the North Ft. Collins area that were present at the two highway meetings agree that alternative B is a much better route. Going ahead with Alternative A-4 would be the worst option possible not to mention much more costly. PLEASE DO NOT CONSIDER ALTERNATIVE A-4!!!

Name/Nombre: Kay Lonneman
Street/Dirección: 906 Hwy 287
City/Ciudad: Ft. Collins Co
State/Estado: Colorado Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: rklonn@cowisp.net

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☐

F-17 Response

Alternative B preference comment noted.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I live in Fort Collins and we will be taking
the Bypass everyday. Since I work on the
other side of the bypass I will be driving
that part quite a bit. The Stable is
going to at least have that part 50 feet
wide for you going to make this way better if the
speed is 45 mph or 55 mph. Side walks will be nice for
me to ride my bike on and get to work. I like
the new Bypass. I will be about more
please call me at 970-445-0515

Name/Nombre: Rhonda Martinez
Street/Dirección: 2511 Hwy 287
City/Ciudad: Fort Collins
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☒

F-18 Response

In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This reduction in right-of-way decreases the residential relocations from 27 to 16 and the business relocations from 8 to 3. This is a deviation from CDOT's normal design standard.

The Preferred Alternative A4 as described in the attached EA would have impacted 886 square feet of 1205 North Highway 287. Preferred Alternative A4 with Reduced Footprint will now have an impact on 408 square feet of the property. Additional information regarding where cars are parked on the property is needed to determine the ability of the owner to park vehicles. This will be coordinated during final design.

Refer to the response to your email, E-7, regarding school bus safety and driveway access.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I Object to the Hwy 287 expansion A4 I don't think it will ... it will 4 lanes. I have children that take the P.S.D. School Bus ... Drops off them almost every day the traffic does not ... the Bus. how do you think its going to BE when there is 4 lanes going 45-55 speed? Are you going to be Responsable if one of my Children gets hurt or Even dies. it would be to much traffic disrupt only for me But for my neighbors & Business how are we going to get in our Driveways? Or are we going to have a drive way even ... years ago when we Bought this House we loved the View of the Mountains I don't want a wall of Bricks in my front yard ... would take my View, think how much $$ it would cost. more than A-B, going with A-B you wouldn't be Effecting that many Bus and Family housing ect. My husband passaway 1½ year ago on 287. ... he passaway we had a interviews w/ CDOT and he did not want this to happen!

Name/Nombre: Rhonda Martinez
Street/Dirección: 1205 N Hwy 287
City/Ciudad: Ft Collins CO 80524
State/Estado: Colo Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: ... Hwy 287 a ...

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☒

Refer to the responses to comment sheet F-18 and email E-7.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I do not agree with alternative A4 yes on Alternative B
many reasons why, Safety, Economic, Replacement
NOISE, Cost, Coming in to East
No Yards

Name/Nombre: Rhonda Martinez
Street/Dirección: 1205 N Hwy 287
City/Ciudad: Ft Collins
State/Estado: CO (970-495-0515) Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☒

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I have deep reservations about the A4 alternative route proposed for Hwy. 287. I do not feel either safety or access will be improved. I have lived on this Hwy. for 20 years and see most traffic - cars and trucks both - traveling faster than the posted 45 mph. speed limit. More lanes will only encourage faster speeds not slower. Many of my customers are pulling trailers or campers when they enter and leave my business and need more time to come off the Hwy. and reenter it. I also have concerns about snow removal (piled in our smaller front yards?), water runoff from more lanes of concrete (going into Dry Creek adding to current flood concerns?), fire protection (fire hydrant is on N side of Hwy and will be moved). If A4 is approved and construction begins the economic impact on the businesses along our stretch of Hwy will be devastating. Some businesses will be moved while others will be destroyed by difficult access. My business, although small, supports three families and up to nine seasonal employees. If customers have a hard time getting to us, they will simply go elsewhere. We need to be accessible 7 days/week and up to 14 or more hours per day.

Name/Nombre: Barbara McConnell - Reliable Big Game Processing
Email address/Dirección de correo electrónico:
Street/Dirección: 919 N. U.S. Hwy. 287
City/Ciudad: Fort Collins
State/Estado: CO Zip/Código Postal: 80524

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-20 Barbara McConnell

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

- Alternative B will allow most traffic to enter Fort Collins at an area that already has 4 traffic lanes and will leave the old Hwy. 287 to local business and residential traffic. This was why the original by-pass around LaPorte was built.
- Some trash pick-up trucks still back into residential driveways from the Hwy. or back onto the Hwy because there is no room to turn around on the property they are servicing. This could be a safety issue.
- When the Hwy project was first presented to us and we looked over the alternative routes presented no one was very concerned. It was obvious to all of us that Alternative B was the best and only sensible route; therefore, no complaints. At the 2nd meeting we learned A4 was the preferred route and that both the City and County had approved this plan. We all felt blind-sided.
- I believe we'd better take another look and get some of the facts updated and straightened out before approving a project that will have a detrimental impact on lives and property.

Name/Nombre: Barbara McConnell- Reliable Big Game Processing
Street/Dirección: 919 N U.S. Hwy. 287
City/Ciudad: Fort Collins
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: BMccon2000@aol.com

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☑

F-20 Response

Alternative B preference comment noted.

The issue of safety on US 287 with Preferred Alternative A4 with Reduced Footprint is addressed in the responses to similar concerns by Ms. Martinez in her email (E-7) and comment sheets (F-18 and F-19). The benefits of implementing Preferred Alternative A4 are described in the attached EA in *Chapter 2 - Alternatives.* The benefits include and address access location to Aragon Iron & Metal, center turn lanes, overall improved access and mobility, a shoulder/bike lane for bicyclists, and a sidewalk for pedestrians. The posted speed of 45 mph will be maintained with the Preferred Alternative A4 with Reduced Footprint and will be enforced.

In regard to the water-related issues, snow removal, runoff, and flooding are addressed in the attached EA in *Section 3.3.6, Floodplain Analysis,* page 3-87, and *Section 3.3.7, Water Quality,* page 3-92. The *Summary of Impacts and Mitigation Measures,* page 9 in this document, provides an overview of the basic issues raised. The issue of fire protection involving a specific hydrant will be addressed in final design. There will not be a loss of emergency services.

The issue of construction impacts and mitigation is also addressed in the attached EA on page 3-106, *Table 3-9, Summary of Potential Impacts under Access/Emergency Services.* Standard highway construction practices for traffic management will be followed, and CDOT will coordinate access needs during construction with affected landowners.

The implementation of Alternative B was studied after the December 2, 2004, public hearing with respect to Travel Demand. This information is located in the *EA Update: Post-Hearing Studies and Results* section, page 13 of this document. As determined by this analysis, 57 percent of traffic is projected to use Alternative B, and 43 percent would continue to use existing US 287.

The concern about trash trucks backing on US 287 into driveways is noted. With the widening of US 287, the safety of direct access would be improved by providing a shoulder, an additional travel lane, and a painted median for left turns. These changes would increase the ease with which drivers would pull in and out of residences and businesses located along the highway.

An ongoing public involvement program has been carried out to provide information on the status of the EA process. Refer to *Chapter 4 - Comments and Coordination* of the attached EA for a full description of the public involvement program. Public workshops in May 2000 and September 2000 presented information associated with impacts related to the alternatives under study in the attached EA. Support from the County Commissioners was provided in 2001. Selection of a Preferred Alternative occurred on October 1, 2004. The Notice of Availability of the attached EA, which identified the Preferred Alternative as Alternative A4, was published in local newspapers, posted on the project website, and sent to everyone on the mailing list. The Executive Summary of the attached EA was also sent to everyone on the mailing list in October 2004 identifying the

Preferred Alternative as Alternative A4 and providing additional study information. Notice of the public hearing and request for comment was also included in this mailing.

Refer to the *EA Update: Post-Hearing Studies and Results* section, page 13 of this document, which provides information on studies conducted after the public comment period in response to comments received. In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This reduction was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment

Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I fear the cry in the night will not be heard – the truth about options A4 and B. Any intelligent person can see that Hwy 287 North will be shut down by the hundreds of pieces of equipment it will take to tear up plan A4. A million cubic yards of fill dirt will be needed to level the road bed. I feel CDOT wants the exposure that our tax dollars are at work. If they go across the farm land none of this has to happen. If CDOT insists on plan A4, I feel it will come back to haunt them and the people's faith in their tax dollars being spent wisely will badly be damaged. We have spent twenty very hard years building our business. It is a very good business and I don't think CDOT will feel any remorse if they destroy what we have accomplished. We are very concerned people at Reliable Big Horn Processing. – Dennis McConnell

Name/Nombre: Dennis McConnell
Street/Dirección: 919 N. U.S. Hwy 287
City/Ciudad: Fort Collins
State/Estado: Colorado Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☑

F-21 Response

See the response to F-20 on construction impact mitigation and *Section 3.1.10, Local Government Recommendation,* page 3-35 of the attached EA.

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This reduction was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

The Preferred Alternative A4 with Reduced Footprint will not necessitate that right-of-way be acquired from the Reliable Big Game Processing property.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

12-2-04

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 6:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

THE HIGH VOLUME OF TRAFFIC on Highway 287 will only INCREASE, accelerating the danger to both motorists & pedestrians IF ANY OF THE ALTERNATIVES ARE PASSED. The INCREASED Noise ALONE would be detrimental to the Residents of Poudre Valley Mobile Home PARK AS well AS other homes AND businesses IN the area. We ARE NOT IN FAVOR OF ANY OF THE ALTERNATIVE Plans! 12/13/04

Name/Nombre: Poudre Valley Mobile Home Park
Street/Dirección: 2025 N. College Ave
City/Ciudad: FT. COLLINS
State/Estado: COLORADO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: Sharon Meaney, Manager

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☑

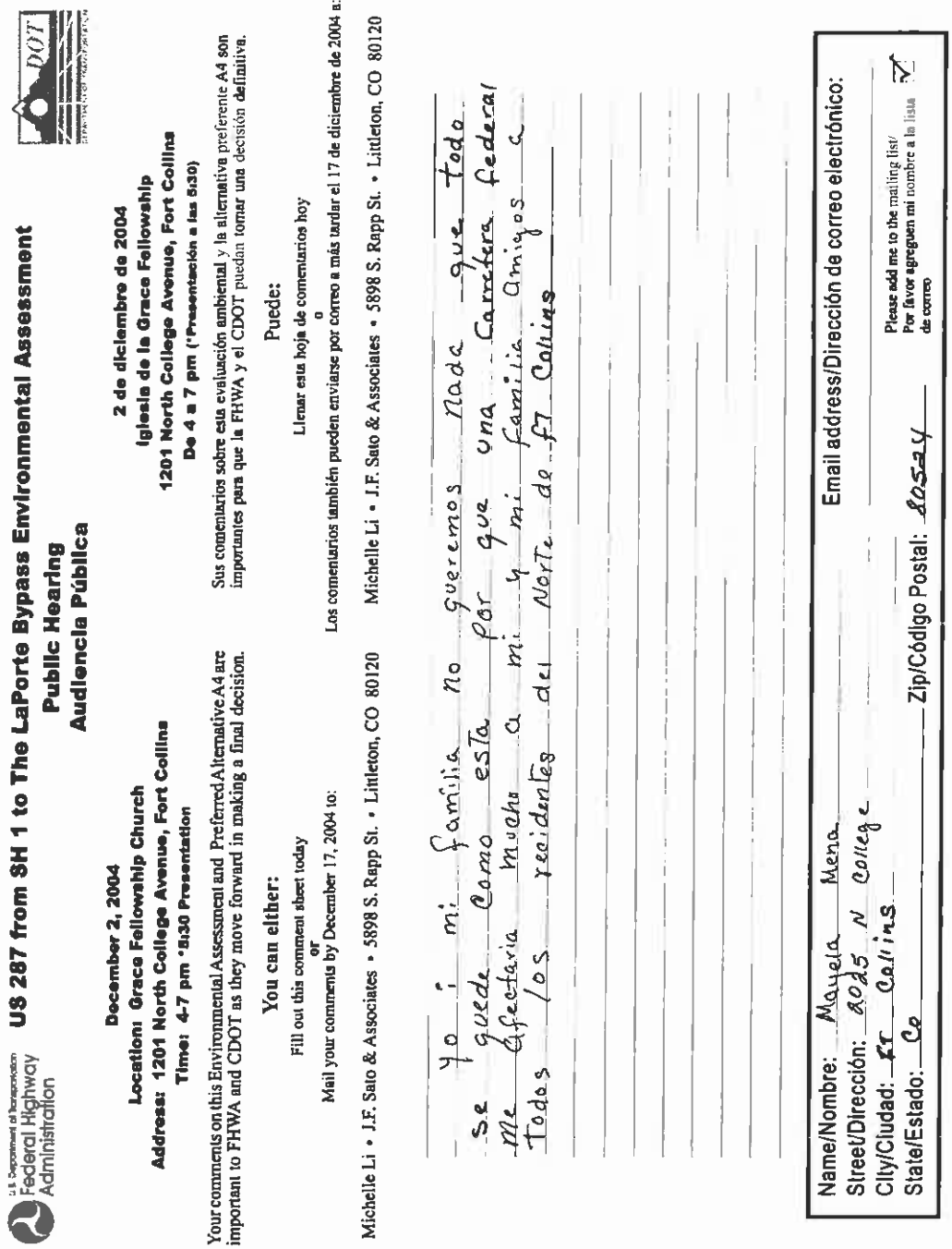
F-22 Response

Traffic is projected to increase regardless of implementation of the Preferred Alternative A4. Preferred Alternative A4 with Reduced Footprint is designed to accommodate projected 2025 travel demand. The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

A noise analysis was completed following the public hearing for the Preferred Alternative A4, as noted in *EA Update: Post-Hearing Studies and Results* on page 13 in this document, with discussion of the noise analysis on page 16. Similar to what is recommended in the EA, this additional analysis supports the construction of a noise wall along the Poudre Valley Mobile Home Park.

Opposition to Alternatives A4, A5, and B noted.

F-23 Mayela Mena



US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:
Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Puede:
Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Yo i mi familia no queremos nada que todo se quede como esta por que una carretera federal me afectaria mucho a mi y mi familia Amigos & Todos los residentes del Norte de Ft Collins

Name/Nombre: Mayela Mena
Street/Dirección: 2025 N college
City/Ciudad: Ft Collins
State/Estado: Co
Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo

F-23 Response Comment translation: My family and I do not want anything. We want everything to remain as it is now, because my family and I, our friends, and all of the residents to the north of Fort Collins would be much affected by a federal highway.

No Action Alternative preference comment noted. **Response translation:** Se ha tomado nota del comentario de preferencia alternativa.

F-24 Manuel Mena

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

CDOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

No quiero Nada

Por favor

Name/Nombre: Manuel Mena
Street/Dirección: N College Ave
City/Ciudad: Ft Collins
State/Estado: Co
Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☑

F-24 Response Comment translation: I don't want "anything." Please.

No Action Alternative preference comment noted. **Response translation:** Se ha tomado nota del comentario de preferencia alternativa.

F-25 H. Mena

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

CDOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Mi propuesta es que Ninguna de Alternatives es buena
yo voto que No

Name/Nombre: H. Mena
Street/Dirección: N. College Ave
City/Ciudad: Ft Collins
State/Estado: Co Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo

F-25 Response Comment translation: My proposal is that none of the alternatives is good. I vote for "No."

No Action Alternative preference comment noted. **Response translation:** Se ha tomado nota del comentario de preferencia alternativa.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

To Whom it may Concern: I am Linda Peregoy I live at 1309 N Hwy 287 and have live here for 25 years. I am very concerned about the A-4 plan for widening the highway. My neighbors and I have always believed you would decide on plan B because that would be the best for everyone concerned. If you make 287 wider there will be more traffic, noise, air pollution and semis will cause more vibration. We have had trouble with vibration already. I have homes and that would make it more dangerous with hauling them back and forth. I'm also concerned about the value of my property. I feel you have never considered the residents along 287 and how it would affect our lives. The road is very dangerous as you already know. I myself was almost killed trying to get into my drive way and even the school bus was hit letting my children off the bus in front of my home. The main water line for Fort Collins is in front of my home and it services my Widening the road is not the answer - Plan B would be more practical & I hope you will take all of this in Consideration

Name/Nombre: Linda A Peregoy
Street/Dirección: 1309 N Hwy 287
City/Ciudad: Ft Collins Co
State/Estado: Co 80524 Zip/Código Postal:

Email address/Dirección de correo electrónico:

Please add me to the mailing list ☐
Por favor agreguen mi nombre a la lista de correo

F-26 Response

Alternative A4 concern comment noted.

Alternative B preference comment noted.

Widening of US 287 will accommodate projected 2025 traffic volumes. Impacts and mitigation measures for air and noise can be found in *Chapter 3 - Impacts and Mitigation Measures* of the attached EA. An analysis of vibration is usually included in studies related to railroads or other activities that have the potential to cause disruptive vibration or in relation to sensitive receptors such as historic buildings. An analysis of vibration was not included as part of the US 287 study.

The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

Regarding property values, please note that your property is not proposed as a relocation. Questions about potential proximity damages due to the widened highway would need to be addressed to the CDOT Region 4 right-of-way staff.

The impacts of the alternatives along US 287 have been presented and discussed with residents as part of the public involvement program. This is described in the attached EA and is summarized in this document. In review and consideration of the comments received during the comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This reduction in right-of-way decreases the residential relocations from 27 to 16 and the business relocations from 8 to 3. This is a deviation from CDOT's normal design standard.

The Greeley water line is an existing utility that will be incorporated into final design. Utilities adjacent to the roadway will be located on either side of the highway underground beneath or in the vicinity of a detached sidewalk.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

1. The dairy Farm likely not qualified for the final assignment
2. A5Alt. next to lake will likely require extensive drainage for water coverage & underground
3. Alt B seems the obvious as the route of choice. Looks like a "no brainer"
4. City of Ft Collins is likely influencing choice of 5A so the city doesn't inherit maintenance of present route - CDOT should offer state support for that purpose
5. Safety along route 5A will still be of concern. B alt. eliminates most of those concerns

Name/Nombre: Edmund Robert
Street/Dirección: 1923 London Ridge Dr
City/Ciudad: Ft Collins
State/Estado: CO Zip/Código Postal:

Email address/Direction de correo electrónico: AirForceEd@comcast.net

☐ Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo

F-27 Response

Refer to the *EA Update: Post-Hearing Studies and Results* section of this document, under *Section 106 (Historic) Analysis and Consultation,* page 16.

Alternative A5 drainage comment noted. The Preferred Alternative is Alternative A4 with Reduced Footprint.

Alternative B preference comment noted.

City maintenance of US 287 comment noted.

The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code..

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Please NO Action A or B

Name/Nombre: Cleto Rodriguez
Street/Dirección: 2025 N. College #171
City/Ciudad: Fort Collins,
State/Estado: CO. Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-28 Response

Comment noted.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT DEPARTMENT OF TRANSPORTATION

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

You have asked for public input. I attended the public hearing held on December 4, 2004. I agree with the unanimous vote of the people attending.

The use of Alternative A4 would be a disaster. Over thirty residences and business will be involved.

The use of Alternative B must be endorsed. It is the only route which makes any sense. The Elliot Dairy and Railroad as historic uses are untrue. I have lived in the area all my life and know the farm land involved with Alternative B. The farm land is marginal. There are no wetlands.

The use of Alternative A 4 is a situation that can never be changed. The main line of the West Fort Collins Water District is involved as well as all other utilities. None are involved with Alternative B. The loss of good businesses which can be avoided is terrible planning.

Please use the logical choice of Alternative B which will disturb no one and will reduce the overall cost by millions. The effect of construction, which is no small matter, will be avoided.

Name/Nombre: William Seaworth
Street/Dirección: 2305 North Taft Hill Road
City/Ciudad: Fort Collins
State/Estado: Colorado Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☒

F-29 Response

Your attendance at the public hearing is noted; however, no vote was taken at the hearing. The statement that all property owners are unanimously opposed to Alternative A4 is a misstatement. Comments were received both in support of and in opposition to the Preferred Alternative A4 as identified in the attached EA and in this document.

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This reduction was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business.

Refer to *EA Update: Post-Hearing Studies and Results* in this document, under the *Section 106 (Historic) Analysis and Consultation* heading, page 16. The Natural Resources Conservation Service was used as the authority for determining the status of farmland based on soil types. Wetlands are evaluated using the US Army Corps of Engineers criteria. The wet meadows bisected by Alternative B meet the criteria for wetlands.

The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative.

The Greeley water line is an existing utility that will be incorporated into final design. Utilities adjacent to the roadway will be located on either side of the highway underground beneath or in the vicinity of a detached sidewalk.

Alternative B would have required the relocation of one residence and four businesses. Cost is only one factor in the selection of a Preferred Alternative.

The issue of construction impacts and mitigation is addressed in the attached EA, *Section 3.1.10 Local Government Recommendation,* page 3-35, and is found in the Summary Table under Access/Emergency Services. Standard highway construction practices for traffic management will be followed, and CDOT will coordinate access needs during construction with affected landowners.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Please Stop Work on the Widening of Hwy 287 between Hwy 1 and the Laporte Bypass. A much more urgent project is a Truck Bypass. I would like to see the 10 million dollars + spent on a N. Bypass which would eliminate the immediate need to Widen 287. I agree there are some safety issues, but if all the truck traffic was redirected, on a NORTH By-pass 287 widening could be put on hold for a few years and the B-plan could be pursued.

Relocating + Moving 30+ businesses and residents for a route - later - most truck traffic route makes no sense at all when a Farmland route is available!

Name/Nombre: MARY SINCLAIR
Street/Dirección: 300 E N Shields
City/Ciudad: Ft. Collins
State/Estado: CO
Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-30 Response

Alternative B preference comment noted.

The purpose of this project is to address the mobility and safety concerns on US 287, not to provide a truck bypass. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions. Based on the Travel Demand analysis in the *EA Update: Post-Hearing Studies and Results,* page 13 in this document, even if a bypass around the existing section of US 287 were built, 43 percent of traffic would continue to use the current route.

The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code..

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This reduction was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative. Impact on prime farmland is only one factor in the selection of the Preferred Alternative.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I was at the meeting and agree with every one else and Vote for Alternative B. Having lived on 287 for 21 yrs I don't feel you are concerned for the safety of residents of the area. Not only that but the last widening of 287 you already took yours 6' easement and you aren't getting 6' more of my front yard without buying All the property. It would be very dangerous to bring the road any closer to the houses. And why do you need 'Sidewalks' on a highway? And if you put sidewalks + gutters, surely you'll want to put every one on 287 on Ft Collins Water (We are on Well) And City Sewer (septic tanks)

Name/Nombre: Linda Spencer
Street/Dirección: 1209 N US Hwy 287
City/Ciudad: Ft Collins
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: lindastrotz@hotmail.com

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☐

F-31 Response

Alternative B preference comment noted.

The statement that all property owners are unanimously supporting Alternative B is a misstatement. Comments were received both in support of and in opposition to the Preferred Alternative A4 as identified in the attached EA and this document.

One aspect of the purpose and need is safety. The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, sidewalks, improved access design, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code..

The owner of real property acquired for right-of-way will be compensated based on fair market value. Benefits under the Uniform Act to which each eligible owner or tenant might be entitled will be determined on an individual basis and discussed in detail with the affected person(s).

See previous paragraph in this response regarding improved safety under Preferred Alternative A4 with Reduced Footprint.

The inclusion of a detached sidewalk safety feature illustrates CDOT and FHWA's concern for residents and pedestrians. This is also consistent with the city of Fort Collins design standards.

Existing utilities will be accommodated. Changes to utility service are not the jurisdiction of CDOT or FHWA.

F-32 Wendy and Don Stamper

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

CDOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

You can either:
Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Puede:
Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

Name/Nombre: Wendy & Don Stamper
Street/Dirección: 4537 Lee Hay Rd
City/Ciudad: Ft. Collins
State/Estado: Co Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☑

F-32 Response

Support for widening of US 287 comment noted.

F-33 Marilyn Thayer

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I am recommending the "No Action" alternative as the only feasible and equitable option.

Name/Nombre: Marilyn Thayer
Email address/Dirección de correo electrónico:
Street/Dirección:
City/Ciudad:
State/Estado:
Zip/Código Postal:
Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☐

F-33 Response

No Action Alternative preference comment noted.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

(1) PLEASE TAKE TIME TO LOOK AHEAD 10-15 YEARS. PRESENT PLAN DOES NOT TAKE CARE OF THE EXISTING TRAFFIC THAT WILL DEVELOP ON NORTH COLLEGE AND JEFFERSON ST.

(2) CONSIDER GOING BACK TO THE ORIGINAL BY PASS PLAN (SELECT TO FC 2.7-3 (D)) "FORT COLLINS EXPRESS WAY" THIS ALLOWS SOME TRAFFIC TO BE EAST OF COLLEGE AVE WHICH WILL NOT IMPACT COLLEGE AVE AND JEFFERSON.

(3) THERE IS A LARGE CORRIDOR EAST BEHIND ~~[illegible]~~ JAKS ON NORTH COLLEGE THAT SHOULD BE SECURED FOR AN EXPRESS WAY OR NORTH COLLEGE WILL CHOKE.

(4) IT IS AMAZING THAT A CITY THE SIZE OF FORT COLLINS DOES NOT HAVE A PLAN FOR A BELT WAY TO MOVE TRAFFIC THRU-

Name/Nombre: ORLO A. THOEN
Street/Dirección: 2916 N. SHIELDS
City/Ciudad: FT. COLLINS
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico: OPTHOEN@EARTHLINK.NET

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☑

F-34 Response

The FHWA, the lead agency for this project, uses a 20-year planning horizon when conducting NEPA studies. The 20-year design horizon for the Preferred Alternative is based on providing acceptable levels of service on US 287 to year 2025. Preferred Alternative A4 with Reduced Footprint is designed to accommodate projected 2025 travel demand.

The purpose of this project is to address the mobility and safety concerns on US 287. Expressway options to the east are outside the project study area. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions for the year 2025.

U.S. Department of Transportation Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

I was one of the many owners who was never contacted directly on the alocation. The whole project helped the increased danger and noise as traffic counts increase. You must have projections as to percent increases in S + W bypass accessing. What your residents realize is the cloud that this project puts on property values. As a major disclosure statement in a real estate sale, this project will not only decrease property values, but will make and property on either the North or South side unsalicable, before, during, and after the project. The widening will only be a temporary "patch" on an increasing traffic problem that should be addressed by at the very least removing heavy, dangerous, + destructive trucks from the Mulberry → 287 corridor.

Name/Nombre: Dan WENDEL Dan Wendel
Street/Dirección: 1015 + 1021 old S. Hwy 287
City/Ciudad: Fort Collins, Co.
State/Estado: Co. Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/ Por favor agreguen mi nombre a la lista de correo ☐

F-35 Response

You are on the project mailing list and, thus, were sent all public information materials. The properties located at 1015 and 1021 US Highway 287 are not identified as relocations.

The Preferred Alternative A4 with Reduced Footprint includes a widened highway design, center turn lane, improved access design, sidewalks, and improved visibility. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

The FHWA, the lead agency for this project, uses a 20-year planning horizon when conducting NEPA studies. The 20-year design horizon for the Preferred Alternative is based on providing acceptable levels of service on US 287 to year 2025. Preferred Alternative A4 with Reduced Footprint is designed to accommodate projected 2025 travel demand.

Questions about potential proximity damages due to the widened highway would need to be addressed to the CDOT Region 4 right-of-way staff and will be handled on an individual basis once final design is completed.

See above response regarding accommodation of future travel demand.

Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypas **...cument**

Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

F-36 Margaret Whitaker

The proposed route does not address an alternative truck route. Bus is therefore a very expensive short term solution to a growing problem. Routing Trucks through the City around many City streets safer, reduce maintenance and address traffic. Many cities smaller than Fort Collins have found this option to be an effective solution. In four to five years, College and 287 will no longer be able to support the truck traffic. Colfax cannot be widened - then what? We'll spend all this money and still have the same problems.

Name/Nombre: MARGARET WHITAKER
Street/Dirección: 2704 N SUNRISE ST #16
City/Ciudad: FORT COLLINS CO
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

(1) Impact to Residents is much higher than Stated in proposal. Need to Consider the true number of Single Family, which would include mobile homes. These homes Eliminated, and those impacted by a major Highway moving closer to their front door (dangerously close).

(2) Impact to businesses is much higher than Stated in proposal. Need to consider how many people the business employs will have successfully the business can relocate. Some cannot. It would be extremely difficult to find suitable locations that are properly zoned at comparable prices. Some of the businesses would be forced to close.

(3) Middle income residents have been described as transient. Many are steadily employed or retired on fixed incomes. I myself have worked for the same employer 25 years and have lived at Blue Spruce since 1988. It is becoming increasingly difficult to find affordable housing in Larimer County and Mobile home Parks Help supply that need. Certainly a better option than increasing the number of homes.

Name/Nombre: MARGARET WHITAKER
Street/Dirección: 2704 N. Sheldon St #10
City/Ciudad: Fort Collins
State/Estado: CO Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☐

F-36 Response

The purpose of this project is to address the mobility and safety concerns on US 287, not to provide a truck bypass. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions. The 20-year design horizon for the Preferred Alternative is based on providing acceptable levels of service on US 287 to at least year 2025. The FHWA, the lead agency for this project, uses a 20-year planning horizon when conducting NEPA studies.

College Avenue is not a part of the project study area. Contact the city of Fort Collins with concerns regarding College Avenue.

The attached EA identified 32 to 42 residential and commercial relocations under the Preferred Alternative A4. This included identification of 14 to 23 individual mobile homes. This information has been consistently presented in the attached EA and at the public hearing. This information was also shared with the Larimer County Commissioners on April 11, 2001. The Preferred A4 Alternative with Reduced Footprint would require acquisition of 16 residences, including 7 mobile homes, 1 six-unit apartment building, and 3 single family homes.

The owner of real property acquired for right-of-way will be compensated based on fair market value. Assistance will be provided to any eligible owner or tenant in relocating their business or residence at the time of displacement. Benefits under the Uniform Act to which each eligible owner or tenant might be entitled will be determined on an individual basis and discussed in detail with the affected person(s).

Based on the Terry Lake and Blue Spruce MHP owners' statements about their tenants, the attached EA indicates that their concern about loss of tenants illustrated the transient nature of the residents in these two MHPs. This was not meant to apply to every resident.

Refer to the attached EA, *Chapter 3 - Impacts and Mitigation Measures, Section 3.1.2.4,* page 3-20, and CDOT staff right-of-way relocation memo located in *Appendix A* of the attached EA.

U.S. Department of Transportation
Federal Highway Administration

US 287 from SH 1 to The LaPorte Bypass, Environmental Assessment
Public Hearing
Audiencia Pública

DOT

December 2, 2004
Location: Grace Fellowship Church
Address: 1201 North College Avenue, Fort Collins
Time: 4-7 pm *5:30 Presentation

Your comments on this Environmental Assessment and Preferred Alternative A4 are important to FHWA and CDOT as they move forward in making a final decision.

You can either:

Fill out this comment sheet today
or
Mail your comments by December 17, 2004 to:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

2 de diciembre de 2004
Iglesia de la Grace Fellowship
1201 North College Avenue, Fort Collins
De 4 a 7 pm (*Presentación a las 5:30)

Sus comentarios sobre esta evaluación ambiental y la alternativa preferente A4 son importantes para que la FHWA y el CDOT puedan tomar una decisión definitiva.

Puede:

Llenar esta hoja de comentarios hoy
o
Los comentarios también pueden enviarse por correo a más tardar el 17 de diciembre de 2004 a:

Michelle Li • J.F. Sato & Associates • 5898 S. Rapp St. • Littleton, CO 80120

We have looked over + studied both proposals offered concerning the expansion from Hwy 1 to Laporte Bypass. We + most of our neighbors + businesses are are sure in approving proposal A4. Reasons being that many homes, peoples lives + businesses will be greatly effected. Many tree will be removed which effects the environment as well. Proposal B makes more sense + disrupts less lives. The area being considered now is a very dangerous section. We have witnessed many serious accidents + feel they will double if alternative A4 goes thru. We are only 2 of the people that can hardly get out of our driveway now. In our opinion might not matter. However, we are 77+73 yrs. of age + lived here 34 yrs, + will have to leave our home if Ultimate A4 goes thru. We hope you'll reconsider your decision - Thank You.

Name/Nombre: Isabelle M. Jamison - William C. Jamison
Street/Dirección: 901 Hwy 287-N
City/Ciudad: Ft. Collins
State/Estado: Colorado
Zip/Código Postal: 80524

Email address/Dirección de correo electrónico:

Please add me to the mailing list/
Por favor agreguen mi nombre a la lista de correo ☒

F-37 Isabelle Jamison

F-37 Response

Alternative B preference comment noted.

In review and consideration of the comments received during the public comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly decreased. This reduction was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The attached EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended, Council on Environmental Quality regulations implementing NEPA, FHWA regulations, and other pertinent environmental regulations. As a part of the NEPA study process, a wide range of human, social, and natural environmental resources were evaluated. All of these impacts and the related mitigation measures were taken into consideration in the selection of the Preferred Alternative A4 with Reduced Footprint.

The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

During final design, tree removal will be determined and all efforts will be made to reduce impacts on natural vegetation.

Comments related to the ability of a motorist to exit from a driveway were responded to by Dave Martinez, CDOT Resident Engineer, at the public hearing and are included in Appendix C on page C-31.

The property at 901 North US 287 was never identified as a relocation under the Preferred Alternative A4 that was identified in the attached EA or the Preferred Alternative A4 with Reduced Footprint.

FINDING OF NO SIGNIFICANT IMPACT
US 287 from SH 1 to the LaPorte Bypass

Appendix C
Hearing Transcript Public Comments, Public Hearing Questions, and Corresponding Responses

HEARING TRANSCRIPT PUBLIC COMMENTS

US 287 from SH1 to LaPorte Bypass

Public Hearing

Public Comments

Thursday, December 2, 2004

4:00 - 7:30 p.m.

Grace Fellowship Church

1201 North College Avenue

Fort Collins, Colorado

(Spanish interpreter was available for comments.)

PUBLIC COMMENTS:

T-1 **GREGG JESSEN:** I'm with Larimer -- Weld and Larimer Reservoirs. And our concerns are the access to the toe of the dam, which is, we'd like to have much as 50 feet -- but we'll talk about it and see what we can do -- for maintenance and repair and that sort of stuff that we need it for. And I'm rooting for Route B; I like B. That's what -- that's all I have. Thank you.

T-1 Response - Alternative B preference comment noted.

T-2 **EMILY ALVARADO:** There's two heirs for this property, and I'll put their names here. My sister's here with me, Mary Roberts, and my brother is in Arizona, Anthony Adams. The address is 39 North Highway 287. It's a very long, slender piece of land. It has two driveways -- one on the east side and the other one is on the west that is adjacent to the highway.

And I mentioned to Daniel that -- it's just a recommendation, but, you know, the house is going to go, and if CDOT would like to use the entire property because of the two driveways that they have, as a staging area for their sand and the gravel equipment for maintaining the highways, we would consider that too.

But we want the property sold, and we like the alternative. We don't like the alternative which

shows the dip, because to begin with, the dip itself -- there's always cars that are in there where they ran off the road into these ditches. We have the ditches now.

The second alternative -- I don't see it here -- that's not a good alternative. That's stupid. And the one that they're looking at, that really looks good. It's almost on the flat with a little bit of a tilt, not much.

And that's where my mother was hit -- narrow highway. She was hit by a semi and was in a full body cast. She just died last year at the age of 92. And she's not the only one. There's been so many wrecks caused by the 18-wheelers as well as young people going by there a little too fast. And it's only two lanes, and there's no turning lane. It's very dangerous. They should have done this a long time ago.

So for the sake of the people of Fort Collins, they do need that. That's a fact. And for the sake of the 18-wheelers that are keeping commerce going and who have -- you know, work in this great country of ours, they need to have the space without the worry that they've been responsible for hurting someone. Because if they can't see them, they can't see them.

That's it.

T-2 Response: Property and safety concern comments noted.

T-3 **DONALD T. CROUCHE:** And I have the property just past where Number 1 turns off -- I've got a property. It's 200 North Highway 287.

And the thing I'm concerned about, evidently this is not going to take any more of my property -- they took some last time -- but I've got 700 feet of frontage that's adjacent to Highway 287. And the thing that's concerning me is that we have access into the property and out of the property. We have one wide access for 287 Supply and the stove company. It's a very wide access now. And we have semis coming in and out of there. So this is the thing that concerns us: We don't want a narrow access.

And also having access at 210 North 287. And that's a wide access existing there where I have a gate. So the thing that concerns me, even though they're not going to take any of my property, from what I understand, I want to be able to have access for these people to go in and out, especially semis coming in and out of this property. So anyway, other than that -- that's the only thing that concerns me.

And as far as in front of my property where we have a narrowing of the highway, it's extremely dangerous. I've seen many, many vehicles screeching. So this 16-foot median will help as far as turning in and out, and to give vehicles a safe area so they can slow down if they want to turn in. I think that 16-foot median is tremendous.

So the thing I'm concerned about is access, being able to turn in and out of the property. And it looks like we're going to have that. It's good news.

T3 Response: Based on the design and right-of-way width for Preferred Alternative A4 with Reduced Footprint, no additional right-of-way is anticipated to be taken from the properties located at 200 or 210 North Highway 287. In conjunction with implementation of the Preferred Alternative A4 with Reduced Footprint, access to these and all other properties will be reviewed for conformity with the State Highway Access Code. This will include defining for each property the proper number, width, and location of access approaches with curb and gutter. The fact that large trucks must access the Crouche property will be taken into account by CDOT's access review and permitting process. With the widening of US 287, the safety of direct access will be improved by providing a shoulder, an additional travel lane, and a painted median for left turns. These changes will increase the ease with which drivers will pull in and out of residences and businesses located along the highway.

T-4 **WENDY TURNER**: I don't live in the project site, in the limits, but on the west side. But I come through that road all the time, and it's very dangerous and hard to see at night.

And so I'm all for the project. I like the alternative that you've chosen, one, because it's not going to make another road on virgin land. I think we should use what's already there. And I know that there'll be some people relocated and impacted, but I think that in the long run, it's just going to better environmentally and better overall.

T-4 Response: Alternative A4 preference comment noted.

T-5 **EVELYN CADY**: All right. I think it's ridiculous what they're doing. I think it ought to go by -- Plan B should be the one. Why? Because it

wouldn't disrupt all the businesses and homes, and it makes more sense.

And another thing is, probably, they ought to just get the -- put in a bypass. The City of Fort Collins complains about all the trucks going through the city. This just doesn't make sense. It doesn't.

So, I mean, no. I just think it's -- well, that's my opinion.

I -- they ought to, you know -- and what is this regarding the land now? What do I say? Historical. When did that come up? I haven't heard that before.

I'm sure my husband will have a lot more to say than I do. Okay.

T-5 Response: Alternative B preference comment noted. The desire for a truck bypass is addressed in responses to comment sheets F-30, F-34, F-35, and F-36 located in Appendix B.

The historical designation has been updated and is included in the *EA Update: Additional Post-Hearing Studies and Results*, page 13 in this document.

T-6 **ROE BUBAR**: And I'm a very distraught citizen about the proposals that are being put out to the potential displacement of home owners in the mobile home park that's right on Highway 1 and North College.

And, I'm particularly concerned about the scoping process and how people were contacted and how they were individually contacted, and the extent to which they were contacted, both in English and in Spanish. But my concern is not primarily over the

language issues. It's really over the scoping process itself and the inclusion of those particular home owners and their absence at this meeting. I find it incredibly concerning.

I'm also concerned about the environmental justice impact under the NEPA assessment that was done and representation of low income as well minority folks that are impacted by -- in the mobile home park at Highway 1. So I'm very concerned about how people were included in their process. And complaints were made based on that and how they resolved that. Okay.

The only thing I want to add to that is I'm not sure there was really a good faith effort to properly include people's impact in the scoping that happened in the beginning of the project.

T-6 Response: A detailed response to comments regarding public involvement opportunities and specifically the concerns of the residents at Poudre Valley Mobile Home Park (MHP) can be found in the responses to letter L-13 and letter L-14 located in Appendix B. With the Preferred Alternative A4 with the Reduced Footprint, there are no relocations at the Poudre Valley MHP. The scoping process for the US 287 EA is described in the attached EA, *Chapter 4 - Comments and Coordination,* and is summarized in this document. The Environmental Justice analysis in *Chapter 3 - Impacts and Mitigation Measures* of the attached EA determined that the Preferred Alternative would have no disproportionate adverse impacts on low-income or minority populations.

T-7

AUDREY HAMBY: Audrey Hamby, H-a-m-b-y. Terry Lake Mobile Home Park. I feel that the -- there is one in front of Jack, and what is that alternative route there? Is it A?

Jack, what alternative route are we looking at that we want? A-4 -- to propose A-4. We want that one.

We have Terry Lake Mobile Home Park, and I don't feel that changing that route from the trailer park is going to stop the traffic going from Fort Collins into LaPorte. And I don't feel that the trucks -- or the traffic issues -- the accidents are local people.

And I've been in two accidents there. And with -- you know, as bad as things are right now, we don't mind losing part of our business. And that's our income. Something needs to change there. People come out of the trailer park and half the time they have to step on the gas and they get about 10 feet out because of the people coming around the corner so fast.

So I think the issue is -- I think most of them are fighting it because I believe -- I don't know why they're fighting it, to tell you the truth, because they all know it needs to be there. That's why I didn't want to make a comment. I know too many people, and I don't want to be on their list.

But Jack and I and Sandy and most of the people in that trailer park are for the A-4 route. And if the DOT goes down and talks to most of the people that are in that park, they would agree with it. And we're the ones that -- like I said, most of the accidents happen.

So any questions, please call.

T-7 Response: Alternative A4 preference comment noted.

The additional Travel Demand Analysis on page 13 of this document supports the statement that a substantial portion of future traffic would remain on US 287 (43 percent) even if Alternative B were to be constructed. The concern about safely entering US 287 is noted.

T-8 **LINDA PEREGOY:** Linda Peregoy, P-e-r-g-o-y. Okay. I'm nervous. This has really gotten me concerned. I've lived here for 35 years, and I have seen the traffic build. It doesn't make a difference if they widen it to the four lanes. It's still going to be very dangerous.

Right now it takes, especially on a holiday, 20 minutes to get out of my driveway. But I'm more concerned that the cars -- you're not going to stop the drunk drivers. You're not going to stop an accident -- you know, if a drunk driver happens to run in your yard -- that's what happened two weeks ago. Accidents happen on the highway, like that semi come apart. You know, you're not going to be able to stop that.

And now they're going to come even closer to my home. I hardly got a yard now. If they do push this through, you know, either I'm going to have to move or I'm going to have to put some kind of a wall up there to keep -- I don't know what to do. It's just too dangerous. They need that B to go behind us. You know, that makes better sense to me. They need to go that route.

Another thing too, Greeley water line runs right in front of my house. And that line is always breaking down and they're always out there fixing it. What's going to happen with that?

And if -- like I said about the school buses, my son was hit. He was getting off the school bus and the school bus was hit right in front of my house. That's going to be a very big issue for safety with school buses and stuff.

So I'd like to see them go with Plan B. I think our lives are more important than trying to put wetlands -- you know. That's all I have. I'm nervous; I'm upset.

T-8 Response: It is true that traffic has increased on US 287, and the safety of its operation is a major concern to CDOT. Without any roadway improvements, it is expected that safety concerns will increase, and it will only become more difficult to make turns on and off the highway.

The comment regarding not being able to stop all accidents is noted. However, the Preferred Alternative A4 with Reduced Footprint will result in an improvement in overall safety that should benefit all highway users. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

The need for right-of-way and proximity of traffic in relation to your property is not completely known at this stage of project design. However, the right-of-way impact is anticipated to be minimal or none along this portion of US 287 with the Preferred Alternative A4 with Reduced Footprint. Actual vehicular traffic should be no closer than exists today where you are located. Also see the response to comment sheet F-26 located in Appendix B.

The Greeley water line is an existing utility that will be incorporated into final design. Utilities adjacent to the roadway will be located on either side of the highway

underground beneath or in the vicinity of a detached sidewalk.

Concerns specific to the school bus operation should be directed to the Poudre Valley School system. Safety concerns regarding enforcement of driving ordinances should be referred to the Colorado State Patrol. The need for school buses to stop on US 287 is not expected to change as a result of the planned improvements. The Preferred Alternative A4 with Reduced Footprint does have a 10-foot shoulder/bike lane that school buses can use. CDOT will investigate the potential for signage during final design.

Alternative B preference comment noted.

T-9

MARY SICLAIR: My name is Mary Sinclair. I live at 3008 North Shields. My comment is: I see this problem as a truck route problem more than anything. I would not be surprised if they could reroute trucks that this part of the highway may not even need to be widened.

I would like to add to Mr. Orlo Thoen comment, who suggested the trucks go through town on Conifer. I believe we need to keep the weight of trucks, the pollution from trucks from our city streets. And there is no reason that they should come down this section and then continue into town on Jefferson -- the worst plan of the century.

Thank you.

T-9 Response: The concern about truck traffic is addressed in the response to comment sheet F-30 located in Appendix B.

T-10

DEBORAH GEORGE: My comment is the trucking situation. This short period -- short place that they're fixing is not going to solve -- there's still going to be as many accidents, if not more. It's a higher density of people living along that area. And

I think they need to reevaluate Plan B, maybe slightly more, or whatever wetlands.

They say a lot of those wetlands they're building $500,000 homes on, and that -- most of that property is for sale for $500,000 homes. And I think it's far more important to have people safe than those wetlands going to build $500,000 homes, which I have seen some being built on in that area. So it's a safety thing.

And Plan B would help the trucks and it would work into maybe some further kind of road -- maybe for a true bypass.

Thank you.

T-10 Response: The purpose of the US 287 from SH 1 to the LaPorte Bypass EA is to address the mobility and safety concerns within the vicinity of the study area, not to provide a truck bypass. Rerouting all through trucks and other through traffic in the project area will not reduce congestion enough to meet the desired vehicular traveling conditions.

All action alternatives evaluated in the attached EA would provide enough capacity to meet projected 2025 traffic volumes. Additional information regarding the alternatives can be found in *Chapter 2 - Alternatives* of the attached EA. The purpose of increasing lanes is to provide additional capacity to accommodate travel demand. For this project the speed limit will remain the same as the existing speed limit of 45 mph. The addition of a center turn lane and outside shoulders will increase the safety of US 287.

Additional studies were performed to clarify issues and provide response to questions raised by the public and agencies during the EA comment review period and at the public hearing. As part of that additional analysis, wetlands have been evaluated using the US Army Corps of Engineers criteria. The wet meadows bisected by Alternative B meet the criteria for wetlands. The future land use of the area is zoned for development, but impacts related to the implementation of Alternative B take into account the area actually impacted, which in this case is the 7.76 acres of wetlands. Additional studies on cumulative impacts were completed in response to comments.

The US Army Corps of Engineers Section 404 database was used to obtain data for past and present impacts on the Dry Creek Watershed. If implemented, the total of past, present, and reasonably foreseeable actions, according to the city of Fort Collins Structure Plan, in combination with Alternative A4, would be 72.31 acres. If implemented, the total of past, present, and reasonably foreseeable actions, according to the city of Fort Collins Structure Plan, in combination with Alternative B, would be 79.82 acres. These actions include past, present, and future development in the watershed. Alternative B would have an impact on an estimated 7.76 acres and the cumulative impacts in the watershed would be approximately 11 percent. Cumulative impacts from the Preferred Alternative A4 will be less than 1 percent.

T-11

DONNA EICHMAN: Donna Eichman, Blue Spruce Mobile Home Park. I just don't see how they can even consider buying all those people out on Highway 287 when all they'd have to do is take two properties to do Alternative B. It just don't make sense to me.

Thank you.

T-11 Response: In review and consideration of the comments received during the public review and comment period for the attached EA and at the public hearing, the relocations for the Preferred Alternative A4 have been greatly reduced. This was achieved by reducing the right-of-way width by 50 feet, by eliminating the 25-foot utility corridor on both the north and south sides of the roadway, and by placing the utilities underground beneath or in the vicinity of a detached sidewalk. This is a deviation from CDOT's normal design standard. This reduction in right-of-way decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. Alternative B would have 1 residential and 4 commercial relocations, not 2 as noted in the comment.

JOANNA MORISCATO: Now it's your turn. I guess what I'm going to do is have you raise your hand and I will call on you to comment. And I'll remind you that we'd like to hear your name and address and organization. And you could try to comment from your seat, but we'd love it if you would come up here. It depends on how loud your voice is.

Who would like to go first? The gentleman in the back with the leather jacket.

Q-1 **JIM QUINLAN**: Hello. I'm Jim Quinlan, and I'm the owner of Jack's Farm and Ranch. I would just like to say I acknowledge that something needs to be done because traffic is problematic on that stretch of the highway. However, for the options presented, the A4 option would have significant impact, as shown, on our business because it would take 50 percent of our parking and a significant amount of display space.

From my novice perspective, it would seem that the Alternative B would have far less impact, and that would be my preferred route.

Q-1 Response: Mr. Quinlan's concern about the impact on Jax Farm and Ranch is addressed in the response to his letter L-16 located in Appendix B.

JOANNA MORISCATO: Thank you for your comment.

You, sir.

Q-2

DON BOWERS: I just have a couple of questions.

JOANNA MORISCATO: Could we have your name, please?

DON BOWERS: Don Bowers.

Number 1 question: What historic features are we talking about here? I've been here longer than any of you probably, and I can't think of anything on there that I'd consider historic.

JOANNA MORISCATO: We'll have a specialist here in one moment.

AMY BAERENKLAU: It was actually two historic features. The railroad crossing, the railroad is part of a linear feature that is considered historic by the State Historic Preservation Office.

The second feature is the Elliot Dairy Farm, which is a complex of several buildings, which as a whole represents an historic district. And both of these features have protection under state and federal law.

JOANNA MORISCATO: Your second question?

DON BOWERS: Wetlands. What wetlands are there? I know there are some pastures that get under water there every once and a while, but I didn't know that was -- that that was particularly [INAUDIBLE] feature.

AMY BEARENKLAU: You're exactly right. The wetlands that we're referring to are two different kinds. The one that Alternative B passes through are

both the wet meadows, which are located in some of the open pasture land, and then there are also wetland features located along the dry creek. And there are impacts to both features with Alternative B.

Q-2 Response: Information regarding the historical properties has been updated in the *EA Update: Post-Hearing Studies and Results, Section 106 (Historic) Analysis and Consultation,* on page 16 in this document.

The US Army Corps of Engineers Section 404 database was used to obtain data for past and present impacts on the Dry Creek Watershed. The total of past, present, and reasonably foreseeable actions, according to the city of Fort Collins Structure Plan, is 72.31 acres of wetlands impacts. Alternative A4 would have an impact on an estimated 0.25 acre of wetland, and Alternative B would have an impact on a more substantial 7.76 acres. Alternative A4 would yield less than 1 percent of cumulative impacts and Alternative B about 11 percent.

JOANNA MORISCATO: Another question or comment? Yes, sir, in the back.

Q-3 **GENE FISCHER**: My name is Gene Fischer. I'm a co-owner of ABC Storage along with Bill Seaworth.

I could probably ask a dumb question, but does anybody here need interpretation?

THE INTERPRETER: Yes.

GENE FISCHER: Okay.

I go back in Fort Collins for 47 years. And included in that -- it was a number of years ago, we did a study for the Chamber of Commerce -- I chaired the committee on the relocation of 287. And at that time our unanimous choice was a route which ties into the existing LaPorte Bypass. It was a little bit -- it exited north of College at Conifer, rather

than Alternate B. But the plan still made sense then, and still makes sense now, I believe. And at that time the city council equivocated.

And the first thing you know, yes, the highway department decided Greeley and Sterling and others needed the bypass more than Fort Collins. But if LaPorte Bypass was built to coincide with the alternative route, which would be a little bit north or a little bit south and parallel to Alternative B now.

I have serious questions about the cost of acquisition of the right-of-way that they're talking about on A4. I no longer practice law. I'm a lawyer in this area, but I did a considerable amount of condemnation work. And my estimate is that the cost of acquisition if A4 is pursued is something like 15 to $17 million as opposed to 5.5 as referenced there. A4 presents a -- or takes the Varra Farm. And then unless there's considerable reconstruction of the LaPorte Bypass, you've got a sharp right turn to get on the bypass.

I found the environmental assessment of this morning in detail -- and they talk about the approval of the Larimer County Commissioners. One representative of the State Highway Department appeared unopposed, and he represented -- according to the minutes, that there were minimal land takings, and environmental impacts would be mitigating safety concerns. So I think the Larimer County

Commissioners were fed just a flat bill of goods.

There are no wetlands by definition. There's some wet meadows, but that is not wetlands as defined. I think that historic designation is a joke. And I might add, a bad joke.

The alternatives, both A4 and A5, are bad for the people that are there. A5 would lessen the impact on all the businesses, but A5 would impact a lot of residents.

All this leads me to suggest that the use of Alternate B should be a no-brainer. The cost of and the interruption to business has not been noted -- all the people involved, whether business or residential for a period of -- I'm estimating at least two years to do this project.

The -- so the total thing with the -- also the impact of having the east and north right-of-way line against Terry Lake dike, plowing snow and other maintenance problems has got to be -- if A4 is done is going to be monumental.

And my impression from reading the environmental assessment that whoever did it had the mind set to avoid Plan B -- Alternate B. And I -- it's impossible for a layperson to understand why Alternate B isn't the automatic route.

And I would urge all of you that agree with me to fill out your comment sheets and get them to the -- to the department. I do not believe the environmental assessment would stand judicial

scrutiny, and I would hope someone, including Mr. Quinlan and others, will test the efficacy of that document. And I intend to enlist the aid of both Wayne Allard, the senator, and Marilyn Musgrave, the representative, to see if we can't try to get some impact on this highway department. And hopefully we can avert this disaster, which I believe is going to occur with the use of A4.

Thank you very much.

Q-3 Response: Mr. Fischer's comment about a route extending southeasterly from the existing LaPorte Bypass and intersecting US 287 at Conifer Street is addressed in the response to his letter L-1.2 located in Appendix B.

The concern about the cost of right-of-way is addressed in response to comment sheet F-11 located in Appendix B.

The comment about the meeting with Larimer County Commissioners is addressed in response to his letter L-1.2 located in Appendix B.

The concern about the validity of the wetland identification is addressed in response to comment sheet F-29 located in Appendix B.

All Action Alternatives were fully evaluated in the attached EA in compliance with the National Environmental Policy Act. The impacts related to each alternative are disclosed in *Chapter 3 - Impacts and Mitigation Measures* of the attached EA.

Alternative B preference comment noted.

JOANNA MORISCATO: Okay. Let's take the gentleman in the camouflage coat.

Q-4 **TRACY McCONNELL:** Name's Tracy McConnell. I represent Reliable Big Game Processing. I'm right across from Jack's Farm Supply Store. Our business has been there for 20 years. The routes that they've chosen will destroy one heck of a lot of businesses

and homes. The Alternative B route won't impact anybody as far as property -- as far as businesses or homes.

And as far as the wetlands thing goes, I've done a lot of work out on East Vine. The airport area where they built all the new homes is on a wetland swamp out by the interstate. We had to sink concrete vaults and keep them pushed under water so we could keep them buried. That's all swamp and slough.

So the wetland thing doesn't make sense. There isn't any big cattail areas like what's out there on East Vine and standing water year round, that is, until they put the drains in and started draining it.

And what I'd like to find out is who's going to figure out where they're going to relocate some of the business that can't get rezoned for the type of work that we do? Because of our work, the work we do, the city limits won't allow us into it. Because after 20 years of being in business, we have quite a customer base. You can't move us clear out in the middle of nowhere where they can't find us, or make it harder for them to find us. That road has been there and it's an easy access for them to get to. And if you chose Alternate B, it still doesn't disturb our business or customers, and it puts the main traffic around us.

That's all I got. I want to go for B.

Q-4 Response: Reliable Big Game Processing is not a relocation under the Preferred Alternative A4 with Reduced Footprint. Concerns about impacts on the customer base of Reliable Big Game Processing are addressed in response to comment sheet F-21 located in Appendix B.

The concern about the validity of the wetland identification is addressed in the attached EA *Chapter 3, Section 3.3.5 Wetlands,* page 3-80.

Alternative B preference comment noted.

JOANNA MORISCATO: Thank you for your time.

I would like to remind everybody here that we have right-of-way specialists from CDOT here. Bob Grube, would you raise your hand so everybody knows. And after this part of the hearing, you're sure welcome to go back and ask him specific right-of-way and acquisition-type questions.

Now, there's a fellow in the back who's raising his hand. Please come on up.

Q-5

ORLO THOEN: I'm Orlo Thoen, and I've lived on Shield Street since 1951. And I can remember, you know, when we were going to have a bypass, and they put in part of it -- but if they would just continue with that bypass the way it was a planned at that time, it would make a lot of sense. Because it would bring the road in I think right about just north of Jack's on North Shields, or on North College, and that way the city -- you don't want all of this truck traffic going down College. You're having trouble on Jefferson Street now. If you'd bring it the way it was planned many years ago, then you could head out east with it.

If you'd go out on Lamay, you can see there's a lot of open area there, that the road could go on. I'm sure they're going to have to do something with this traffic more than just putting it on College Avenue. That would give them an out if they'd look ahead a little bit.

That's all I have to say.

Q-5 Response: Refer to responses to comment sheets F-34 and F-35 located in Appendix B.

JOANNA MORISCATO: More questions? Sir?

Q-6 **DUANE LEACH**: My name is Duane Leach. I live at 2096 North Whitcomb. I come in from Whitcomb and also come in from Meadow Lane -- I used to have Meadow Lane at 107. So I farmed right back here where Alternative B will be going through. So about two-thirds of the road would be built on my property.

UNKNOWN SPEAKER: Alternative B?

DUANE LEACH: Alternative B.

Okay. And that's fine with me.

Now, they talked about wetlands. The only time it's wet is when I irrigate. Water is 5 to 6 foot deep; there's no cattails; there's no tall grass. And I farm alfalfa and grass. And so I see no need to make that a reason for not building -- going on to Alternative B.

As far as the Elliot Farm is concerned, that was an old dairy farm. It hasn't been used as a dairy for 25, 30 years.

UNKNOWN SPEAKER: But it's historical now.

DUANE LEACH: If you look at those buildings, they're about to fall over, so why would you want to save those buildings? If you want to save an historical dairy, save Iverson's; that's more of a historical place than what Elliott's was. A lot of people in here, older people, know where Iverson's was. And that was a dairy, and it was -- man, they used to make the best malts and shakes in there.

And so that way it looks like you're only going to displace six homes or six people. And so if you go A4 -- what I'd count? 33 that will be displaced? And Ron's Equipment, I guess, would be eliminated. Aragon's -- I talked to Dave Aragon and he said -- well, he said, They'll come within 10 feet of my garage. He said, I'll just probably go ahead and retire. But it will put him out of business. And many other businesses along that route of A4.

So I would be welcome or very glad to accept money from the state department, and come on and take my place.

Q-6 Response: Location of Alternative B comment noted.

The impacts on wetlands that would occur with Alternative B are referred to as wet only during irrigation season. These wetlands are consistent with the Palustrine Emergent Wetlands described in the attached EA, *Chapter 3, Section 3.3.5 Wetlands,* page 3-80.

Section 106 of the National Historic Preservation Act and Section 4(f) of the National Transportation Act require that historic properties be avoided and impacts be minimized where avoidance is not possible for any federal undertaking (such as the US 287 project). The Colorado State Historic Preservation Officer has found this property to be officially eligible to the National Register of Historic Places. The Iverson property is not relevant to this project.

The comment about business impacts reflects the concerns about the number of relocations for the Preferred Alternative A4. This concern is addressed in the response to letter L-1.1 located in Appendix B. The Preferred Alternative A4 with Reduced Footprint decreases the residential and business relocations from the 32 to 42 range as identified in the EA to 16 residential and 3 business. The Preferred Alternative A4 with Reduced Footprint does not require the acquisition of Ron's Equipment.

Alternative B preference comment noted.

JOANNA MORISCATO: Can I have a quick show of hands of who else wants to speak tonight? About four people. That's good. We'll take the gentleman here in the yellow shirt.

Q-7 **KIM EICHMAN**: I have a question.

JOANNA MORISCATO: Your name, please?

KIM EICHMAN: Kim Eichman. My parents own Blue Spruce Mobile Home Court over on the corner of 287 and Shields.

The question for the gentlemen -- you own the property for Alternative B?

DUANE LEACH: Yes.

KIM EICHMAN: Do you own that farm?

UNKNOWN SPEAKER: Which farm?

DUANE LEACH: Well, I own a farm. There's one that --

INTERPRETER: Just a moment, sir.

DUANE LEACH: You talking about Bogart's farm?

UNKNOWN SPEAKER: Are you taking about the one that's historical?

DUANE LEACH: Oh, Iverson's?

KIM EICHMAN: This one over here in the eastern kind of corner, where it looks like it's taking out some trees.

DUANE LEACH: The Elliot farm?

UNKNOWN SPEAKER: Historic farm?

DUANE LEACH: No. I don't own that. But I have owned property next to it, and the buildings are falling over. Why save it?

UNKNOWN SPEAKER: Thank you.

Q-7 Response: Land ownership comments noted.

JOANNA MORISCATO: Thank you.

More questions?

Q-8 **DEBORAH GEORGE**: Deborah George. And we live at 728 Northwest Highway 287 next to Ron's. And I was looking at the maps and everything, and I just have a comment. I think one of the purposes of this was for safety for 287. I see over here where they put all the accidents along that mile and a half, or over mile and a half. I've witnessed many of the accidents. I've gone out and done CPR on some of them. People run into our -- fortunately, we have big cottonwood trees that are environmentally -- I'd like to see stay put. Although -- although one has been hit by a drunk driver -- much better a tree than my roof.

We have trouble getting onto the highway now from our residence because of traffic. Okay. Some people will lose their houses; others won't. But how

many driveways with the four lane -- how many driveways with the lane? I see this as a Band Aid for a Band-Aid fix.

People are still going to be killed at that section because it's very populated. There are businesses there also. Why can't they go with the plans that were made years and years ago and use -- plan something -- something near Plan B? They went around Berthoud and they're running the traffic through Loveland.

The population of Fort Collins will not handle going through downtown. You have to go on and think further ahead than 10 years or 20 years from now. Guarantee you'll get -- you'll get cars and less traffic because you've got more lanes. Yeah. Sure. But you're still going to have deaths through that section because our Colorado State Patrol does not patrol it. I've never seen anybody get a speeding ticket from Shield past [INAUDIBLE] -- never seen one speeding ticket.

So if we're going to do an environmental impact, I'm part of the environment. My cottonwood trees are part of the environment. So, please, respect my life, my grandchildren's lives.

Thank you.

Q-8 Response: Safety is expected to increase under the implementation of the Preferred Alternative A4 with Reduced Footprint. The overall weighted hazard index for this segment of US 287 is expected to improve (increasing safety) with the Preferred Alternative as a result of increasing the number of lanes, providing a center lane,

including sidewalks, and reviewing existing access for conformity with the State Highway Access Code.

Ms. George's residence at 728 Northwest Highway 287 is not one of the anticipated residential relocations with the Preferred Alternative A4 with Reduced Footprint. Whether or not the "big cottonwood trees" will be affected will have to be determined in the final design process.

The FHWA, the lead agency for this project, uses a 20-year planning horizon when conducting NEPA studies. The 20-year design horizon for the Preferred Alternative A4 with Reduced Footprint is based on providing acceptable levels of service on US 287 to year 2025. The issue raised about downtown Fort Collins traffic is beyond the scope of the EA.

The alternative screening process described in the attached EA, *Chapter 2 - Alternatives,* explains that 12 alternatives, along with the No Action Alternative, were assessed, 7 of which were on new alignment south and west of existing US 287. These were screened out because they had unreasonably high adverse environmental and social impacts.

Comments regarding speeding vehicles and enforcement of driving ordinances should be directed to the Colorado State Patrol.

JOANNA MORISCATO: The woman in the red in the back.

Q-9 **LINDA FARR**: I'm Linda Farr. I live at 1400 Highway 287. I have two questions.

JOANNA MORISCATO: Would the audience please be quite so we can hear, please.

LINDA FARR: I just need two numbers. I'd like to know how wide four lanes of traffic at 12 feet each, the shoulders at 10 feet, the sidewalks and the painted medians from one side to the other -- what would that be in width?

JOANNA MORISCATO: Just a moment, please. Someone is calculating quickly.

UNKNOWN SPEAKER: It's on the board over there.

JOANNA MORISCATO: I think the cross sections are shown over there. So if you want to check that after the meeting, you should be able to see that. And Dave will answer this too.

PETE GRAHAM: 125 feet from the roadway, and then there's a drainage --

DAVE MARTINEZ: Keep in mind with that cross section, the sidewalk and the outside is going to vary. But the roadway from curb to curb will remain the same through the whole thing.

LINDA FARR: So the 125 then?

DAVE MARTINEZ: Say that again.

LINDA FARR: 125 feet?

DAVE MARTINEZ: Hang on. Yeah. That's about right. That includes what Pete has just pointed out to you about the drainage.

LINDA FARR: Then I'd like to know for homeowners who live along that highway, how close can this come to their front door?

DAVE MARTINEZ: Can I ask Bob Grube to comment on that?

BOB GRUBE: There is no set distance that a roadway can come to the front door. However, when the roadway gets closer than about 15 to 20 feet, we consider the property damaged to the point where we would offer to buy it.

DAVE MARTINEZ: As a clarification, 15 feet was used in this document.

UNKNOWN SPEAKER: It's going to be safer?

Q-9 Response: The cross section for Alternative A4 that was evaluated in the attached EA was 175 feet. The 125 feet referenced at the public hearing included only roadway design features, not the additional 25 feet on both sides of the roadway for the utility corridor. With the Preferred Alternative A4 with Reduced Footprint, the entire right-of-way width is 125 feet; this was achieved by placing the utilities underground beneath or in the vicinity of a detached sidewalk, thereby no longer necessitating an additional 25 feet on both sides of the roadway. All roadway improvements including the median, travel lanes, shoulders, curb and gutter, and sidewalks are to fit within the 125-foot width.

In clarification to the response given about the offset of the roadway to a building, a 10-foot rather than 15-foot offset distance was used in the attached EA to determine relocations. For the Preferred Alternative A4 with Reduced Footprint, a 15-foot offset was applied.

JOANNA MORISCATO: Okay. We had more questions?

Q-10

DEBORAH GEORGE: Would somebody answer: How is it going to be safer for all the people that live beside -- you know, the cars are going to be faster. How it going to be any safer than it is now?

Q-10 Response: The purpose of increasing lanes is to provide additional capacity to accommodate the travel demand. For the project, the posted speed limit will remain the same as the existing speed limit of 45 miles per hour. In addition, a wider highway will reduce the congestion and create a safer traveling environment. The overall weighted hazard index for this segment of US 287 between SH 1 and the LaPorte Bypass is expected to improve (increasing safety) with the Preferred Alternative A4 with Reduced Footprint as a result of increasing the number of lanes, providing a center turn lane, including a sidewalk, and reviewing existing access for conformity with the State Highway Access Code.

JOANNA MORISCATO: Okay. We have a few folks over here that need to be recognized. How many

more commenters? I'm just trying to keep track of time.

Okay. Thank you.

Q-11 **HAROLD EICHMAN**: I'm Harold Eichman, owner and operator of the Blue Spruce Mobile Home Park. And if they go ahead with this on Number 5 of the old highway, yes, it will take about half of the income off of me. That will take about nine spaces, Cathy's Furniture.

And I've got a question for the study person? Has there been any study on putting in sewage out there? And if you do build this road, everybody coming out of their driveway is going to take a right-hand turn and go to the next interchange, even if they want to go the other direction; is that correct?

MICHELLE LI: Can you repeat the question?

HAROLD EICHMAN: Well, if you're coming out of your driveway, you're going to have to make a right-hand turn. Are you going to be able to go across and take a left?

DAVE MARTINEZ: Yes. Well, it's a painted median. The asphalt is solid. It's just a 16-foot painted median.

HAROLD EICHMAN: And also, the traffic is supposed to be a lot more in the future. Right today, there's sometimes a 10-minute wait to get out on the road. You're going to have to make it a six

lane so people can get out on the road. They'll have to go to the next intersection and turn back if they want to -- if the people on the north side are wanting to come out, they'll have to take a service lane or a service road, go to an intersection, and then there's going to have to be some place for them to turn, I guess. Won't work very good.

Q-11 Response: Dave Martinez, CDOT Resident Engineer, responded to the comments related to the ability of a motorist to exit from a driveway at the public hearing. His response is included in this transcript on page C-31.

The number of residential relocations at Blue Spruce Mobile Home Park shown in the attached EA Alternative A4 was eight and has been reduced to six with the Preferred Alternative A4 with Reduced Footprint. Kathy's Furniture remains a relocation under the Preferred Alternative A4 with Reduced Footprint.

Utilities are not under CDOT jurisdiction. All existing utilities will be accommodated with the implementation of Preferred Alternative A4 with Reduced Footprint. For the Preferred Alternative A4 with Reduced Footprint, any new utility line along US 287 should be located in the outer part of the right-of-way, possibly under the sidewalk. CDOT has not studied putting in a sewage line along US 287. Public services are not under CDOT jurisdiction.

A four-lane highway with shoulders and a median left-turn lane is capable of providing an acceptable level of service in the design year of 2025.

JOANNA MORISCATO: Okay. Is there somebody else over here?

Q-12 **RHONDA MARTINEZ**: I'm Rhonda Martinez. I live on 1205 North 287. My concern is the school buses that stop for my children. The cars are not stopping for them anyways, so how are you going to control that? Yeah. When there's -- it doesn't happen now.

And also the turning in, how am I going to get in and out when it's hard to get in and out now?

Thank you.

JOANNA MORISCATO: I think we're going to answer that at a later time. Although, I could point out that if you have questions about access and how you're going to get in and out and those safety kinds of questions, we have an expert from CDOT. Would you stand up Gloria? So afterwards, please ask her those kinds of questions. I know she loves me for this.

Here comes Dave --

DAVE MARTINEZ: If any of you have questions about safety, when we get into the design process for any alternative, we'll work with individual land owners on access concerns or anything else related to safety.

Q-12 Response: The safety concerns expressed by Ms. Martinez are addressed in the responses to email E-7, comment sheet F-18, and comment sheet F-19 located in Appendix B.

JOANNA MORISCATO: Do we have anyone else who wants to make a comment tonight? Okay. There's somebody in a fuzzy scarf in the back.

Q-13 **MARY KAY BONET**: Hi. I'm Mary Kay Bonet, and I work for Neighbor to Neighbor. And my question is: Just what kind of assistance is going to be given to families who are displaced with this change here? And I just want to say that our organization is willing to sit down and brainstorm with anybody about the findings of that --

MICHELLE LI: Actually, those discussions have been already started. During the environmental assessment process we sat down and met with other representatives from Neighbor to Neighbor and the Fort Collins Housing Authority to help identify possible housing options for folks that would be relocated. So that has been developed. It would be further developed if we should go into design, and that is included in the document. So we have begun those discussions and brainstorming sessions.

Q-13 Response: At the public hearing, Michelle Li provided a response as shown above on lines 1-10 of this transcript.

JOANNA MORISCATO: Okay. I see two more questions or comments. We actually would like to take comments. And if you have question that pertain to details, CDOT staff and Sato staff will stay after for a little while so we can answer your detailed questions. So I'm looking for comments.

The man straight back in the black jacket.

Q-14 **IVAN ANDRADE**: My name's Ivan Andrade. I live on Bainbridge Street. And I wanted to thank Tracy for his -- Tracy McConnell for his heartfelt description of what it means to be a Northern Colorado small businessman. And I also wanted to thank Sato for working within the guidelines that are put forward for them.

The reason I say that is everyone takes for light -- historical buildings or buildings that are allocated as historical -- they were given that

designation not by them. Someone came along and designated that property as historically significant. Likewise, the wetland designation isn't by Sato's creation; it's something from the Army Corps of Engineers. They were working within the guidelines that are described for them.

If Larimer County and the city of Fort Collins has signed off on A4 and A5, and Sato's working within the guidelines to develop these two preferred options, you may want to direct your comments and concerns not to the engineers, but to the politicians.

Is that clear? I don't see any other way around it. If you -- regardless of what choice you're for -- B, A4, or any of them -- there's a -- there's a process that's occurring that's beyond just simply this engineering. So get a hold of your representatives, regardless of what perspective -- which way you'd like it to go.

Thank you.

Q-14 Response: EA process comments noted.

JOANNA MORISCATO: I know there's a couple of more folks. And I would like to ask through the interpreter if there's anyone who would be more comfortable delivering a comment in Spanish, that's why we have this set up. And it's okay if you don't, but certainly we don't want to eliminate that possibility. So feel free to raise your hand, and you may certainly give it in Spanish.

Now, I know there's at least two more people who have comments. The gentleman in the hat who has his hand raised back here.

Q-15 **BERNIE ROLAND**: Hi. My name's Bernie Roland, and I represent Poudre Valley Mobile Home Park. And none of these alternatives work well for our community. And someone brought up earlier that there was an alternative that was in alignment with the bypass and went past the Band-Aid approach and actually offered a bypass that bypassed Fort Collins.

What many communities do in our county is improve roadways. And that provides the opportunity to create more traffic. It will not change the fact that we have over 300 families and probably 1,000 cars that have to get on and off this highway. The increased traffic and noise is not appreciated by our community. So we really would like CDOT to rethink what they're doing here and realize, as somebody else mentioned, that we are also an endangered species. We also have an environmental impact. And let's solve the traffic problem with a real bypass, not by fixing 2 miles of roadway here.

Thank you.

Q-15 Response: The purpose of this project is to address mobility and safety concerns on the existing US 287, not to provide a bypass. Under the Preferred Alternative A4 with the Reduced Footprint, there will be no residential relocations at the Poudre Valley Mobile Home Park.

JOANNA MORISCATO: Another comment? I see one more in the back row. It's somebody with a red shirt.

Q-16 **DOROTHY HOOKER:** I'm Dorothy Hooker, and I live at 2025 North College.

THE INTERPRETER: Dorothy Hooker?

DOROTHY HOOKER: Yes.

JOANNA MORISCATO: Could the rest of the audience be a bit quieter so we can hear?

DOROTHY HOOKER: My question is: Is this a short solution for our truck traffic, or are they still going to have a bypass for the truck traffic? You talk about going clear out north with the [INAUDIBLE].

STAN ELMQUIST: My name is Stan Elmquist. I'm with the Colorado Department of Transportation in the Planning and Environmental Section. The question of a truck bypass has been studied many times and over many years. Currently we have a 20-year transportation plan for the northern -- north -- I'm sorry, the North Front Range area. It has been a process that involved both CDOT and local governments, and it does not include over that 20-year period the proposal for a truck bypass.

I think I'll leave it at that.

Q-16 Response: At the public hearing, Stan Elmquist provided a response as shown above in this transcript on lines 23 through 41.

JOANNA MORISCATO: There's a woman here who's been waiting.

Q-17 **LINDA PEREGOY:** I'm Linda Peregoy, and I live at the 1309 North US 287. We have been there for 35 years.

JOANNA MORISCATO: The folks in the back can't hear. Could you speak up a bit, please?

UNKNOWN SPEAKER: Use the microphone.

LINDA PEREGOY: No.

I have seen a lot of wrecks. And I know it's very dangerous, but I feel that Plan B -- that we need to go there because we are more important -- the people than the wetlands or whatever they come up with. If they go with what they're trying to do, it's not going to stop all the accidents.

I've had -- just two weeks ago, a car went right through the fence and into my neighbor's corner of their house. You're going to move to roads closer to our homes by 20 feet, 15 feet. They're going to go right in our homes. Fifteen years ago there was a semi truck and trailer, the trailer came off of the semi and ran into my neighbor's home. [INAUDIBLE]. If they widen it, it's just going to be a lot more.

That's all.

Q-17 Response: Alternative B preference comment noted.

The Preferred Alternative A4 with Reduced Footprint narrows the right-of-way by 25 feet on each side of US 287 (50 feet total reduction), and the property offset for determining relocations increased to 15 feet versus the 10-foot offset applied to Alternative A4 in the attached EA.

JOANNA MORISCATO: Thank you.

I see our fellow in the back with the camo.

Q-19 **TRACY McCONNELL**: I'm Tracy McConnell, again. From what I'm seeing and hearing here tonight, nobody wants A or the two main routes that

are being picked. We'd all just like to see B being done.

As far as safety goes, putting more traffic out in front isn't going to solve anything. {INAUDIBLE} won't have to worry about it because they ain't going to have a house. The road's going to be in their front door. What are you going to do, just remove all of us out of there, make an expressway and no business, no homes?

Q-18 Response: Alternative B preference comment noted.

The purpose of this project is to address mobility and safety concerns. As a result of the reduction in right-of-way width associated with Preferred Alternative A4 with Reduced Footprint, overall residential relocations have been reduced from 27 to 16. The property offset for determining relocations increased to 15 feet versus the 10-foot offset that was applied to Alternative A4 in the attached EA. The urban type of roadway section with curb and gutter will reflect a similar pattern to that of many arterial streets in Fort Collins, not an expressway type design.

JOANNA MORISCATO: Okay. If there are no more questions -- I see one more comment, one last comment.

Q-19 **HAROLD EICHMAN**: I was up here a little bit ago.

JOANNA MORISCATO: Please tell us your name so the stenographer has it.

HAROLD EICHMAN: The question I had about if they had done a study on sewage, the reason for asking that is, if they put the road in there and they try to put sewage in there -- they told me when I bought the place 30 years ago that there was a study for sewage about 10, 15 years. So that has to

be about 45 years now. And if there was this study, if they would consider doing one, it would be a big help because all around Fort Collins I see where they redid this, redid that. It looks real nice. Three years later they're tearing it right back out and doing it again. That's doing things backwards.

DAVE MARTINEZ: Short answer is there hasn't been a study for that. That's not part of our study -- our study that we did. But that's a good comment, and we'll take that into consideration.

Q-19 Response: Response was provided by Dave Martinez at the public hearing as shown above. Utilities are not under CDOT jurisdiction. All existing utilities will be accommodated with the implementation of Preferred Alternative A4 with Reduced Footprint. For the Preferred Alternative A4 with Reduced Footprint, any new utility line along US 287 should be located in the outer part of the right-of-way, possibly under the sidewalk. CDOT has not studied putting in a sewage line along US 287.

JOANNA MORISCATO: I think we're coming towards conclusions. Do we have a couple folks here that want to make short final comments?

Q-20

ORLO THOEN: Orlo Thoen again. And I've got one question for the people of the head of the State Highway Department: If we didn't have a plan for a bypass now for the truck route, I still the think road's got to go in south further -- this, what we're doing now, so you can head out east with it. Because if you're waiting 20 years from now, College Avenue isn't going to handle all of those trucks. You've got to do something. So I think you've got to put this south further to where you can head out east, east of College Avenue with it.

Q-20 Response: Refer to responses to comment sheets F-34 and F-35 located in Appendix B.

JOANNA MORISCATO: I think that we're going to let Dave Martinez make some final comments.

DAVE MARTINEZ: We are still going to be around even after 7. We still want to hear from you.

The people from the Department of Transportation, if you would raise your hands right now for everybody. They're all available to continue to talk with you.

Yes. And you can still make written comments. But we're glad that you came, and we're glad to be able to hear from you. Thanks. And we'll be here.

(Proceedings concluded at 7:05 p.m.)

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STENOGRAPHER'S CERTIFICATE

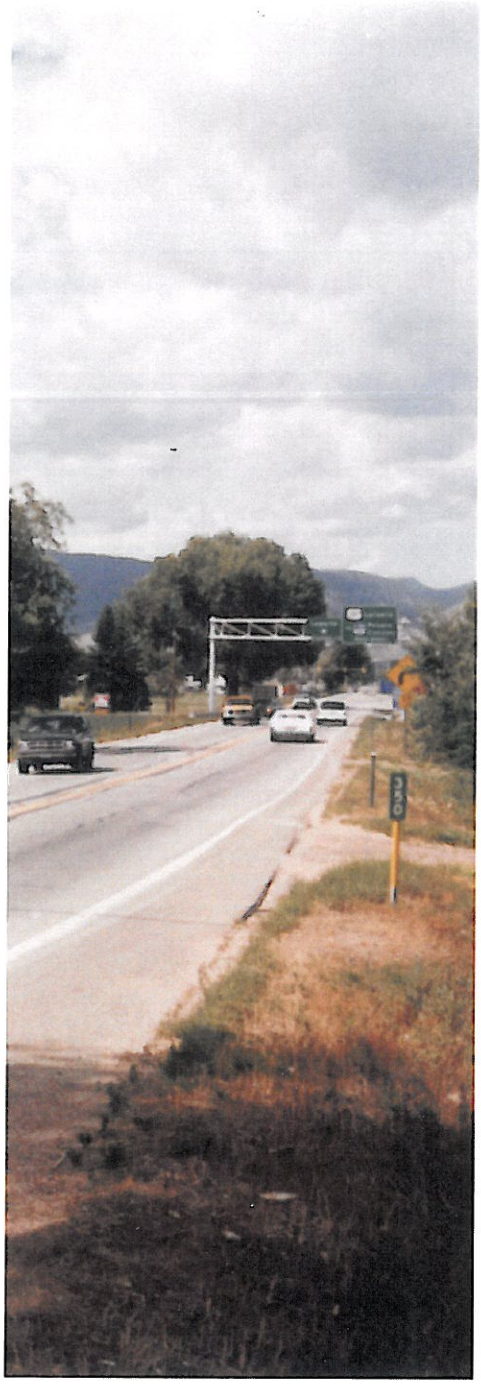
The above is a true and complete transcription of my stenotype notes taken in my capacity as a stenographer at the time and place above set forth.

_____

Tamera D. Rice

FINDING OF NO SIGNIFICANT IMPACT

US 287 from SH 1 to the LaPorte Bypass



Appendix D

Additional Cumulative Impacts Analysis

US 287 from SH 1 to LaPorte Bypass
Environmental Assessment
Additional Cumulative Impacts Analysis

Prepared by:

J.F. Sato and Associates, Incorporated
5898 South Rapp Street
Littleton, Colorado 80120

July 22, 2005

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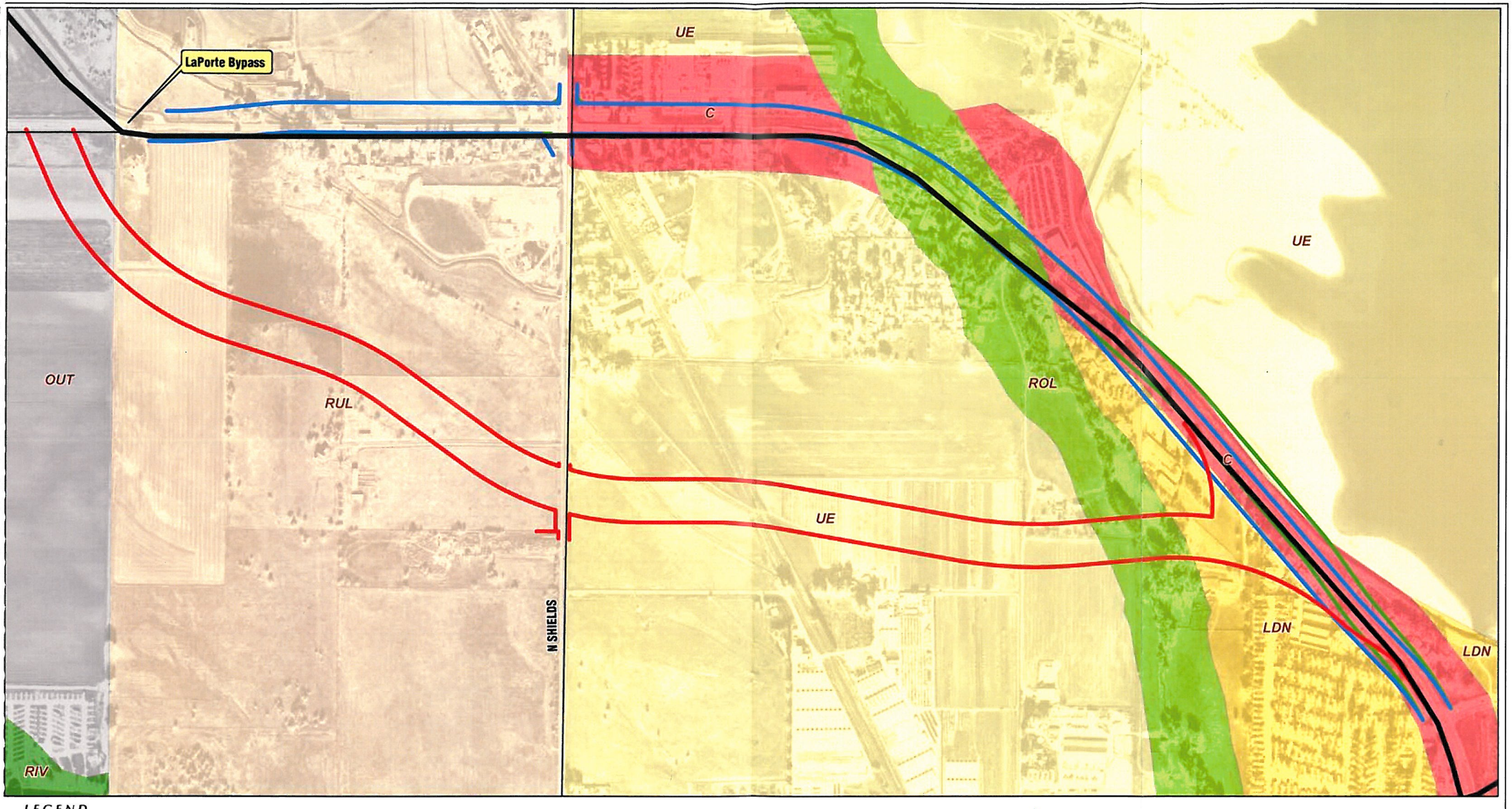
STRUCTURE PLAN DESCRIPTION

For the future impacts analysis, the City of Fort Collins Structure Plan was the primary document used to examine land uses projected out to 2025. The Structure Plan, adopted May 4, 2004, includes a map that establishes the basic framework for how the city envisions itself growing and evolving over the next 20 years. The City Structure Plan "is focused primarily on the physical form and development pattern of the City" (City of Fort Collins 2004). It serves as a blueprint toward the desired land use (type and location) described in the Community Vision and Goals element of the City Plan. Figure 1 displays the Structure Plan Map in the project area.

The City Structure Plan retains and reinforces the concept of a growth management area (GMA) as one way to manage the community's growth. The Structure Plan illustrates the GMA boundary as currently configured, except for potential amendments in limited cases.

The Structure Plan is general in nature and lacks the details provided by today's zoning maps. In some cases, it does not agree with current land use (for example, a few pockets of existing commercial areas are omitted in larger sections of "Rural Open Land" areas in the Structure Plan). However, it is the best available regional planning document and serves to guide future outlooks; and it is used for that purpose in this analysis.



LEGEND

- Alternative A4 Right-of-Way
- Alternative A5 Right-of-Way
- Alternative B Right-of-Way

FUTURE LAND USE (Based on 2025)

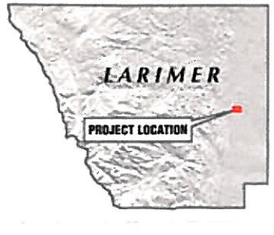
- Commercial Corridor District (C)
- Low Density Mixed-Use Residential (LDN)
- Other Planning Areas (OUT)
- Poudre River Corridor (RIV)
- Rural/ Open Lands and Stream Corridors (ROL)
- Rural Open Lands (RUL)
- Urban Estate (UE)

Coordinate System: Stateplane, Zone 3451
Projection: Lambert Conformal Conic
Units: US Survey Feet
Datum: NAD83

525 0 525 Feet

SCALE - 1:6,300

SOURCES: Future Land Use provided by City of Fort Collins, GIS Structure Plan Map - Adopted May 04, 2004. Aerial photography provided by Datamap, Inc. Map produced July 2005 by JFSA.



DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

US 287 - SH 1 to the LaPorte Bypass: City of Fort Collins Structure Plan Map

FIGURE 1

CHAPTER 1 - LAND USE

1.1 Methodology

The analysis for cumulative impacts on land use and subdivisions relied on examining historical development patterns and plans for future development. The historical information was collected from the cultural resources survey conducted for this project (Mehls et al. 2000). The future land use plans for the area were examined using the City of Fort Collins Structure Plan (City of Fort Collins 2004), which includes a map that establishes the basic framework for how the city envisions itself growing and evolving over the next 20 years (the Structure Plan was adopted May 4, 2004). See Figure 1, which displays the Structure Plan Map for the project area.

1.2 Past Actions

The US 287 study area was settled during the 1860s and 1870s and was primarily used for agricultural purposes, which is still true today for a majority of the area. Much of the residential, commercial, and industrial development within the study area followed the construction of US 287, occurring between 1940 and 1970, and was centered on, and oriented onto, US 287.

1.3 Present Actions

Development within the study area has remained in a relatively stagnant condition for the last 30 years, still consisting largely of agricultural land uses with mixed residential, commercial, and industrial land uses centered on US 287.

- Commercial uses in the project area range from tourism to agricultural support.
- Both single-family and multi-family residential properties exist within the study area, including three mobile home parks and several single-family residences.
- Only one industrial facility exists within the study area. Aragon Metal and Iron is located to the west of Terry Lake Dam and north of US 287.
- Agricultural properties within the study area are concentrated further from the existing US 287 mainly to the south and west of the corridor.

1.4 Reasonably Foreseeable Future Actions

The City of Fort Collins Structure Plan was examined for future land use types and patterns. See Figure 1 for the project area portion of the Structure Plan Map. In the project area, the highway corridor east of County Road 17 is planned to be a Commercial Corridor District, surrounded by Urban Estate (two dwelling units per acre) to the west of Dry Creek, and Low Density Mixed-Use Residential (five dwelling units per acre) to the east of Dry Creek. The corridor of Dry Creek is planned as Rural/Open Lands and Stream corridors. The project area to the west of County Road 17 is designated Rural Open Lands.

1.5 Alternative Cumulative Impacts

The improvements for this project are being made only to serve the existing and projected 2025 traffic needs in the area and are not being constructed as part of an effort to encourage further economic development, but the potential for impacts from future local zoning changes is unknown. However, growth in this corridor has been relatively stagnant for the past 30 years, as opposed to the rapid growth experienced in most parts of Larimer County. Between 1990 and 2000, the population of Larimer County grew by 35.1 percent; Fort Collins, 36 percent; and Loveland, 35 percent. It is unknown how county growth pressures may affect this area in the future, but the varying potential impacts from each alternative are discussed in further detail below.

Alternative A4 improves the existing highway but is not expected to encourage further economic development or change the current and planned future character of the area (based on full buildout according to the Structure Plan). Because much of the land adjacent to US 287 is currently developed, there is little opportunity for encouraging further development. Thus, Alternative A4 is considered less susceptible to altering surrounding lands than is Alternative B.

Alternative B entails a new alignment through an area that is currently used for agricultural purposes and is planned for some continued agricultural use, plus low-density residences (Urban Estate). This new alignment could potentially alter the surrounding land use if the local government chooses to change zoning along this new corridor. However, the effects from this development on the study area cannot be foreseen with any degree of accuracy because of the many unknown factors involved.

CHAPTER 2 - VISUAL

2.1 Methodology

The analysis for cumulative impacts on visual resources relied on examining historical development patterns and plans for future development. The historical information was collected from the cultural resources survey conducted for this project (Mehls et al. 2000). The future land use plans for the area were examined using the City of Fort Collins Structure Plan, which includes a map that establishes the basic framework for how the city envisions itself growing and evolving over the next 20 years (the Plan was adopted May 4, 2004).

2.2 Past Actions

The past visual character of the corridor was primarily agricultural. A majority of the area is still being used for agricultural purposes today. Much of the residential, commercial, and industrial development within the study area followed the construction of US 287, occurring between 1940 and 1970, and was centered on, and oriented onto, US 287.

2.3 Present Actions

The present visual character of the corridor consists of urban development along the US 287 corridor and rural lands to the west and south of US 287.

2.4 Reasonably Foreseeable Future Actions

Similar to the subdivision plans, a worst-case scenario was examined for the project area, which was based on full buildout in accordance with future land use plans for the area.

2.5 Alternative Cumulative Impacts

Alternative A4 is based on improvements to the existing highway, which are not expected to change the visual character of the area (both current and future). However, Alternative B entails a new alignment through an area currently used for agricultural purposes (and planned for some continued agricultural use, plus Urban Estate, a low-density residential area). This new alignment in itself will change the visual character of the area and may potentially have associated impacts if the local government chooses to change zoning along this new corridor and allow businesses to open along the new corridor. The improvements for this project are being made only to serve the existing and projected 2025 traffic needs in the area and are not being

constructed as part of an effort to encourage further economic development, but the potential for impacts from future local zoning changes is unknown.

CHAPTER 3 - ECOLOGY, WETLANDS, AND FARMLANDS

The US 287 from SH 1 to the LaPorte Bypass Environmental Assessment Cumulative Effects Area (CEA) for ecology, wetlands, and prime farmlands is the Dry Creek Watershed (Figures 2, 3, and 4). This watershed includes lands occupied by both Alternative A4 and Alternative B as identified in the EA document. The use of a watershed boundary for this analysis is logical because wildlife, wetlands, and prime farmlands of the area are all dependent, at least in part, on water resources available within this boundary.

Four sources of data were used to calculate cumulative impacts, as follows:

- Colorado Vegetation Classification Project (1995)
- Natural Resources Conservation Service's (NRCS) soil survey mapping for Larimer County (2004)
- 20-year projected land use mapped in the City of Fort Collins Structure Plan Map (City of Fort Collins 2004)
- US Army Corps of Engineer (USACE), Denver Regulatory Office Section 404 Action database

It should be noted that the Fort Collins Structure Plan Map depicts projected land uses through the year 2025 but only provides data for the southern portion of the Dry Creek Watershed CEA. Therefore, the reasonably foreseeable future impacts on ecological resources, wetlands, and prime farmland are assessed over only 17,243 acres of the total watershed acreage of 26,963 acres (64 percent of the total CEA acreage). This 17,243-acre area does include the area of the project alternatives.

The USACE Section 404 Action database includes data for projects from 1993 until present. The database provides a 12-year snapshot of the permitted past impacts on wetlands within the Dry Creek Watershed CEA.

3.1 Ecology

3.1.1 Methodology

Geographic information systems (GIS) were used to project the Colorado Vegetation Classification Project map's 20 vegetation classes onto the Dry Creek Watershed CEA. The total

acreage of residential, urban build-up, dryland agriculture, and irrigated agricultural land classes (as of 1995 when data were last made available) were summed and recorded as past impacts on ecological resources (that is, wildlife habitat lost). The Fort Collins Structure Plan Map was then projected over the vegetation classes map to calculate the acreage impacted over the next 20 years, assuming that the Plan is fully implemented by 2025. This calculation of future impacts on ecological resources is based on incompatible projected land uses (for example, commercial, industrial, and residential land uses) replacing natural vegetation classes.

The cumulative impact analysis for ecological resources focused on wildlife and the habitat they use in the project area.

3.1.2 Past Actions

The CEA was settled during the 1860s and 1870s primarily for agriculture use. Much of the area is still agricultural today. Much of the residential, commercial, and industrial development within the CEA followed the construction of US 287, which occurred between 1940 and 1970 and was centered on and oriented onto US 287.

Wildlife in the CEA may have suffered multiple types of impacts through past actions. These impacts include direct mortality of wildlife from roadkill and construction activities. The impacts probably also have included loss of habitat from agricultural, industrial, commercial, residential, and road development along the US 287 corridor in the CEA. Habitat fragmentation has also resulted from past actions that include the land use conversions listed in Table 1. Habitat fragmentation can reduce or prevent normal animal movements, in both a spatial and temporal sense. Fragmentation may also decrease or prevent gene flow between populations of wildlife species and increase inbreeding (Ehrlich 1986; Wilcove et al. 1998).

Past development has resulted in a loss of native vegetation and replacement with manmade structures or by landscaped vegetation or agriculture. This loss of native vegetation has resulted in a loss of cover, foraging, and breeding areas available for wildlife in the CEA. The loss of riparian habitat has resulted in a decrease in species diversity and a loss of probable movement corridors for many animal species. Mule deer, whitetail deer, coyote, raccoon, and many other small and medium mammal species use this riparian habitat of the project area (for example, Dry Creek).

The establishment and spread of noxious weeds throughout the watershed may also be, at least in part, attributable to past and present development trends. Noxious weed increases, which are correlated with land disturbance, such as clearing-earthmoving, result in the reduction of functional habitat for wildlife.

The Colorado Vegetation Classification Project (1995) identified 20 vegetation classes within the CEA covering 26,963 acres of land. Four of the vegetation classes represent past impacts on ecological resources (that is, residential development [925.90 acres], urban/built-up [526.40 acres], dryland agriculture [11.54 acres], and irrigated agriculture [6,183.04 acres]. Wetland habitats account for 19,316.12 acres within the watershed (herbaceous riparian [294.93 acres], shrub riparian [52.55 acres], willow [47.90 acres]), and other waters of the United States [2,321.01 acres]). Grassland-dominated habitats account for approximately 54 percent of the total acreage (14,449.47 acres). Cottonwood gallery forests, various conifer forest types, and shrub communities constitute the remaining 5 percent of the acreage.

3.1.3 Present Actions

Development within the CEA has remained in a relatively stagnant condition for the last 30 years, still consisting of mixed residential, commercial, industrial, and agricultural land uses.

- Commercial uses in the CEA range from tourism to agricultural support.
- Both single-family and multi-family residential properties exist within the CEA, including three mobile home parks and several single-family residences.
- Only one industrial facility exists within the CEA. Aragon Metal and Iron is located to the west of Terry Lake Dam and north of US 287.
- Agricultural properties within the study area are concentrated further from the existing US 287 mainly to the south and west of the corridor.

3.1.4 Reasonably Foreseeable Future Actions

The impacts of reasonably foreseeable future actions include continued direct loss of wildlife habitat, habitat fragmentation, and spread of noxious weeds within the CEA. The cumulative impacts analysis focused on calculation of vegetation (an important aspect of potential wildlife habitat) lost due to incompatible future land uses. The anticipated total acreage of conversion of wildlife habitat to other land uses is 2,802 acres (16 percent of the 17,243-acre

assessment area), and it includes changes to commercial, industrial, and residential land uses (Figure 2 and Table 1).

Table 1. Reasonably Foreseeable Future Impacts to Wildlife Habitats in the Dry Creek Watershed CEA

Vegetation Class/Habitat Type	Total Acres Lost to Commercial, Industrial, and Residential Land Use
Grass Dominated	**106.30**
Grass/Forb Mix	**1,512.18**
Herbaceous Riparian	**59.25**
Mesic Mountain Shrub Mix	**0.31**
Shrub/Grass/Forb Mix	**114.92**
Soil	**22.21**
Sparse Grass (Blowouts)	**104.20**
Water	**882.33**
TOTALS	**2,801.70**
Wetland Vegetation Classes	**941.58**

Source: Colorado Vegetation Classification Project (1995), City of Fort Collins Structure Plan Map (2004), which covers approximately 64 percent of the Dry Creek Watershed CEA.

3.1.5 Alternative Cumulative Impacts

Compared to past, present, and reasonably foreseeable future actions, the proposed highway improvement project would affect a minor amount of wildlife habitats (Table 1). Alternative A4 would affect less than 1 acre, primarily because the improvements would occur along an existing highway right-of-way and parts of the adjacent area are already developed. Alternative B would affect substantially more wildlife habitat (7.43 acres) than would Alternative A4 (0.3 acres), but still a minor amount relative to past and future actions. Alternative B would cause fragmentation of existing habitat and would directly impact grasslands and wet meadows where migratory birds breed and/or spend the winter months. These wet meadows are also habitat for the smoky-eyed brown butterfly (*Satyrodes Eurydice fumosa*), a critically imperiled (S1) species in Colorado (CNHP 1999).

Dry Creek Watershed (Cumulative Effects Area)

CR 15

CR 78

CR 72

TAFT HILL RD

287

1

Project Termini (SH 1)

N SHIELDS

Project Termini (LaPorte Bypass)

LEGEND

VEGETATION CLASSES

- Cottonwood
- Grass Dominated
- Grass/Forb Mix
- Herbaceous Riparian
- Mesic Mountain Shrub Mix
- Ponderosa Pine
- Ponderosa Pine/Douglas Fir Mix
- Ponderosa Pine/Mtn. Shrub Mix
- Shrub Riparian
- Shrub/Grass/Forb Mix
- Soil
- Sparse Grass (Blowouts)
- Talus Slopes & Rock Outcrops
- Water
- Willow
- Xeric Mountain Shrub Mix

CUMULATIVE VEGETATION IMPACTS

- Past vegetation impacts as of 1995
- Future vegetation impacts based on year 2025

N (E, S, W)

Coordinate System: Stateplane, Zone 3451
Projection: Lambert Conformal Conic
Units: US Survey Feet
Datum: NAD83

1 0 1 Miles

1 inch equals 1.000358 miles

SOURCES: *Past and future cumulative effects were determined using the following sources:*
Future Land Use provided by City of Fort Collins, GIS Structure Plan Map - Adopted Map 04, 2004.
Vegetation mapping from the Colorado Vegetation Classification Project, 1995.
Map produced July 2005 by JFSA.

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U.S. Department of Transportation Federal Highway Administration

US 287 - SH 1 to the LaPorte Bypass: Additional Cumulative Effects Analysis - Potential Wildlife Habitat by Vegetation Class

FIGURE 2

3.2 Wetlands

3.2.1 Methodology

Past actions that impact wetlands have been analyzed by using the USACE, Denver Regulatory Office Section 404 Action database. Data were requested for all of the Dry Creek Watershed during a meeting with the USACE on June 2, 2005. The project area lies within this watershed.

3.2.2 Past Actions

Through May 2005, identified within the USACE database were 103 Section 404 actions. Twenty-eight of these actions required Section 404 permits for impacts on jurisdictional wetlands. Of this group of 28, there were 24 nationwide permits, three individual permits, and one After the Fact (FAN) permit issued (see Table 2). The impacts associated with the nationwide permits were 6.77 acres and 1,800 linear feet; the three individual permits totaled 6.29 acres; and the FAN permit totaled 0.005 acres. Two of the nationwide permits were number 39 (Residential, Commercial, and Institutional Developments) and were associated with the Hawthorne Village Subdivision. Total acreage of required mitigation under Section 404 permits for the watershed is 12.24 acres. There are no Section 404 actions on record involving linear transportation projects (Nationwide Permit # 14) in the Dry Creek Watershed.

Table 2. Section 404 Action Database Records for Permitted Impacts on Wetlands in the Dry Creek Watershed CEA

Section 404 Action ID	Permit Type	Permitted Acreage/Linear Footage of Impact on Wetlands	Date Issued
199480834	Nationwide 26	0.850 ac	10-19-1994
199580186	After the Fact (FAN)	0.005 ac	01-29-1996
199580615	Nationwide 26	1.250 ac	01-13-1997
199680032	Nationwide 12	0.224 ac	06-04-1996
199680647	Nationwide 26	0.530 ac	06-25-1996
199681204	Nationwide 26	1.170 ac	02-24-1997
199780274	Nationwide 26	0.000 ac	04-08-1997
199880097	Nationwide 12	300 lf	02-06-1998
199880295	Nationwide 13	1,500 lf	05-06-1998
199880723	Nationwide 12	0.014 ac	09-11-1998
199880880	Nationwide 18	0.000*	11-16-1998
199980771	Nationwide 26	0.150 ac	05-05-2000

Section 404 Action ID	Permit Type	Permitted Acreage/Linear Footage of Impact on Wetlands	Date Issued
200080312	Individual	0.030 ac	10-18-2000
200080323	Nationwide 18	0.001 ac	05-18-2000
200080369	Nationwide 27	1.720 ac	06-07-2000
200080418	Nationwide 39	0.100 ac	12-08-2000
200080512	Nationwide 3	0.100 ac	07-12-2000
200080860	Nationwide 27	0.550 ac	01-11-2001
200180036	Nationwide 3	0.020 ac	01-12-2001
200080418	Nationwide 39	0.100 ac	12-08-2000
200180692	Individual	0.440 ac	05-07-2002
200480081	Individual	5.850 ac	02-14-2005
200380399 (6 subsites)	Nationwide	0.000*	03-18-2004
TOTAL ACREAGE		**13.06 ac/1,800 lf**	

Source: US Army Corps of Engineers, Denver Regulatory Office, Section 404 Action Database, 1993-2005.

**Note: Those actions with 0.000 acres or linear foot totals have no net permanent loss or the database did not capture the impact total.*

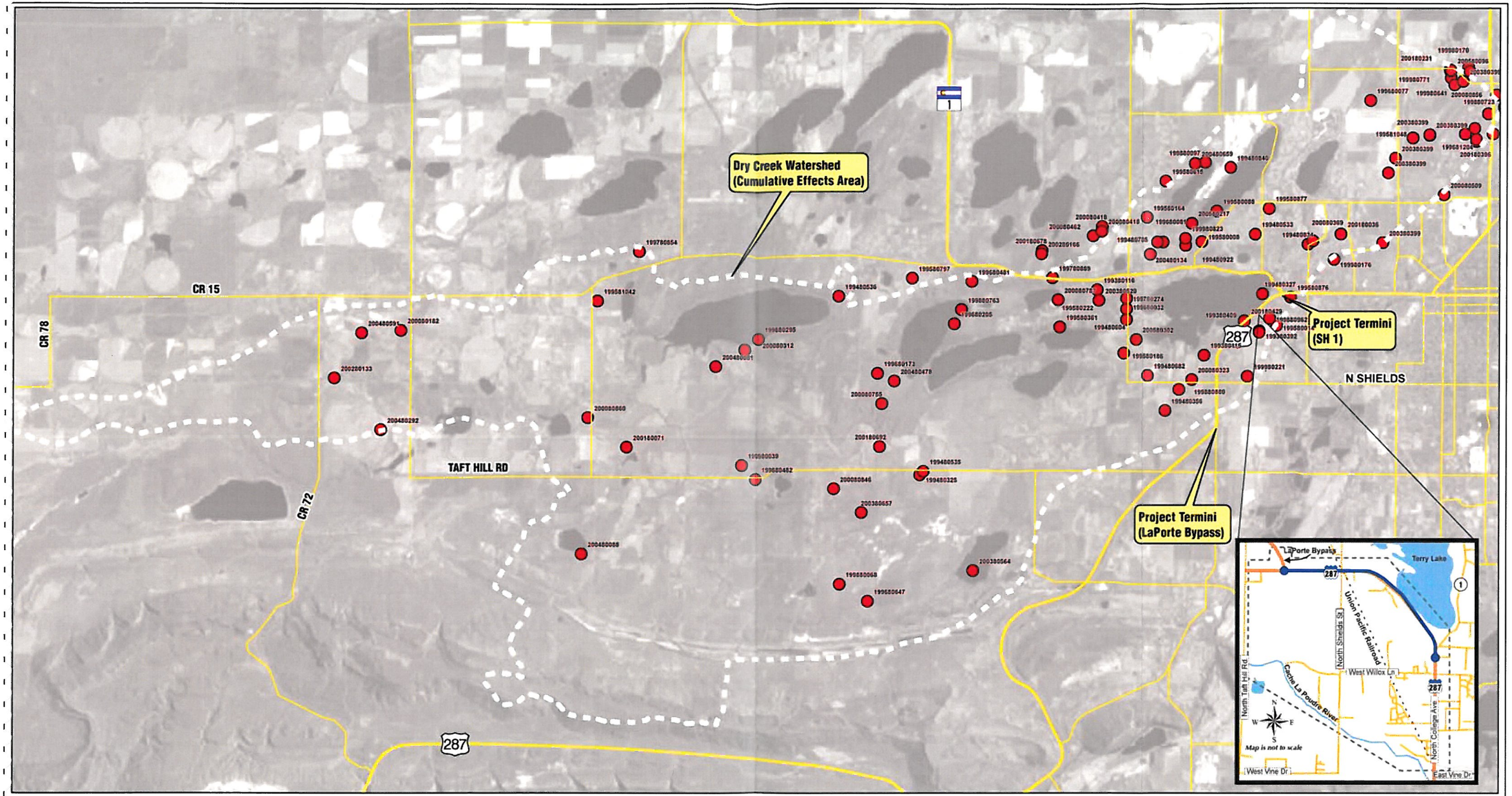
3.2.3 Present Actions

Development within the CEA has remained in a relatively stagnant condition for the last 30 years, still consisting of mixed residential, commercial, industrial, and agricultural land uses.

- Commercial uses in the CEA range from tourism to agricultural support.
- Both single-family and multi-family residential properties exist within the CEA, including three mobile home parks and several single-family residences.
- Only one industrial facility exists within the CEA. Aragon Metal and Iron is located to the west of Terry Lake Dam and north of US 287.
- Agricultural properties within the study area are concentrated further from the existing US 287 mainly to the south and west of the corridor.

3.2.4 Reasonably Foreseeable Future Actions

The impacts of reasonably foreseeable future actions include loss of 59 acres of herbaceous riparian vegetation, which potentially are wetland communities (City of Fort Collins 2004; CDWR 1995). This area was determined by overlaying future land use on wetland and riparian vegetation classifications mapping and is an estimate of potential wetland impacts based on full implementation of the Structure Plan (see Figure 3).



LEGEND

- 404 Actions

Coordinate System: Stateplane, Zone 3451
Projection: Lambert Conformal Conic
Units: US Survey Feet
Datum: NAD83

1 inch equals 1.000358 miles

SOURCES: US Army Corps of Engineers - Omaha District
Colorado Division of Water Resources
Map produced July 2005 by JFSA.

DOT
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

US 287 - SH 1 to the LaPorte Bypass: Additional Cumulative Effects Analysis - Section 404 Actions/Wetland Resources

FIGURE 3

3.2.5 Alternative Cumulative Impacts

The proposed action is predicted to affect 0.25 acres of wetlands for Alternative A4 and 7.76 acres for Alternative B. Alternative A4 would affect approximately 2 percent as much wetland acreage as past and present totals and less than 1 percent of the reasonably foreseeable future impacts. Alternative B would affect approximately 59 percent as much wetland acreage as past and present totals and approximately 13 percent of the total predicted for reasonably foreseeable future impacts. The route of Alternative B crosses a large area of palustrine emergent (meadow) wetlands that are supported by shallow surface water flows. Conversely, Alternative A4 would contribute a minor amount to cumulative impacts of the Dry Creek Watershed.

3.3 Prime Farmland

3.3.1 Methodology

Past and future impacts on prime farmlands were analyzed in much the same way as the impacts were calculated for ecological resources. GIS was used to project the Natural Resources Conservation Service's (NRCS) soil survey mapping for Larimer County (2004) onto the Dry Creek Watershed CEA. These data were then merged (intersected) with the vegetation classes map data to derive a calculation of past impacts on prime farmland (that is, total acreage of areas with incompatible land uses such as residential, commercial, and industrial). The Fort Collins Structure Plan Map was then projected over the prime soils mapping. This allowed a calculation of future impacts on prime farmlands in terms of incompatible projected land uses (for example, commercial, industrial, and residential land uses replacing prime farmlands).

3.3.2 Past Actions

As of 2004, a total of 7,315 acres of prime farmland were in agricultural use within the Dry Creek Watershed CEA (NRCS 2004). Past actions have resulted in the loss of 670 acres of prime agricultural lands (see Figure 4) (NRCS 2004).

3.3.3 Present Actions

Development within the CEA has remained in a relatively stagnant condition for the last 30 years, still consisting of mixed residential, commercial, industrial, and agricultural land uses.

- Commercial uses in the CEA range from tourism to agricultural support.
- Both single-family and multi-family residential properties exist within the CEA, including three mobile home parks and several single-family residences.
- Only one industrial facility exists within the CEA. Aragon Metal and Iron is located to the west of Terry Lake Dam and north of US 287.

Agricultural properties within the study area are concentrated further from the existing US 287 mainly to the south and west of the corridor. Most of the landscape in the northern half of the CEA is rural lands.

3.3.4 Reasonably Foreseeable Future Actions

The impacts of reasonably foreseeable future actions include the potential to convert an additional 1,206 acres (Figure 4 and Table 3) of prime agricultural lands to non-agricultural uses (City of Fort Collins 2004; NRCS 2004).

Table 3. Reasonably Foreseeable Future Actions on Prime Farmlands Within the Dry Creek Watershed CEA

Future Land Use	Acres of Prime Farmlands Lost
Commercial Corridor District	0.8320
Community Corridor District	33.4409
Employment	0.3975
Industrial District	101.8841
Low Density Mixed-Use Residential	763.7149
Medium Density Mixed-Use Residential	87.5851
Urban Estate	217.9565
TOTAL	**1,205.81**

Source: City of Fort Collins Structure Plan Map (2004) and NRCS Soil Survey Mapping (2004), which covers approximately 64 percent of the Dry Creek Watershed CEA.

3.3.5 Alternative Cumulative Impacts

The proposed actions would affect a minor amount of prime farmland in relation to past, present, and reasonably foreseeable future actions. Alternative B, however, would directly affect considerably more area of prime farmland (19.7 acres) than would Alternative A4 (2.6 acres) because it would require a relatively large amount of land for a new right-of-way.

Dry Creek Watershed (Cumulative Effects Area)

Project Termini (SH 1)

Project Termini (LaPorte Bypass)

CR 15

CR 78

CR 72

TAFT HILL RD

N SHIELDS

287

1

LEGEND

- Past Prime Soils Lost as of 1995 - 670ac
- Future Prime Farmland Impacts based on year 2025 - 1,206ac
- Current Prime Farmland - 7,315ac
- Existing Parcels - Agricultural Land Use

N E S W

Coordinate System: Stateplane, Zone 3451
Projection: Lambert Conformal Conic
Units: US Survey Feet
Datum: NAD83

1 0 1 Miles

1 inch equals 1.000358 miles

SOURCES: *Past and future cumulative effects were determined using the following sources:*
Future Land Use provided by City of Fort Collins, GIS Structure Plan Map - Adopted Map 04, 2004.
NRCS Soil Survey Mapping, March 2004
Larimer County
Colorado Division of Water Resources
Map produced July 2005 by JFSA.

DOT
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

US 287 - SH 1 to the LaPorte Bypass: Additional Cumulative Effects Analysis - Prime Farmlands

FIGURE 4

3.4 Summary of Cumulative Impacts on Ecology, Wetlands, and Prime Farmlands

The predicted contribution of impacts from Alternative A4 and Alternative B represent a very minor factor in the overall cumulative impact total acreage for ecological resources and prime farmland resources. More than 99 percent of the cumulative impacts for these two resources are realized from past, present, or reasonably foreseeable future unrelated land use developments.

For the wetland resource, less than 1 percent of the cumulative impacts would be attributable to Alternative A4. Alternative B is a greater contributor to the cumulative impacts, yielding approximately 11 percent of the acreage to the overall cumulative total for the resource.

Table 4 provides calculated acreage for past and present, reasonably foreseeable future, and proposed actions.

Table 4. Calculated Acreage of Impacts

Environmental Resources	Impacts of Past and Present Actions	*Impacts of Reasonably Foreseeable Future Actions	Impacts of US 287 (SH 1 to LaPorte Bypass) Alt A4	Impacts of US 287 (SH 1 to LaPorte Bypass) Alt B	Cumulative Impacts
Ecological Resources	7,647 ac	2,802 ac	0.3 ac	7.43 ac	10,449.3/ 10,456.43
Wetlands	13.06 ac	59 ac	0.25 ac	7.76 ac	72.31/ 79.82 ac
Prime Farmland	670 ac	1,206 ac	2.6 ac	19.7 ac	1878.6/ 1895.7

**Note: Impacts of Reasonably Foreseeable Future Actions are calculated upon a subset of the overall Dry Creek Watershed CEA (Southern 64 percent) using the Fort Collins Structure Plan Map (2004).*

FINDING OF NO SIGNIFICANT IMPACT
US 287 from SH 1 to the LaPorte Bypass

Appendix E
Preferred Alternative A4 with Reduced Footprint Impacts and Mitigation

PREFERRED ALTERNATIVE A4 WITH REDUCED FOOTPRINT IMPACTS AND MITIGATION

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Right-of-Way Acquisition and Relocations	**Mitigation is required.**
Implementation of Preferred Alternative A4 with Reduced Footprint will require approximately 7.3 acres, 16 residential and 3 commercial relocations, at an estimated cost of $4.8 to $5.5 million. Relocations will include a range of 3 single-family residences, 6 apartment units, 7 mobile homes, and 3 businesses.	The roadway alignment has been designed to avoid as much direct conflict with existing properties as possible. To minimize impacts that cannot be avoided, FHWA and CDOT will conform to the requirements set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). FHWA and CDOT will provide compensation and assistance in finding suitable sites for relocation.
Environmental Justice	**No disproportionate impacts have been identified.**
No disproportionate impacts on low-income or minority populations have been identified for Preferred Alternative A4 with Reduced Footprint. Minority and low-income populations will experience the same benefits and burdens from Preferred Alternative A4 with Reduced Footprint as the population as a whole.	In compliance with EO 12898, the public involvement program was tailored to meet the needs of minority and low-income populations, who will continue to be specifically included in the process. Additionally, the alignment has been designed to minimize encroachment where feasible. Preferred Alternative A4 with Reduced Footprint was modified from the uniform right-of-way cross-section to minimize property encroachment and relocations by decreasing right-of-way acquisition where it was feasible. Attached sidewalk and retaining walls will be used to reduce the number of relocations in some areas. Based on conceptual design, these changes in the cross-section reduce the square footage impacts in Census Tract 13.04, Block Group 1 for Preferred Alternative A4 with Reduced Footprint. Narrowing the roadway cross-section through the use of retaining walls and an attached sidewalk in places will reduce the number of potential relocations. Original estimates indicated that upwards of 42 relocations would be required by Alternative A4. With the reduced footprint, it is estimated that only 16 residential and 3 commercial relocations will be required for Preferred Alternative A4 with Reduced Footprint. No disproportionate relocation impacts on minority or low-income populations have been identified. For Preferred Alternative A4 with Reduced Footprint, a potential relocation impact on 8 minority or low-income residences have been identified. This does not represent a disproportionate impact compared with the total population affected by the project. Note that the minority and low-income population from Block Group 13.04 will reap the benefits of the safer and less-

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Environmental Justice (continued)	congested US 287 associated with the action alternatives. Noise mitigation for Poudre Valley and Terry Lake Mobile Home Parks is detailed in the noise mitigation section below. Mitigation for potential aesthetic impacts includes but is not limited to sensitive grading techniques, landscaping applications consistent with the surrounding area, and cutoff-type light fixtures that direct the illumination downward. In an effort to identify additional benefits that may be afforded to all potential relocatees, CDOT has begun to establish a partnering effort with the Fort Collins Housing Authority (FCHA), Larimer County, and Neighbor-to-Neighbor (N2N). These additional benefits are derived from the agencies' various programs and established eligibility criteria.
Utilities and Services	**No impacts have been identified.**
Construction Costs	**No impacts have been identified.**
Prime Farmland Disruption	**No prime farmland mitigation is required.**
Less than 4.9 acres of soils categorized as prime and unique farmland will be directly impacted under Preferred Alternative A4 with Reduced Footprint. Of this, approximately 2.6 acres are currently in agricultural use.	Because potential losses of soils categorized as prime farmland are not considered substantial enough to warrant further consideration under the FPPA, no prime farmland mitigation measures are proposed. Compensation for land required for the right-of-way will include an assessment of how that land is used, and compensation for loss of property—either physical loss or loss of functionality. Additional measures may also include replacement of any damaged or lost pipes and ditches as well as payment for any crops outside of the highway right-of-way damaged during construction.
Land Use	**No mitigation is required.**
	See right-of-way, relocation, prime farmland disruption, and wetlands above for areas to be converted to US 287 right-of-way. No other land use impacts are noted.
Emergency Services	**Project benefits will occur.**
	Preferred Alternative A4 with Reduced Footprint will improve mobility and safety on US 287 between SH 1 and the LaPorte Bypass through the addition of a second travel lane, left turn lane, and shoulder. The improved travel conditions will apply to all traffic, including emergency vehicles.

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Road Constructibility and Safety	**Project benefits will occur.**
	Engineering review of the conceptual designs indicate that the Preferred Alternative meets safety and constructibility criteria. The inclusion of a shoulder, median turn lane, and sidewalks will help address safety issues along US 287.
Economic Effects	**No impacts have been identified.**
	Preferred Alternative A4 with Reduced Footprint will not create long-term employment opportunities in the project area. Highway construction labor is expected to commute from areas outside the project area. The project will not create additional opportunities for area development. As such, induced growth is not anticipated.
Local Government Recommendation	**Preferred Alternative A4 with Reduced Footprint has been selected.**
FHWA and CDOT met with the city of Fort Collins and Larimer County throughout the process (EA Chapter 4, Comments and Coordination). Both entities agreed that the existing US 287 needs both capacity and safety improvements, and both agree that Preferred Alternative A4 with Reduced Footprint be pursued.	
Archaeological Resources	**No impacts have been identified.**
	In the event that buried cultural materials are exposed during any phase of construction, the CDOT staff archaeologist would be notified immediately to ensure that the remains are evaluated in accordance with criteria established by Section 106 of the NHPA.
Native American Consultation	**No impacts have been identified.**
By initiating, encouraging, and facilitating Native American consultation, FHWA and CDOT have fulfilled their legal obligations in this regard as stipulated in the Section 106 and Advisory Council regulations.	

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Paleontological Resources	**No impacts have been identified.**
Results of a literature search, museum site search, and field survey indicate a low probability that any paleontological resources will be encountered during implementation of Preferred Alternative A4 with Reduced Footprint.	Spotty exposures of Pierre Shale occur within the survey corridor, but no fossils have been found. Should an action alternative be selected, it is recommended that the CDOT staff paleontologist examine the project design plans to estimate the extent of disturbance of the Pierre Shale, if any, which will occur during construction. If major excavations are planned, a paleontologic monitor should be present during construction because it is possible that scientifically significant fossils could be impacted. Immediate paleontologic clearance is recommended for all areas within the survey corridor mapped as Broadway Alluvium or Post Piney Creek Alluvium. Although unlikely, it is possible that scientifically significant fossils are present within the Pleistocene-aged loess deposits within the corridor, and these could be impacted during construction. Because Pleistocene-aged bones may be only partially mineralized and are often superficially similar to modern bones, they can be difficult to distinguish. If any subsurface bones or other potential fossils are found within the survey corridor during construction, the CDOT staff paleontologist should be notified immediately to assess their significance.
Historic Preservation	**No mitigation is required.**
Implementation of Preferred Alternative A4 with Reduced Footprint will affect the UPRR where the existing facility crosses the rail line directly west of the North Shields Street intersection. An existing crossing at this location will need to be widened.	It is not anticipated that Preferred Alternative A4 with Reduced Footprint will affect the feeling of the rail line or change the setting so as to affect the eligibility of the resource. A determination of No Adverse Effect has been made by the SHPO (June 22, 2001).
Section 4(f)/6(f)	**No impacts have been identified.**
Publicly Owned Parks, Recreation Areas, and Wildlife/Waterfowl Refuges	**No resources were identified in the project area.**
Aesthetics	**Only BMPs are required.**
Preferred Alternative A4 with Reduced Footprint will affect views from residences on both sides of the alignment. Road widening associated with Preferred Alternative A4 with Reduced Footprint will disrupt the landscape frontage of several residences, potentially increasing visibility to the roadway and resulting in moderate visual impacts.	The following measures could be implemented to reduce or eliminate potential visual resource impacts resulting from the project: • Sensitive grading techniques that blend grading with the natural terrain may be implemented. • Revegetating the project site in a manner consistent with the patterns commonly found in the surrounding area, and light fixtures for pole mounting may be a cutoff type, directing illumination downward.

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Air Quality	**No mitigation is required.**
Air quality modeling was not required for this project because all signalized intersections for the action alternatives will operate at LOS C or better.	Possible impacts from construction include increased fugitive dust from earth-moving operations and exhaust from construction equipment. Dust emissions would be curtailed during construction by spraying exposed soil surfaces with water, wetting agents, or soil-binding agents. It would be recommended that all trucks hauling debris be covered, stockpile areas stabilized and covered, and exposed areas revegetated.
Noise	**Mitigation is required.**
Based on Preferred Alternative A4 with Reduced Footprint, a total of 44 residential properties will be impacted in the year 2025. Many of these locations have direct access to US 287, which will make a noise wall infeasible. The remaining locations were localized into three areas (Blue Spruce, Terry Lake, and Poudre Valley Mobile Home Parks). A number of noise wall heights and lengths were analyzed, and the most efficient of these is recommended at each location. The total cost of the recommended noise walls has increased by approximately $166,000 over the estimate in the EA. The reason is that the cost and size of the noise walls for Terry Lake and Poudre Valley Mobile Home Parks have increased.	*Blue Spruce Mobile Home Park.* A noise wall 488 feet long and 9 to 14 feet tall was analyzed, and estimated to cost approximately $167,000. It is predicted to provide between 5 and 7 dB(A) of noise reduction for 10 properties. This results in a cost-benefit of about $3,600, which is considered "unreasonable" according to CDOT guidelines. Except for cost-benefit, this is the only feasibility or reasonableness guideline that doesn't fit. The $3,600 is slightly higher than the $3,500 guideline. As a result, the noise wall is recommended at this time. This noise wall analysis will be reevaluated during final design for compliance with CDOT guidelines. *Terry Lake Mobile Home Park.* A noise wall 720 feet long and 14 feet tall was analyzed, and estimated to cost approximately $252,000. The wall is predicted to provide an average of 4.8 dB(A) of noise reduction for 26 properties. This results in a cost-benefit of about $2,020, which is considered "very reasonable" according to CDOT guidelines. As a result, this wall is recommended, provided that a new access point to US 287 is constructed. Otherwise, the break in the wall will reduce its effectiveness. *Poudre Valley Mobile Home Park.* A noise wall 670 feet long and 16 feet tall was analyzed, and estimated to cost approximately $197,000. It is predicted to provide an average of 4.9 dB(A) of noise reduction for 30 properties. This results in a cost-benefit of about $1,950, which is considered "very reasonable" according to CDOT guidelines. As a result, this wall is recommended. A section of the Poudre Valley Mobile Home Park is located south of SH 1, outside of the project area. It is recommended that this be examined during final design to determine if noise mitigation analysis is warranted. It is desirable in order to maintain some commonality between the two sections of the Poudre Valley Mobile Home Park.

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Ecology	**Mitigation is required.**

The average width of the affected area will be 80 feet for a distance of approximately 1,584 feet. The land that will be disturbed by Preferred Alternative A4 with Reduced Footprint has been developed for predominately residential or commercial use. These areas have little ecological value and generally sustain wildlife species that have adapted to anthropogenic disturbances.
 	
Construction activities in the vicinity of the Dry Creek drainage will disturb less than 0.3 acre of the drainage area's riparian habitat. This is a loss of important habitat; however, species that use this riparian habitat are expected to resume normal activities once construction and revegetation are complete.
	Because of the relatively high ecological value of riparian habitats in Colorado, the application process associated with SB 40 must be completed before initiating any activities with potential to negatively impact these habitats.
	
	Mitigation measures to minimize impacts on wildlife habitats along the Preferred Alternative A4 with Reduced Footprint alignment may include the following:
	• Spanning Dry Creek with a bridge to provide an access for wildlife to cross beneath US 287 along this drainage.
	• Surveying the construction area for migratory bird nesting sites prior to construction to avoid disturbance of nesting sites.
	• Employing BMPs during construction to enhance the ecological environment at the Dry Creek drainage area and prevent further down-cutting of the Dry Creek channel.
	• Incorporating riparian/wetland restoration practices and roadway construction activities that may mitigate impacts on this habitat. Riparian habitat lost as a result of construction activities adjacent to Dry Creek will be replaced as part of the wetland mitigation measures.
	• Eradicating existing noxious weed populations within construction areas before construction begins to minimize weed recolonization of disturbed areas.
	• Prior to construction, establishing and implementing a weed management plan that incorporates the goals and objectives outlined in the CDOT Integrated Noxious Weed Management Plan 1999–2000. As part of the management plan, state-listed noxious weeds will be inventoried and mapped using the North American Weed Management Association (NAWMA) protocols, which will be compatible with the current CDOT GIS system. The potential for noxious weeds to spread will be evaluated. The plan will concentrate on prevention and removal of noxious weed species from the project site. The major components of the plan identified to date include:
	  • coordination with other agencies
	  • appropriate herbicide selection and timing of herbicide spraying
	  • use of backpack herbicide sprayers in or around sensitive areas such as wetlands or riparian areas
	  • cleaning equipment between sites to reduce the spread of noxious weeds
	  • topsoil removal

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Ecology (continued)	• mowing and cutting • reseeding roadsides and right-of-ways with native seed mix followed by application of certified weed-free hay mulch in accordance with the Weed Free Forage Act, Title 35, Article 27.5, CRS
Threatened, Endangered, and Special Concern Species (TES)	**No mitigation is required.**
Two species have been documented to occur within the project area: the bald eagle and the ferruginous hawk. However, no nesting sites have been observed and these species are likely to inhabit areas more suitable for foraging and nesting. Their use of the US 287 project area for foraging may be minimal. Construction and operation associated with Preferred Alternative A4 with Reduced Footprint will not be expected to directly affect these species.	
Wetlands	**Mitigation is required.**
Construction activities to increase the width of the existing right-of-way on US 287 to 125 feet have the potential to permanently affect less than 0.25 acre of wetlands comprised of less than 0.09 acre of Palustrine Forested and less than 0.16 acre of Palustrine Emergent wetlands. Approximately, another 0.24 acre was estimated to be affected temporarily by siltation fencing and erosion control material that may be placed near the toe of fill slopes during construction based on a 10-foot wide construction area from the edge of fill/cut. Less than 0.09 acre of Palustrine Forested wetlands is jurisdictional.	Mitigation options will be identified as closely as possible to the construction site and will be based on a one-to-one replacement ratio. Mitigation of the impacts that occur from expanding the road right-of-way north across Dry Creek will consist of redesigning the stream within the right-of-way in conjunction with bridge construction work. Part of the channel will need to be reconstructed north of the road because widening the road will place earthwork into the creek, as the stream parallels the road in this area. The redesign will consist of developing meanders and widening the floodplain to establish a channel and sandbar complex. Palustrine Emergent, Palustrine Shrub-Scrub, and Palustrine Forested (peachleaf willow) wetlands will be established. Based on the topography of the existing floodplain and bridge construction plans, it is anticipated that less than 0.25 acre of wetlands will be established adjacent to Dry Creek. Right-of-way needs for relocating Dry Creek will be addressed as part of final design. Additional information is included in Appendix F of the attached EA. The possibility also exists for additional areas of Dry Creek to be rehabilitated and the habitat enhanced by removing debris from this area and planting additional wetland species (e.g., willows). Whether or not such mitigation measures will be feasible to offset impacts from the project needs to be determined, as it will be outside of the existing CDOT right-of-way and is primarily wetland enhancement, although some wetland expansion will also occur.

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Wetlands (continued)	Indirect impacts such as increased runoff and sedimentation from excavation sites during construction and increased runoff from paved surfaces after construction may be minimized by the use of BMPs (e.g., siltation fencing and barriers, perimeter fencing for work areas, erosion control material). During construction, temporary fencing or flagging would protect wetlands not impacted by construction from unnecessary encroachment. Standard CDOT erosion control measures (M-Standard 107-1), which include the use of soil retention blankets, silt fences, and hay bales, would be conformed to and included in the design plans provided to the contractor. All bare fill or cut slopes adjacent to rivers, wetlands, intermittent drainages, or irrigation ditches would be stabilized as soon as possible by contouring, landscaping, and/or temporary seeding. No fertilizers/hydrofertilization or hydromulching would be allowed near any river, wetland, or intermittent drainage. Continuous work would not be allowed in any flowing water without the use of diversion measures to reduce sedimentation. Additionally, employing BMPs during construction would minimize indirect impacts. In particular, staging construction equipment or storing construction supplies—particularly fuels—would not be allowed in wetland or water-related areas.
Floodplain Analysis	**Mitigation is required.**
Widening of the existing US 287 roadway for Preferred Alternative A4 with Reduced Footprint will cause additional encroachment on the Dry Creek floodplain upstream from the existing Dry Creek structure. At the US 287 crossing, Dry Creek runs parallel to the roadway. Widening the roadway will encroach on approximately 325 linear feet of the existing Dry Creek channel. A structure spanning this distance is not needed or cost-effective, so rechannelization will be necessary. A channel with a 5-foot bottom and 2:1 riprapped side slopes will accommodate the 100-year flood. A 50-foot single-span bridge will pass the 100-year flow with adequate freeboard, without altering the existing roadway profile.	The mitigation measures for the Dry Creek floodplain are as follows: • Design that considers avoidance of longitudinal and significant encroachment on the floodplains. • Adherence to all FEMA requirements. • Conformance of all hydraulic designs to the requirements of 23 CFR 650. • Adherence to local and CDOT drainage criteria in the design of both major and minor structures. • In anticipation of the approval and construction of the city of Fort Collins improvements to Dry Creek, a flow rate of 818 cfs was used to evaluate the proposed roadway alternatives. During the design phase, the status of these improvements will need to be confirmed and, in the event the approval and construction of the Dry Creek improvements do not take place, the US 287 crossing of Dry Creek will need to be revisited. • All work on this project will conform to Section 107.25 and Section 208 of the *CDOT Standard Specifications for Road and Bridge Construction.*

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Water Quality	**Mitigation is required.**

Potential impacts on water quality resulting from the construction of Preferred Alternative A4 with Reduced Footprint will be primarily associated with potential runoff (erosion and sedimentation) during construction and operation of the roadway. Proper sediment control during construction can protect Dry Creek from increased turbidity in runoff and potential sedimentation impacts.	Mitigation measures for water quality may include:
	• Temporary Erosion Control. Temporary erosion control and stormwater measures will be implemented during construction activities. CDOT will develop an SWMP that details the BMPs in accordance with the *CDOT Erosion Control and Stormwater Quality Guide*. Erosion controls may be designed and implemented to counter these hazards and minimize or eliminate downgradient sedimentation and siltation. Such measures could include:
	  • staging construction to reduce disturbance
	  • minimizing access to the construction area
	  • temporarily seeding disturbed areas
	  • early final grading and seeding of completed areas
	  • establishing clean water diversion upgradient of the construction areas
	• Permanent Erosion Control. Permanent erosion control and stormwater measures may be implemented as part of the proposed action. BMPs, in accordance with the CDOT Erosion Control and Stormwater Quality Guide, may be implemented and may consist of establishing and maintaining vegetation in areas disturbed by construction. In addition to stabilizing soils and reducing the potential for erosion, vegetation can provide stormwater pollutant removal benefits through filtration, sediment deposition, infiltration, and—in some cases—biological assimilation of pollutants by the vegetation. During the final design stage, site conditions, drainage area, and deicing usage/maintenance may be evaluated to help determine proper water quality controls.

Geology and Soils	**No impacts have been identified.**

Preferred Alternative A4 with Reduced Footprint Resource and Impacts	Mitigation or Benefits
Hazardous Materials/Waste	**Mitigation is required.**
Preferred Alternative A4 with Reduced Footprint will impact portions of the Aragon Iron & Metal, Merlin Auto Body, Suburban Propane, and Jax Farm and Ranch properties.	Mitigation measures for hazardous materials/waste encountered before or during construction may include removal and disposal of such materials in accordance with applicable regulations. Because the ASTs at Suburban Propane are portable, their removal will cause minimal impacts. Prior to construction activity, the transformers impacted by the selected alignment will be tested for PCBs. The utility company will be responsible for the handling and disposal of transformers exhibiting the presence of PCBs, if any, in accordance with regulations and requirements. Should Phase II investigations indicate the presence of hazardous materials/waste, a Health and Safety Plan (HASP) will be developed and approved prior to beginning construction activities. The HASP may address incidents involving hazardous substances, potentially contaminated surface water, or groundwater. In addition, a Materials Management Plan (MMP) will be prepared and implemented if warranted by site investigation results.