

# APPENDIX A PUBLIC HEARING SUMMARY REPORT



**Appendix A**  
**Public Hearing Summary Report**

---



## Notices and Advertisements

Newspaper Clippings

---

# The Lamar Ledger

Your News

310 South Fifth St. P.O. Box 1217 Lamar, CO 81052 Phone 719-336-2266 www.lamarledger.com Fax 719-336-2526

## PROOF OF PUBLICATION

State of Colorado )  
 )ss  
County of Prowers )

Lance Maggart being duly sworn, deposes and says:

1. That he is the Editor of the Lamar Ledger and that the said Lamar Ledger is a newspaper of general circulation and that said newspaper is printed and published Wednesday and Friday each week except legal holidays.
2. That the said Lamar Ledger has been established, and has been printed and published in the County of Prowers in the state of Colorado, uninterruptedly and continuously for at least 52 weeks.
3. That the said Lamar Ledger is a twice weekly newspaper of general circulation and it is published wholly in the said County of Prowers, in which said County it is required that said public notice be published.
4. That the said Lamar Ledger has been admitted to the United States mail as second class matter under the provisions of the Act of Congress of March 3, 1879, and amendments thereof.
5. That the said Lamar Ledger is a twice weekly newspaper duly qualified for the publication of said public notice within the meaning of Colorado Revised Statutes Sections 101-105, Chapter 24, Article 70 of 1973.
6. That the said Lamar Ledger is a twice weekly newspaper duly qualified for the publication of the said public notice, and that copies of said paper have been delivered by carrier and transmitted through the mails to every subscriber in accordance with the normal business operation of this office.

7. That the said annexed public notice is a full, true and correct copy of the original thereof, and that the same was published in each of the regular and entire issue of said newspaper, once for 3 week(s) by 3 insertions and that the first publication of said public notice in said newspaper was on the 4<sup>th</sup> day of September, 2013, and the last publication of said public notice was in said newspaper on the 18<sup>th</sup> day of September, 2013.

Lance Maggart  
Subscribed in my presence and sworn to before me this 26<sup>th</sup> day of September, 2013.

My commission expires 03/05/2014

Tracy Ann Godinez 20104008117  
Notary Public Notary ID

TRACY ANN GODINEZ  
Notary Public  
State of Colorado

### Notice of Public Hearing and Availability U.S. 287 AT LAMAR ENVIRONMENTAL ASSESSMENT

#### Public Hearing

September 19, 2013  
5:00-7:00 p.m.

#### Mezzanine Room at County Annex Building

1001 South Main St.  
Lamar, CO 81052

#### AGENDA:

- 5:00-6:00 p.m.: Registration/  
Open House
- 6:00-6:30 p.m.: Informational  
Presentation
- 6:30 p.m.: Oral Public  
Comments

Persons with special access  
or translation needs should  
contact project staff in advance  
to make arrangements.

The Colorado Department of Transportation and the Federal Highway Administration announce the availability of the U.S. 287 Reliever Route Environmental Assessment. We invite the public to attend a public hearing on the proposed improvements to U.S. 287 through Lamar, Colorado. The hearing will be held at the Mezzanine Room at the County Annex Building, 1001 South Main St., Lamar, CO 81052, on September 19, 2013, from 5:00 p.m. to 7:00 p.m.

Copies of the Environmental Assessment are available in Lamar and on the website from September 19, 2013. For more information, contact the project staff at CH2M HILL, 9100 E. Highway 101, Suite 800, Colorado Springs, CO 80912, 720-286-1234.

Para informacion  
contactar al personal del proyecto  
Caitlin McCusker

Or has it? Did these unthinkable acts of violence sharpen our thoughts on vigilant and more protective liberties under the

### Letter to

#### DEAR EDITOR

I want to express my appreciation to Doug Harbour for all the work to plan and carry out service and activities of the 14th of September. He has spent hours getting people to him to put on this great

coloradopress  
ASSOCIATION  
2013 Member

Paid in the Office or

**In county**  
Three (3) months .....  
Six (6) months .....  
One (1) year .....

**Out of county**  
Three (3) months .....  
Six (6) months .....  
One (1) year .....

USPS 585560 Periodical Postage  
POSTMASTER: Send address changes to

## MIDDLE EAST Russia: no use of force in Syria

BY ALBERT AJI  
AND BASSEM MROUE  
THE ASSOCIATED PRESS

DAMASCUS, Syria — Russia insisted Tuesday that a U.N. Security Council resolution governing Syria's handling of its chemical weapons not allow the use of force, but it suggested that could change if Damascus reneges on the deal to give up its stockpile.

The main Syrian opposition coalition, meanwhile, urged the international community to take swift action against the regime of President Bashar Assad in response to a U.N. finding that the nerve agent sarin was used in a deadly attack near the capital last month.

Russian Foreign Minister Sergey Lavrov said his country "spoke clearly" about rejecting the use of force when the chemical weapons agreement was worked out Saturday in Geneva between Washington and Moscow. The plan calls for an inventory of Syria's chemical weapons within a week, with all components of the program out of the country or destroyed by mid-2014.

But if signs emerge that Syria is not fulfilling the agreement or there are reports of further chemical weapons use, "then the Security Council will examine the situation," Lavrov said, suggesting the issue could be reconsidered.

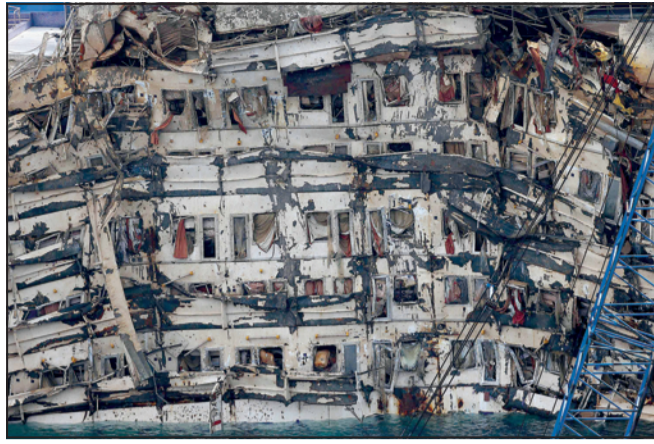
## RIGHTING THE CONCORDIA

# Success boosts Italy's pride Captain's stunt had caused ship to crash

BY FRANCES D'EMILIO  
AND NICOLE WINFIELD  
THE ASSOCIATED PRESS

GIGLIO ISLAND, Italy — The extraordinary righting of the Costa Concordia from its watery Tuscan graveyard has given Italy a boost of sorely needed pride, helping erase the shame many felt after an Italian captain took the cruise ship off course in an apparent stunt, crashed it and then abandoned ship before everyone was evacuated.

It didn't seem to matter that the chief salvage master was from South Africa or that his 500-member crew hailed from 26 different nations. Italy, beset by two years of recession and such political instability that



AP PHOTO/ANDREA SINBALDI

A detail of the previously submerged side of the Costa Concordia is seen after it was lifted upright, on the Tuscan Island of Giglio, Italy, on Tuesday.

each day brings relief that the government hasn't fallen, had pulled off an unprecedented engineering feat as the world watched live on television.

"Well done!" re-

tiree Aldo Mattera said Tuesday morning as he surveyed the Concordia, upright for the first time since the Jan. 13, 2012, shipwreck that killed 32 people near Giglio Island.

## CRIME

# French jeweler kills thief, is charged

BY LORI HINNANT  
THE ASSOCIATED PRESS

PARIS — Outrage is growing in France over the decision to bring voluntary homicide charges against a jeweler who shot and killed an escaping robber, but the country's top security official on Tuesday urged fearful storekeepers to let justice take its course.

The 67-year-old jeweler, Stephan Turk, was confined at home with an electronic bracelet after the shooting last week that left a teenage robber dead in the street outside Turk's jewelry store in the French Riviera city of Nice. An accomplice escaped on a motorbike as the body lay in the street.

It's Clean up time!

<p>Carpet Cleaning Special Two Areas</p> <p style="font-size: 24pt; color: red; font-weight: bold;">\$59<sup>95</sup></p>	<p>Whole House Hot Deep Steam</p> <p style="font-size: 24pt; color: red; font-weight: bold;">\$159<sup>95</sup></p> <p style="font-size: 8pt;">(1500 SQ. FT. HOME)</p>
<p style="font-size: 18pt; color: red; font-weight: bold;">CALL 251-7141</p>	

VISA   MASTERCARD   DISCOVER   AMERICAN EXPRESS

## FREE ONLINE HIGH SCHOOL

REAL CREDITS-REAL SCHOOL-REAL DIPLOMA

COLORADO STUDENTS HAVE A CHOICE!

Choose a school that will help you achieve your academic goals!

- ✓ Free College Courses Available
- ✓ Local Academic Team Support
- ✓ Low Student to Staff Ratio
- ✓ Experiential Learning
- ✓ Flexible Scheduling
- ✓ Computer/Internet Access Available
- ✓ Serving Students 14-20 Years Old
- ✓ Serving Students Across Colorado

Enroll TODAY & Start Earning Your High School Diploma

www.goalac.org    1.877.PRO-GOAL

Three locations in Pueblo to serve you!

GOAL Academy  
Pueblo Mall

3273 Dillon Drive,  
Pueblo, CO 81008  
(719) 545-4704

GOAL Academy  
Downtown

205 N. Santa Fe Ave.,  
Pueblo, CO 81003  
(719) 423-7163

GOAL Academy  
Regency

1861 S. Pueblo Blvd.  
Pueblo, CO 81005  
(719)-225-1671

Notice of Public Hearing and Availability of  
U.S. 287 AT LAMAR ENVIRONMENTAL  
ASSESSMENT

**Public Hearing**  
September 19, 2013  
5:00-7:00 p.m.

**Mezzanine Room at County  
Annex Building**  
1001 South Main St.  
Lamar, CO 81052

**AGENDA:**  
5:00-6:00 p.m.: Registration/  
Open House  
6:00-6:30 p.m.: Informational  
Presentation  
6:30 p.m.: Oral Public Comments

Persons with special access or  
translation needs should contact  
project staff in advance to make  
arrangements.

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) announce the availability of the U.S. 287 at Lamar Reliever Route Environmental Assessment (EA) and invite the public to attend a September 19, 2013 public hearing on the EA. CDOT and FHWA are proposing improvements to address safety and mobility on U.S. 287 through Lamar and to increase efficiency of long-distance truck traffic traveling through the region.

Copies of the EA are available for public review in Lamar and on the project website, <http://www.coloradodot.info/projects/us287lamar>. Comments can be submitted at the public hearing, or via the project website from September 3, 2013 through October 3, 2013. For more information or to submit comments in writing or via email, please contact Caitlin McCusker, CH2M HILL, 9193 S. Jamaica St., Englewood, CO 80112, 720-286-0484, [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

Para información en español, por favor contactar a Caitlin McCusker, CH2M HILL, (720) 286-0484 or [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).



## 2013 Statewide Ballot Issues

The Colorado Constitution (Article V, Section 1 (7.3)) requires the Colorado Legislative Council to publish the ballot title and legal text of each statewide ballot measure.

A **YES/FOR** vote on any ballot issue is a vote in favor of changing current law or existing circumstances, and a **NO/AGAINST** vote on any ballot issue is a vote against changing current law or existing circumstances.

I, Michael Mauer, Director of Research of the Colorado Legislative Council of the General Assembly of the State of Colorado, do hereby certify that the following is a true copy of the measures that will be voted upon by the registered electors of the state of Colorado at the statewide election to be held on November 5, 2013.

### Amendment 66

The ballot title below is a summary drafted by the professional staff of the offices of the Secretary of State, the Attorney General, and the legal staff for the General Assembly for ballot purposes only. The ballot title will not appear in the Colorado Constitution or Colorado Revised Statutes. The text of the measure that will appear in the Colorado Constitution and Colorado Revised Statutes below was drafted by the proponents of the initiative. The initiated measure is included on the ballot as a proposed change to current law because the proponents gathered the required amount of petition signatures.

SHALL STATE TAXES BE INCREASED BY \$950,100,000 ANNUALLY IN THE FIRST FULL FISCAL YEAR AND BY SUCH AMOUNTS AS ARE RAISED THEREAFTER BY AMENDMENTS TO THE COLORADO CONSTITUTION AND THE COLORADO REVISED STATUTES CONCERNING FUNDING FOR PRESCHOOL THROUGH TWELFTH-GRADE PUBLIC EDUCATION, AND, IN CONNECTION THEREWITH, INCREASING THE CURRENT STATE INCOME TAX RATE ON INDIVIDUALS, ESTATES, AND TRUSTS AND IMPOSING AN ADDITIONAL RATE SO HIGHER AMOUNTS OF INCOME ARE TAXED AT HIGHER RATES; REQUIRING THE RESULTING INCREASES IN TAX REVENUES BE SPENT ONLY FOR IMPROVEMENTS TO PRESCHOOL THROUGH TWELFTH-GRADE PUBLIC EDUCATION; ALLOWING ALL TAX REVENUES ATTRIBUTABLE TO THIS MEASURE TO BE COLLECTED AND SPENT WITHOUT FUTURE VOTER APPROVAL; REQUIRING AT LEAST 43% OF STATE SALES, EXCISE, AND INCOME TAX REVENUES BE DEPOSITED IN THE STATE EDUCATION FUND; AND REPEALING CERTAIN EXISTING PUBLIC EDUCATION FUNDING REQUIREMENTS?

**Text of Measure:**

*Be it Enacted by the People of the State of Colorado:*

**SECTION 1.** In the constitution of the state of Colorado, section 17 of article IX, **amend** (1), (2),

and (4) and **add** (6), (7), and (8) as follows:

**Section 17. Education – funding.**

**(1) Purpose.** In state fiscal year 2001-2002 through state fiscal year 2010-2011, the statewide base per pupil funding, as defined by the Public School Finance Act of 1994, article 54 of title 22, Colorado Revised Statutes, on the effective date of this section, for public education from preschool through the twelfth grade and total state funding for all categorical programs shall grow annually at least by the rate of inflation plus an additional one percentage point. ~~In state fiscal year 2011-2012, and each fiscal year thereafter,~~ FOR STATE FISCAL YEARS 2011-2012 THROUGH 2013-2014, the statewide base per pupil funding for public education from preschool through the twelfth grade and total state funding for all categorical programs shall grow annually at a rate set by the general assembly that is at least equal to the rate of inflation.

**(2) Definitions.** (c) "INCOME TAX INCREMENT FOR PUBLIC SCHOOL FUNDING" MEANS THE INCOME TAX CHANGES APPROVED BY THE VOTERS AT THE 2013 GENERAL ELECTION FOR PRESCHOOL AND PUBLIC SCHOOL KINDERGARTEN THROUGH TWELFTH GRADE FUNDING.

**(4) State education fund created.** (a) There is hereby created in the department of the treasury the state education fund. Beginning on the effective date of this measure, AND THROUGH JUNE 30, 2014, all state revenues collected from a tax of one third of one percent on federal taxable income, as modified by law, of every individual, estate, trust and corporation, as defined in law, shall be deposited in the state education fund. Revenues generated from a tax of one third of one percent on federal taxable income, as modified by law, of every individual, estate, trust and corporation, as defined in law, shall not be subject to the limitation on fiscal year spending set forth in article X, section 20 of the Colorado constitution. BEGINNING IN STATE FISCAL YEAR 2014-2015, THE STATE EDUCATION FUND SHALL, AT A MINIMUM, RECEIVE FORTY-THREE PERCENT OF SALES, EXCISE, AND INCOME TAX REVENUE COLLECTED IN THE GENERAL FUND IN A MANNER AS TO EQUAL SUCH PERCENTAGE IN RELATION TO THE REVENUE GENERATED BY THE TAX RATES IN EFFECT ON DECEMBER 31, 2012 NET OF ANY REFUNDS REQUIRED BY SECTION 20, SUBSECTIONS (3)(c) AND (7) OF ARTICLE X OF THIS CONSTITUTION. All interest earned on monies in the state education fund shall be deposited in the state education fund and shall be used before any principal is depleted. Monies remaining in the state education fund at the end of any fiscal year shall remain in the fund and not revert to the general fund.

**(6) STATE EDUCATIONAL ACHIEVEMENT FUND.**

(a) THE STATE EDUCATIONAL ACHIEVEMENT FUND IS CREATED IN THE STATE TREASURY.

(b) THE DEPARTMENT OF REVENUE OR ITS SUCCESSOR AGENCY SHALL ANNUALLY DETERMINE THE AMOUNT OF THE INCOME TAX INCREMENT FOR PUBLIC SCHOOL FUNDING. SUCH AMOUNTS SHALL BE DEPOSITED IN THE STATE EDUCATIONAL ACHIEVEMENT FUND.

(c) THE STATE EDUCATIONAL ACHIEVEMENT FUND SHALL BE APPROPRIATED TO BENEFIT THE EDUCATION OF PARTICIPANTS IN PRESCHOOL PROGRAMS AND PUBLIC SCHOOL KINDERGARTEN THROUGH TWELFTH GRADE STUDENTS BY IMPLEMENTING EDUCATIONAL REFORMS AND PROGRAMMATIC ENHANCEMENTS, ENACTED BY THE COLORADO GENERAL ASSEMBLY.

(d) THE STATE EDUCATIONAL ACHIEVEMENT FUND SHALL BE AUDITED ANNUALLY BY THE STATE AUDITOR TO ENSURE COMPLIANCE WITH THIS ARTICLE. THE RESULTS OF SUCH AUDIT SHALL BE A PUBLIC DOCUMENT THAT IS TRANSMITTED TO THE GOVERNOR, THE PRESIDENT AND MINORITY LEADER OF THE SENATE, AND THE SPEAKER AND THE MINORITY LEADER OF THE HOUSE OF REPRESENTATIVES. SUCH AUDIT SHALL BE CONSPICUOUSLY PLACED ON THE WEBSITES OF THE STATE AUDITOR AND THE COLORADO DEPARTMENT OF EDUCATION OR THEIR SUCCESSOR AGENCIES.

(e) ALL INTEREST EARNED ON MONIES IN THE STATE EDUCATIONAL ACHIEVEMENT FUND SHALL BE DEPOSITED IN THE STATE EDUCATIONAL ACHIEVEMENT FUND AND SHALL BE USED BEFORE ANY PRINCIPAL IS DEPLETED. MONIES REMAINING IN THE STATE EDUCATIONAL ACHIEVEMENT FUND AT THE END OF ANY FISCAL YEAR SHALL REMAIN IN THE FUND AND NOT REVERT OR BE TRANSFERRED TO THE GENERAL OR ANY OTHER FUND.

**(7) NEW REVENUE TO SUPPLEMENT PREVIOUS YEAR EDUCATION FUNDING.** REVENUES COLLECTED FROM THE INCOME TAX INCREMENT FOR PUBLIC SCHOOL FUNDING SHALL BE USED TO SUPPLEMENT REVENUES THAT WERE APPROPRIATED BY THE GENERAL ASSEMBLY IN THE PREVIOUS FISCAL YEAR FOR KINDERGARTEN THROUGH TWELFTH GRADE AND PRESCHOOL EDUCATION AND SHALL NOT BE USED TO SUPPLANT ANY PORTION OF THOSE PREVIOUSLY APPROPRIATED REVENUES.

**(8) REVENUE AND SPENDING LIMITATIONS.** ALL REVENUES ATTRIBUTABLE TO THE INCOME TAX INCREMENT FOR PUBLIC SCHOOL FUNDING OR OTHERWISE ADDRESSED BY SUBSECTION (6) SHALL BE COLLECTED AND SPENT AS VOTER-APPROVED REVENUE CHANGES

WITHOUT REGARD TO ANY LIMITATION ON REVENUE, SPENDING, OR APPROPRIATIONS, CONTAINED IN SECTION 20 OF ARTICLE X OF THIS CONSTITUTION OR ANY OTHER LAW. SPENDING OF SUCH REVENUE, CONSIS-

*Breakfast - Lunch - Dinner*

# COW PALACE INN

**RODEWAY  
INN**

1301 N. Main St. • Lamar, CO • 719.336.7753

Breakfast: 6am - 10am 7 days a week

Lunch: 11am - 2pm Monday - Friday &  
11:30am - 2pm Saturday, Sunday

Dinner: 5pm - 9pm 7 days a week

Lounge Menu: 9pm - To Closing

**Best Steaks & Burgers  
in Southeast Colorado!**

**World Famous  
Mexican Buffet  
Every Friday  
5:00 - 9:00**

**Shoe Shine Stand  
NOW OPEN!!!**

**Monday  
Noon-8:00pm**

**\$1.00  
OFF**

Shoe Shine  
Service with  
Coupon

Expires 9/30/13

*Enjoy Our Espresso Bar and Ice Cream Shoppe Mon.-Sat. 6am til 9pm & Sun. Noon til 9pm*

*Stop by and view all the new improvements at the Cow Palace Inn*

**Call the RodeWay Cow Palace Inn to reserve your Weddings/Conventions**

## Colorado SBDC

**LA JUNTA Small Business Development Center**

- Are you thinking of starting your own business?
- Is there an existing business in the area you would like to buy?
- Do you own your own business and need information on how to qualify for a bank loan so that you can expand?
- Are you an existing business that needs help in marketing your business, accounting and/or recordkeeping, or website design and website maintenance?

**We can help!**

Bill Dutro at the Small Business Development Center at OJC would like to work with you to reach your goal. The SBDC offers free and confidential business consulting to people in Baca, Bent, Crowley, Kiowa, Otero, and Prowers County.

Call Bill at (719) 384-6959 or email at [bill.dutro@ojc.edu](mailto:bill.dutro@ojc.edu) for an appointment or to get more information.

The Small Business Development Center is funded in part through an agreement with the U.S. Small Business Administration and Otero Junior College. The SBDC is a partnership among the Colorado Office of Economic Development, the U.S. Small Business Administration, and Colorado's institutions of higher education.

**Notice of Public Hearing and Availability of  
U.S. 287 AT LAMAR ENVIRONMENTAL  
ASSESSMENT**



**Public Hearing**  
September 19, 2013  
5:00-7:00 p.m.

**Mezzanine Room  
at County Annex  
Building**  
1001 South Main St.  
Lamar, CO 81052

**AGENDA:**  
5:00-6:00 p.m.:  
Registration/Open  
House  
6:00-6:30 p.m.:  
Informational  
Presentation  
6:30 p.m.: Oral Public  
Comments

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) announce the availability of the U.S. 287 at Lamar Reliever Route Environmental Assessment (EA) and invite the public to attend a September 19, 2013 public hearing on the EA. CDOT and FHWA are proposing improvements to address safety and mobility on U.S. 287 through Lamar and to increase efficiency of long-distance truck traffic traveling through the region.

Copies of the EA are available for public review in Lamar and on the project website, <http://www.coloradodot.info/projects/us287lamar>. Comments can be submitted at the public hearing, or via the project website from September 3, 2013 through October 3, 2013. For more information or to submit comments in writing or via email, please contact Caitlin McCusker, CH2M HILL, 9193 S. Jamaica St., Englewood, CO 80112, 720-286-0484, [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

*Persons with special access or translation needs should contact project staff in advance to make arrangements.*

**Para información en español, por favor contactar a Caitlin McCusker, CH2M HILL, (720) 286-0484 or [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).**

★ **PEOPLE'S CHOICE AWARD** ★  
Best Dining & Atmosphere



# COW PALACE INN

1301 N. Main St. • Lamar, CO • 719.336.7753

**Watch & Listen to our Satelite TV  
in the Lounge for all Sports Events**

**Breakfast - Lunch - Dinner**

Breakfast: 6am - 10am 7 days a week  
Lunch: 11am - 2 pm 7 days a week  
Dinner: 5pm - 9pm 7 days a week

**Best Steaks & Burgers  
in Southeast Colorado!**

**World Famous  
Mexican Buffet  
Every Friday  
5:00 - 9:00**

**Shoe Shine Stand  
NOW OPEN!!!  
Monday  
Noon-8:00pm**

**\$1.00  
OFF**

Shoe Shine  
Service with  
Coupon  
Expires 9/30/13

*Enjoy Our Espresso Bar and Ice Cream Shoppe Mon.-Sat. 6am til 9pm & Sun. Noon til 9pm*

*Stop by and view all the new improvements at the Cow Palace Inn*

*Call the Rodeway Cow Palace Inn to reserve your Weddings/Conventions/Christmas Parties*



**Unity Village**



**Unity Village Apartments  
Located at 1201 Slater Street  
Eads, Colorado 81036  
Currently has one bedroom apartments  
available for rent.  
Rent is based on income.  
To qualify you must be considered  
elderly (62 or older) OR disabled.**

**For more information please contact  
Vicky Wilcox at Town Hall,  
110 West 13<sup>th</sup> Street,  
Eads, CO 81036  
Phone 719-438-5590.**

In accordance with Federal law and U.S. Department of Agriculture policy, this institution is prohibited from discriminating on the basis of race, color, national origin, age, disability, religion, sex, and familial status. (Not all prohibited bases apply to all programs). To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202)720-5964 (TDD)

**Notice of Public Hearing and Availability of  
U.S. 287 AT LAMAR ENVIRONMENTAL  
ASSESSMENT**



**Public Hearing**  
September 19, 2013  
5:00-7:00 p.m.

**Mezzanine Room  
at County Annex  
Building**  
1001 South Main St.  
Lamar, CO 81052

**AGENDA:**  
5:00-6:00 p.m.:  
Registration/Open  
House  
6:00-6:30 p.m.:  
Informational  
Presentation  
6:30 p.m.: Oral Public  
Comments

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) announce the availability of the U.S. 287 at Lamar Reliever Route Environmental Assessment (EA) and invite the public to attend a September 19, 2013 public hearing on the EA. CDOT and FHWA are proposing improvements to address safety and mobility on U.S. 287 through Lamar and to increase efficiency of long-distance truck traffic traveling through the region.

Copies of the EA are available for public review in Lamar and on the project website, <http://www.coloradodot.info/projects/us287lamar>. Comments can be submitted at the public hearing, or via the project website from September 3, 2013 through October 3, 2013. For more information or to submit comments in writing or via email, please contact Caitlin McCusker, CH2M HILL, 9193 S. Jamaica St., Englewood, CO 80112, 720-286-0484, [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

*Persons with special  
access or translation  
needs should contact  
project staff in advance to  
make arrangements.*

**Para información en español, por favor contactar  
a Caitlin McCusker, CH2M HILL, (720) 286-0484 or  
[Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).**



★ PEOPLE'S CHOICE AWARD ★  
Best Dining & Atmosphere



# COW PALACE INN

1301 N. Main St. • Lamar, CO • 719.336.7753

**Watch & Listen to our Satellite TV  
in the Lounge for all Sports Events**

**Breakfast – Lunch – Dinner**

Breakfast: 6am - 10am 7 days a week

Lunch: 11am - 2 pm 7 days a week

Dinner: 5pm - 9pm 7 days a week

**Best Steaks & Burgers  
in Southeast Colorado!**

**World Famous  
Mexican Buffet  
Every Friday  
5:00 - 9:00**

**Shoe Shine Stand  
NOW OPEN!!!  
Monday  
Noon-8:00pm**

**\$1.00  
OFF**  
Shoe Shine  
Service with  
Coupon  
Expires 9/30/13

*Enjoy Our Espresso Bar and Ice Cream Shoppe Mon.-Sat. 6am til 9pm & Sun. Noon til 9pm*

*Stop by and view all the new improvements at the Cow Palace Inn*

**Call the Rodeway Cow Palace Inn to reserve your Weddings/Conventions/Christmas Parties**

Crystal Beach Concert Series

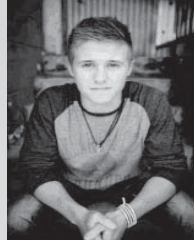
FEATURING

**CLARE DUNN**

**BOBBI CASTOR**



**COREY WHITE**



**SEPTEMBER 21ST  
6:00 PM CST**

Fuller Park  
at  
Crystal Beach  
Woodward, Oklahoma  
Tickets available now for pickup  
at Will Call the night of event

\$15 for ages 18+  
\$12 for ages 9-17  
Ages 8 and Under are FREE!!

All Tickets are General Admission  
for seating on the Fuller Ballpark  
field and/or the stadium seats.

Please call and ask for  
Breanna or Trent at 580.256.2874

**Notice of Public Hearing and Availability of  
U.S. 287 AT LAMAR ENVIRONMENTAL  
ASSESSMENT**



Public Hearing  
September 19, 2013  
5:00-7:00 p.m.

Mezzanine Room  
at County Annex  
Building  
1001 South Main St.  
Lamar, CO 81052

**AGENDA:**  
5:00-6:00 p.m.:  
Registration/Open  
House  
6:00-6:30 p.m.:  
Informational  
Presentation  
6:30 p.m.: Oral Public  
Comments

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) announce the availability of the U.S. 287 at Lamar Reliever Route Environmental Assessment (EA) and invite the public to attend a September 19, 2013 public hearing on the EA. CDOT and FHWA are proposing improvements to address safety and mobility on U.S. 287 through Lamar and to increase efficiency of long-distance truck traffic traveling through the region.

Copies of the EA are available for public review in Lamar and on the project website, <http://www.coloradodot.info/projects/us287lamar>. Comments can be submitted at the public hearing, or via the project website from September 3, 2013 through October 3, 2013. For more information or to submit comments in writing or via email, please contact Caitlin McCusker, CH2M HILL, 9193 S. Jamaica St., Englewood, CO 80112, 720-286-0484, [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

*Persons with special access or translation needs should contact project staff in advance to make arrangements.*

Para información en español, por favor contactar a Caitlin McCusker, CH2M HILL, (720) 286-0484 or [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

# Notices and Advertisements

Post Card From CDOT

---

# You Are Invited



Please join us for a public hearing and open house regarding the U.S. 287 at Lamar Reliever Route Environmental Assessment.

## **PUBLIC HEARING:**

September 19, 2013

**TIME:** 5:00 to 7:00 p.m.

## **PLACE:**

Mezzanine Room at the County Annex Building  
1001 S. Main St.  
Lamar, CO 81052

## **AGENDA:**

5:00 to 6:00 p.m. - Registration/  
Open House

6:00 p.m. - Informational  
Presentation

6:30 p.m. - Oral Public  
Comments

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) invite the public to attend a September 19, 2013 public hearing on the U.S. 287 at Lamar Reliever Route Environmental Assessment. CDOT and FHWA are proposing improvements to address safety concerns on U.S. 287 through Lamar and to increase efficiency of long-distance truck traffic traveling through the region. The public comment period on the Environmental Assessment begins September 3, 2013 and will continue through October 3, 2013.

CDOT and FHWA propose relocating U.S. 287 and U.S. 50 from downtown Lamar to a new alignment approximately one mile east of Lamar for a non-stop route for regional truck and automobile traffic. A two-lane highway is proposed with three new interchanges and provisions for two future local access points along the new highway. This two-lane highway would ultimately be expanded to four lanes in the future.

For those unable to attend the meeting, CDOT has provided other opportunities for submitting comments on the Environmental Assessment. Comments can be submitted via the project website, <http://www.coloradodot.info/projects/us287lamar>, in writing, or via email to: Caitlin McCusker, CH2M HILL, 9193 South Jamaica Street, Englewood, CO 80112 [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

*Persons with special access or translation needs should contact project staff (contact information below) up to 72 hours in advance of the open house to make arrangements.*

For more information please contact: Caitlin McCusker, CH2M HILL, (720) 286-0484 or [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com). Para información en español, por favor contactar a Caitlin McCusker, CH2M HILL, (720) 286-0484 or [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).



U.S. 287 AT LAMAR RELIEVER ROUTE  
PROWERS COUNTY, COLORADO



U.S. 287 at Lamar Reliever Route

c/o Caitlin McCusker

CH2M HILL

9193 S. Jamaica Street

Englewood, CO 80112



## Notices and Advertisements

Agency Letters

---

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
1480 Quail Lake Loop, Suite A  
Colorado Springs, Colorado 81001  
(719) 634-2323



August 30, 2013

Christopher Grosso  
U.S. Army Corps of Engineers  
200 S. Santa Fe Avenue, Suite 301  
Pueblo, CO 81003

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Mr. Grosso,

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are pleased to announce that the U.S. 287 at Lamar and Reliever Route Environmental Assessment has been published for review and comment. The 30-day review period extends from September 3 to October 3, 2013. The enclosed CD contains the full document and technical appendices.

The purpose of the project is to reduce conflicts between local and through-traffic, improve safety, and meet local, regional, and national travel demands on U.S. 287 and U.S. 50 through Lamar. U.S. 287 and U.S. 50 intersect in Lamar, generating substantial truck traffic through the heart of the community. Traffic conflicts occur in Lamar because U.S. 287 serves as its Main Street as well as the only north-south route through the city. Many small businesses and public facilities are located along this route. The volume of traffic, especially trucks, creates conflicts with pedestrians along Main Street and other travelers to local destinations.

CDOT and FHWA propose to relocate U.S. 287 and U.S. 50 from downtown Lamar to a new alignment approximately 1 mile east of Lamar for a non-stop route for regional truck and automobile traffic. In the interim phase, a two-lane mainline is proposed with three new intersections and provisions for two future local access points along the new alignment. In the ultimate phase, the highway would be expanded to a four-lane divided highway in the future.

A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public and agencies are invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

For more information, please visit our website at <http://www.coloradodot.info/projects/us287lamar> or call me at (719) 227-3248.

Best Regards,

---

Lisa A. Streisfeld  
Region 2 Planning and Environmental Manager

# STATE OF COLORADO

---

**DEPARTMENT OF TRANSPORTATION**

2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Alison Deans-Michael  
CDOT  
4201 E. Arkansas Ave.  
Denver, CO 80222

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Alison,

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are pleased to announce that the U.S. 287 at Lamar and Reliever Route Environmental Assessment has been published for review and comment. The 30-day review period extends from September 3 to October 3, 2013. The enclosed CD contains the full document and technical appendices.

The purpose of the project is to reduce conflicts between local and through-traffic, improve safety, and meet local, regional, and national travel demands on U.S. 287 and U.S.50 through Lamar. U.S. 287 and U.S. 50 intersect in Lamar, generating substantial truck traffic through the heart of the community. Traffic conflicts occur in Lamar because U.S. 287 serves as its Main Street as well as the only north-south route through the city. Many small businesses and public facilities are located along this route. The volume of traffic, especially trucks, creates conflicts with pedestrians along Main Street and other travelers to local destinations.

CDOT and FHWA propose to relocate U.S. 287 and U.S. 50 from downtown Lamar to a new alignment approximately 1 mile east of Lamar for a non-stop route for regional truck and automobile traffic. In the interim phase, a two-lane mainline is proposed with three new intersections and provisions for two future local access points along the new alignment. In the ultimate phase, the highway would be expanded to a four-lane divided highway in the future.

A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public and agencies are invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

For more information, please visit our website at <http://www.coloradodot.info/projects/us287lamar> or call me at (719) 227-3248.

Best Regards,

---

Lisa A. Streisfeld  
Region 2 Planning and Environmental Manager

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

County Administrator Jo Dorenkamp  
301 South Main Street Ste 215  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Administrator Dorenkamp,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer



# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Commissioner Joe Marble  
301 South Main Street Ste 215  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Commissioner Marble,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Commissioner Henry Schnabel  
301 South Main Street Ste 215  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Commissioner Schnabel,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

**DEPARTMENT OF TRANSPORTATION**  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Commissioner Wendy Buxton-Andrade  
301 South Main Street Ste 215  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Commissioner Buxton-Andrade,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 28, 2013

Mr. Bill Thiebaut  
Southeast Colorado Transportation Commissioner, District 10  
76 Duke  
Pueblo, CO 81005

**SUBJECT:** Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Commissioner Thiebaut,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. We have invited the public to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Mayor Roger Stagner  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Mayor Stagner,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Councilwoman Anne-Marie Crampton  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Councilwoman Crampton,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Councilman Kirk Crespin  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Councilman Crespin,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Councilman Oscar Riley  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Councilman Riley,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer



# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Councilman Skip Rudeman  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Councilman Rudeman,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

---

**DEPARTMENT OF TRANSPORTATION**

2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Councilman Keith Nidey  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Councilman Nidey,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

Councilwoman Beverly Haggard  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Councilwoman Haggard,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 30, 2013

City Administrator John Sutherland  
102 East Parmenter St.  
Lamar, CO 81052

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Administrator Sutherland,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

---

**DEPARTMENT OF TRANSPORTATION**

2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 29, 2013

State Senator Larry Crowder  
200 East Colfax  
Denver, CO 80203

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Senator Crowder,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

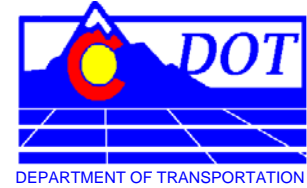
Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 29, 2013

State Representative Tim Dore  
200 East Colfax  
Denver, CO 80203

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Representative Dore,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 29, 2013

Representative Cory Gardner  
408 North Main Street, Suite F  
P.O. Box 104  
Rocky Ford, CO 81067

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Representative Gardner,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 29, 2013

Senator Mark Udall  
107 West B Street  
Pueblo, CO 81003

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Senator Udall,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

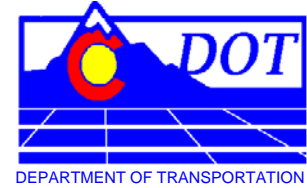
---

Paul A. Westhoff, P. E.  
Resident Engineer



# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



August 29, 2013

Senator Michael Bennett  
129 West B Street  
Pueblo, CO 81003

**SUBJECT:** Public Notice of the U.S. 287 at Lamar Reliever Route Environmental Assessment

Dear Senator Bennett,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations, the full document is available for review online at <http://www.coloradodot.info/projects/us287lamar>.

The document will be available for review and comment during a 30-day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex in Lamar from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team by mailing or emailing Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

2402 South Main  
Lamar, Colorado 81052  
(719) 336-3228  
FAX – (719) 336-4101



DEPARTMENT OF TRANSPORTATION

August 28, 2013

Mayor Roger Stagner  
102 East Parmenter  
Lamar, CO 81052

**SUBJECT:** Public Notice of the US 287 Lamar Environmental Assessment

Dear Mayor Stagner,

I am pleased to notify you that the U.S. 287 at Lamar Reliever Route Environmental Assessment has been published for public review and comment. The document is available in paper copy at the following locations:

- Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052
- Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar, CO 81502
- Lamar Community Building, 610 South 6th St., Lamar, CO 81052
- Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052
- CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052
- CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002
- CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906
- Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203
- FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Along with these locations the full document is available on line at <http://www.coloradodot.info/projects/us287lamar> .

The document will be available for review and comment during a 30day period from September 3 to October 3, 2013. A public hearing will be conducted on September 19 in the Mezzanine Room at the Prowers County Annex from 5:00 to 7:00 PM. The public is invited to either provide formal public comment at this meeting or to submit written comments to the project team at: Caitlin McCusker, CH2M HILL, 9191 South Jamaica Street, Englewood, CO 80112 or [Caitlin.mccusker@ch2m.com](mailto:Caitlin.mccusker@ch2m.com).

CDOT and FHWA will consider public comments and address them in the decision document for the project. This National Environmental Policy Act (NEPA) process is the result of many years of work, and completion of the process will open the way for the design of the Lamar Reliever Route.

If you have any questions please feel free to contact me at 719-336-3228

Best Regards,

---

Paul A. Westhoff, P. E.  
Resident Engineer

Notices and Advertisements

Website

---



# Public Comments

## CDOT INVITES PUBLIC COMMENT ON U.S. 287 AT LAMAR RELIEVER ROUTE ENVIRONMENTAL ASSESSMENT

### *Notice of Public Hearing and Availability of Environmental Assessment*

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) announce the availability of the U.S. 287 at Lamar Reliever Route Environmental Assessment (EA). CDOT invites the public to attend a public hearing on Thursday, September 19, 2013 to hear about the EA findings, details on the proposed improvements, impacts to environmental and community resources, and proposed mitigation to minimize any impacts. The public comment period on the EA begins Tuesday, September 3, 2013 and will continue through Thursday, October 3, 2013.

#### Public Hearing

Thursday, September 19, 2013

5:00 to 7:00 p.m.

Mezzanine Room at the County Annex Building

1001 S. Main St.

Lamar, CO 81502

5:00 to 6:00 p.m. - Registration/Open House

6:00 p.m. - Informational Presentation

6:30 p.m. - Oral Public Comments

The EA is available for public review electronically on this project website and in hard copy at the following public offices:

Lamar City Complex, 102 E. Parmenter St., Lamar, CO 81052

Prowers County Office of County Commissioners, 301 S. Main St. #215, Lamar,  
CO 81052

Lamar Community Building, 610 South 6th St., Lamar, CO 81052

Lamar Public Library, 102 East Parmenter St., Lamar, CO 81052

CDOT Region 2 Lamar Office, 2402 S. Main St., Lamar, CO 81052

CDOT Region 2 Pueblo Office, 905 Erie Ave., Pueblo, CO 81002

CDOT Region 2 Colorado Springs Office, 1480 Quail Lake Loop, Colorado Springs, CO 80906

Colorado State Publications Library, 201 E. Colfax Ave., Denver, CO 80203

FHWA, Colorado Division, 12300 W. Dakota Ave, Suite 180, Lakewood, CO 80228

Public comments on the proposed project can be made in person at the public hearing. Comments can also be submitted in writing, or via email to: Caitlin McCusker, CH2M HILL, 9193 S. Jamaica St., Englewood, CO 80112, Caitlin.McCusker@ch2m.com. Comments are due by Thursday, October 3, 2013.

## Resources

- ACCESSIBILITY
  - **Relay Colorado: 711 or (800-659-3656)**
- Get Connected - CDOT Communication Tools
- Employment
- Request a Colorado state highway map
- State of Colorado Website

## Travel

- Colorado Scenic Byways
- Traffic and Cameras
- Weekly Lane Closures
- Winter Driving

## Programs

- Alcohol and Impaired Driving
- Car Seats - Child Passenger Safety
- Colorado Bridge Enterprise

## Projects

- Active Construction Projects
- Studies & Assessments
- US 36 Express Lanes

## **Popular Business Links**

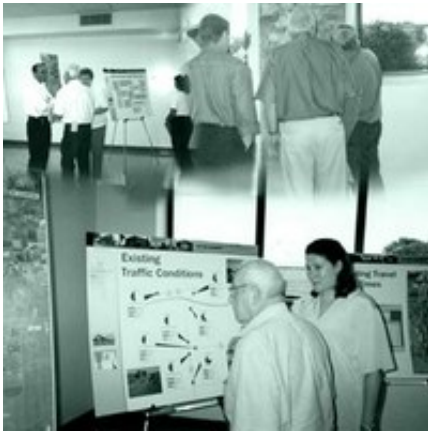
- Bidding
- Commercial Vehicle Permits
  
- OTIS - Online Transportation Information System

## **Transparency**

- CDOT Financials
- Your CDOT Dollar



# Stay Involved



The next **US 287 at Lamar Environmental Assessment (EA) Public Meeting** will be the Public Hearing on Thursday, September 19, 2013. The meeting will take place from 5:00 p.m. to 7:00 p.m. at the Mezzanine Room at the County Annex Building at 1001 South Main Street. CDOT staff will be available to talk with the public in an open house format from 5:00 p.m. to 6:00 p.m. CDOT will give an informational presentation at 6:00 p.m., followed by a public comment period. Comments received during the public hearing will be officially documented by a court reporter. Please join us to learn more about the project and provide your comments.

The public review period for the EA extends from Tuesday, September 3, 2013 through Thursday, October 3, 2013. Comments may be submitted in person or in writing at the public hearing, or by mail or email to Caitlin McCusker, CH2M HILL, 9193 S. Jamaica St., Englewood, CO 80112, 720-286-0484, [Caitlin.McCusker@ch2m.com](mailto:Caitlin.McCusker@ch2m.com).

## Resources

- ACCESSIBILITY  
**Relay Colorado: 711 or (800-659-3656)**
- Get Connected - CDOT Communication Tools
- Employment
- Request a Colorado state highway map
- State of Colorado Website

## Travel

- Colorado Scenic Byways
- Traffic and Cameras
- Weekly Lane Closures
- Winter Driving

## Programs

- Alcohol and Impaired Driving
- Car Seats - Child Passenger Safety
- Colorado Bridge Enterprise

## **Projects**

- Active Construction Projects
- Studies & Assessments
- US 36 Express Lanes

## **Popular Business Links**

- Bidding
- Commercial Vehicle Permits
- OTIS - Online Transportation Information System

## **Transparency**

- CDOT Financials
- Your CDOT Dollar



# Notices and Advertisements

Press Release From CDOT

---



# Environmental Document signed for Lamar Reliever Route

**August 15, 2013 - Southeastern Colorado/CDOT Region 2 - DENVER – The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) signed the Environmental Assessment (EA) for the U.S. 287 at Lamar Reliever Route Thursday, August 15th.**

Signing the completed document is required before the 30-day public comment period begins on Tuesday, September 3, 2013. The comment period continues through Thursday, October 3.

A public hearing on the EA will be held in the Mezzanine Room at the County Annex Building, 1001 South Main Street in Lamar on Thursday, September 19, from 5 p.m. to 7 p.m. The hearing will provide information on the EA findings, details on the proposed improvements, impacts to environmental and community resources, and proposed mitigation to minimize any impacts.

CDOT and FHWA are proposing to relocate U.S. 287 and U.S. 50 from downtown Lamar to a new alignment, approximately one mile east of Lamar, for a non-stop route for regional truck and automobile traffic. A two-lane highway is recommended, with three new interchanges and provisions for two future local access points along the new highway. This highway would be expanded to four lanes in the future.

## Resources

- ACCESSIBILITY  
**Relay Colorado: 711 or (800-659-3656)**
- Get Connected - CDOT Communication Tools
- Employment
- Request a Colorado state highway map
- State of Colorado Website

## Travel

- Colorado Scenic Byways
- Traffic and Cameras
- Weekly Lane Closures
- Winter Driving

## Programs

- Alcohol and Impaired Driving
- Car Seats - Child Passenger Safety
- Colorado Bridge Enterprise

## **Projects**

- Active Construction Projects
- Studies & Assessments
- US 36 Express Lanes

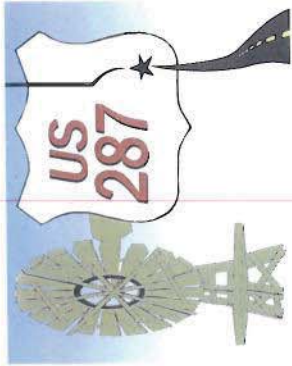
## **Popular Business Links**

- Bidding
- Commercial Vehicle Permits
  
- OTIS - Online Transportation Information System

## **Transparency**

- CDOT Financials
- Your CDOT Dollar

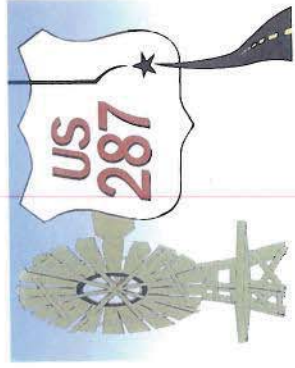




# US 287 at Lamar Environmental Assessment

**Public Hearing  
September 19, 2013**

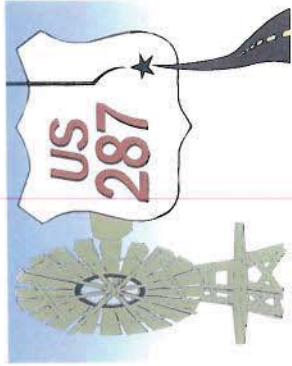
Name	Address	Zip Code	Phone #
Bill GRASMICK	[REDACTED]	[REDACTED]	[REDACTED]
VIRGINIA INMAN J	[REDACTED]	[REDACTED]	[REDACTED]
LEON SPARKS	[REDACTED]	[REDACTED]	[REDACTED]
JAMES CASEGOS	[REDACTED]	[REDACTED]	[REDACTED]
Shauna Millsbaugh	[REDACTED]	[REDACTED]	[REDACTED]
Jeff Millsbaugh	[REDACTED]	[REDACTED]	[REDACTED]
Step Ruedeman	[REDACTED]	[REDACTED]	[REDACTED]
JILLANE HIXSON	[REDACTED]	[REDACTED]	[REDACTED]
Paul wells	[REDACTED]	[REDACTED]	[REDACTED]
Terry Dewitt	[REDACTED]	[REDACTED]	[REDACTED]
Kirk Caspina	[REDACTED]	[REDACTED]	[REDACTED]
Dean VanDerWege	[REDACTED]	[REDACTED]	[REDACTED]
Roger STAGNER	[REDACTED]	[REDACTED]	[REDACTED]
MARIL JENKINS	[REDACTED]	[REDACTED]	[REDACTED]
Jeter Casbolt	[REDACTED]	[REDACTED]	[REDACTED]



# US 287 at Lamar Environmental Assessment

## Public Hearing September 19, 2013

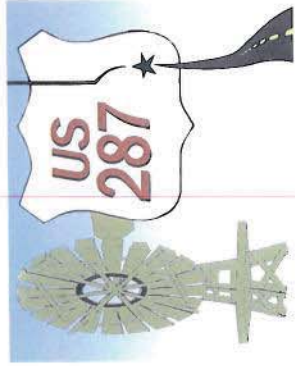
Name	Address	Zip Code	Phone #
DON WOLLETZ	[REDACTED]	[REDACTED]	[REDACTED]
MICHAEL PEREZ	[REDACTED]	[REDACTED]	[REDACTED]
TIM FOURNIER	[REDACTED]	[REDACTED]	[REDACTED]
JEE MARBLE	[REDACTED]	[REDACTED]	[REDACTED]
ANNE-MARIE CRAMPTON	[REDACTED]	[REDACTED]	[REDACTED]
STEVE McSILKIN	[REDACTED]	[REDACTED]	[REDACTED]
Gloria Gonzalez Cobble	[REDACTED]	[REDACTED]	[REDACTED]
DUSTIN DEWITT	[REDACTED]	[REDACTED]	[REDACTED]
Cory Alan Forgue	[REDACTED]	[REDACTED]	[REDACTED]
Karen & Ken Day	[REDACTED]	[REDACTED]	[REDACTED]
Wendy Buxton Andrade	[REDACTED]	[REDACTED]	[REDACTED]
Don Emick	[REDACTED]	[REDACTED]	[REDACTED]
Steve Marie	[REDACTED]	[REDACTED]	[REDACTED]
Michelle	[REDACTED]	[REDACTED]	[REDACTED]



# US 287 at Lamar Environmental Assessment

## Public Hearing September 19, 2013

Name	Address	Zip Code	Phone #
Russ Baldwin	[REDACTED]	[REDACTED]	[REDACTED]
Blenda Nunney	[REDACTED]	[REDACTED]	[REDACTED]
Ken Roe	[REDACTED]	[REDACTED]	[REDACTED]
Craig Brice	[REDACTED]	[REDACTED]	[REDACTED]
Paul & Darlene Lopez	[REDACTED]	[REDACTED]	[REDACTED]
Raybelly Arguente	[REDACTED]	[REDACTED]	[REDACTED]
Lisa Thomas	[REDACTED]	[REDACTED]	[REDACTED]
Loise Neffert	[REDACTED]	[REDACTED]	[REDACTED]
John Adams	[REDACTED]	[REDACTED]	[REDACTED]
Jane Adams	[REDACTED]	[REDACTED]	[REDACTED]
Charley Taylor	[REDACTED]	[REDACTED]	[REDACTED]



# US 287 at Lamar Environmental Assessment

## Public Hearing September 19, 2013

Name	Address	Zip Code	Phone #
BENNIE STUMATE	[REDACTED]	[REDACTED]	[REDACTED]
Jay Benton	[REDACTED]	[REDACTED]	[REDACTED]
Nelda Roberts	[REDACTED]	[REDACTED]	[REDACTED]
George A. Demas	[REDACTED]	[REDACTED]	[REDACTED]
Earl Hawkins	[REDACTED]	[REDACTED]	[REDACTED]
Marilyn Pierson	[REDACTED]	[REDACTED]	[REDACTED]
DR. GAVEN CRATSMICK	[REDACTED]	[REDACTED]	[REDACTED]
JOHN SUTHERLAND	[REDACTED]	[REDACTED]	[REDACTED]
KEITH MIDY	[REDACTED]	[REDACTED]	[REDACTED]
Jodie Sweet	[REDACTED]	[REDACTED]	[REDACTED]
Gary Harbert	[REDACTED]	[REDACTED]	[REDACTED]
Lance Berninghoff	[REDACTED]	[REDACTED]	[REDACTED]
Howard + MK Pruett	[REDACTED]	[REDACTED]	[REDACTED]
Henry Schubei	[REDACTED]	[REDACTED]	[REDACTED]
Doug Heubner	[REDACTED]	[REDACTED]	[REDACTED]



[REDACTED]  
Guy Carthy

[REDACTED]  
Mike Embert

[REDACTED]  
Linda Grice

[REDACTED]  
LAWRENCE HILTON

[REDACTED]  
Raymond Maud

[REDACTED]  
Jo Dorkham

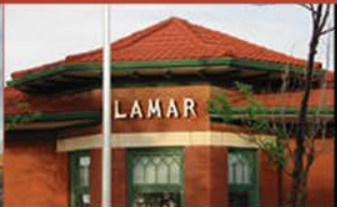
Public Hearing Presentation



# *Public Hearing*

## *US 287 at Lamar Reliever Route Environmental Assessment*

September 19, 2013



# **US 287 at Lamar** *Reliever Route*





# Introductions

- ▶ Tom Wrona, CDOT Region 2  
Transportation Director
- ▶ Karen Rowe, CDOT Region 2 South  
Program Engineer
- ▶ Paul Westhoff, CDOT Region 2 Resident  
Engineer & Project Manager
- ▶ Chris Horn, Federal Highway  
Administration Senior Operations Engineer





# Introductions

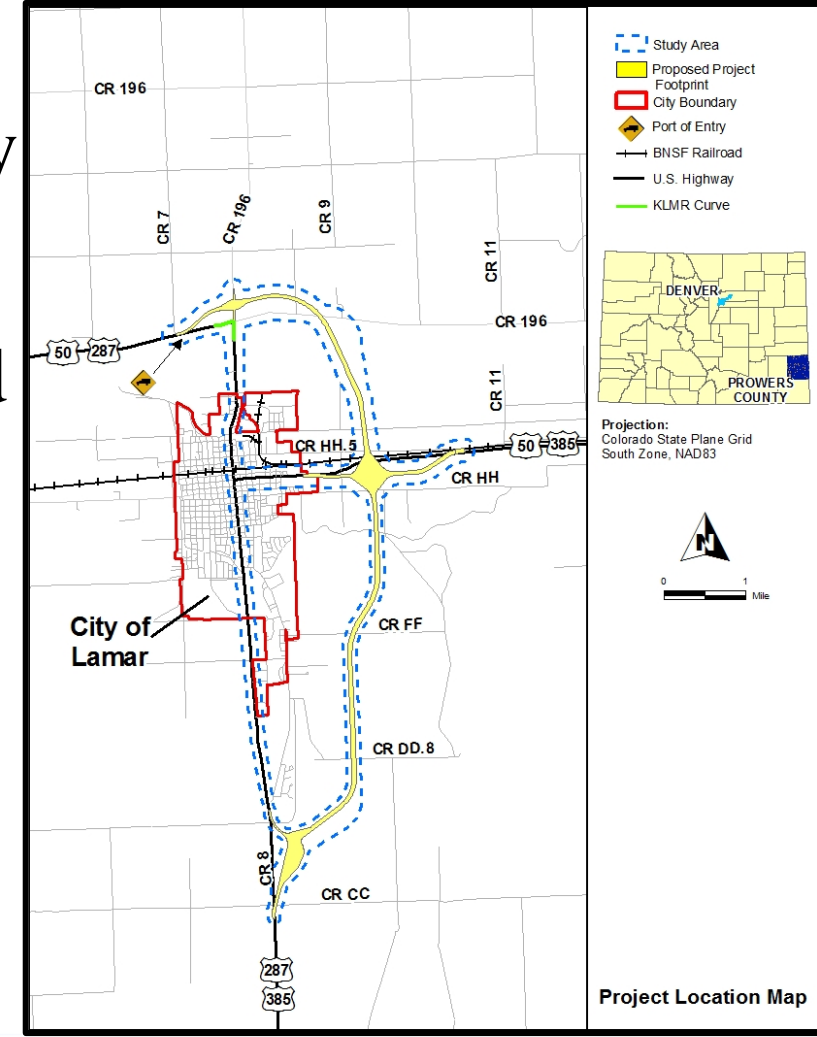
- ▶ Lisa Streisfeld, CDOT Region 2 Planning and Environmental Manager
- ▶ Rob Frei, CDOT Region 2 NEPA Project Manager
- ▶ Wayne Trujillo/Amber Billings, Region 2 Right-of-Way Managers
- ▶ CH2M HILL, Consultant Firm





## Presentation Overview

- ▶ Background and History
- ▶ Purpose and Need
- ▶ Alternatives Considered
- ▶ Proposed Action
- ▶ Impacts to Resources
- ▶ Mitigation Measures
- ▶ Next Steps/Schedule
- ▶ Project Cost & Funding





# Project History

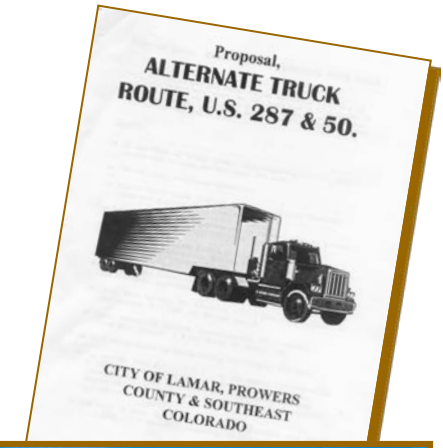
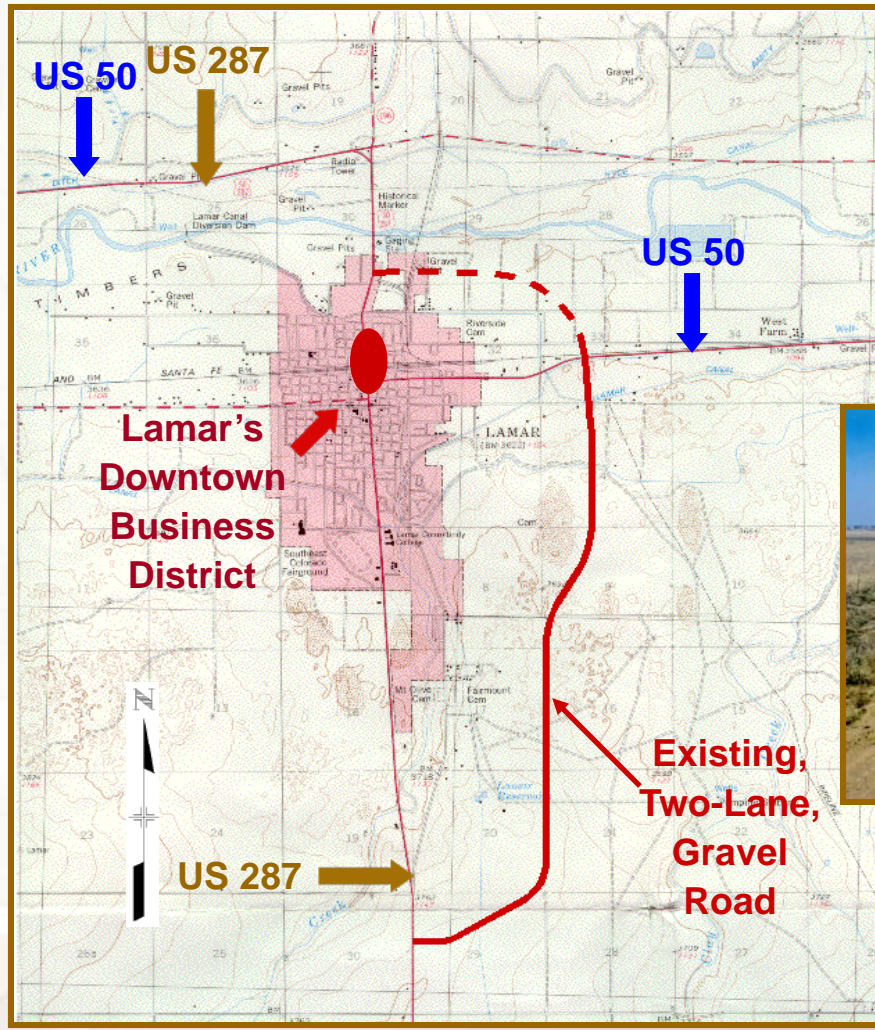
- ▶ Desire to remove trucks from downtown
- ▶ City and County bypass studied in 1998
  - Constructed two-lane, gravel alternative truck route east of Lamar
- ▶ CDOT Feasibility Study in 2000 to improve safety/mobility
  - Alternatives screening
  - Identified the “Proposed Action” (U.S. 287 Reliever Route)
- ▶ CDOT NEPA Environmental Assessment started 2002





# US 287 at Lamar

## Alternative Truck Route

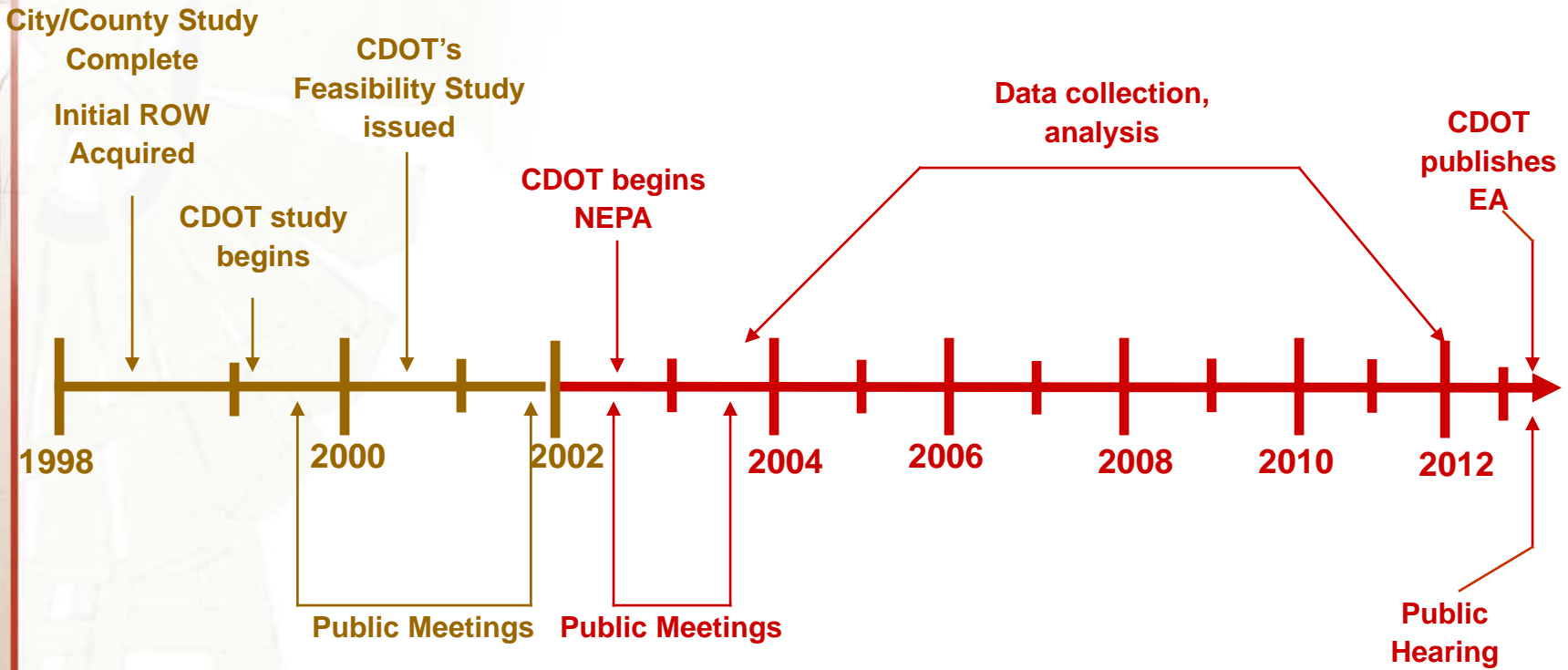






# US 287 at Lamar

# Timeline





# Purpose of the Project

- ▶ Reduce conflicts between local and through-traffic
- ▶ Improve safety for motorists and pedestrians
- ▶ Meet local, regional, and national traffic needs





# Need for the Project

## ► Mobility

- Improve regional travel conditions and travel times on U.S. 287 and U.S. 50.
- Improve local operations and access to downtown.
- Accommodate future freight traffic growth in the Ports-to-Plains Trade Corridor.





# Need for the Project

## ► Safety

- Remove hazardous material loads from downtown and at-grade railroad crossing.
- Improve traffic and pedestrian safety in downtown by reducing conflicts between local traffic and truck and through traffic.
  - Example: Main Street is too narrow to accommodate both heavy truck traffic and on-street parallel parking safely.





*US 287 at Lamar*

# Conflicts with Local and Through Truck Traffic





*US 287 at Lamar*

# Oversized Loads





**US 287 at Lamar**

# Conflicts Due to Narrow Roadway

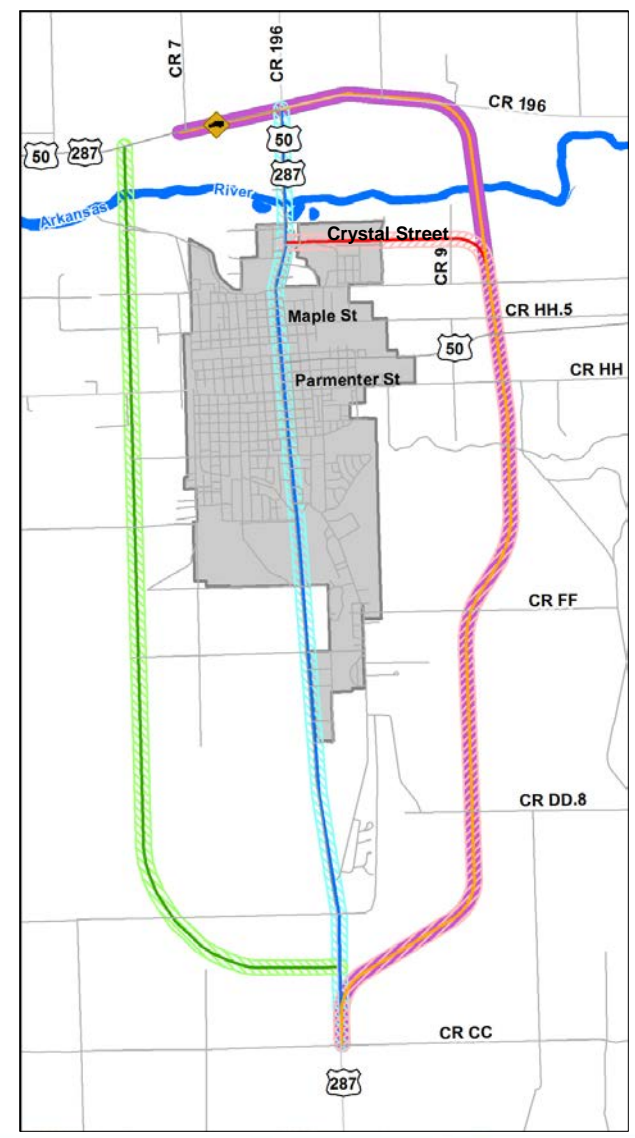




# US 287 at Lamar

## Alternatives

- ▶ No Action
- ▶ Proposed Action
- ▶ Reconstruct Main Street
- ▶ West Reliever Route
- ▶ Crystal Street Cutoff



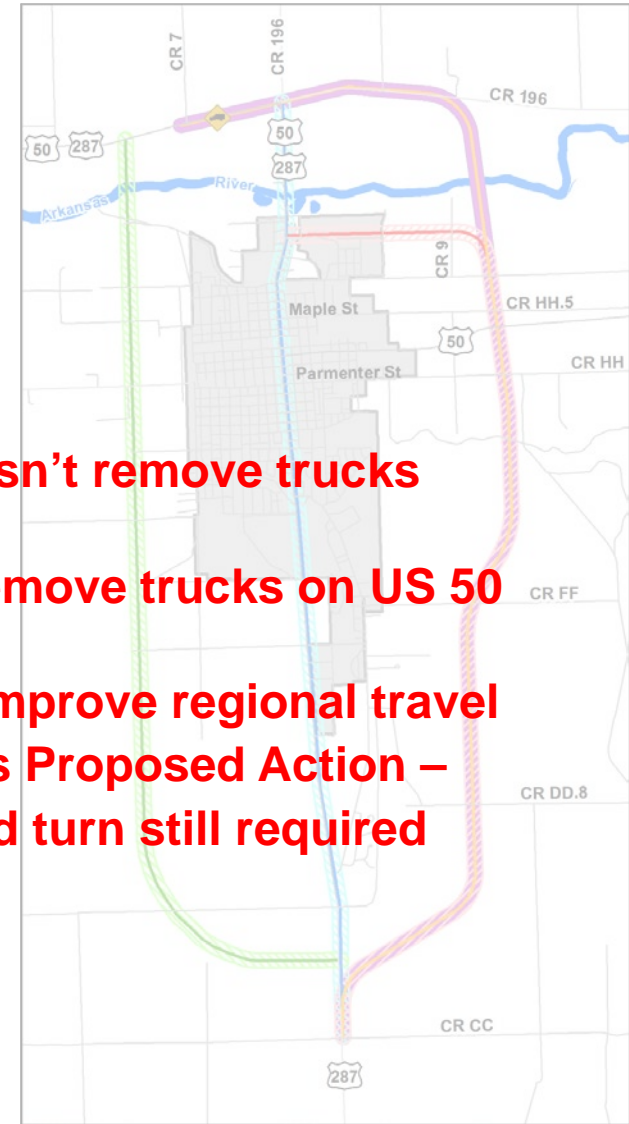


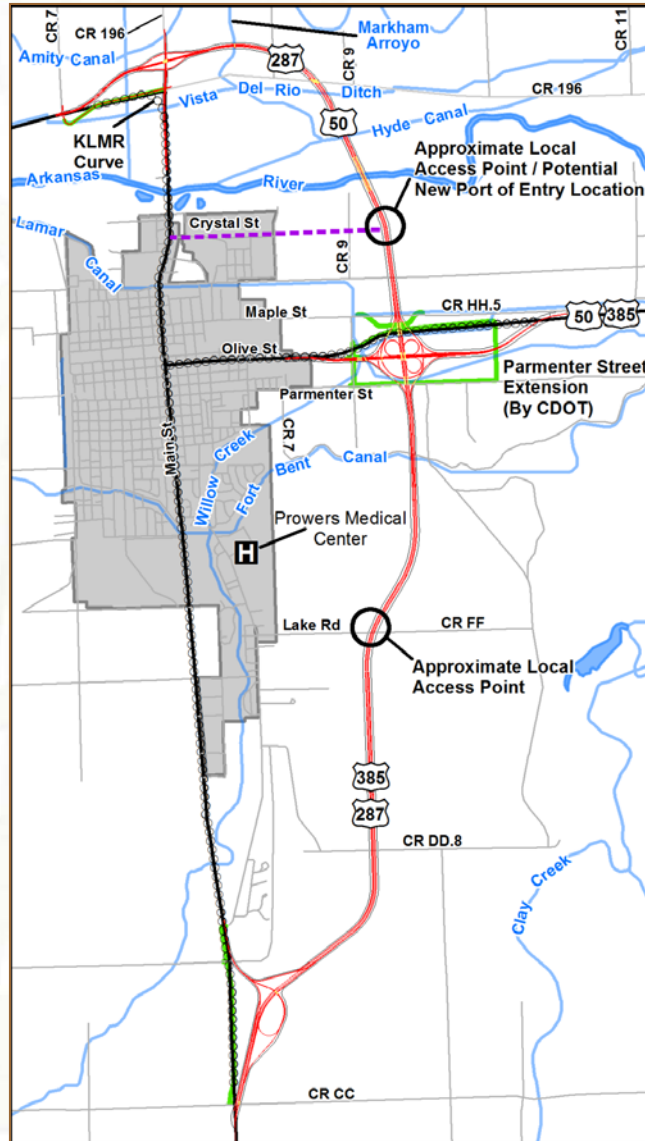


# US 287 at Lamar

## Alternatives

- ▶ No Action
- ▶ Proposed Action
- ▶ ~~Reconstruct Main Street~~ doesn't remove trucks
- ▶ ~~West Reliever Route~~ doesn't remove trucks on US 50
- ▶ ~~Crystal Street Cutoff~~ doesn't improve regional travel as well as Proposed Action – signalized turn still required





- # Proposed Action
- ▶ Four-lane highway reliever route
  - ▶ 3 interchanges
    - ▶ Diamond (north)
    - ▶ Partial-clover leaf w/bridge over RR (east)
    - ▶ Trumpet (south)
  - ▶ Bridge over Arkansas River
  - ▶ Realign some local roads
  - ▶ Construct in phases





## US 287 at Lamar

# Interim Phase

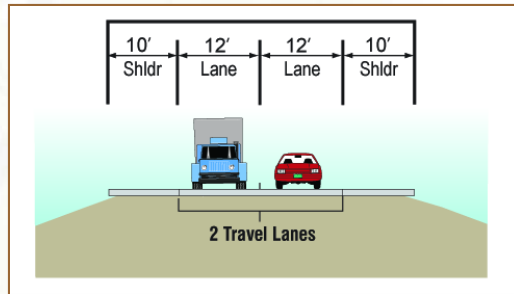
- ▶ Two-lane highway
- ▶ 3 interchanges
  - ▶ At-grade intersection, stop controlled for Main Street/CR 196 (north)
  - ▶ Diamond interchange w/bridge over RR (east)
  - ▶ At-grade intersection, stop controlled for Main Street (south)
- ▶ Bridge over Arkansas River



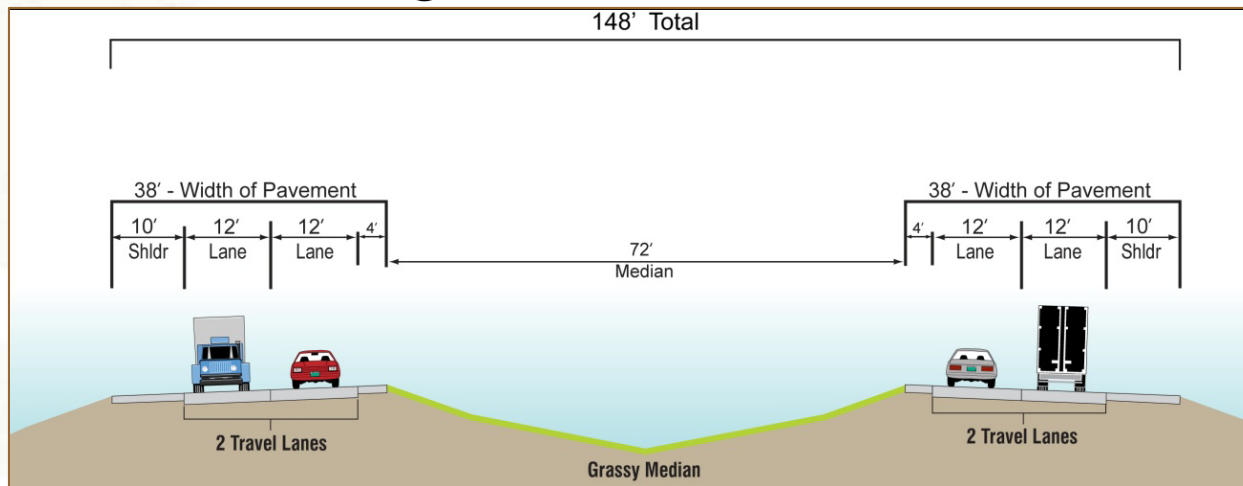


# Typical Cross-Section

## ► Interim Phase



## ► Ultimate Configuration





# Environmental Resources

- ▶ Transportation
- ▶ Socioeconomics
- ▶ Land Use
- ▶ Parks and Recreation
- ▶ Visual
- ▶ Noise
- ▶ Environmental Justice
- ▶ Cultural
- ▶ Farmland
- ▶ Floodplains
- ▶ Wetlands
- ▶ Water Quality
- ▶ Wildlife and Vegetation
- ▶ Sensitive Species
- ▶ Hazardous Materials
- ▶ Air Quality
- ▶ Right-of-Way
- ▶ Ditches/Utilities





# Traffic under the Proposed Action

- ▶ Diverts up to 84% of truck through-traffic and up to 30% of car through-traffic from Main Street.
- ▶ Trucks and cars that presently travel through the city without stopping will move from downtown to the reliever route.
- ▶ Approx. 17,000 vehicles per day on Main Street in 2010 and in 2035 with the reliever route in place.



# Traffic Benefits of Proposed Action

## ► Safety

- Fewer truck and through trips in town would improve safety conditions for local motorists and pedestrians
- Re-route hazardous loads to reliever route
- Grade separated railroad crossing at U.S. 287/U.S.50

## ► Mobility

- Less waiting for trucks to return to speed after stopping at signals and navigating tight turns in town
- Easier on-street parallel parking on Main and Olive
- Faster, reliable times for through traffic on reliever route (no traffic signals, no at-grade railroad crossing)





# Socioeconomics



- ▶ Largest city in 100 mile radius
- ▶ Improving travel and parking conditions for local traffic accessing businesses in Lamar
- ▶ Economic analysis:
  - ↳ 94% of Lamar business sales are insensitive to changes in traffic patterns; 6% are highway dependent
- ▶ Directional signage to downtown business district
- ▶ Impact 364 acres of prime and important farmland







# Community Resource Impacts

- ▶ **Land Use and Right of Way**
  - Anticipated growth around new interchanges
  - Acquire 385 acres private property (1 residence, 3 businesses)
- ▶ **Noise**
  - Decreased noise levels in town
- ▶ **Air Quality**
  - Reduced PM<sub>10</sub> emissions in town and along existing alternative truck route
- ▶ **Hazardous Materials**
  - Hazmat trucks routed around town on reliever route





# Natural Resources Impacts

## ▶ Wetlands

- ▶ 0.43 acre to 0.47 acre of impact in interim phase
- ▶ 0.91 acre of impact in ultimate phase

## ▶ Water quality

- ▶ 50 acres of new impervious surface in interim phase
- ▶ 90 acres of new impervious surface in ultimate phase
- ▶ Develop permanent water quality features, such as detention ponds or swales.

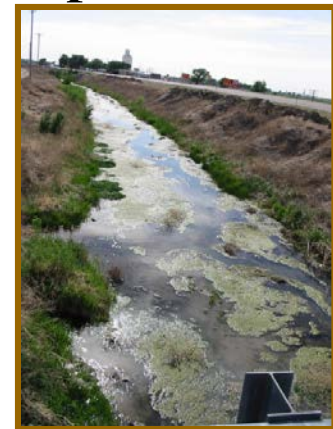


## ▶ Wildlife

- ▶ Habitat reduction, fragmentation

## ▶ Vegetation

- ▶ 151 acres of impact to shortgrass prairie habitat
- ▶ 8 acres of impact to riparian habitat





# Mitigation

## ► Socioeconomics

- Main Street and Olive Street will be designated as: “Business Route U.S. 287” and “Business Route U.S. 50.”
- Way-finding signage at the new interchanges.

## ► Land Use and Right-of-Way

- Acquisition and relocation comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Provide access between impacted properties for vehicles, equipment, and livestock.
- Maintain access to private properties through existing road network and realignment of local roads at the east interchange.





# Mitigation

- ▶ Irrigation
  - Preserve ditch conveyance capability and allow uninterrupted delivery.
- ▶ Floodplains
  - Design new bridges/structures to accommodate the 100-year flow rate.
- ▶ Water Quality
  - Install stormwater quality treatment features to ensure silt and debris do not enter waterways.





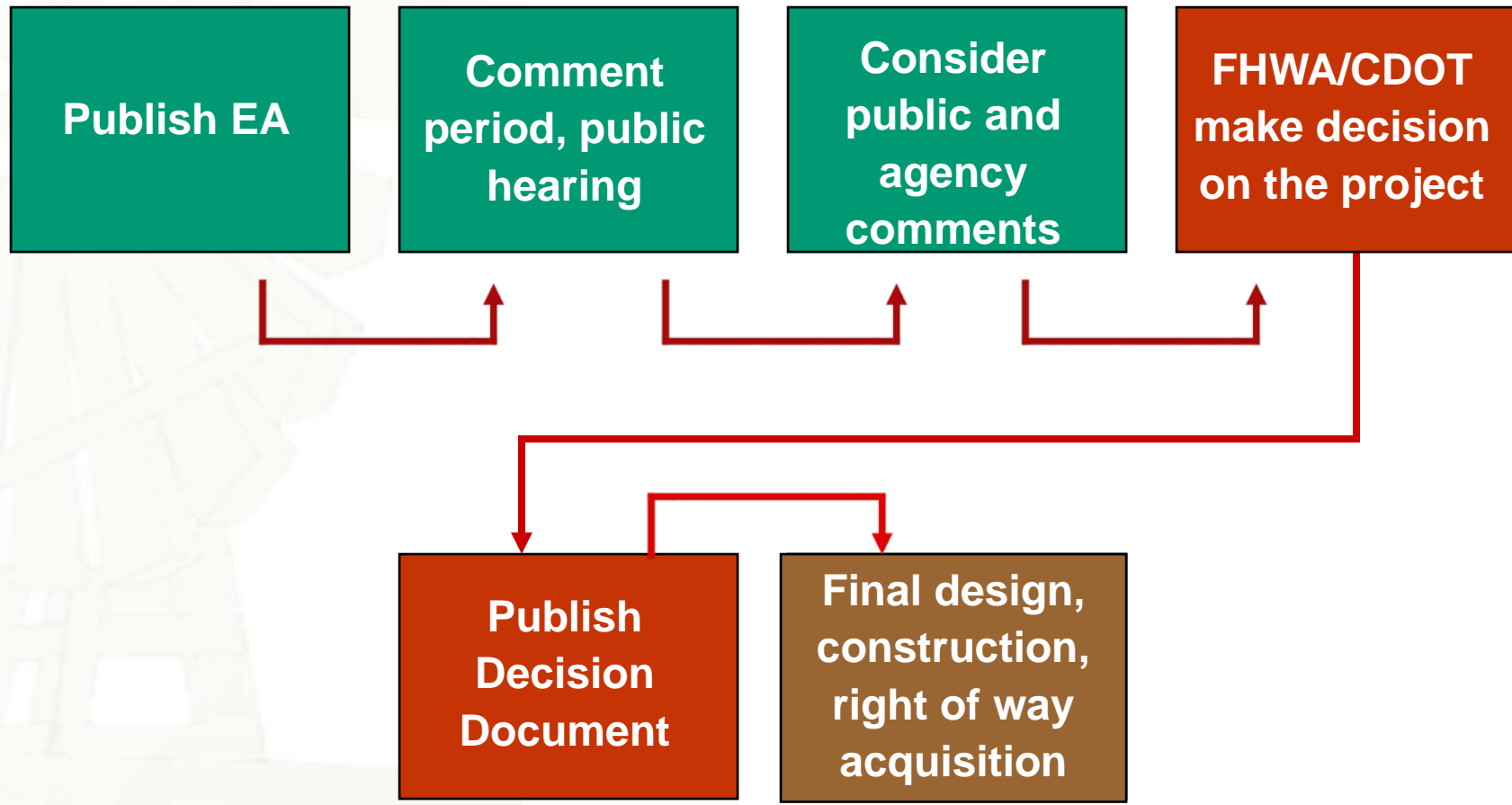
# Mitigation

- ▶ **Wetlands**
  - Prepare Wetland Mitigation Plan identifying wetland mitigation and/or using mitigation banking credits from the CDOT Limon Bank located in Lincoln County.
- ▶ **Wildlife & Sensitive Species**
  - Where feasible, design enlarged culverts to maintain connectivity across highway to allow small and large mammal movement.
  - Design bridge to provide sufficient clearance for wildlife movement.
  - Russian thistle and tamarisk will be removed from CDOT right-of-way in the Arkansas River corridor.





# Next Steps





# Funding and Cost

- ▶ **Current funding \$13.5 M**
  - 2013, Regional Priority Program funding (\$200,000)
  - 2013, 7<sup>th</sup> Pot Funds (\$2.0 M)
  - 2013, Federal Appropriation (\$1.3 M)
  - 2016, 2017 FASTER safety allocation (\$10 M)
  
- ▶ **Costs**
  - Total Cost for Interim and Ultimate Phases: \$116.2 M





# US 287 at Lamar

# Thank you!




**A much-needed breath of fresh air**

*By Steve Frazier*

What better symbol for 2011 than the photo of western Colorado, 50 miles south of Lamar, leading to the advantage of a rapidly changing landscape. The Colorado State area here is also the heart of a new energy.

**Lamar** - That's a village of homes in the heart of the western Colorado State area here is also the heart of a new energy. The Colorado State area here is also the heart of a new energy.

**Wind** - The wind is the new energy. The Colorado State area here is also the heart of a new energy. The Colorado State area here is also the heart of a new energy.

**Energy** - The energy is the new energy. The Colorado State area here is also the heart of a new energy. The Colorado State area here is also the heart of a new energy.

**2011** - The year of the new energy. The Colorado State area here is also the heart of a new energy. The Colorado State area here is also the heart of a new energy.

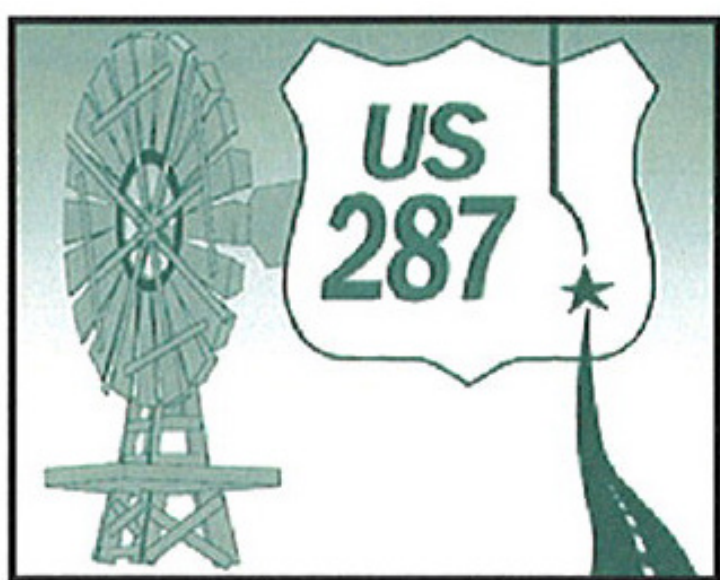






# Welcome

to the U.S. 287 at  
Lamar Reliever Route  
Environmental Assessment  
and Section 4(f) Evaluation  
Public Hearing



# Previous Decisions/ Project History

City and County identified and preserved an alternate truck route corridor, conducted preliminary roadway design.

CDOT began feasibility study to consider other corridors for US 287; public meetings July 28, 1999 and March 14, 2000. Outcome of public meetings was public support for the reliever route.

CDOT began the EA study.

CDOT publishes EA, documenting results of field surveys, environmental resources analysis, and cultural resources surveys and consultation.

**1980s**

**1998**

**1999**

**2000**

**2002**

**mid-2002 to  
mid 2003**

**2013**

City purchased 7.5 linear miles of right-of-way.

County constructed existing gravel Alternative Truck Route from US 287, south of Lamar to US 50, east of Lamar.

CDOT published Design Concept Summary Report, which evaluated concepts along the east side of Lamar, as well as explored Main Street improvements.

CDOT discussed conceptual alignments and interchange alternatives with stakeholders, and reached consensus on a Proposed Action through a series of five public meetings.



# Project Purpose and Need

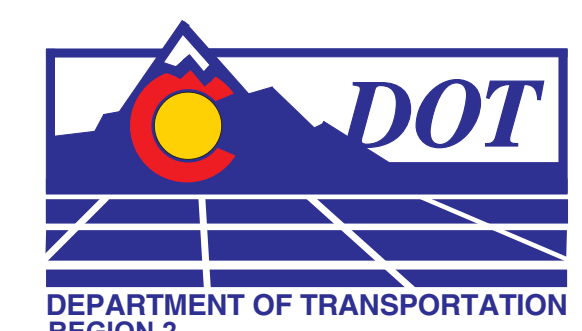
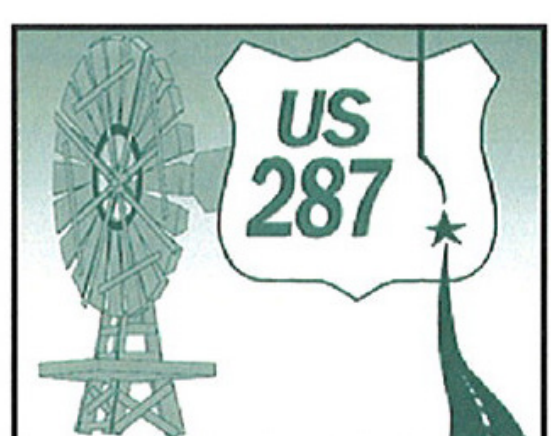
The purpose of the project is to reduce conflicts between local and through-traffic, improve safety, and meet local, regional, and national travel demands on U.S. 287 and U.S. 50 through Lamar.

## Mobility Needs

- Improve regional travel conditions and travel times.
- Improve local operations and access to downtown.
- Accommodate the future Ports-to-Plains trade corridor freight traffic.

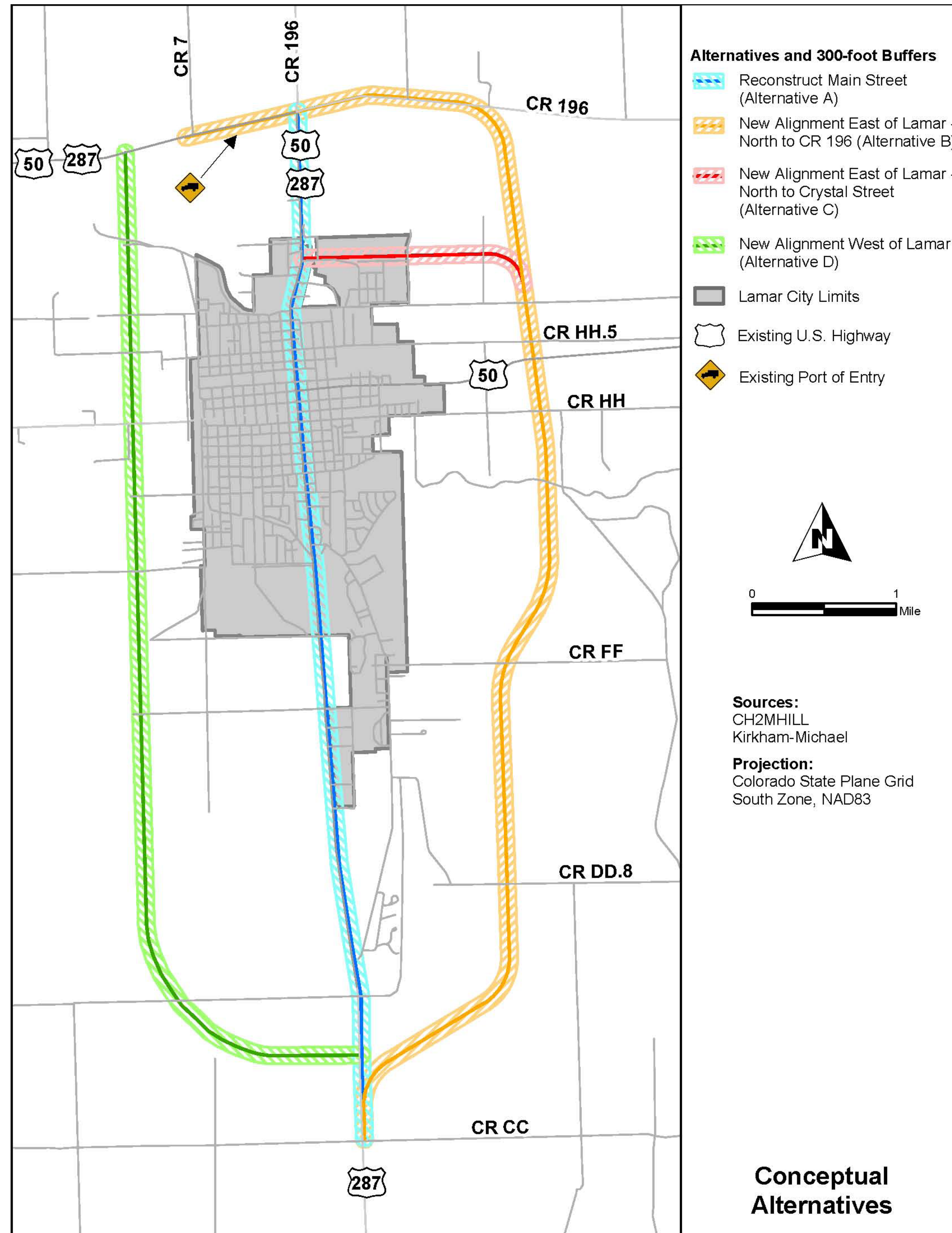
## Safety Needs

- Improve traffic and pedestrian safety in downtown by reducing conflicts between local traffic and truck and through-traffic.
- Reroute trucks hauling hazardous materials away from downtown and the at-grade railroad crossing.



# Alternatives Considered

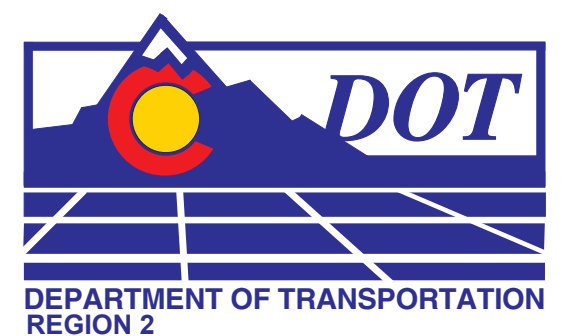
CDOT considered four conceptual alternatives and a No Action Alternative for addressing mobility and safety on U.S. 287 and U.S. 50.



CDOT screened the range of alternatives against criteria related to the project purpose and need and goals to minimize social and environmental impacts. This table summarizes the screening results.

Criteria	Performance Measures (Qualitative)	Conceptual Alternatives				
		No Action	A Reconstruct Main St.	B New Corridor on East - North to 196 Proposed Action	C New Corridor on East - to Crystal	D New Corridor on West - North to US 50
Operations	Reduces congestion and improves operations along mainstreet, improves operating speed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improved Convenience	Reduce conflicts between through and local traffic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety	Improve traffic safety in downtown by reducing volume of trucks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Right of Way	Minimize residential and business property acquisitions	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economics	Minimize impacts to businesses resulting from construction and operations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Future Improvements	Accommodates future improvements/traffic increases along US 287	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Environment	Alternative may impact environmental resources	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

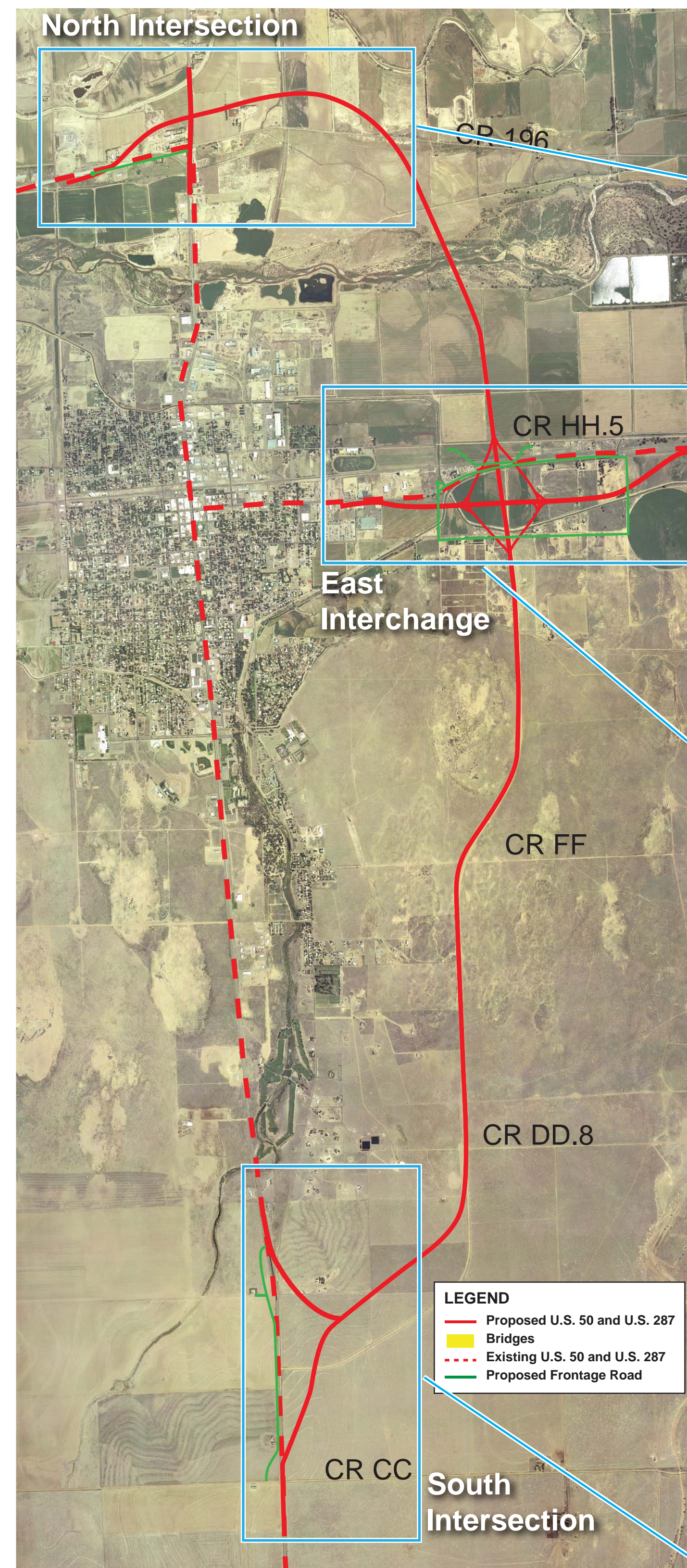
The higher the percentage of green in the box the better the alternative meets the criteria. The shading indicates the alternative that best meets the criteria, Alternative B.



# Proposed Action

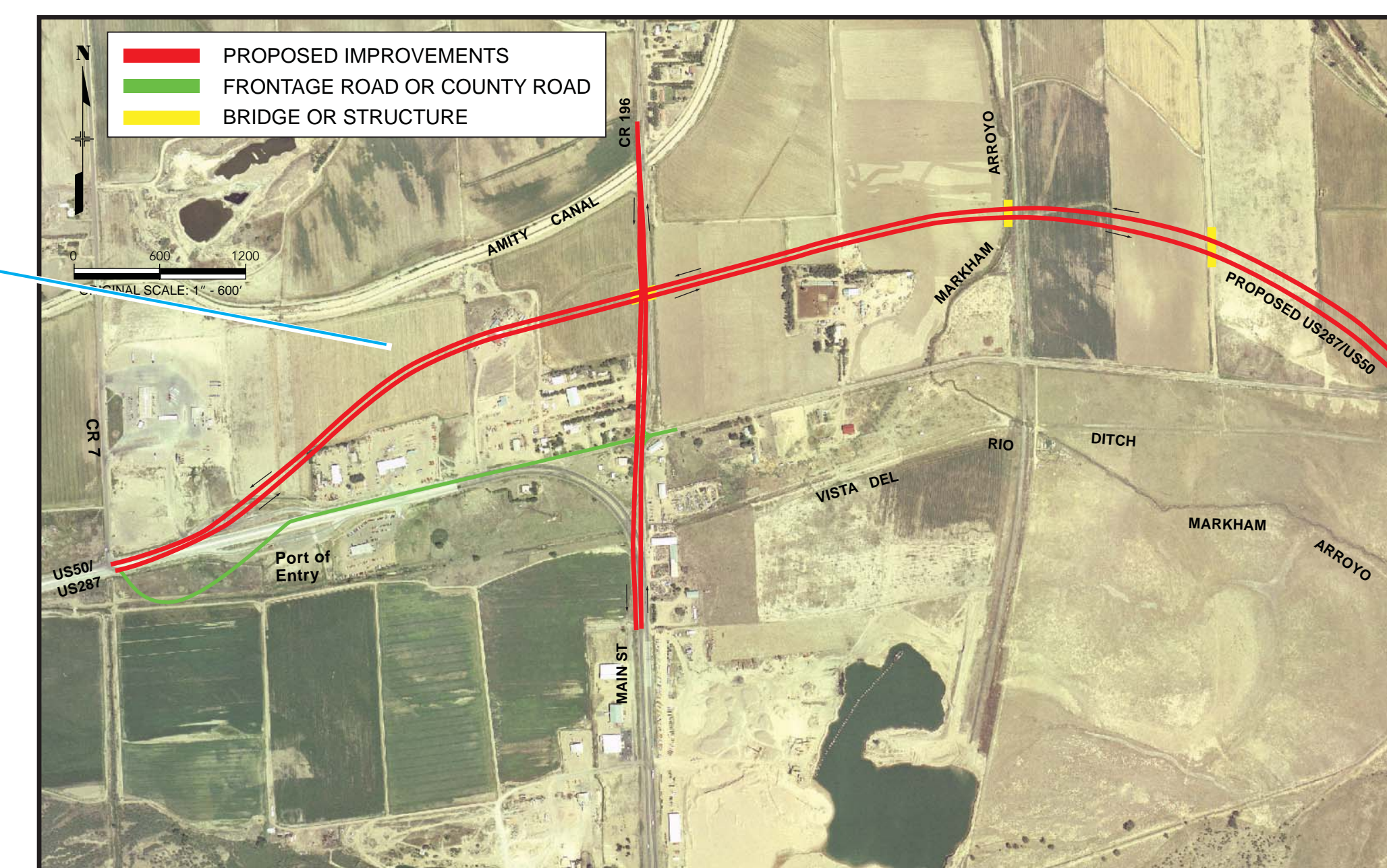
## Interim Phase

### Overview

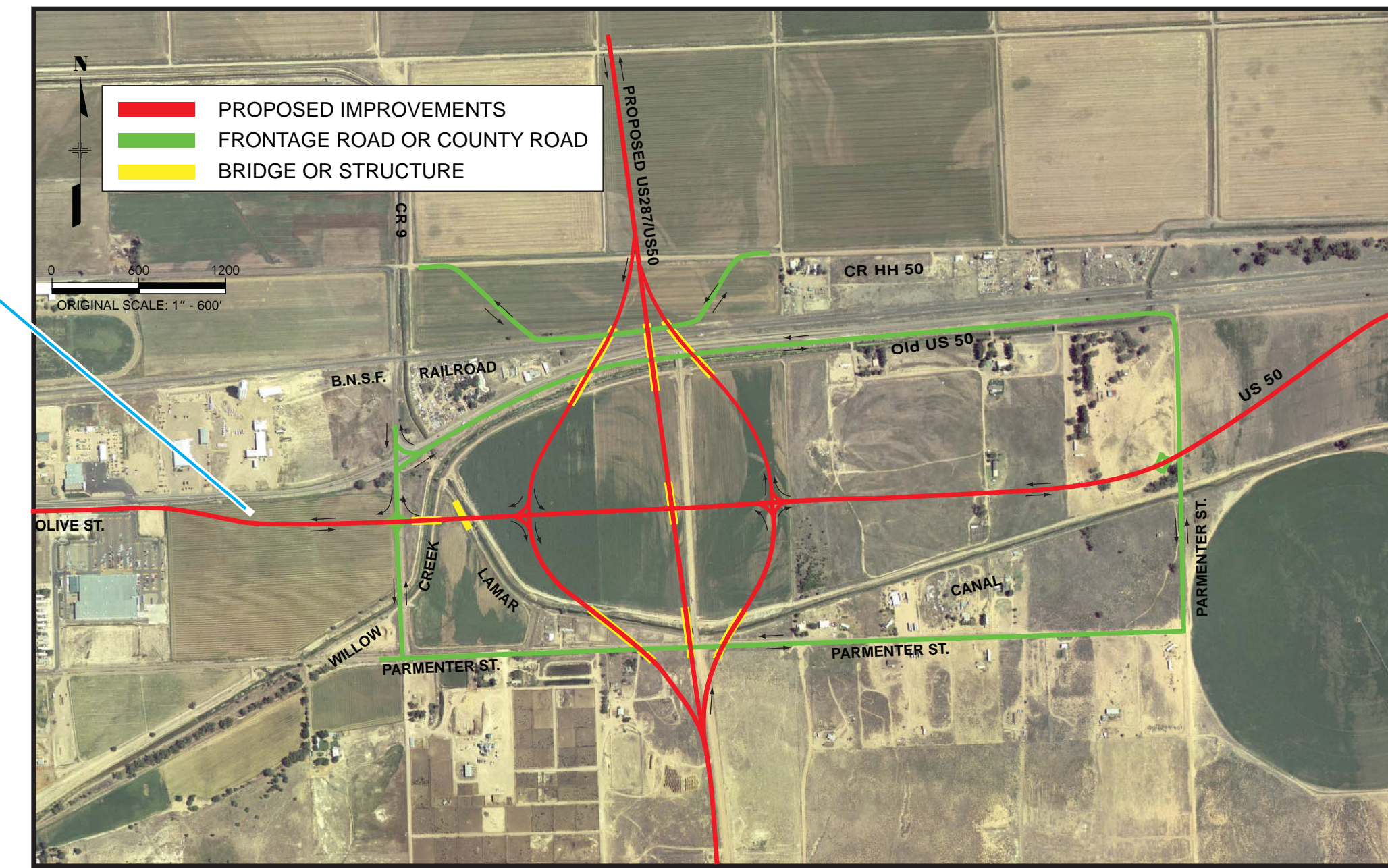


### Details

Northern Intersection at Grade



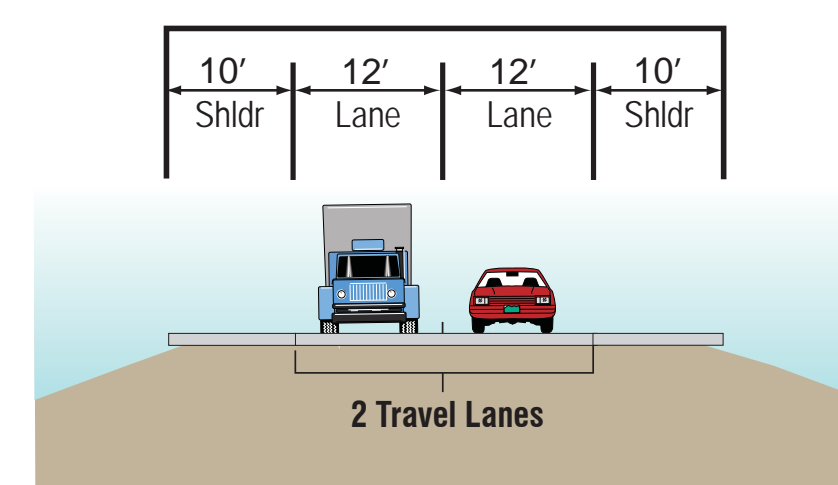
Eastern Diamond Interchange



Southern Intersection at Grade

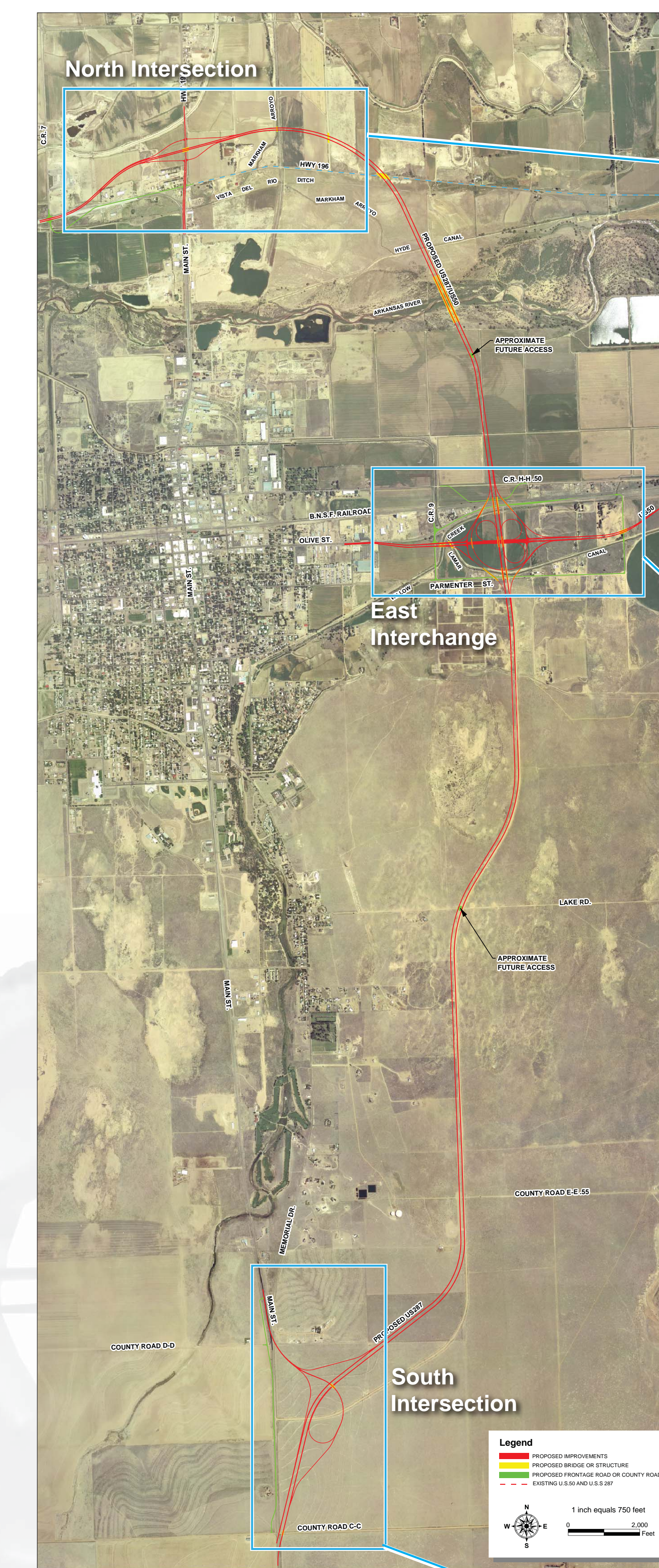


### Cross Section



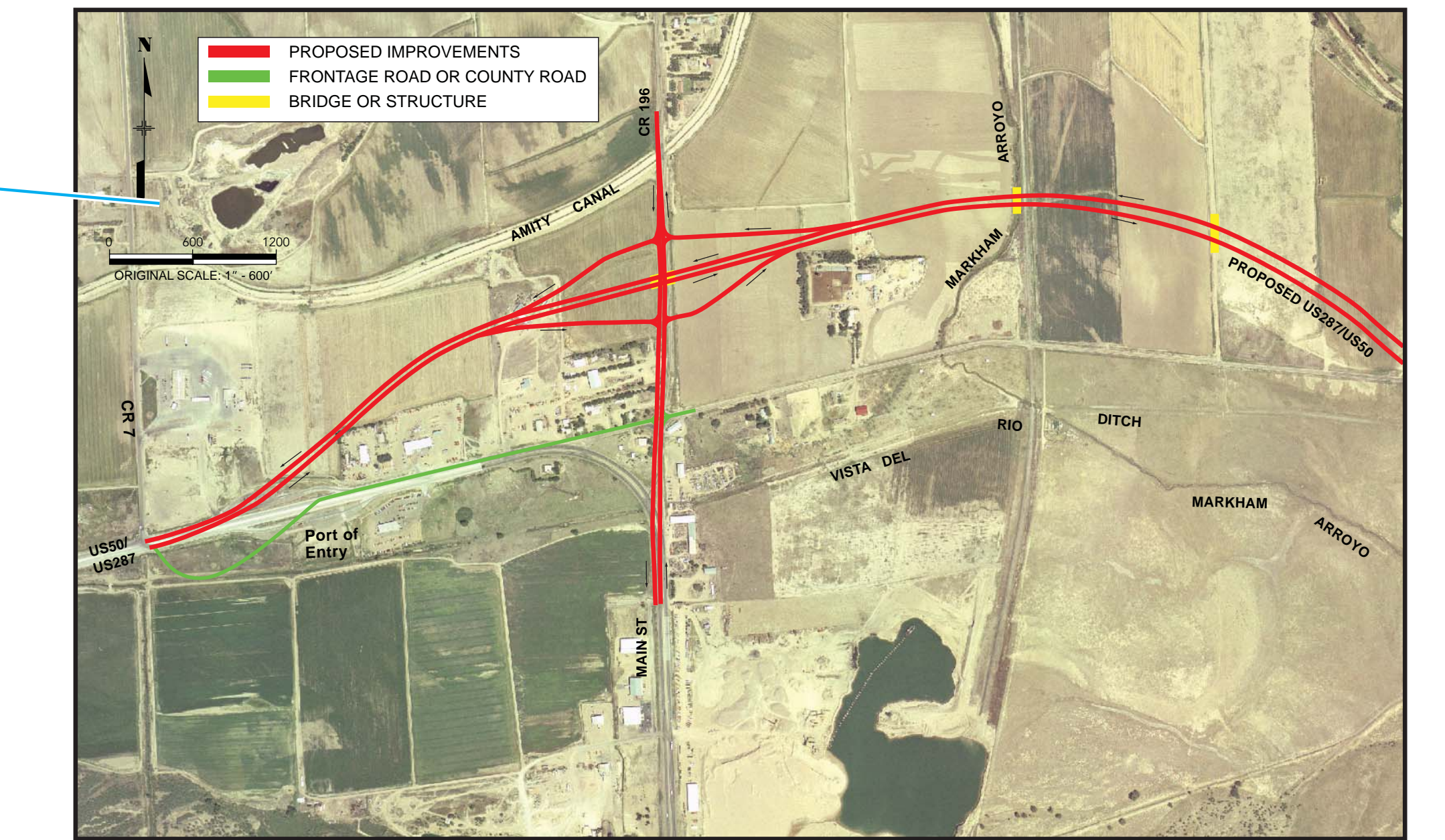
## Ultimate Phase

### Overview

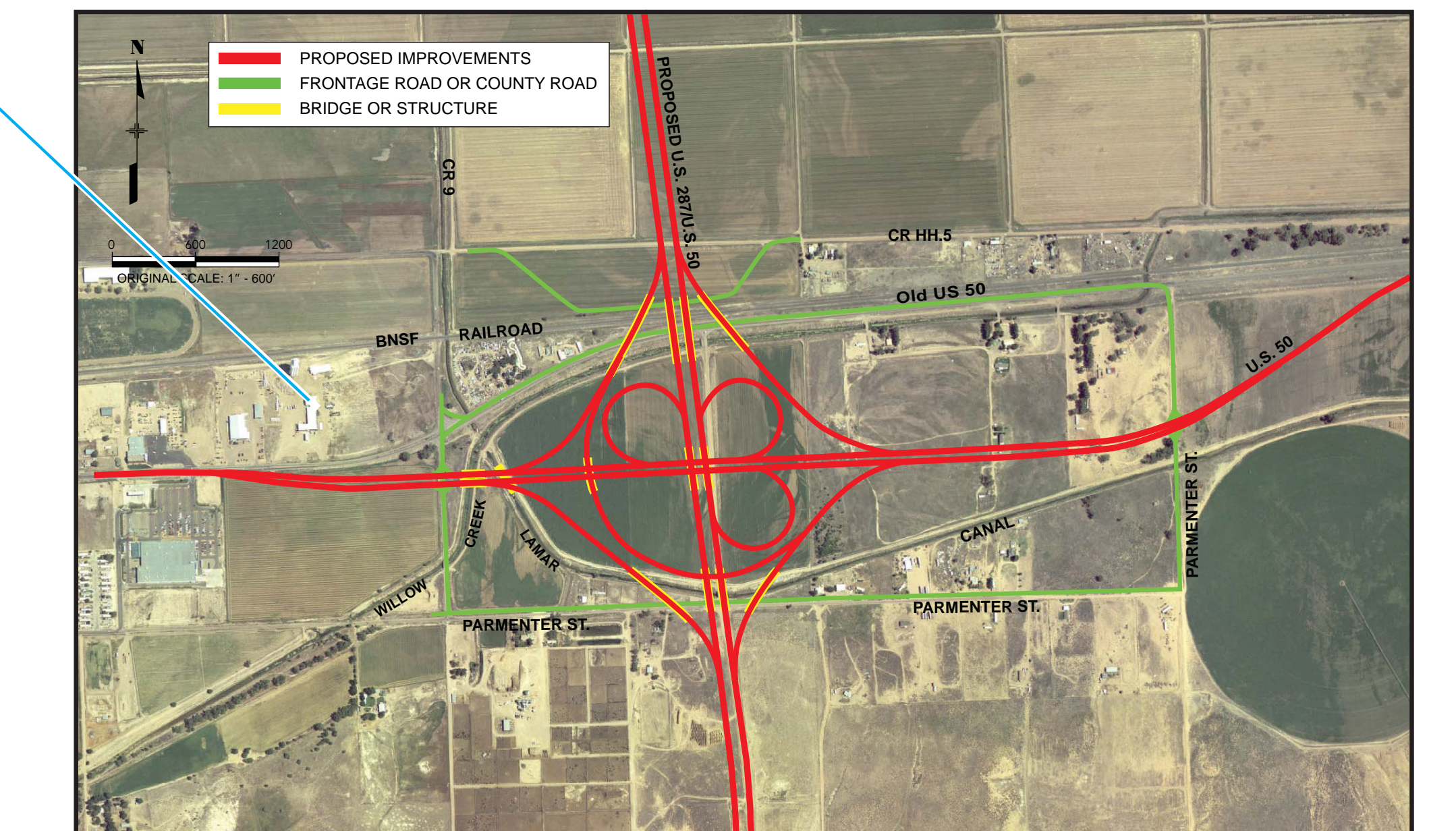


### Details

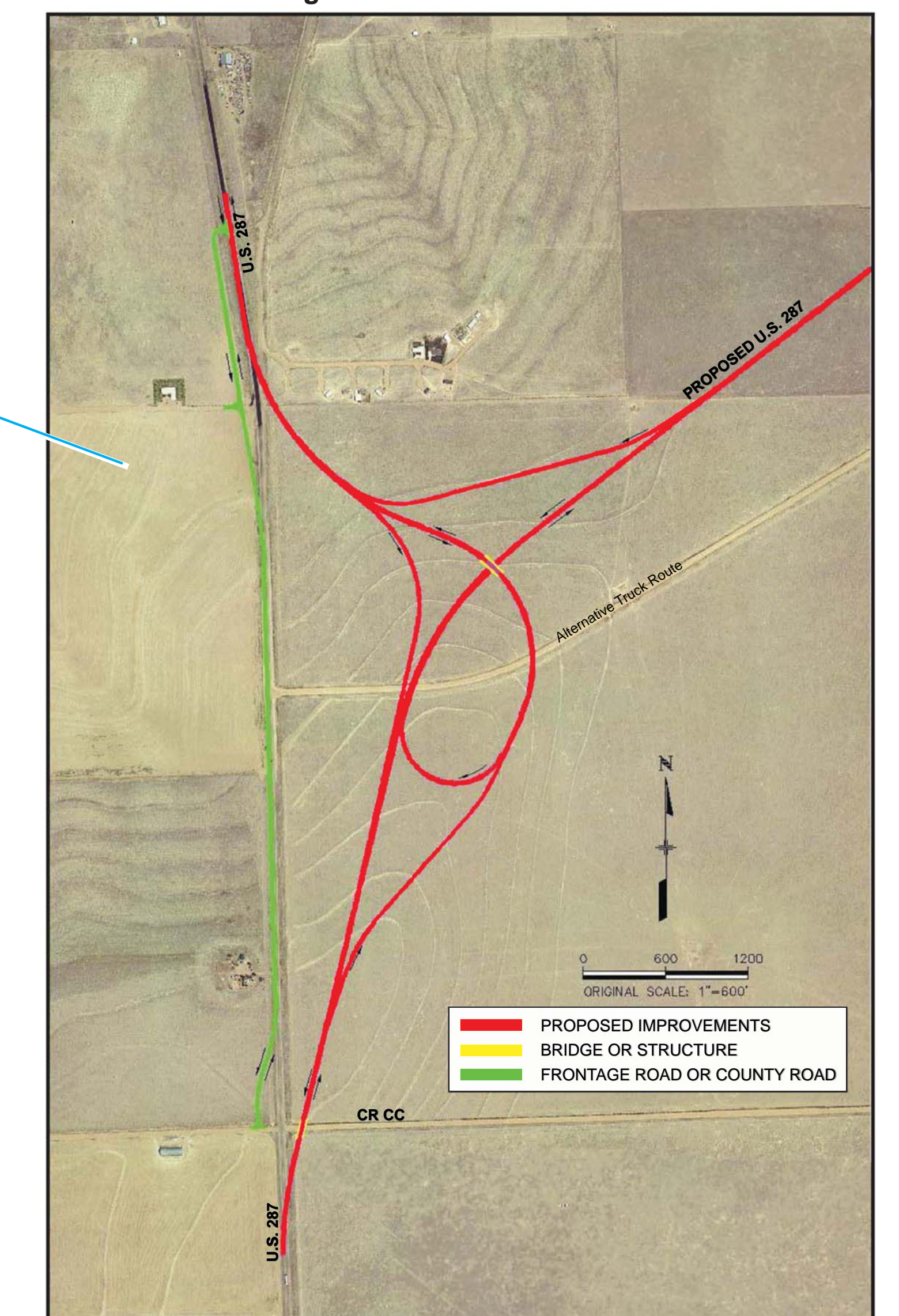
Northern Interchange



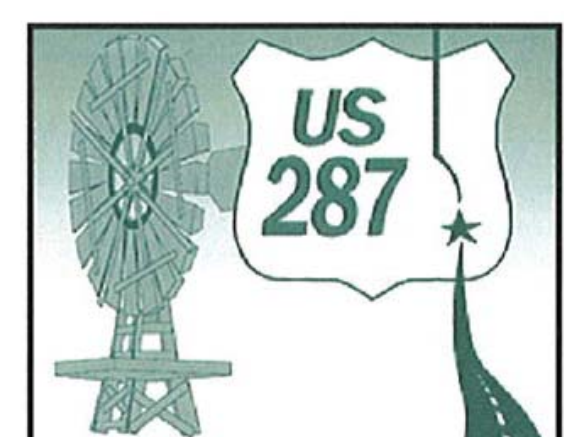
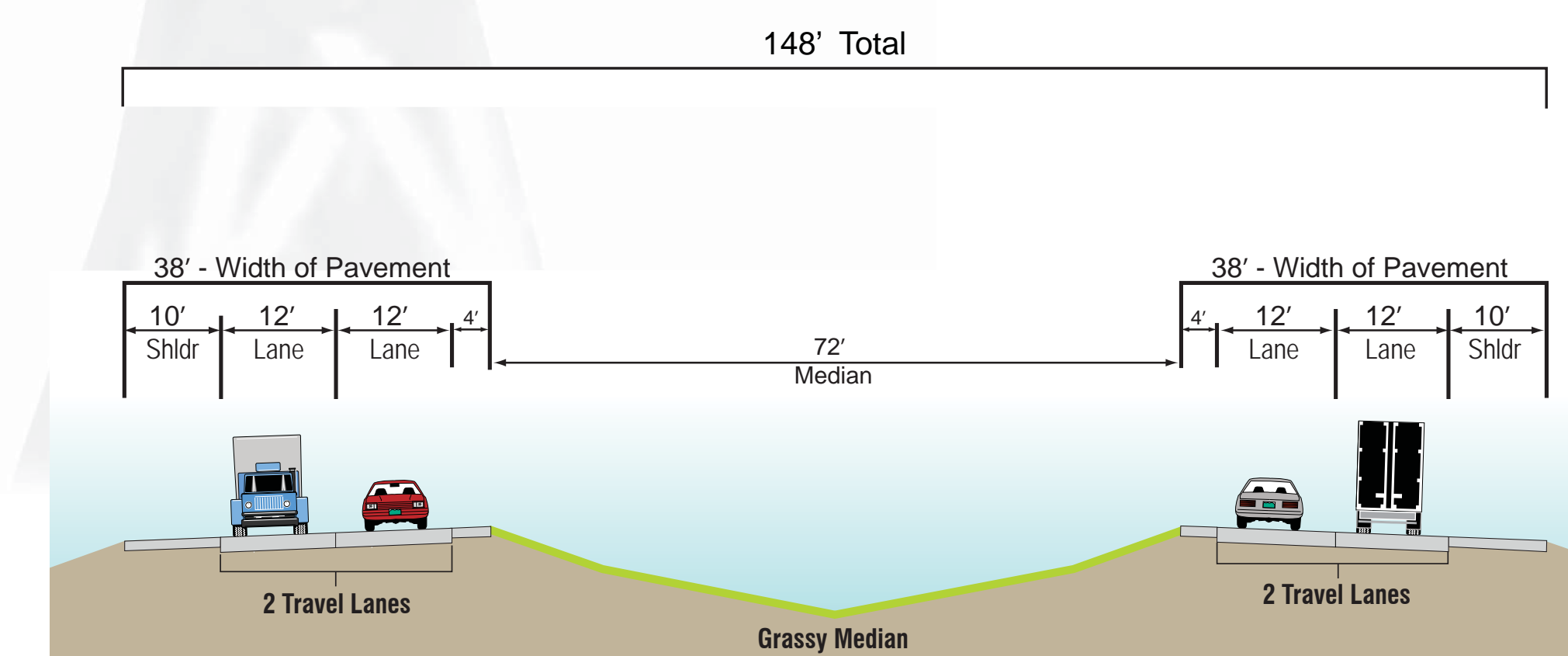
Eastern Interchange



Southern Interchange



### Cross Section



# Natural Resource Impacts

## Floodplains

- New bridge over Arkansas River

## Water Quality

- Impervious surface results in stormwater runoff into nearby water bodies, which can introduce sediment and pollutants into streams and rivers
  - » 50 acres of new impervious surface under the Interim Phase
  - » 90 acres of new impervious surface under the Ultimate Phase

## Wetlands

- 0.433 acre of impact under the Interim Phase if the northbound lanes are constructed first
- 0.466 acre of impact under the Interim Phase if the southbound lanes are constructed first
- 0.912 acre of impact under the Ultimate Phase

## Vegetation

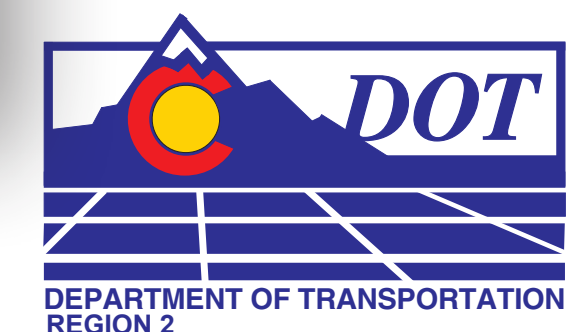
- Impacts 151 acres of shortgrass prairie habitat
- Impacts 8 acres of riparian habitat

## Wildlife and Sensitive Species

- Habitat reduction, fragmentation
- Minor impacts to sensitive species and their habitat, with implementation of best management practices and mitigation measures

## Natural Resources Analyzed in EA:

- Floodplains
- Surface and Groundwater Quality and Supply
- Wetlands
- Vegetation
- Wildlife
- Sensitive Species
- Geology and Soils



# Community Resource Impacts

## Traffic

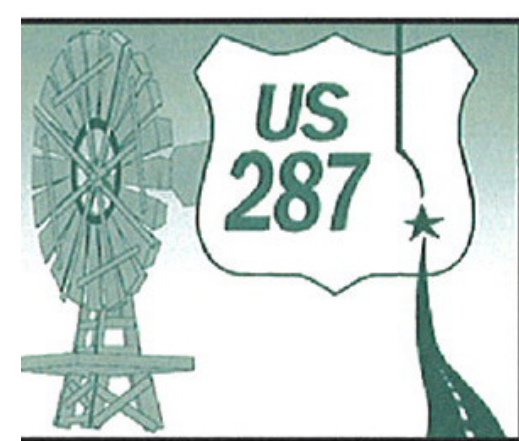
- Up to 84% of truck through-traffic and up to 30% of car through-traffic (trucks and cars that presently travel through the city without stopping) will move from downtown to the reliever route
- Approximately 17,000 vehicles per day on Main Street in 2010 under existing conditions and in 2035 with the reliever route in place.

## Socioeconomics

- Improved travel and parking conditions for local traffic accessing businesses in Lamar
- Economic analysis found 94% of Lamar business sales are insensitive to changes in traffic patterns; 6% are highway dependent
- Impacts to 364 acres of prime and important farmland

## Land Use and Right-of-Way

- Anticipated growth around new interchanges
- Acquisition of 385 acres private property (1 residence, 3 businesses) and division of 20 properties
- Relocation of Port of Entry
- Closure of access to existing alternative truck route



## Noise

- Decreased noise levels in town

## Air Quality

- Reduced PM<sub>10</sub> emissions in town and along existing alternative truck route

## Irrigation

- New crossings of irrigation facilities

## Historic Resources

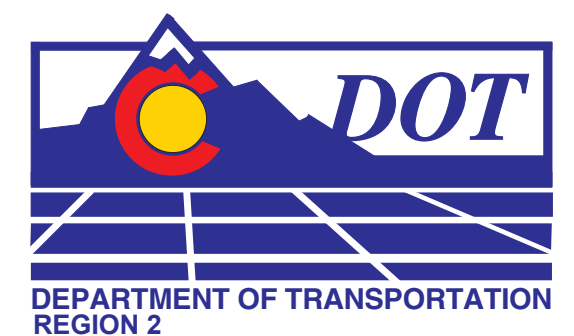
- Minor impacts to two historic canals and one railroad would not be considered an adverse effect

## Hazardous Materials

- Trucks carrying hazardous materials would be routed to the reliever route outside of town

## Community Resources Analyzed in EA:

- Transportation
- Socioeconomics
- Land Use & Right-of-Way
- Noise
- Air Quality
- Visual Resources
- Environmental Justice
- Irrigation
- Historic Resources
- Hazardous Materials
- Utilities





# Mitigation Measures

CDOT will implement mitigation measures to reduce the impacts of the Proposed Action.

## Socioeconomics

- Main Street and Olive Street will be designated as: “Business Route U.S. 287” and “Business Route U.S. 50.”
- CDOT will provide way-finding signage at the new interchanges on the reliever route to identify access to the downtown business district in Lamar.

## Land Use and Right-of-Way

- Property acquisition and relocation will comply with the federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Coordinate with property owners to provide access between impacted properties for vehicles, equipment, and livestock.
- Maintain access to private properties through existing road network and realignment of local roads at the east interchange.

## Irrigation

- Coordinate with affected ditch companies to avoid or minimize interrupting water delivery during construction.
- Design and construct structures to preserve ditch conveyance capability and allow uninterrupted delivery.

## Floodplains

- Design new bridges/structures to have capacity to accommodate the 100-year flow rate.

## Water Quality

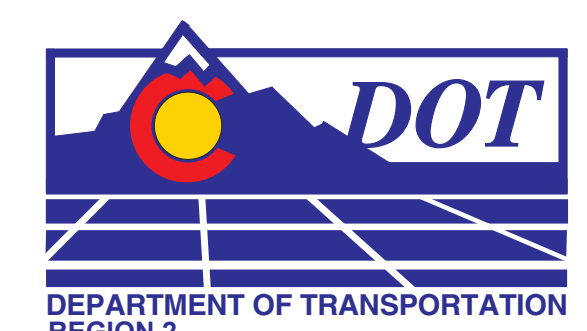
- Install stormwater quality treatment features to ensure silt and debris do not enter waterways.

## Wetlands

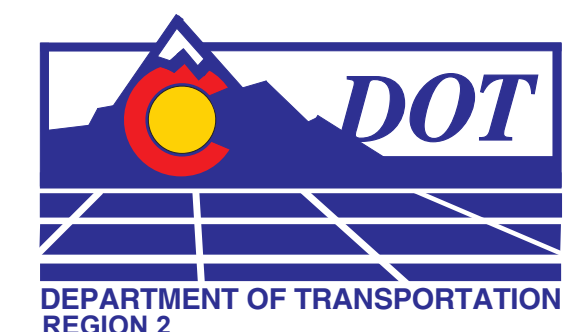
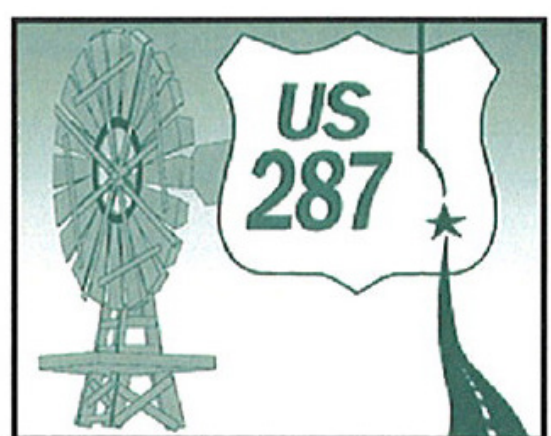
- Prepare Wetland Mitigation Plan identifying wetland mitigation and/or using mitigation banking credits from the CDOT Limon Bank located in Lincoln County.

## Wildlife & Sensitive Species

- Where feasible, design enlarged culverts to maintain connectivity across highway to allow small and large mammal movement.
- Design bridge to provide sufficient clearance for wildlife movement.
- Russian thistle and tamarisk will be removed from CDOT right-of-way in the Arkansas River corridor.



# Right- of-Way Station



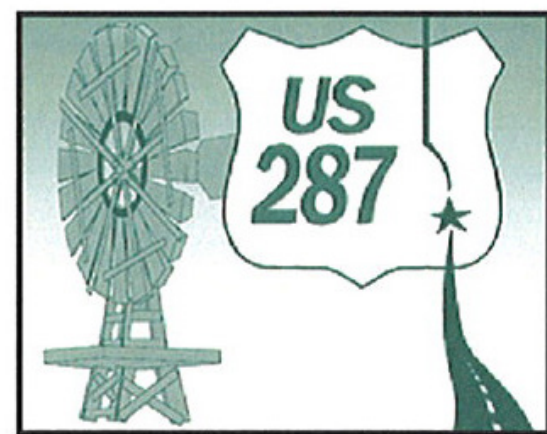
# Next Steps for the Project

Project Schedule	2013					2014												2015												
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Public and Agency Review		■																												
Review Comments/Decision Document					▲																									
Final Design (typically takes 12 to 18 months)						■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
Construction of Phase 1 (typically 1 to 2 years)																													TBD	

## Cost Estimate for Proposed Action (2010 dollars)

- Interim Phase - \$70.1 million
- Ultimate Phase - \$46.1 million
- Total Cost - \$116.2 million

Current state and federal funding allocated to the project equals \$13.5 million (in year of expenditure).



# How to Comment on the EA

## Oral Comments

- Sign up here to speak publicly after the presentation.
- Provide comments individually to court reporter during the open house.

## Written Comments

- Submit comment form at this station tonight.
- Submit comments online submissions at [www.coloradodot.info/projects/US287EA](http://www.coloradodot.info/projects/US287EA)
- Mail or email comments to:

Caitlin McCusker

CH2M HILL

9193 S. Jamaica Street

Englewood, CO 80112

[caitlin.mccusker@ch2m.com](mailto:caitlin.mccusker@ch2m.com)





# U.S. 287 at Lamar EA

## AGENDA

Purpose:	Public Hearing Preparation		
Day:	Thursday	Date:	August 15, 2013 9:00 am
Location:	CDOT HQ	Room 159	

### Introductions

#### Public Hearing Overview

- Location, date, time
- Public Hearing Agenda (see handout)

#### Notification Methods

- Postcard
- Newspaper Ads
- Press Release
- Website
- Radio

#### Hearing Layout & Organization

- Handouts
  - Agenda
  - Comment Sheet
  - Kid's coloring page (TBD)
  - Room layout (TBD)
- Display Boards
- Staffing plan, including ROW
- Court reporter

#### PowerPoint Presentation

- Follow-up activities



## U.S. 287 at Lamar Reliever Route Environmental Assessment

### PUBLIC HEARING COMMENT FORM

Please provide any comments you have about the U.S. 287 at Lamar Reliever Route. Your input is valuable to this project and will be evaluated by CDOT and FHWA in the decision making process. Please consider the questions listed as you prepare your comments. Comments may also be submitted at <http://www.coloradodot.info/projects/us287lamar>.

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address \_\_\_\_\_ Zip Code: \_\_\_\_\_

Email Address: \_\_\_\_\_

**Do you have any comments about the project's Purpose and Need or Proposed Action?**

---

---

---

---

---

---

---

---

**Do you have any comments about the project's environmental impacts?**

---

---

---

---

---

---

---

---

**Do you have any other comments you would like us to consider?**

---

---

---

---

---

---

---

---

Please leave completed comment sheet in the drop box located at the exit/entrance

If you prefer to return this at a later time, it must be received by Thursday October 3, 2013.

Please mail to: Caitlin McCusker, Public Involvement Manager, CH2M HILL, 9193 S. Jamaica Street, Englewood, CO, 80112 or email to: [caitlin.mccusker@ch2m.com](mailto:caitlin.mccusker@ch2m.com) or fax to: 720.286.8602

Public Hearing Transcript/ Formal Verbal Comments



PUBLIC HEARING

Thursday, September 19, 2013

1001 South Main Street  
Lamar, Colorado 81052

---

US 287 AT LAMAR RELIEVER ROUTE ENVIRONMENTAL ASSESSMENT

-----  
(The formal presentation began at 5:15 p.m.)

MS. ROWE: Hi. Tom Wrona, our region 2 -- CDOT, we're broken up into five regions. We're region 2. Tom Wrona, our regional director, could not make it today. I apologize. They had a big long day in Denver to talk about where money goes. And with all that flooding up in Greeley and Estes Park and stuff, they're pretty busy, you know, trying get those issues resolved out there.

So I'm Karen Rowe. I am the region 2 south program engineer. I am in charge of the design and construction for nine counties in southeast Colorado. I'm also -- so I also -- I oversee the Lamar EA and also the U.S. 50, the effort going on there too. So I'm really excited to be here for the Lamar reliever route environmental assessment (EA). I think it's a great project. I'm really excited that it's finally gotten to this point.

This is called an environmental process (NEPA), and this is our formal public hearing. And we finally

1 have an EA that was signed in August, and copies of those  
2 are in the back. There's also the formal public comment  
3 period is from September 3rd to October 3rd. So this is  
4 our formal public hearing, but it doesn't mean that this  
5 is your only chance to comment on the document or review  
6 the document. It's online. It's available at Paul's  
7 office. So you still have plenty of time to look at it or  
8 add comments.

9 First, I'd like to thank so many different people  
10 that helped us complete this important study. It's been a  
11 long time in the making. We couldn't have done it without  
12 the help from city council here in Lamar, city staff,  
13 county commissioners. And also we have our CDOT team.  
14 Paul Westhoff, our resident engineer here in Lamar. Rob  
15 Frei is from our environmental group over here. He'll be  
16 presenting soon. Paul will be also. Lisa Streisfeld's in  
17 the back here. She's from our environmental planner  
18 region 2. We have CH2M Hill, Colleen. CH2M Hill is our  
19 consultant, and Colleen back there is our consultant.

20 And we have some people from CDOT also in the back  
21 from our environmental group at headquarters. We have our  
22 historian that has come down here too. So we have plenty  
23 of people to ask questions. Also our partner in this  
24 effort, when we go through these environmental  
25 assessments, it's a long -- it's a kind of formal process,

1 and the document ends up belonging to FHWA. So FHWA is  
2 our partner in this. Chris Horn is in the back too. And  
3 again, it's somewhat of a formalized process, and this  
4 meeting is important to get your comments heard. And as  
5 you look around at all the displays and ask questions, let  
6 us know what you think.

7           So the reliever route, as you -- most of you will  
8 know, it's about a mile to the east, and starts from the  
9 south, heads up, does a little jug handle and connects.  
10 There's two phases to it. Paul's going to get into more  
11 details, but the ultimate configuration has full-blown  
12 interchanges at the connection points. There is an  
13 interim phase, so again the full configuration, the full  
14 buildout will have two lanes in each direction, so four  
15 lanes total with a pretty wide median, and grade-separated  
16 interchanges.

17           There's an interim phase, meaning that we probably  
18 aren't going to be able to build that all at once. So the  
19 first phase will just be one lane in each direction, and  
20 then have grade -- at-grade intersections at certain  
21 points. But it will definitely have grade separations  
22 over the railroads.

23           So Paul's going to get into more detail. Rob Frei  
24 is going to get into the environmental mitigations that  
25 are done as part of this process, or agreed to in the

1 document. We also have our right-of-way group over here,  
2 so if you do have questions about what right-of-way is  
3 going to be acquired, you know, what are the limits of it,  
4 what's the right-of-way process if property is bought,  
5 they're over here to answer your questions later too.

6 So I will finish at the closing of this  
7 presentation and talk about construction, time frames or  
8 funding, possible construction funding availability. And  
9 I just want to remind you that you can come and talk to  
10 any of us with our nametags here and ask us questions and  
11 give us your comments. Your formal comments that will be  
12 responded to in our final document need to be written  
13 down, can be given to the court reporter, can be gone  
14 online, or we'll also have a public presentation portion  
15 where the court reporter will record your comment  
16 verbally.

17 And again, we won't respond to that comment today.  
18 It will be in our final formal document. So with that,  
19 I'm going to hand over to Paul, and if you have any more  
20 questions, we'll be available at the end. Or if you have  
21 questions during the presentation, just raise your hand.  
22 Thank you.

23 MR. WESTHOFF: I'd like to offer my thanks, too,  
24 for everyone to be here this evening. You know, being a  
25 local resident and everything, this is a pretty exciting

1 presentation to bring to you this evening, and also as we  
2 culminate this part of the whole process and move into the  
3 next phase.

4 Just real quickly, kind of an overview of what  
5 we're going to cover tonight, we're going to talk about  
6 the background and the history of not only this EA and the  
7 NEPA process, but a little bit of what I call prehistory.  
8 So I don't know if that makes it prehistoric, but some of  
9 this stuff goes back aways. I'm sure some of you know  
10 that.

11 The purpose and need, which is what outlines in  
12 the document about, you know, what it is we're trying to  
13 do. And from that some of the alternatives that were  
14 considered, what the proposed action that comes out of  
15 that document, and then this is -- and then Rob will talk  
16 about the impacts to the resources, some of our mitigation  
17 measures. And then again, like Karen mentioned, she'll  
18 step in at the next steps and talk about the schedule and  
19 project cost and funding.

20 As I said, some of the project history, there's --  
21 it goes back a long ways. And I know I've had  
22 conversations off and on with people here in town, and  
23 I've heard that this has gone clear back as far as even  
24 into the 1960s, the discussion about the problem with the  
25 trucks on Main Street and the pavement and just a lot of

1 issues. So that kind of predates a lot of the formal  
2 process that we've undertaken.

3 In about 1998, the city and the county took on a  
4 study to construct a bypass, and from that was the  
5 two-lane gravel road that is currently in place, the  
6 county road. Along about that time, CDOT was in the  
7 process of some design on some projects around here in the  
8 city, and the county asked us to get involved with a  
9 feasibility study in approximately 2000 to look at how we  
10 could improve safety and mobility for the existing roadway  
11 through town.

12 From that, there were some alternatives that were  
13 screened. And then from that we identified the proposed  
14 action which, again, becomes a part of the NEPA process.  
15 NEPA stand for National Environmental Policy Act. So it's  
16 a requirement that we as a transportation agency would go  
17 through, and it -- at different levels. This is called an  
18 environmental assessment. Maybe you've heard of an  
19 environmental impact statement which is something that's  
20 taking place with the Highway 50 corridor, and there's  
21 also even a lesser degree of activity and work that takes  
22 place in what's called a CATEX or Categorical Exclusion.

23 In the beginning, with the alternate --  
24 alternative truck route or alternate truck route, this was  
25 what was constructed. And again as I've mentioned, you

1 know, everybody's pretty familiar with the route that  
2 moves around. Am I losing my voice a little bit here?

3 UNIDENTIFIED SPEAKER: If you move.

4 MR. WESTHOFF: So anyway, the county road that's  
5 constructed that's currently in place, and that was part  
6 of the alternate truck route that the county developed.  
7 And of course you can see the dash line that goes onto the  
8 north of U.S. 50. And that was at that time was what the  
9 county had anticipated for the route that they were hoping  
10 to utilize.

11 This is just kind of a timeline of things that  
12 took place with the city and the county study completed.  
13 And they acquired the right-of-way on that county road.  
14 And through the proposed action and the preferred route  
15 that we're looking at, a lot of that county right-of-way  
16 couldn't be utilized for this route. We started our  
17 study, and then of course the public meetings that took  
18 place, and many of you may have taken part in some of  
19 those public meetings as we went through the first part to  
20 the middle of 2000 to 2005. And so there was a lot of  
21 input from the city, from the citizens here that was very  
22 vital to how the route was selected and what the outcome  
23 of this document becomes.

24 So the purpose, the reducing of conflicts between  
25 the local and the through-traffic. We'll show a few

1 slides here that are not new to anybody. You've all  
2 probably experienced some of these situations. But trying  
3 to reduce those conflicts, also improving the safety for  
4 the motorists and the pedestrians.

5 (The lights were dimmed.)

6 That might help a little too, I suppose. Okay.  
7 Thanks, Lisa.

8 And then also on a regional and even a national  
9 traffic level, we -- you know, Lamar is a destination  
10 location. It's very vital to Ports-to-Plains. It's very  
11 vital to Highway 50. A lot of commerce travels up and  
12 down this roadway. So we have a great volume of trucks  
13 that we all know about. And so we see the need for that  
14 transportation system to be improved, again, with mobility  
15 and regional travel conditions on 287 and 50, and in turn,  
16 improve some of our local operations and the access to the  
17 downtown, and also the future freight traffic in the  
18 Ports-to-Plains corridor.

19 In some of the discussions with some of the folks  
20 from Ports-to-Plains, CDOT has some standard -- fairly  
21 standardized growth numbers that we utilize for future  
22 traffic and volumes, but Ports-to-Plains has already found  
23 that some of those percentage increases are greater than  
24 what was originally anticipated because of the  
25 Ports-to-Plains corridor and how it's been developed over



1 the last several years.

2           Again, the safety, we know the number of hazardous  
3 material loads that go up and down our roadway here in  
4 town and the at-grade railroad crossing that can become --  
5 could become a very dangerous situation. Of course we've  
6 got the middle school downtown. It's right in the middle  
7 of our -- of the heart of our downtown. We've also got  
8 the pedestrians that are trying to make their way across  
9 the roads with some of these loads, oversized loads. And  
10 Main Street, the widths of the roadway are very  
11 substandard as far as from the standard design widths.  
12 And I'll talk a little bit about that in a few minutes,  
13 what our current road widths are and what the norm would  
14 be.

15           I'm sure that you've all experienced a situation  
16 like this or seen this happen, and I know we've all --  
17 probably know people that have lost their mirrors. I  
18 don't know of anybody that's lost a car door. I guess, in  
19 my opinion, we've been extremely lucky that there hasn't  
20 been anything worse than that.

21           The oversized loads that come through, you know,  
22 we see these on a daily basis too. And just a while back,  
23 there was some loads that were moved from south to north.  
24 I think they were going up to some of the fracking  
25 operations up north that were approximately 20 to 24 feet

1 wide. And they ended up having to be routed through town  
2 very early in the morning when nobody was parking downtown  
3 because that was the only way to have enough width to move  
4 that size of a load through town.

5 And again, just the conflicts, the narrow roadway,  
6 just the standard truck driving through town side by side,  
7 and there just isn't enough room for that to be moving  
8 through town in a safe manner.

9 In the NEPA study, typically -- or not typically,  
10 but you always look at what's called the no action. And  
11 the no action is just that, not doing anything. And then  
12 the proposed action that is determined through the NEPA  
13 process. Some of the other options were to reconstruct  
14 Main Street. And there again, we would be looking at  
15 upgrading the pavement widths. Currently the pavement  
16 widths that are in town, you've got about two 11-foot  
17 lanes. And a 6-foot parking, parking is only measured to  
18 the gutter pan. So that's why, you know, when you park  
19 downtown, you've got to get as close to that gutter or  
20 that curb as you can. So we only have 6 foot that's  
21 actually allocated as parking. And the center turn lanes  
22 are only at 10 foot. If you go out and measure those,  
23 those turn pockets, they're only about 10 foot wide over  
24 to the stripe. And the standard width would be something  
25 like two 12-foot lanes and turn lanes in the 12, or if you

1 go with like the suicide lane, the multi-use middle lane,  
2 those are more like 14 feet wide and up to like about an 8  
3 foot parking area.

4 So when you do the math, you currently, on one  
5 side, with a parking or a turn lane, we've got about 38  
6 feet wide. And when you add all that up, you're actually  
7 looking at closer to 50 feet wide. And our current  
8 sidewalks downtown are about 12 foot from the face of the  
9 buildings to the back face of the curb. So you've got a  
10 tradeoff there where you potentially, to try to get to  
11 those 12 foot lanes to improve the safety, if you were to  
12 do the construction downtown, you may end up with a  
13 tradeoff in some of the lane assignments or possibly with  
14 the sidewalk widths.

15 Another option that was considered as part of the  
16 alternative, one of the alternatives is the west reliever  
17 route and then the Crystal Street cutoff. With the  
18 reconstruction of Main Street, we don't meet the purpose  
19 and need of the document of the environmental assessment  
20 because we haven't removed the trucks from downtown. The  
21 west reliever route, again, doesn't necessarily remove the  
22 trucks on U.S. 50, so you still have a conflict, and you  
23 have to actually construct some way for the trucks that  
24 won't come on the west side of town, drive through town  
25 and get eastbound on Highway 50.

1           And the Crystal Street cutoff doesn't necessarily  
2 improve the regional travel either as well as the proposed  
3 action. We would anticipate that you'd need a signalized  
4 turn, or a signalized turn would be required at the  
5 intersection of Crystal Street and the highway.

6           So with the proposed action that's in the document  
7 in the environmental assessment would be a four-lane  
8 highway, a reliever route with the three interchanges, the  
9 three main interchanges, a diamond on the north, and a  
10 partial clover leaf with a bridge over the railroad. And  
11 that would get us a grade separation with Highway 50 and  
12 the railroad just out east of town. And then the trumpet  
13 interchange is what it's called. And that's similar to  
14 the interchange that's out at Wiley junction where you  
15 basically take what would be kind of a T intersection.  
16 When you expand that out, you end up with what's called a  
17 trumpet interchange.

18           Of course, we have to span the Arkansas River.  
19 There would be some realignment of some of the local roads  
20 and this would be constructed in phases. Besides the  
21 Arkansas River crossing, we'd be looking at the canals and  
22 possibly other grade-separated intersections, or not  
23 intersections, but just grade separation with county roads  
24 and some of the other local roads.

25           So the interim phase would be to build just the

1 two-lane highway that would be somewhat similar to  
2 existing 287 south and north of town, but we'd be looking  
3 at some better improvements to that type of a layout, that  
4 type of a typical section. The three interchanges could  
5 potentially be at-grade intersections at 196, what used to  
6 be State Highway 196, now County Road 196 on the north.  
7 We'd still have a diamond interchange at the railroad and  
8 Highway 50.

9           And if you looked at some of the proposed actions,  
10 and I don't know if you can see this very well, but  
11 existing 50 is the dash line. And the new alignment of 50  
12 would then swing out so that we would have enough distance  
13 to elevate, and 287 would go over 50 and then continue  
14 that elevated section out over the railroad. And then  
15 this would be the diamond interchange at this location.

16           And then an at-grade intersection on the south,  
17 and with some stop control to that. And again, this would  
18 be the interim phase, and then of course once again we'd  
19 have to cross the river.

20           On the top is the interim phase typical  
21 cross-section. And again, as I stated, this would be  
22 similar to what's already Highway 287. You've got two  
23 12-foot lanes and two 10-foot shoulders and then of course  
24 the slopes. And what -- as we understand it, the existing  
25 county road is a 200-foot right-of-way. So that would

1 easily fit within that right-of-way. But with the  
2 ultimate configuration as a full four-lane with the wide  
3 median and the extended slopes, that 200-foot right-of-way  
4 wouldn't be adequate. You've got 148 feet out to out of  
5 the pavement widths, but potentially we would end up with  
6 wider slopes. And so we might be looking at upwards of a  
7 300-foot right-of-way.

8           With that in mind, part of the concept that we  
9 would undertake is to build the interim phase and have a  
10 right-of-way preservation for the full width so that down  
11 the road when we're able to build that, we would have to  
12 start looking at more right-of-way acquisition. If  
13 somebody had made some improvements on their property to  
14 where that property is, it's more expensive. So the -- it  
15 would be just a right-of-way preservation at that point in  
16 time. So this is -- that's just kind of the basics of the  
17 typical cross-section we would be looking at.

18           So that is -- that's kind of the real vast  
19 overview of the actual project itself, a little bit of  
20 background on the environmental assessment and where we  
21 are today, and what we're looking for in the future. Rob  
22 Frei is going to talk a little bit about the environmental  
23 resources at this time.

24           MR. FREI: Thanks, Paul. So here's the list of  
25 environmental resources we took a look at for this

1 environmental assessment. You can see there's quite a few  
2 there. We look at transportation, socioeconomics, land  
3 use, parks and recreation, visual, noise, environmental  
4 justice, cultural -- cultural includes both archaeological  
5 resources and historical resources -- farmland of course,  
6 floodplains, wetlands, water quality, wildlife and  
7 vegetation, sensitive species -- which includes  
8 threatening endangered species -- hazardous materials, air  
9 quality, right-of-way and then ditches and utilities.

10           When we did our environmental resources review, we  
11 compared the no action alternative in the future along  
12 with the proposed action into the future up through the  
13 year 2035. So that's what the environmental assessment  
14 covers.

15           So under the proposed action, traffic on the  
16 reliever route would divert up to 84 percent of the truck  
17 through-traffic and up to 30 percent of the car  
18 through-traffic for Main Street. Trucks and cars that  
19 presently travel through the city without stopping would  
20 be moved from downtown to the reliever route.

21           In 2010 approximately 17,000 vehicles per day use  
22 Main Street. And in the year 2035, we're expecting still  
23 17,000 vehicles per day to use Main Street. And that's  
24 taking into consideration the trucks and the cars that are  
25 using the reliever route there.

1           Here are some benefits of the proposed action,  
2 obviously meeting our purpose and need: Safety, fewer  
3 trucks and through trips in town would improve the safety  
4 conditions for local motorists and pedestrians, as you  
5 guys experience. We would re-route hazardous materials  
6 and loads to the reliever route. They'd use that instead  
7 of going through town. We'd have a grade-separated  
8 railroad crossing at U.S. 287 and U.S. 50.

9           Mobility would improve. There would be less  
10 waiting for trucks to return to speed as they're stopping  
11 at signal and navigating right turns in town. I know you  
12 guys have experienced a lot of problems at Olive Street  
13 and Main Street at that location. We'd have easier  
14 on-street parallel parking on both Main and Olive, faster  
15 and reliable times for through traffic on the reliever  
16 route because there's no traffic signals and no at-grade  
17 railroad crossing.

18           We looked at socioeconomic. Lamar is the largest  
19 city for 100-mile radius. It is a destination point for  
20 the region. The reliever route would improve travel and  
21 parking conditions for local traffic accessing businesses  
22 in Lamar. The economic analysis showed 94 percent of  
23 Lamar businesses sales are insensitive to changes in  
24 traffic patterns; 6 percent are highway dependent. Those  
25 would be such things as fueling facilities, fast food



1 restaurants, those sorts of things. Directional signage  
2 to downtown business -- to the business district would be  
3 included as part of this project. There would be impacts  
4 to 364 acres of prime and important farmland.

5 Community resource impacts. Land use and  
6 right-of-way, we anticipate some growth around the new  
7 interchanges such as fueling stations to help service the  
8 folks that are using that reliever route. There would be  
9 in our position of 385 acres private property. This would  
10 include one residence and three businesses.

11 Noise. Moving the large traffic out to the  
12 reliever route would decrease noise levels in town. Air  
13 quality: Reduce  $PM_{10}$  emissions in town along existing --  
14 along the existing alternate truck route.  $PM_{10}$  is a fancy  
15 word for dust, so that's what that means. Hazardous  
16 materials: Hazardous material-carrying trucks would be  
17 routed around town on the reliever route.

18 We took a look at a lot of the natural resources  
19 out here. We identified during the project that .43 acres  
20 to .47 acres of impact in the interim phase. At full  
21 buildout we're looking at still under a acre at .91 acres  
22 of impacts.

23 Water quality. We're looking at adding about 50  
24 acres of new impervious surface during the interim phase,  
25 and 90 acres of new impervious surface or roadway in the

1 ultimate phase.

2 We would develop permanent water quality features  
3 such as detention ponds or swales to help keep a lot of  
4 roadway sediment or other material that comes off the road  
5 from entering the Arkansas River and ditches along the  
6 reliever route.

7 Wildlife. There would be some reduction in  
8 habitat such as vegetation or fragmentation by putting a  
9 new highway alignment through farmland and ranchland out  
10 here.

11 Vegetation. About 151 acres of impact to  
12 shortgrass prairie habitat and 8 acres of impact to the  
13 riparian habitat, mainly along the Arkansas River.

14 We talked about mitigation a little bit. We'll go  
15 into a little more depth. Socioeconomics. Main Street  
16 and Olive Street would be designated as business route 287  
17 and business route U.S. 50, and way-finding signage would  
18 be installed at the new interchanges.

19 Land use and right-of-way. Acquisition and  
20 relocation would comply with the Uniform Relocation  
21 Assistance and Real Property Acquisition Policies Act of  
22 1970. It's a federal law that --

23 MR. WESTHOFF: That's why they call it a uniform  
24 act.

25 MR. FREI: That regulates the way we help acquire

1 and relocate individuals. We would also provide access  
2 between impacted properties for vehicles, equipment and  
3 livestock. We'd also maintain access to private  
4 properties through existing road network and realignment  
5 of local roads at the east of the interchange.

6 We took a look at the irrigation initiatives.  
7 We'd preserve the ditch conveyance and capability and  
8 allow uninterrupted water delivery. New bridges and  
9 structures would be built to accommodate the 100-year flow  
10 rate.

11 Water quality. We would install stormwater  
12 quality treatment features to ensure silt and debris does  
13 not enter the waterways.

14 Wetlands. We would prepare a wetland mitigation  
15 plan identifying wetland mitigation. We're required to do  
16 at least -- we're required to do one-to-one wetland  
17 mitigation or replacement for any impacts. We'd do as  
18 much as we could on site, but we'd also take a look at  
19 using mitigation banks from our Limon bank located in  
20 Lincoln County.

21 Wildlife and sensitive species. Where feasible,  
22 we'd design enlarged culverts to maintain connectivity  
23 across the highway to allow small and large mammal  
24 movement. We design a bridge to provide sufficient  
25 clearance for wildlife movement, especially along the

1 Arkansas River. And Russian thistles and tamarisk would  
2 be removed from the CDOT right-of-way, especially along  
3 the Arkansas River.

4 And at this point I'm going to hand this back over  
5 to Karen Rowe to talk about the next steps.

6 MS. ROWE: All right. I hope that helped answer  
7 most of your questions. But remember, there's a whole  
8 bunch of people around here too. So when we're done with  
9 the formal presentation, you can ask them. But right  
10 after this, too, I'm going to hand it over to Colleen to  
11 moderate comments so you can come up here. She'll give  
12 you more instructions on providing formal public comments.

13 Positive, we're looking for, yeah, I really like  
14 it and I think this will be great. I'll feel much safer  
15 through downtown or these are my concerns. I don't think  
16 you guys addressed this or looked at that. Those are, you  
17 know, either way, if you don't want to comment, that's  
18 fine too. You can do written comments also.

19 And there's a website, it's on the form that you  
20 have for the public comments. It's kind of a hard website  
21 to remember, but again, you know, this meeting isn't the  
22 end of it. October 3rd is when we -- our formal comment  
23 period is finished. And Lisa is holding up the form up  
24 there. The website is "coloradodot.info," so it's not dot  
25 com, and then it's slash projects, slash U.S. 287 Lamar.

1           So that's where I say to try to check out the form  
2 and cut and paste or copy it into your computer. And  
3 again, the document is very easy to read. It's pretty  
4 brief, and this is the summary of it.

5           We do have money right now to start our design.  
6 So this document needs to be completed. So we will take  
7 the next three months, October to December about, and  
8 we'll address the comments that we hear during this  
9 comment period, September 3rd to October 3rd. And then  
10 we'll finalize the document and recommendation for what we  
11 plan to do with the highway and the mitigation measures.

12           And so that document should come out in December.  
13 We are looking at hiring a consultant to help us start the  
14 preliminary design. So these are very high-level ideas,  
15 conceptual drawings, thoughts. It's kind of, you know,  
16 here's what the worst impact would be, and here's how we  
17 would mitigate it. Now we'd get into let's actually  
18 survey it. Let's start to get into what the real final  
19 design would be. And what are some real construction  
20 numbers? How could we phase construction? Things like  
21 that.

22           So we do have 3.3 million right now to start  
23 design. We are hoping to get 10 more million in the next  
24 two or three years. The funding sources always vary.  
25 There is an effort out there, not by CDOT, but an

1 independent organization called Impact 64 to have a ballot  
2 initiative November 2014 to provide additional  
3 transportation funding for projects around the state. And  
4 this is one of the projects being considered on that  
5 ballot. There's also projects that the Southeast  
6 Transportation Planning Region, which is six counties,  
7 also put on there for passing lanes on 287 and four-laning  
8 of U.S. 50. So all those projects are being considered on  
9 that ballot initiative. Again, that's not a CDOT effort,  
10 but that's another possible funding source that might be  
11 out there.

12 So right now there are not construction funds  
13 designated to do the full interim phase, which is  
14 approximately 60 to 70 million dollars estimated  
15 construction. And so that's a big, big project. So if  
16 you have any more questions, I'll be available too, that  
17 you can talk to me one on one.

18 I'm going to hand the ball over to Colleen to  
19 provide people opportunities to come up and speak. I  
20 think we can turn on the lights now.

21 MS. ROBERTS: Wow. Hi, there. I'm Colleen  
22 Roberts with CH2M Hill. We're CDOT's consultant on this  
23 project. And I want to say for the folks who are coming  
24 in, we were planning on having a presentation at 6:00, and  
25 we are still going to have another presentation at 6:00,

1 but we had a lot of folks come in at 5:00 that were ready  
2 for a presentation then. So we did one early presentation  
3 and we're going to take some public comments now if folks  
4 want to. And then we'll have another presentation at six  
5 o'clock for the folks that are just coming in now. So you  
6 didn't miss the presentation.

7           Want to let folks know that there are a variety of  
8 ways to comment. Karen touched upon that. But we have a  
9 public comment period on our environment assessment right  
10 now that extends until October 3rd. So you can either  
11 comment tonight, either you can take one of our comment  
12 forms from the back table. Lisa's got it and she's  
13 holding it up back at the back table. You can take that,  
14 fill it out, drop it in our comment box tonight or you can  
15 drop it in the mail. There's an address on there and you  
16 can drop it in the mail.

17           You can also comment publically tonight after the  
18 presentation right now. And we have about 10 minutes that  
19 folks can make comments right now if they want to before  
20 we start a new presentation at 6:00. And the court  
21 reporter will take down those comments, and we will be  
22 able to respond to those formally in the decision document  
23 that comes out later this year.

24           If you don't feel like commenting tonight, you can  
25 also mail comments. There's an address, like we said, on

1 the comment form, and you can also go online to the web  
2 address that Karen just talked about and you can submit  
3 comments that way. So we've got lots of different ways  
4 that folks can let us know what they think about what  
5 we're studying. And then we'll respond to those comments  
6 formally, like I said, in the decision document that will  
7 be issued later this year.

8 So with that, if there is anybody who would like  
9 to speak.

10 MR. WESTHOFF: I did want to make one comment.  
11 The document itself is available online. It's also  
12 available at our office. There's a copy here at the city  
13 office, a copy at the library, and one at the community  
14 building. I believe that's all the local.

15 MS. ROBERTS: And we have four copies here tonight  
16 that folks can look through as well that are also back on  
17 the back table with Lisa.

18 So if anybody would like to speak right now in the  
19 next 10 minutes before we do our six o'clock presentation,  
20 we would just ask if you can go back to the sign-in table  
21 and fill out a speaker card. That will help us make sure  
22 that we get your information for the folks who are  
23 speaking. But if nobody wants to speak, then we can go  
24 back to open house for the next 10 to 15 minutes or so  
25 before we start our six o'clock presentation.



1 THE PUBLIC COMMENTER: Will you entertain  
2 questions instead of comments?

3 MS. ROBERTS: You know, that's the open house  
4 forum is so that we can talk individually with a bunch of  
5 different folks about questions and get more questions  
6 answered in the open house forum. The public speaking  
7 portion of the comments is for formal comments that get  
8 recorded and then responded to formally in the decision  
9 document. Yes?

10 THE PUBLIC COMMENTER: When is a -- would this  
11 thing be put into operation?

12 MS. ROBERTS: I think if folks have questions  
13 about -- we don't -- we've got a next steps board over  
14 there, and I think if folks have questions after the  
15 presentation, probably the best thing for us to do, if no  
16 one wants to speak, is go back to our open house forum and  
17 then you can go to the individual areas and staff that  
18 you're interested in talking with and get questions  
19 answered. All right, we'll go back to the open house  
20 forum. Yes?

21 THE PUBLIC COMMENTER (GEORGE DEMAS): I just would  
22 like to say the success of this whole project, the highway  
23 I have no problem with. I think it's a good location. I  
24 think it always was. But Lamar has had a problem of image  
25 for years. When you approach Lamar from the north, south,

1 the east to the west, what's the first thing you see?

2 MS. ROBERTS: So, can I --

3 THE PUBLIC COMMENTER (GEORGE DEMAS): It's not  
4 very -- not very enticing to want to move here, is it?

5 MS. ROBERTS: Can I interrupt real quick? Would  
6 you like this recorded as a formal public comment?

7 THE PUBLIC COMMENTER (GEORGE DEMAS): Well, I want  
8 to cover this because this is part of our problem.

9 MS. ROBERTS: Okay, okay, all right.

10 THE PUBLIC COMMENTER (GEORGE DEMAS): What happens  
11 here, the success of this whole thing is going to depend  
12 on what the county commissioners, the city council does,  
13 with the zoning and the enforcement of the land use on the  
14 bypass. And I'll call it the bypass yet. It's going to  
15 depend on what they do. If they do it properly and do not  
16 allow those bypasses to become cluttered, and they're not  
17 going to help Lamar at all. It's going to be detrimental  
18 to Lamar. But if it's done properly, I think it can help  
19 Lamar immensely, be the best thing we can do to help Lamar  
20 grow.

21 MS. ROBERTS: All right, thank you. All right,  
22 why don't we head back to the open house, and people can  
23 talk with staff that are around the brim. Thank you.

24 (Public comments closed at 5:53 p.m.)

25 (The formal presentation resumed at 6:13 p.m.)

1 MS. ROWE: We're going to try to have another  
2 presentation. But first I would have anyone who would  
3 like to come up, and we can answer some questions or try  
4 to field some questions. And we're going to have a  
5 speaker. One guy wants to come up and show his support  
6 for the project and then wants to go and not hear the  
7 presentation. So if anybody else wants to do that, please  
8 let me know. We'll ask you to sit down, if you can, and  
9 then we'll go back to the open house forum.

10 UNKNOWN SPEAKER: If everyone could please be  
11 seated.

12 MS. ROWE: If you don't want to listen to the  
13 presentation, we still can have people answering questions  
14 in the back. We do want you to be able to ask more  
15 questions, but if you could just sit down for a little bit  
16 more. And if you have more questions, we can also maybe  
17 go out in the other room for discussions and so the people  
18 who haven't heard the presentation can hear it, and we can  
19 have a few speakers come up and present their comments.

20 Again, the comments can just be: I like the  
21 project; I think it's good. We want to hear both positive  
22 and other comments. So our first speaker will be Leonard  
23 Pruett. So do we have the card for him presenting?

24 THE PUBLIC COMMENTER (LEONARD PRUETT): I'm  
25 Leonard Pruett, a resident in Lamar, living here something

1     like 30 years, and of course worked on Main Street, right  
2     in a building where we saw the trucks go up and down the  
3     street, day after day, time after time. But I'm surprised  
4     that more people didn't get up and support this project.  
5     It's been in the process many years, getting it to this  
6     stage, and I think it's very much needed. It's been  
7     needed for a long time.

8             As some of the slides show, there's like 17,000  
9     vehicles go up and down this street daily. There will  
10    continue to be 17,000, and I'm going to say automobiles  
11    come in and out of town daily even after the relief plan  
12    gets done, if I understood the slides correctly. So  
13    there's no way that this street can handle 34,000  
14    automobiles a day in and out of here, when half of them or  
15    more than half of them are trucks. So I think we really  
16    need to get behind. We need to support it. I definitely  
17    want to support it and go on the record as being in  
18    support of the bypass, the relief plan, and I think it's  
19    long overdue. It's something that's been needed for a  
20    long time, and I certainly appreciate you coming down and  
21    receiving our comments.

22             MS. ROWE: Thank you.

23             THE PUBLIC COMMENTER (LEONARD PRUETT): Thank you  
24    very much.

25             MS. ROWE: Anybody else? Again, you'll have

1 another chance after that. Also, I -- we are kind of  
2 going to allow some questions. We'll see if we can answer  
3 those today at the meeting. Or if that's something easily  
4 answered or if it's more complicated we may say, you know,  
5 that one we need to think about and get back to you on.  
6 But some of the questions that have come to me informally  
7 that people said, that maybe other people hear. And I try  
8 to explain.

9           When is this going to happen? And the answer is I  
10 don't know. We do not have construction money for this  
11 project at this time. CDOT only gets gas taxes right now  
12 from the state and federal gas taxes at the current time.  
13 We don't get any money from the general fund. We barely  
14 have enough money to maintain our existing system. So we  
15 get little pots of money at a time.

16           We did bond for some big projects, as they were  
17 called, the 28 strategic projects. That's how you got 287  
18 paved in concrete. And the only missing piece of that  
19 Ports-to-Plains segment is the Lamar reliever route. So  
20 we do have money that CDOT is doing to maintain our  
21 existing system. We currently don't have enough money or  
22 the current funding mechanism to fund this project. So I  
23 don't know when the construction project's going to  
24 happen. We're working -- we're trying to come up with  
25 some innovative solutions, either in our ability or

1 somebody else's to get us more money.

2 Any other questions that we might be able to  
3 answer? Yeah.

4 THE PUBLIC COMMENTER (JILLANE HIXSON): So I'm  
5 confused that if you don't have the funding, and  
6 considering what's happened in northern Colorado and how  
7 many millions, if not billions of highway and bridges that  
8 have to be built in northern Colorado, I guess I'm curious  
9 if it's 10, 15, 20 years, I guess. And I like the  
10 project. It's great. But to me it seems like it's just a  
11 pipe dream because if there's no funding and there's so  
12 much demand for funding for the disaster that's just had,  
13 it's hard to get excited about something that seems so far  
14 out.

15 MS. ROWE: Well, it's a little bit of the chicken  
16 and the egg, I'd say. If you can get excited about it,  
17 then there's more likely to be some funding there. So a  
18 lot of times we look for that community support, you know,  
19 behind the community, the community, you know,  
20 commissioners and things like that fighting for the  
21 project and saying we want this, we want this, we want  
22 this; and hearing that, when there does become some sort  
23 of funding mechanism, then we recognize that that's an  
24 important project to the area.

25 So we are updating our long-range planning

1 document right now. You'll hear about that in the next  
2 few months where we hear what are your priorities here out  
3 in southeastern Colorado for projects. I don't know what  
4 the effect is going to be for the flooding. Somebody else  
5 brought that up. Right now I know that there's a lot of  
6 federal funds being provided for emergency repairs. We  
7 also don't know what the cost is for that project. I do  
8 know that CDOT has \$100 million in contingency, emergency  
9 contingency funds. So I think that's a to be determined  
10 in terms of how is that -- all that repair going on going  
11 to affect, you know, other projects around the state.  
12 Right now they're saying it does not have impact on the  
13 rest of the projects around the state. We're going to go  
14 about business as usual.

15 THE PUBLIC COMMENTER (JILLANE HIXSON): And I have  
16 one more question or comment. I guess in order to lend  
17 full support, it seems to me like if we had a little more  
18 cost analysis of what the west route alternative that was  
19 considered versus the east route, that seems like to be  
20 cast in concrete already. It just seems like the west  
21 route goes through a lot more sagebrush whereas the  
22 eastern route is going to go through a lot more of  
23 existing businesses and infrastructure and ponds and so  
24 forth, whereas the alternative route that has apparently  
25 been discarded as an option is just going through

1 sagebrush. And it seems like it would be catty-corner and  
2 save a lot more miles if it was. So is there any  
3 opportunity to take a look at that particular option and  
4 the cost analysis of that west route?

5 MS. ROWE: That's one of those questions that's  
6 not going to be easy to answer here tonight. So that has  
7 a more complicated answer. Right now the preferred  
8 alternative goes to the east because it meets our purpose  
9 and need, and it meets all those environmental  
10 considerations. So cost is kind of in there. But the  
11 west side just didn't meet our purpose and need. And so  
12 right now the document, that's not another  
13 reconsideration.

14 Is that an accurate assessment of what the  
15 document says, Lisa?

16 MS. STREISFELD: Yes, we looked at the western  
17 route, and we just facilitate a better connection to U.S.  
18 50 by going east. It just helps with the merger of  
19 traffic from coming from the east side of the state  
20 towards the west. And so with that eastern route, we have  
21 a better connection to U.S. 50. That's in the document,  
22 and we can definitely take your question after this  
23 comment period and show that to you afterwards.

24 MS. ROWE: And again, with that comment, we  
25 probably want you to fill out just a speaker card so we



1 know what -- who had that comment. And it's a good one.  
2 Those are the kind of -- the things we want to hear. And  
3 then again we will address it more fully in our final  
4 document to say here's what we -- why we didn't consider  
5 that as one of the alternatives, final alternatives. But  
6 the one thing I would say is cost is not the major factor  
7 in determining these routes. So will it work?

8 THE PUBLIC COMMENTER (JILLANE HIXSON): Okay,  
9 thank you.

10 MS. ROWE: And are we ready to for those who  
11 missed the public hearing, public presentation, I'm sorry,  
12 people are ready to start? And again, if you've already  
13 heard it and you still have questions to ask, I would say  
14 you can go out in the hallway and we can still be having  
15 conversations. So it looks like we had such a full house  
16 we needed two presentations.

17 So I'm Karen Rowe. I am the south program  
18 engineer for region 2. I oversee the design and  
19 construction for the nine -- the nine counties in  
20 southeastern Colorado. The region director couldn't be  
21 here today.

22 This is a culmination of a real community and  
23 collaborative effort. Paul Westhoff. We have our  
24 environmental group here. We have CH2M Hill. The county  
25 commissioners have helped. The city staff, city council.

1 And we completed what's called an environmental assessment  
2 document. And it's a legal document required by FHWA in  
3 order to do these kind of projects. And again, it's so we  
4 spend our money wisely.

5 This document was signed in August, and this  
6 public comment period is from September 3rd to October  
7 3rd. And we formally listen to what everybody's concern  
8 is about the project or whether they like it or what we  
9 addressed well or didn't address well. And then we have a  
10 final document December. And in the meantime we'll be  
11 moving forward with preliminary design. So I'm going to  
12 hand it over to Paul to talk more about the details and  
13 the document which is back there.

14 MR. WESTHOFF: Thanks, Karen. This is just an  
15 overview of the presentation of this -- of the public  
16 presentation. We're going to talk a little bit about the  
17 background and the history of the project itself and what  
18 some of it is kind of prehistory, or in a sense almost  
19 like prehistoric as some of it goes back quite a few  
20 years. The purpose and need and the alternatives that  
21 were considered in the environmental assessment. And then  
22 from that, what the proposed action is.

23 From there, Rob Frei is going to talk about the  
24 impacts to the resources and our mitigation measures. And  
25 then Karen's going to close out a little bit of the

1 presentation with what the next steps are, the schedule,  
2 what the project cost is, and what the potential for funds  
3 are.

4 The project history, as I said, it goes back.  
5 This starts in 1998, but actually there's discussions that  
6 I've been involved in and the people have talked about  
7 this as far back as the 60s and 70s. So it's been  
8 something that's been on the table and been on people's  
9 minds for a long time.

10 In 1998 the city and the county did a bypass study  
11 and to determine what might work for trying to get some of  
12 the trucks out of town and trying to get a little bit of  
13 relief to our roadway here in town. From that, that was  
14 developed the truck route on the east side of Lamar.  
15 Along about that time, CDOT was doing some design work in  
16 the area on some -- a couple projects. And the city and  
17 the county asked CDOT to get involved with this and start  
18 looking at a feasibility study of what it would take to  
19 improve the safety and mobility in the area.

20 So there were some alternatives that were  
21 screened. And from that, an identified proposed action,  
22 which is now what we call the U.S. 287 reliever route.  
23 And about that time was when started into the NEPA  
24 environmental assessment. And NEPA is a National  
25 Environmental Policy Act. So that's a requirement that we

1 have to fulfill and look at all the different impacts of a  
2 proposed project, both social, economic. Also, we do  
3 consider the cost. There's just a lot of different things  
4 that go into the environmental assessment.

5 Sometimes you may have heard of an environmental  
6 impact statement which is NEPA process or NEPA document,  
7 and that's one that is -- like Highway 50, the 50  
8 four-lane that is considered an EIS.

9 The alternate truck route as most of us know, I  
10 think, the existing two-lane gravel road that was  
11 constructed by the county, and that was right around 19 --  
12 in the late 90s, I think, when that was constructed. And  
13 from that was what was developed into the feasibility  
14 study that we talked -- that I mentioned just a moment  
15 ago.

16 This is just kind of a timeline of the process  
17 that's taken us up to this point in time. When you go  
18 back to the city and the county study was completed, they  
19 acquired some right-of-way through that section to the  
20 south, the south from 287 up to Highway 50 out east of  
21 town. And then where that ties back in at Crystal Street,  
22 they have some right-of-way purchased there.

23 As the CDOT study began and then moved into the  
24 feasibility study and also some public meetings that took  
25 place, in those public meetings there was a lot of people

1 came together and helped develop some of the alternates  
2 and the routes that were eventually incorporated into the  
3 document, into the environmental assessment.

4           Once that was completed, we went into kind of a  
5 data collection and analysis period, and we moved through  
6 that process. It was -- it seems like an awful long  
7 distance in between there from 2004 to basically 2012 when  
8 the document was becoming finalized. And so the  
9 process -- it doesn't necessarily take that long, but just  
10 some of our timing and our scheduling that took place,  
11 that's the time frame that we ended up with.

12           The purpose of the project is to reduce the  
13 conflicts between the local and through-traffic, and I'm  
14 sure we've all seen -- been involved or seen some  
15 situations downtown. And we'll have some slides here in a  
16 little bit that would be very familiar to everyone here in  
17 town. Also improve the safety for motorists and  
18 pedestrians, and also meet the local, regional and  
19 national traffic needs.

20           When we look at this route, we think of it  
21 somewhat locally, but when you start looking at regional  
22 and even on a national level as being part of the  
23 Ports-to-Plains Corridor, it's an important reliever route  
24 along that route.

25           With mobility, we think of improving the regional

1 travel conditions, the travel times on 287 and 50,  
2 especially for through-traffic and the trucks trying to  
3 get through town, the amount of time it takes for the  
4 traffic and especially those trucks to make their way  
5 through town at slow speeds and stop and go and all the --  
6 and then, of course, the impacts to our roadway in town.  
7 It improves local operations and access for downtown, and  
8 then it will accommodate future freight traffic growth in  
9 the Ports-to-Plains Corridor.

10 The Ports-to-Plains Corridor has, with CDOT's  
11 projections for traffic versus what Ports-to-Plains is  
12 seeing, Ports-to-Plains numbers are actually outgrowing  
13 the standard CDOT predictions and traffic numbers that we  
14 had. So we've already seen an increase above what we  
15 would normally see with Ports-to-Plains and the  
16 improvements that's taken along -- the improvements along  
17 that corridor.

18 From a safety standpoint, the hazardous material  
19 loads that are in downtown and of course the at-grade  
20 crossing at the railroad and also traveling right through  
21 the middle of our downtown area and with the schools, all  
22 the homes and people that live along that route. So we  
23 know we've got a very serious situation there if we ever  
24 had an incident, a crash there with the train -- with a  
25 train and the hazardous materials.

1           It improves the traffic and pedestrian safety in  
2 downtown in reducing the conflicts between the traffic,  
3 local traffic and the through-traffic. Main Street's just  
4 too narrow to accommodate both the heavy truck traffic and  
5 the on-street parallel parking. And I'll kind of outline  
6 some of the pavement widths and roadway widths that we  
7 have currently in the downtown area.

8           This is just a picture of something that I'm sure  
9 we've all seen or probably been involved in a situation  
10 like this where the truck's coming down the road and  
11 there's just not that much room to park. And you'll  
12 notice in a slide too how far over, everybody knows that's  
13 how far you have to park over to the side. And when I  
14 talk about some of the lane widths here in another slide  
15 or two, you'll see why that's necessary.

16           Of course, the oversize loads that come through  
17 town, we see those on a daily basis. There was recently a  
18 couple of -- or a series of loads that were coming from  
19 the south and going north to some of the fracking  
20 operations up north that were approximately 20 to 24 feet  
21 wide. And they had to schedule those loads to come  
22 through town very early in the morning when there was no  
23 one parked downtown because that was the only way they  
24 could have enough width to get those loads through town.

25           And once again, the conflicts we see, you know,

1 just normal trucks coming through town and the narrow lane  
2 widths.

3           With the alternatives that were considered in a  
4 NEPA process and a NEPA document, the no action is always  
5 one of the considerations. That means doing absolutely  
6 nothing, just leaving it the way it is. The proposed  
7 action is what you see on the presentation, the boards  
8 around the room. Reconstruction of Main Street would be  
9 one of the considerations. We do consider that, and when  
10 we look at some of the lane widths, and if this were to be  
11 considered the transportation corridor for 287, the  
12 current lane widths downtown are about 11 foot. And so  
13 you've got two 11-foot lanes. The parking area is only  
14 about 6 feet. And parking areas are actually considered  
15 from the lip -- the gutter pan itself is not supposed to  
16 be part of the parking although we know we have to park  
17 there to get out of the way. That's part of the  
18 hydraulics for the drainage of a roadway.

19           So you've only got about 6 foot of parking, actual  
20 parking space, and then the turn -- the middle turn lanes  
21 are about 10 foot. That's what the existing is. If you  
22 were to build this to a full configuration, you'd be  
23 looking at two 12-foot driving lanes if you had the -- if  
24 you took the medians out, which I know that's a separate  
25 topic right there, but taking the medians out and



1 providing a multi-use center turn lane, you want 12 to 14  
2 feet of width there. Parking is typically a minimum of 8  
3 feet. So when you start adding those numbers up and you  
4 compare that with what we actually have for a roadway  
5 width downtown, it's considerably deficient.

6 So if we were to be looking at reconstructing Main  
7 Street as a -- and build it up to a standard to maintain  
8 as the main corridor, there's potential tradeoffs that  
9 we'd have to make. The existing sidewalks from the face  
10 of the building out to the gutter is about 12 feet up and  
11 down through the main part of downtown. So you start  
12 trying to squeeze all that into one place and something's  
13 gotta give. That would be one of the considerations with  
14 the reconstruction of Main Street.

15 The west reliever route, which was mentioned a  
16 moment ago, one of the things about the west reliever  
17 route, and we'll go through this just a little bit, with  
18 the reconstruction -- with the reconstruction of Main  
19 Street, again, that doesn't meet the purpose and need. It  
20 doesn't take the trucks off the route. The west reliever  
21 route, one of the biggest issues with that is it doesn't  
22 take the trucks off U.S. 50. If you use the west reliever  
23 route, you would still have to have a connection to  
24 Highway 50 to go east of town. So that means that  
25 existing Olive Street out to the west would become Highway

1 50 to drive on east, east and west on 50.

2 And then the Crystal Street cutoff, which was one  
3 of the proposals in the original county alternate truck  
4 route and was considered on the feasibility study, doesn't  
5 improve the regional travel that's noted in the proposed  
6 action. There would end up being a signalized  
7 intersection at Crystal and where it would tie back in on  
8 the north side of town.

9 So with the proposed action, there would be a  
10 four-lane highway with three major interchanges. There  
11 would be a diamond interchange on the north with a partial  
12 clover leaf at this section. Highway 50 would be  
13 rerouted; 287 would be elevated over Highway 50 and over  
14 the railroad. And then the trumpet interchange to the  
15 south, that's -- this is similar to the Wiley junction  
16 interchange.

17 There's also noted in the document, it just says  
18 approximate local access points. And these would be  
19 potential locations of access points. The north one would  
20 bring you into the industrial area. The south one would  
21 tie in so that there could be access to the hospital. And  
22 then of course there would be access -- the roads would be  
23 able to bring people on into town.

24 In the interim phase we would anticipate a  
25 two-lane highway that would be similar to the existing 287

1 north and south of Lamar with the improved shoulders and  
2 some of the improved intersections. The three  
3 interchanges could potentially be at-grade intersections  
4 on the north where it ties in with 196, and then we'd  
5 still need to have a diamond interchange here.

6 So we would have the grade separation on 287 and  
7 50, and 287 would also be grade-separated and go over the  
8 railroad. And then on the south we'd be looking at a  
9 possible stop control of some type, an at-grade  
10 intersection. And again, a lot of these -- or all of  
11 these interchanges are somewhat conceptual. They're a  
12 part of the document, but when the final engineering takes  
13 place, there's a lot of things that may be addressed and  
14 we'll be looking at different options. And again, some of  
15 it could be dependent on funding as well as what could  
16 actually be designed and built at those interchanges. And  
17 then in both cases we'd be looking at the bridge over the  
18 Arkansas River.

19 So the typical cross-section that you see on 287,  
20 the upper portion of this slide, the interim phase is two  
21 12-foot lanes with a 10-foot shoulder, and that's what  
22 existing 287 is right now. The ultimate configuration  
23 would be two 12-foot lanes on each side, each direction  
24 with a 10-foot outside shoulder and a 4-foot inside  
25 shoulder with a widened median, and then the slopes

1 extending out.

2 Now, the current right-of-way that's on the  
3 alternate truck route is 200 feet wide. There's -- we  
4 would possibly be looking at doing some right-of-way  
5 preservation where we would obtain enough right-of-way for  
6 the ultimate configuration and then build, in a sense,  
7 just the way it's laid out on the slide, build to one side  
8 of that right-of-way width so that future construction  
9 would be able to take place on the widened right-of-way on  
10 the rest of the right-of-way. And then a lot of other  
11 considerations would go into the design and construction  
12 of the interchanges so that at a future date it would  
13 facilitate the ability to construct those ultimate designs  
14 or ultimate layouts.

15 And I think at this time I'm going to hand this  
16 off. Rob's going to talk a little bit about the  
17 environmental resources.

18 MR. FREI: So this environmental document, this EA  
19 looked at a variety of environmental resources. You can  
20 tell looking at this list we looked at quite a few of  
21 them. Pretty comprehensive. We looked at the  
22 transportation, socioeconomics, land use, parks and  
23 recreation, visual, noise, environmental justice,  
24 cultural, which includes both history and archaeological  
25 resources, farmlands, floodplains, wetlands, water

1 quality, wildlife vegetation, sensitive species, hazardous  
2 materials, air quality, right-of-way, ditches and  
3 utilities. So for this environmental assessment, we  
4 looked at the no action alternative and compared it to the  
5 proposed action, and looked at the impacts out to the year  
6 2035.

7 Traffic under the proposed action would divert up  
8 to 84 percent of the truck through-traffic and up to 30  
9 percent of car through-traffic from Main Street. Trucks  
10 and cars that presently travel through the city without  
11 stopping would move from downtown to the reliever route.  
12 In 2010 approximately 17,000 vehicles used Main Street  
13 each day, and in 2035 we expect 17,000 vehicles to still  
14 use Main Street. And that's with the construction of the  
15 reliever route by 2035.

16 So traffic benefits of the proposed action.  
17 Safety would improve. There would be fewer truck and  
18 through-trips in town and would provide better safety  
19 conditions for local motorists and pedestrians as Paul  
20 illustrated.

21 We'd reroute or hazardous loads would be rerouted  
22 to the reliever route so those loads would no longer go  
23 through downtown Lamar. There'd be a grade-separated  
24 railroad crossing at U.S. 287 and U.S. 50. Mobility would  
25 improve as well. There would be less waiting for trucks

1 to return to speed after stopping at signals and  
2 navigating right turns in town.

3 I think a lot of you guys are familiar with the  
4 situation there at Olive Street, the trucks trying to make  
5 a left-handed turn down Main Street going south on 287.  
6 So that would alleviate that. There would be easier  
7 on-street parallel parking on Main and Olive, and faster,  
8 reliable times for through-traffic using the reliever  
9 route as there would be no traffic signals or at-grade  
10 railroad crossing.

11 Socioeconomics. Lamar is the largest city for a  
12 100-mile radius, so it is a destination point for the  
13 region. The reliever route would improve travel and  
14 parking conditions for local traffic accessing businesses  
15 in Lamar. The economic analysis shows 94 percent of Lamar  
16 business sales are insensitive to changes in traffic  
17 patterns, and 6 percent are highway dependent. The  
18 highway dependent businesses would be those such as  
19 fueling stations and fast food restaurants that service  
20 those folks using that facility.

21 Directional signage to downtown business, to the  
22 downtown business district would be installed along the  
23 reliever route. Impacts to 364 acres of prime and  
24 important farmland would also occur.

25 Community impacts. Land use and right-of-way,

1 we're anticipating some growth around the new  
2 interchanges. We'd be acquiring 385 acres of private  
3 property. This would include one residence and three  
4 businesses. Noise. Levels would decrease in town by  
5 moving the truck traffic onto that reliever route. Air  
6 quality would be reduced in town and along the existing  
7 alternate truck route. PM<sub>10</sub>, just a fancy word for dust,  
8 so air quality would improve.

9 Hazardous materials, as was mentioned earlier, the  
10 hazardous trucks would be routed around town onto the  
11 reliever route. Natural resource impacts, we looked at  
12 wetlands. There would be .43 acres of wetland impacted in  
13 the interim phase and .47 in the ultimate phase, totaling  
14 about .91 acres of impact when it's fully constructed.

15 Water quality: 50 acres of new impervious surface  
16 in the interim phase and 90 acres during the whole  
17 buildout. We would develop permanent water quality  
18 features such as detention ponds and swales to help keep  
19 silt and sediment out of the streams and canals that we'd  
20 be crossing.

21 Wildlife habitat would be fragmented with the new  
22 alignment, and there would be some habitat reduction,  
23 primarily through the loss of vegetation. There would be  
24 151 acres of impacts to shortgrass prairie habitat and 8  
25 acres of riparian habitat located primarily along the

1 Arkansas River.

2           So some mitigation that comes with those impacts  
3 would include Main Street and Olive Street would be  
4 designated as business route 287 and U.S. 50, business  
5 route U.S. 50. There would be way-finding signages at the  
6 new interchanges. Land use and right-of-way. We'd follow  
7 the -- or acquisition and relocation, we'd comply with the  
8 Uniform Relocation Assistance and Rural Property  
9 Acquisition Policies Act of 1970. It's a federal law  
10 regulation that we use to assist in the fairness for  
11 acquisition relocation.

12           We would continue to provide access between  
13 impacted properties for vehicles, equipment and livestock,  
14 maintain access to private properties through the existing  
15 road network and realignment of local roads at the east  
16 interchange, or east of the interchange.

17           Irrigation. We'd preserve the ditch conveyance  
18 capability and allow uninterrupted water delivery. For  
19 floodplains, we'd make sure that the bridges and  
20 structures that accommodate that 100-year flow rate. And  
21 water quality, again, we'd install stormwater quality  
22 treatment features to ensure the silt and debris does not  
23 enter the Arkansas River and canals.

24           Mitigation for wetlands. We'd prepare a wetland  
25 mitigation plan. CDOT would mitigate wetlands at a



1 one-to-one ratio. We'd do as much as we can within the  
2 project area or nearby. But we might also look at the  
3 option of using the Limon wetland bank located in Lincoln  
4 County.

5 Wildlife and sensitive species. Where feasible,  
6 we'd design enlarged culverts to help maintain small and  
7 large mammal movement across the new facility. We'd  
8 design bridges to provide sufficient clearance for  
9 wildlife movement, especially along the Arkansas River  
10 since that's a wildlife corridor in the area. And we'd  
11 remove Russian thistle and tamarisk would be removed from  
12 CDOT right-of-way and the Arkansas River corridor.

13 And I'm going to hand this back over to Karen to  
14 talk about the next steps.

15 MS. ROWE: Can someone turn on the light? I  
16 forgot to do that. So I talked about this before. I  
17 don't know who was here and who wasn't. There is a  
18 meeting at seven o'clock, so we need to make sure to wrap  
19 things up. But like we said, there's no -- we will take  
20 the next three months to finalize the document, address  
21 the comments that we've had.

22 And we have what's called the decision document.  
23 It's the final document that finishes this process and  
24 then we can start our design. So we will be hiring a  
25 consultant to start our preliminary design, coming up with

1 little tweaks and get a better idea of exactly what we're  
2 doing. They'll survey all the property out there and make  
3 sure we come up with something that works really well for  
4 the community. So this won't be the last time you hear  
5 from us. It's just finishing this process.

6 Again, we're starting a long-range plan process  
7 with CDOT, meaning that we look to the communities to tell  
8 us what projects are your priority in your community so we  
9 hope that we reach you in that process, too, if you're  
10 really -- so we can hear from you as to what you think is  
11 important.

12 At this time, and say if you are going to speak --  
13 oh, comments, if you want to submit comments, you have the  
14 comments form. You can mail it in. You can take it. You  
15 can do our online. Comment period ends October 3rd at  
16 midnight. So after that, any comments you submit just  
17 aren't legally recorded. They're great comments to have,  
18 but they aren't part of this process for this project.

19 We -- you can come up and speak. We have a  
20 speaker card. We'll ask you to say your name first. And  
21 also, we are taking questions if you have any. And then  
22 also we can stand around and talk until seven o'clock.

23 THE PUBLIC COMMENTER (KIRK CRESPIAN): Can I get  
24 the card after I speak?

25 MS. ROWE: Yes, you can. Just come up and say

1 your name and get the card.

2 THE PUBLIC COMMENTER (KIRK CRESPIN): My name is  
3 Kirk Crespin. I'm one of the city council members for  
4 Lamar. One of the things that I wanted to speak about is,  
5 I've been a little torn on this whole project to begin  
6 with, but the main concern that I have, and one of the  
7 things that I would like to see addressed during your  
8 decision document, when you published your decision, is  
9 that we don't know how long the funding is going to be.  
10 You've said it yourself. It could be five years; it could  
11 be ten years.

12 Our downtown Main Street is struggling right now.  
13 It hurts, not as the economy, I'm talking about the  
14 physical Main Street, Highway 287/Highway 50. If we were  
15 not to do nothing for the next five to ten years while you  
16 find funding, that's 17,000 trucks per day. By the time  
17 the city takes over that street or any of those roads,  
18 we're going to have rubble. And that's something that I  
19 think needs to be addressed between now and the time you  
20 take that over.

21 What is going to happen with our Main Street? Are  
22 you going to do repairs to it? Are you going to  
23 reconstruct it? I know that was in your listing as far as  
24 alternatives and one that was discarded, but I believe it  
25 does need to be addressed soon because Main Street, I know

1 right now they're doing patchwork. And I'm not real  
2 thrilled with the patchwork, but it's something that needs  
3 to be taken care of. So that's what I would like to have  
4 addressed in that.

5 MS. ROWE: Great. And while I -- and I can, just  
6 from my position, not necessarily as a, you know, legal  
7 response is that we have mentioned that CDOT only has  
8 money to maintain our existing system through the current  
9 gas tax. And I would say with money to maintain the  
10 current system, things like paving Main -- I don't know  
11 why this goes in and out -- things like reconstructing  
12 Main Street for the pavement conditions are still -- are  
13 still being considered and looked at.

14 And when you talk to CDOT people, it's called  
15 asset management because the roads are part of our assets.  
16 Bridges are part of our assets. So we are concentrating  
17 on maintaining our existing system, and so that will get  
18 addressed.

19 Anybody else? Okay. Again, you can -- oh,  
20 right-of-way group is over here. If you have any  
21 questions on, Is my property going to be acquired? Is it  
22 in the path of it? What would be the right-of-way process  
23 if my property were to be acquired? These would be the  
24 people to ask, and they do have pamphlets, too, to hand  
25 out. So if you have any questions along that -- those

1 lines, this group's over here.

2 Thank you, everyone, for coming. And so again,  
3 we're here to answer more questions until seven o'clock.  
4 But you may start to see us start to pack up because there  
5 is a meeting that's supposed to start soon. Thank you.

6 (Presentation and comments concluded at 6:52 p.m.)

7 \*\*\*\*\*

8 REPORTER'S CERTIFICATE

9 I, ERIN R. DONATO, Registered Professional  
10 Reporter within Colorado, appointed to take down the above  
11 Public Hearing, do certify that the hearing was taken by  
12 me at 1001 South Main Street, Lamar, Colorado on September  
13 19, 2013; then reduced to typewritten form consisting of  
14 53 pages herein; that the foregoing is a true transcript  
15 of the questions asked, testimony given and proceedings  
16 had.

17 I further certify that I am not related to any  
18 party herein or their Counsel, and have no interest in the  
19 result of this hearing.

20 In witness hereof I have hereunto set my hand this  
21 1st day of October, 2013.

22

23

24 \_\_\_\_\_  
Erin R. Donato, RPR, CRR  
1204 South 7th Street  
25 Lamar, CO 81052

Public Hearing Written Comments

---



# U.S. 287 at Lamar Reliever Route Environmental Assessment

## PUBLIC HEARING COMMENT FORM

Please provide any comments you have about the U.S. 287 at Lamar Reliever Route. Your input is valuable to this project and will be evaluated by CDOT and FHWA in the decision making process. Please consider the questions listed as you prepare your comments. Comments may also be submitted at

<http://www.coloradodot.info/projects/us287lamar>.

Name: Kirk Crispin Organization: City of Lamar

Address: [REDACTED]

Email Address: [REDACTED]

**Do you have any comments about the project's Purpose and Need or Proposed Action?**

Understand the need - concerned with economic impact and concerned with funding - City and County does not have the resources to reconstruct main street or the bridges

**Do you have any comments about the project's environmental impacts?**

**Do you have any other comments you would like us to consider?**

Hwy 50/Hwy 287 is deteriorating rapidly who will repair/maintain before these roads are given to the City and County

Please leave completed comment sheet in the drop box located at the exit/entrance

If you prefer to return this at a later time, it must be received by Thursday October 3, 2013.

Please mail to: Caitlin McCusker, Public Involvement Manager, CH2M HILL, 9193 S. Jamaica Street, Englewood, CO, 80112 or email to: [caitlin.mccusker@ch2m.com](mailto:caitlin.mccusker@ch2m.com) or fax to: 720.286.8602



## U.S. 287 at Lamar Reliever Route Environmental Assessment

### PUBLIC HEARING COMMENT FORM

Please provide any comments you have about the U.S. 287 at Lamar Reliever Route. Your input is valuable to this project and will be evaluated by CDOT and FHWA in the decision making process. Please consider the questions listed as you prepare your comments. Comments may also be submitted at

<http://www.coloradodot.info/projects/us287lamar>.

Name: Doug Harbour Organization: citizen

Address: [REDACTED]

Email Address: \_\_\_\_\_

**Do you have any comments about the project's Purpose and Need or Proposed Action?**

This project is really needed.

**Do you have any comments about the project's environmental impacts?**

**Do you have any other comments you would like us to consider?**

Please leave completed comment sheet in the drop box located at the exit/entrance

If you prefer to return this at a later time, it must be received by Thursday October 3, 2013.

Please mail to: Caitlin McCusker, Public Involvement Manager, CH2M HILL, 9193 S. Jamaica Street, Englewood, CO, 80112 or email to: [caitlin.mccusker@ch2m.com](mailto:caitlin.mccusker@ch2m.com) or fax to: 720.286.8602





# U.S. 287 at Lamar Reliever Route Environmental Assessment

## PUBLIC HEARING COMMENT FORM

Please provide any comments you have about the U.S. 287 at Lamar Reliever Route. Your input is valuable to this project and will be evaluated by CDOT and FHWA in the decision making process. Please consider the questions listed as you prepare your comments. Comments may also be submitted at <http://www.coloradodot.info/projects/us287lamar>.

Name: JOHN SUTHERLAND Organization: CITY OF LAMAR

Address: [REDACTED]

Email Address: [REDACTED]

**Do you have any comments about the project's Purpose and Need or Proposed Action?**

REGARDLESS OF WHETHER CDOT PURSUES A TRUCK ROUTE OR SOMETHING ELSE - THE ISSUES OF SAFETY, CONGESTION, AND COMMERCIAL MUST BE ADDRESSED IT WOULD BE IRRESPONSIBLE FOR CDOT TO SHIRK THEIR LEADERSHIP RESPONSIBILITY - THE CURRENT STATE OF THE ROAD SURFACE IN LAMAR IS EMBARRASSING, DANGEROUS - IN NEED OF IMMEDIATE REPLACEMENT!!

**Do you have any comments about the project's environmental impacts?**

[Empty lines for comments]

**Do you have any other comments you would like us to consider?**

[Empty lines for comments]

Please leave completed comment sheet in the drop box located at the exit/entrance  
If you prefer to return this at a later time, it must be received by Thursday October 3, 2013.  
Please mail to: Caitlin McCusker, Public Involvement Manager, CH2M HILL, 9193 S. Jamaica Street, Englewood, CO, 80112 or email to: [caitlin.mccusker@ch2m.com](mailto:caitlin.mccusker@ch2m.com) or fax to: 720.286.8602