



COLORADO

Department of
Transportation



US 50 Corridor East

Tier 1 Draft Environmental Impact Statement Public Hearings



Today's Format

- 11:00 am - Open house - Ask questions to team members
- 11:30 am - Brief presentation by CDOT
- 12:00 pm - Public Hearing begins
 - 3 minutes at microphone to give comments
- Other ways to give comments
 - Comment forms - fill out here or take home and mail to the address on the form by **July 29, 2016**
 - Verbally give comments to court reporter privately after the public hearing
 - Use email (US50East@atkinsglobal.com) or telephone (**1-303-209-2324**) to submit comments



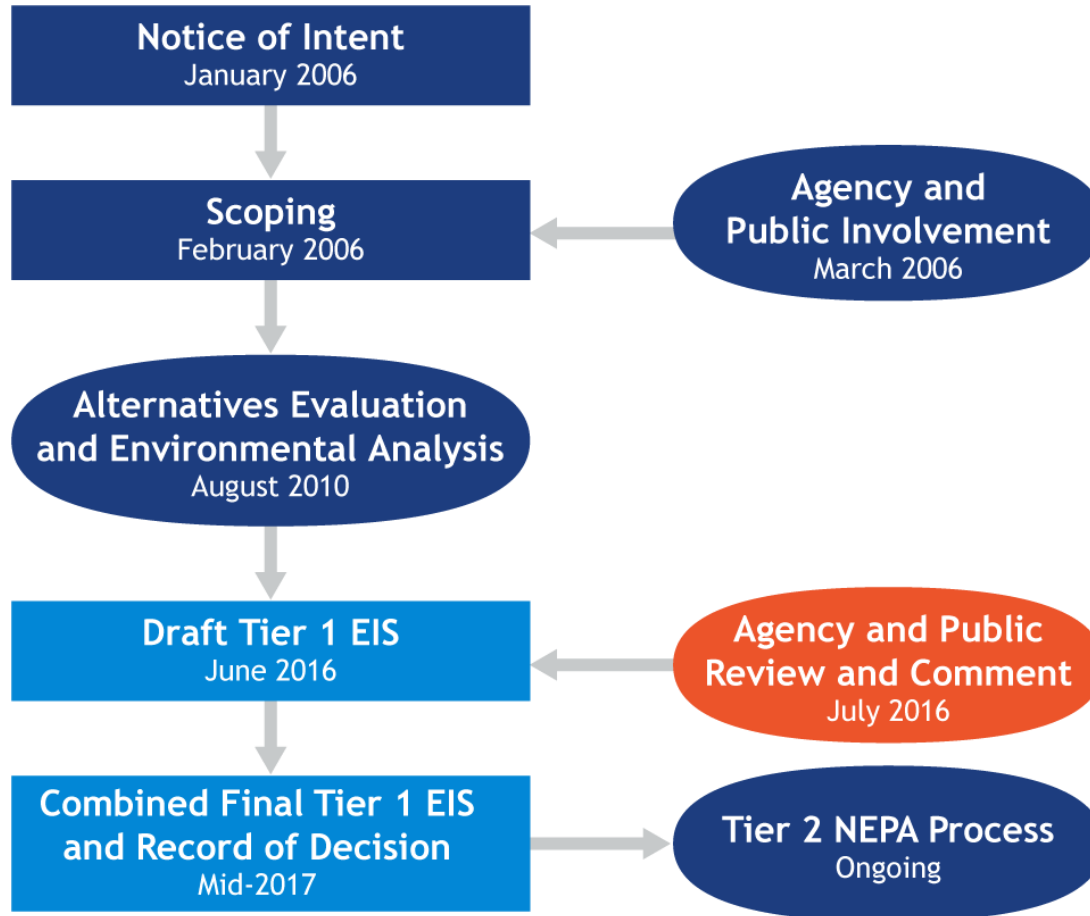
Project History

- Corridor-wide vision, documented in *A Corridor Selection Study: A Plan for US 50*, was developed in 2000 to improve safety and mobility along the corridor
- The study recommended a NEPA study in the form of a Tier 1 EIS
- The Tier 1 EIS process began in 2006





Tier 1 EIS Schedule





Why a Tiered EIS Process?

- Uncertainty over the amount and timing of future federal and state funding
- Provides a better understanding of the long-term consequences (both positive and negative) of corridor-wide improvements
- Mitigation strategies can be developed on a corridor-wide basis to maximize financial investment
- Provides decisions that CDOT and the communities can use to plan and program future improvements



About US 50

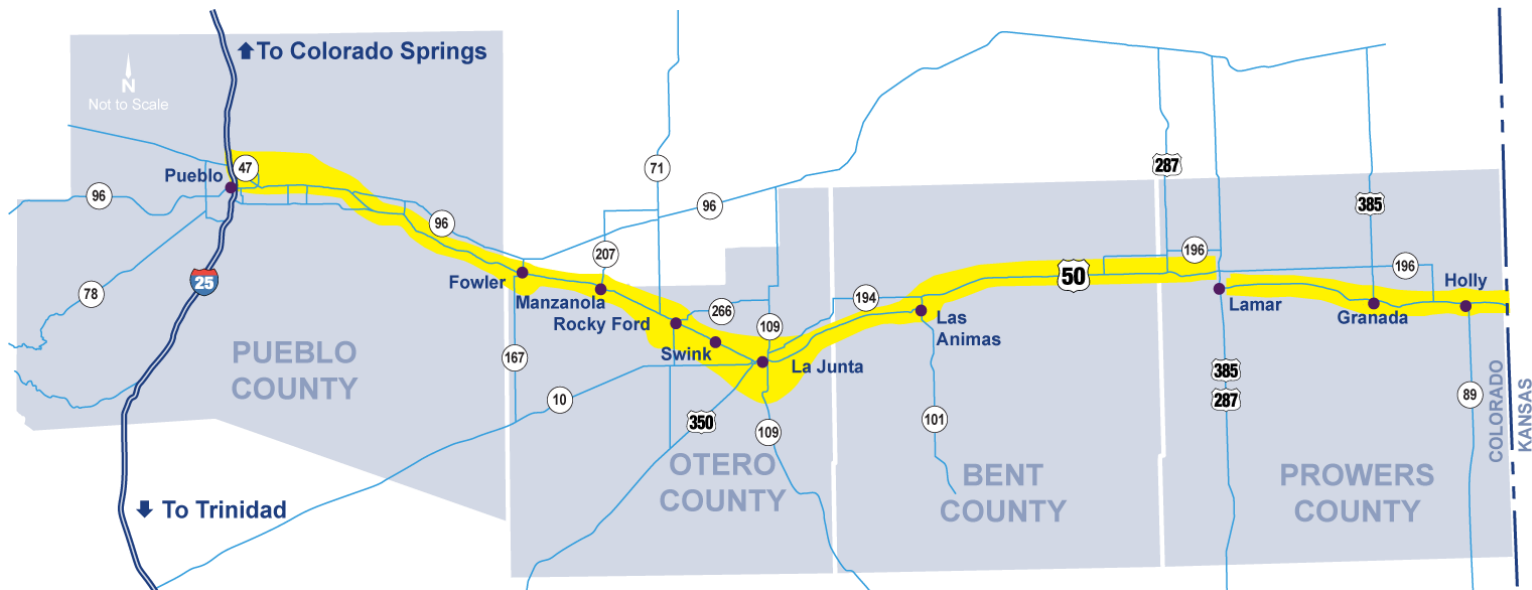
- Coast-to-coast highway
- Serves local, regional, and national transportation needs
- Links major transportation routes (I-25 and US 287)
- Serves as Main Street for 9 communities in Colorado east of Pueblo





US 50 Tier 1 EIS

- Project Study Area:
 - 150 miles long
 - 1 to 4 miles wide
 - East Pueblo to the vicinity of the CO-KS state line
 - Excludes US 287/US 50 reliever route at Lamar





Project Purpose

- The purpose for undertaking transportation improvements in the US 50 corridor between Pueblo and the vicinity of the Kansas state line is to:
 - Improve safety
 - Improve mobility for local, regional, and long-distance users of US 50





Project Need



- The need for improvements on US 50 results from the combined effects of multiple safety and mobility problems, which include:
 - Conflicting needs of local, regional, and long-distance users
 - Limited passing opportunities
 - Numerous uncontrolled access points
 - Frequent changes in design characteristics
 - Inadequate clear zones



Alternatives Screening

- Regional Corridor Location
 - North
 - Existing
 - South Options
- Transportation Mode
 - Rail
 - Bus
 - Carpooling/
Transportation System
Management
 - Highway
- Facility Type
 - Two-Lane Highway with Passing Lanes (Partial Rebuild)
 - Two-Lane Highway with Passing Lanes (Total Rebuild)
 - Four-Lane Highway (Partial Rebuild)
 - Four-Lane Rural Expressway (Total Rebuild)
 - Four-Lane Freeway (Total Rebuild)
- Through-Town Corridor
- Around-Town Corridor



Alternatives Evaluated

- No-Build Alternative
- Build Alternatives
 - A four-lane expressway on or near the existing US 50 alignment going around each community
 - At least two Build Alternatives propose realigning US 50 around each community





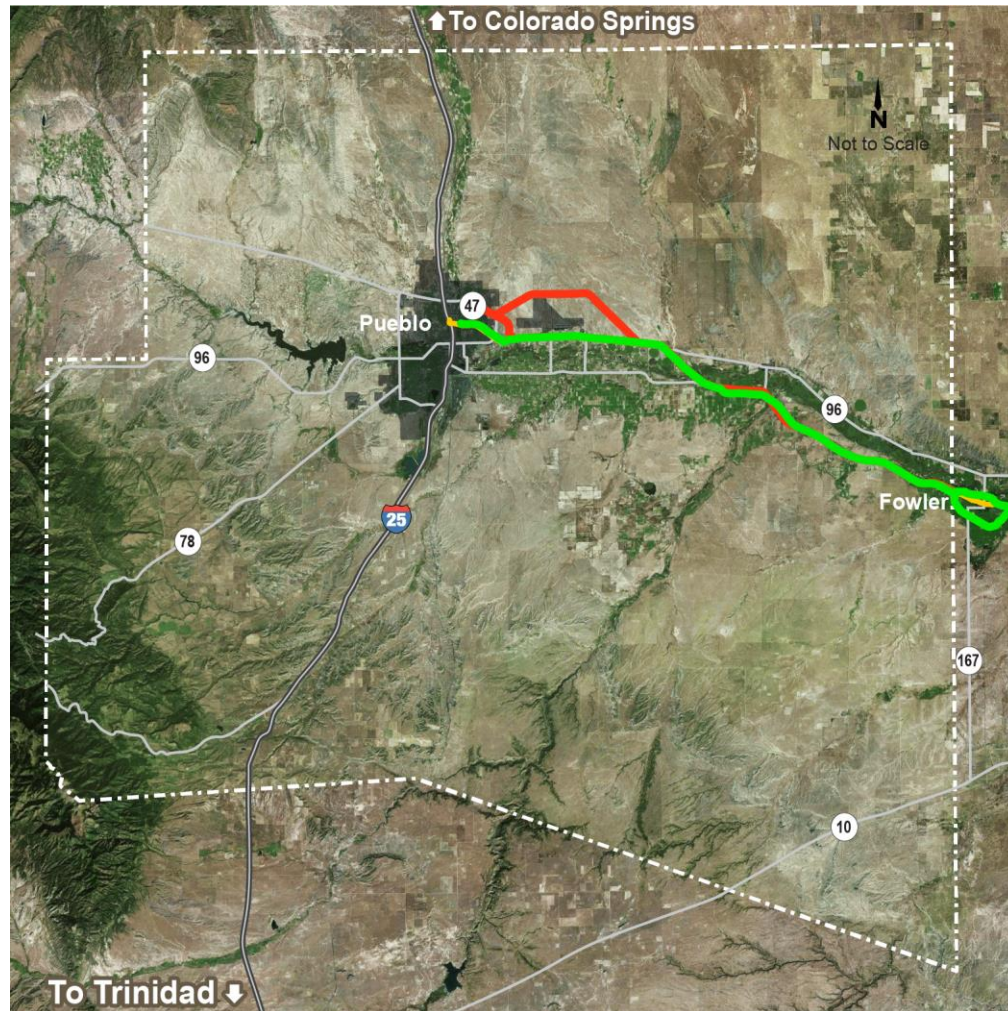
Identified Preferred Alternative



- The identification of a Preferred Alternative considered effects to three environmental categories:
 - Rural and Agriculture
 - Natural
 - Community and Built
- The analysis identified the Preferred Alternative as one around-town alternative for each project corridor section, except in Fowler and Swink

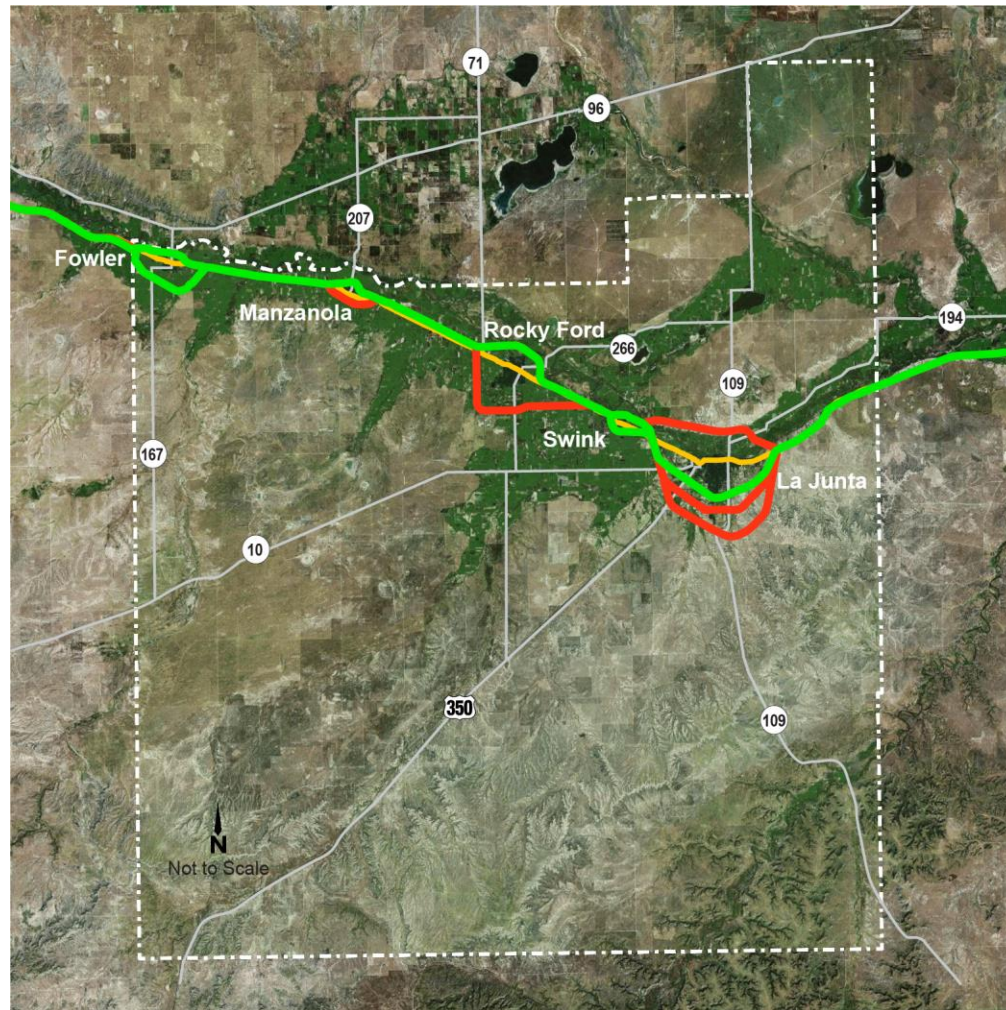


Pueblo County – Identified Preferred Alternative





Otero County – Identified Preferred Alternative



Legend

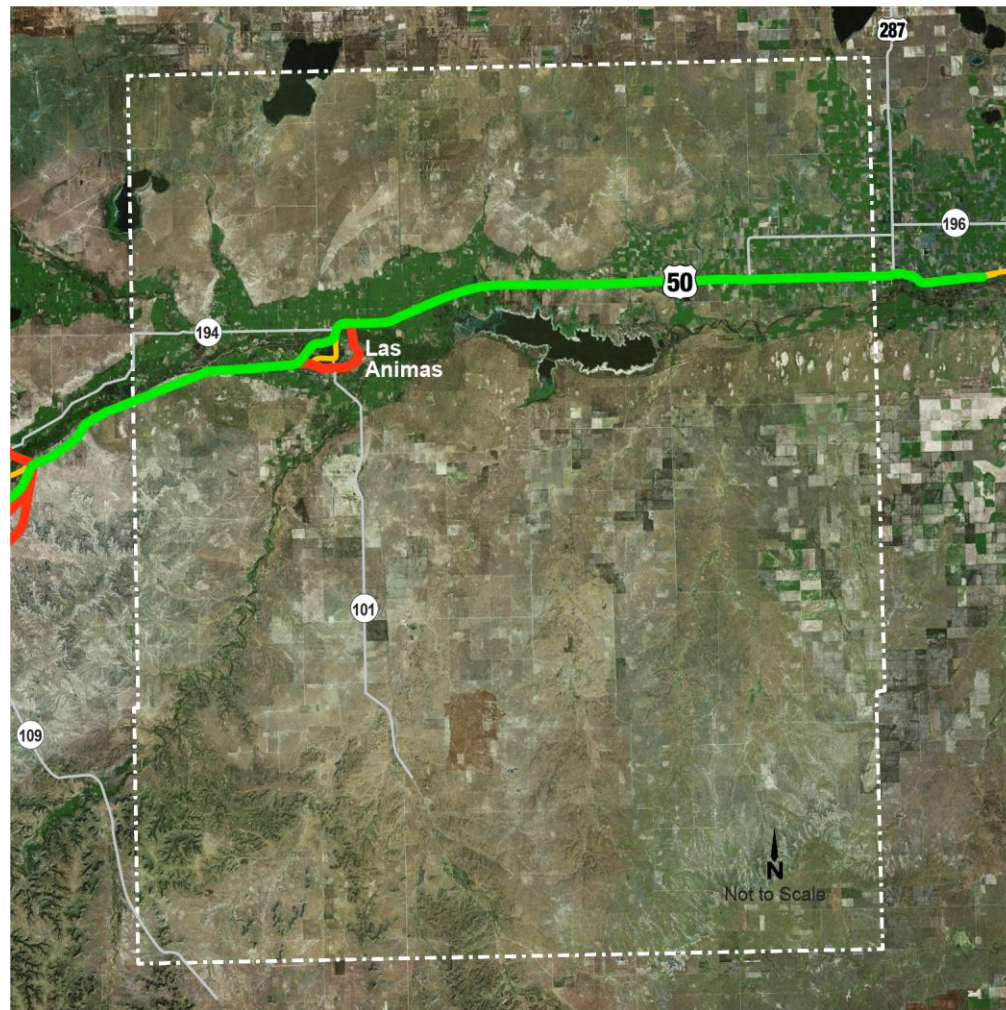
- Preferred Alternative
- Eliminated Alternatives
- Existing U.S. 50



Bent County – Identified Preferred Alternative

Legend

- Preferred Alternative
- Eliminated Alternatives
- Existing U.S. 50

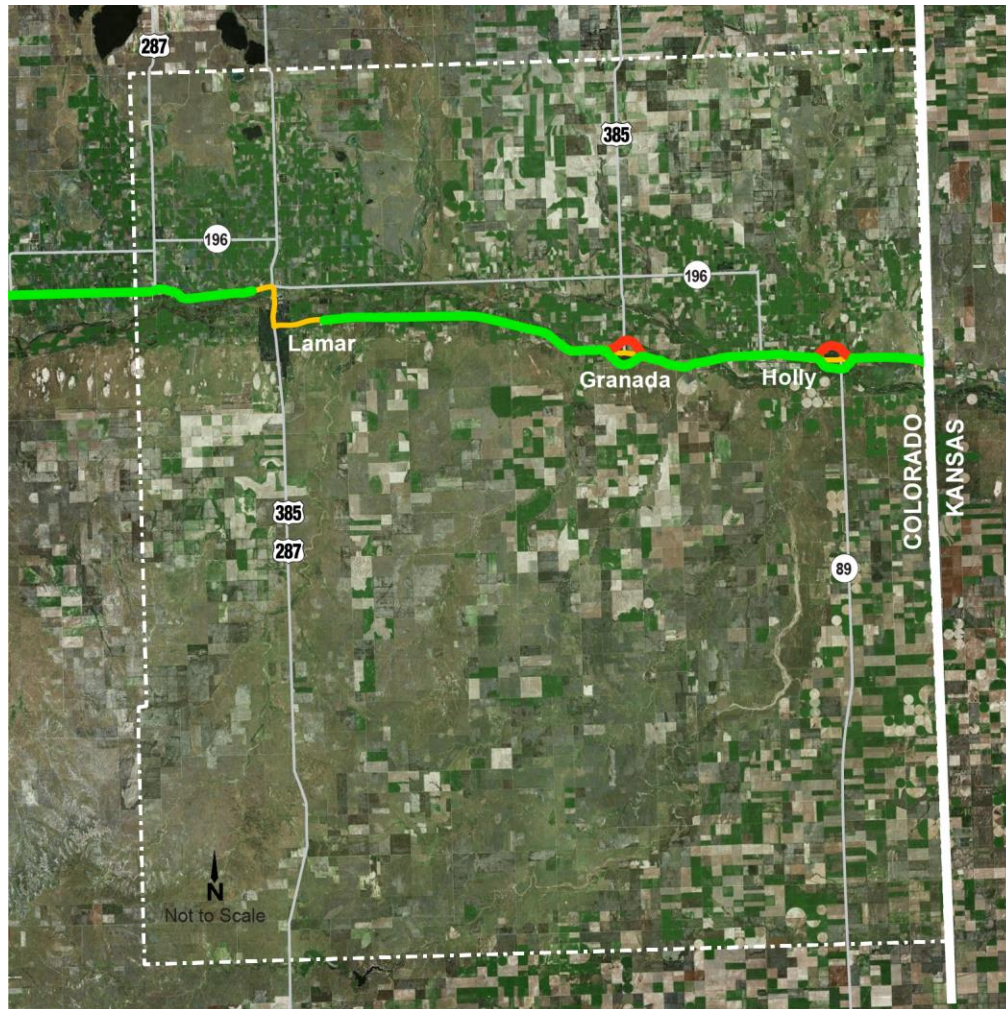




Prowers County – Identified Preferred Alternative

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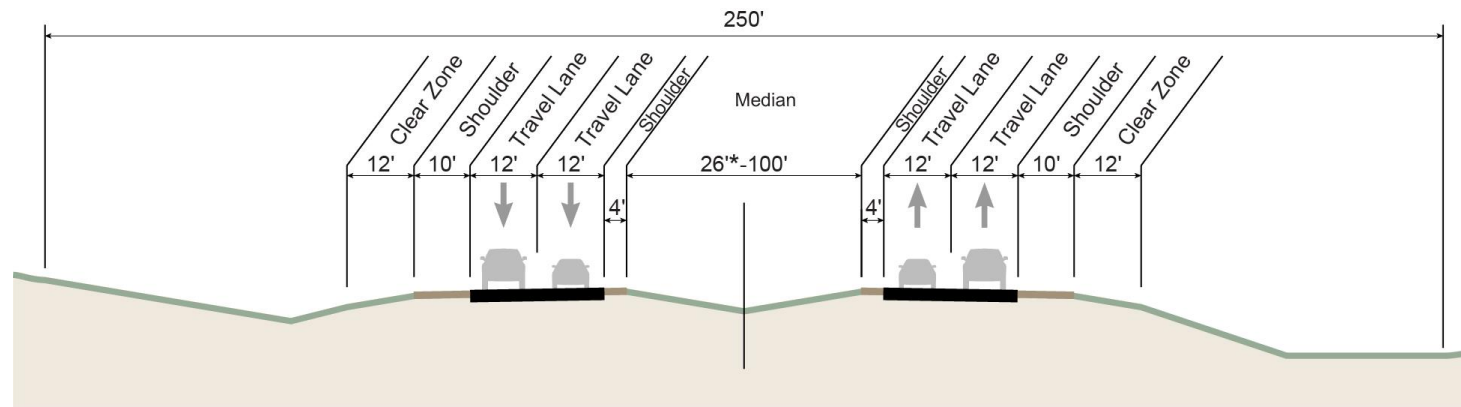
- Preferred Alternative
- Eliminated Alternatives
- Existing U.S. 50





Benefits of the Improvements

- Increased safety
- Increased mobility for all users
- Increased passing opportunities
- Improved shoulders
- Fewer speed reduction zones
- Faster travel times



* 26' median would require a median barrier



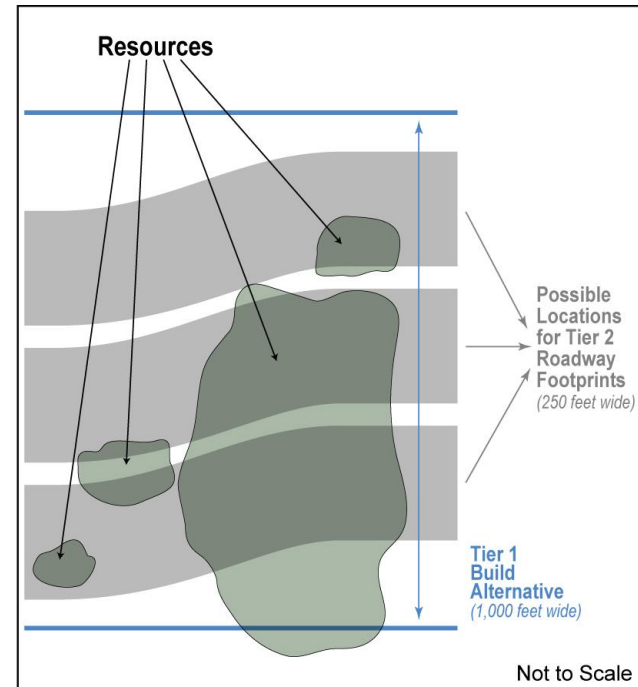
Resources Evaluated

- **Agricultural**
 - Agricultural Infrastructure
 - Farmlands
 - Ranchlands
- **Community and Built Environment**
 - Historic
 - Archaeological
 - Land use (includes right-of-way)
 - Parks & Recreational
 - Social & economic (includes environmental justice)
 - Aesthetics & visual
 - Air quality
 - Traffic Noise
- **Natural Environment**
 - Wetland and Riparian
 - Wildlife Habitat
 - Water Quality (includes floodplains)
 - Geological & Paleontological
- **Other**
 - Transportation
 - Hazardous materials
 - Section 4(f)
 - Section 6(f)
 - Energy
 - Global climate change



Impact Evaluation

- 1000 foot study area
- Impacts are inflated showing a worst case scenario
- Impacts will be analyzed in more detail in the Tier 2 document
- Project design will be refined and will avoid environmental resources as best possible during the Tier 2 process





Agriculture Impacts

Resource	Build Alternatives Potential Impact
Agricultural Infrastructure	4 feed lots, 6 produce markets, 24 canals and ditches
Farmlands	2,866 - 3,047 acres
Ranchlands	1,790 - 2,380 acres





Natural Environment Impacts

Resource	Build Alternatives Potential Impact
Wetland and Riparian	587 - 713 acres
Wildlife Habitat	4,287 - 4,564 acres
Geological and Paleontological	4 mining operations and 6 geologic formations





Community and Built Environment Impacts

Resource	Build Alternatives Potential Impact
Historic	60 - 79 historic resources
Archaeological	9 archaeological sites
Land Use	13 conservation easements and 10 public properties
Parklands and Recreational	15 parks and recreational resources





Other Environment Impacts

Resource

Build Alternatives Potential Impact

Transportation	Increased mobility and safety
Hazardous Materials	162 hazardous materials sites
Section 4(f)	15 parks and recreation resources 60 - 79 historic resources 9 archaeological resources





Minimally Impacted Resources

It was determined during the Tier 1 Draft EIS that the project would result in minimal impacts to the following resources:

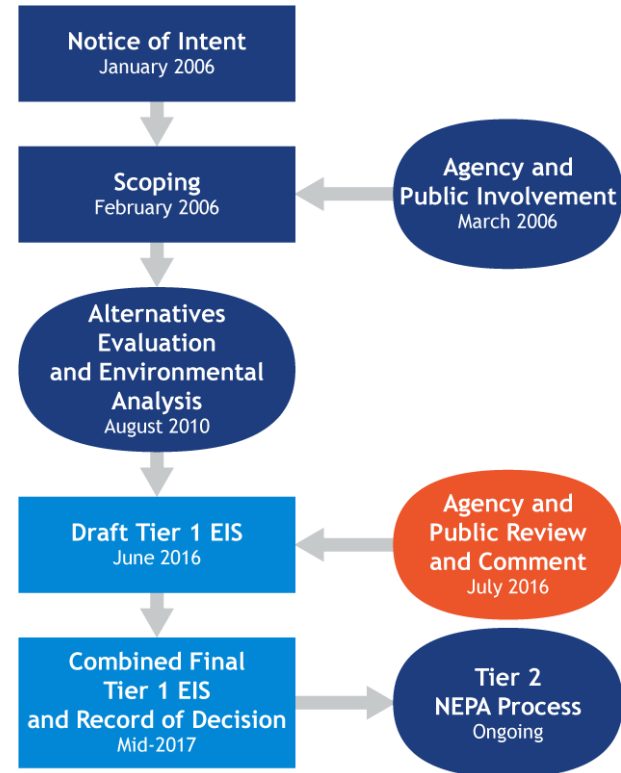
- Social and Economic Conditions
- Environmental Justice
- Water quality
- Global climate change
- Aesthetics and Visual
- Air Quality
- Traffic Noise
- Energy





Next Steps

- Comments received today and throughout the review period will be considered and responded to in the Tier 1 Final EIS/Record of Decision
- Complete US 50 Tier 2 NEPA documents for each individual project
- Project design and construction implementation will follow each individual Tier 2 EIS NEPA documents





Comments Today

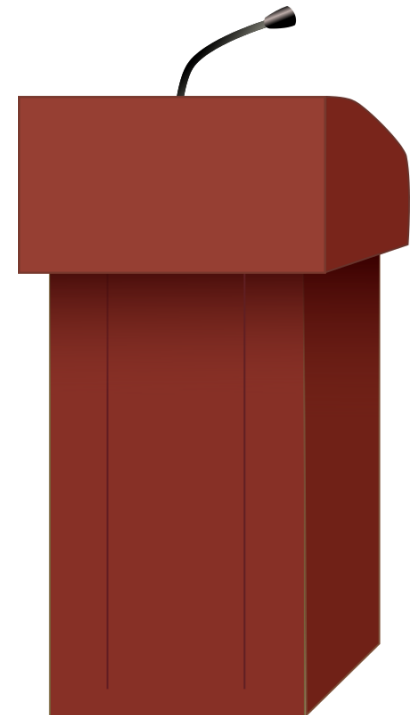
- Speak your comments publicly during the public comment session today
- Speak your comments privately to the transcriber
- Write your comments on comment form
 - Submit written comments today
 - Mail or email before July 29, 2016
- Thank you for taking the time to provide input!





How to Provide Verbal Comments

- If you want to provide a verbal comment, add your name to the list of speakers
- Please wait to be recognized
- Clearly state your full name and town or county before beginning your comment
- There is a 3-minute limit for verbal comments
- Deferring verbal comment time to another is not allowed
- Be respectful with your comments





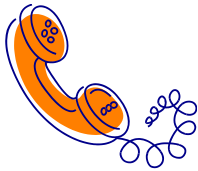
Other ways to comment through July 29, 2016



- Mail your comments to:
Colorado Department of Transportation
C/O Atkins
7604 Technology Way, Suite 400
Denver, CO 80237



- Email your comments to:
US50East@atkinsglobal.com
- Fill out a comment form online at:
<https://www.codot.gov/projects/us50e>



- Leave a voicemail on the project hotline:
(303)-209-2324