

Addendum to the Technical Memorandum “Summary of Right of Way Impacts for the U.S. 287 at Lamar Project” dated September 25, 2003

PREPARED FOR: U.S. 287 at Lamar - CDOT Region 2
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Introduction

This addendum memorandum updates the Technical Memorandum “Summary of Right of Way Impacts for the U.S. 287 at Lamar Project” dated September 25, 2003, with new data. The footprint of the project has not changed since the original analysis. The Prowers County Assessor provided new parcel and ownership information which was used to update the right of way impacts from the previous technical memorandum. The new data was field checked and has been found to be inconsistent in some areas. However, since the data provided is the most up to date according to the Prowers County Assessor, it has been used for this analysis. This assessment should be revisited and refined during final design prior to construction.

Updated Right of Way Issues

The proposed U.S. 287 highway will require the purchase of new right-of-way at the south interchange, along the existing gravel road, to the east at the U.S. 50 and U.S. 287 interchange, across the Arkansas River, and at the north interchange. A summary of the right of way issues to each affected property owner in the vicinity of proposed U.S. 287 is shown in Table-1. Graphics depicting the parcels and proposed corridor alignments are shown in Figures 1-4. Note that all right of way issues are based on preliminary calculations of the parcel boundaries and will change once final design begins. The parcel boundaries are based on the descriptions as given by the Prowers County Assessors office. Also, the property owners and parcels may change hands or size by the time design and construction begin and they should be re-evaluated at that time.

The entire proposed U.S. 287 corridor will impact approximately 404.1 acres of property. Of the 404.1 acres, 22.6 acres (5.6%) of business property, 23.0 acres (5.7%) of residential property, 341.3 acres (84.4%) of agricultural property, and 17.2 acres (4.3%) of public property will be affected. A business property contains a commercial business on the premises. A residential property does not have any farming or a business on the premise. An agricultural property is defined as a property that is a farm, rangeland, or cropland. Public property is defined as being owned by a government entity.

Table-1
Right of Way Impacts by Parcel

ID #	Fig #	Property Owner	Assessors Parcel ID	Type ^a	Original	Acreage Impacted	% Imp.	Potential Impacts
1	1	Ragsdale Farms	442331000001	A	616.2	0.67	0.1%	<ul style="list-style-type: none"> Minimal ROW widening required to tie proposed alignment into existing alignment. ROW required for a new county road placed near the eastern property line.
2	1	Walker Land & Cattle, Rex L. Walker	442332000001	A	631.0	0.37	0.1%	<ul style="list-style-type: none"> Minimal ROW widening required to tie proposed alignment into existing alignment. Minimal impacts to the northwestern portion of the parcel.
3	1	West, Faith	800068861	A	314.3	0.50	0.2%	<ul style="list-style-type: none"> ROW will be required for a new county road placed near the eastern property line and new intersection with CR CC.
4	1	Walker Land & Cattle, Rex L. Walker	800067333	A	476.2	45.90	9.6%	<ul style="list-style-type: none"> ROW required just west of the center of the north property line tapering down to the southwestern corner of the parcel. The southern portion of the south interchange is located in this parcel. Portions of the current gravel county road CC .50 may be reverted back to private ownership.
4A	1	Walker Land & Cattle, Rex L. Walker	800067333	A	3.9	0.00	0.0%	<ul style="list-style-type: none"> No additional right of way needed
5	1	Hixson, Ethel	800030631	A	300.3	0.33	0.1%	<ul style="list-style-type: none"> ROW will be required for a new county road placed near the eastern property line and new intersection with CR DD.
6	1	Walker Land & Cattle, Rex L. Walker	800067334	A	114.0	31.02	27.2%	<ul style="list-style-type: none"> ROW consumes the majority of these parcels located in R46 T23 S29.
6A	1	Walker Land & Cattle, Rex L. Walker	800067334	A	24.3	11.22	46.1%	<ul style="list-style-type: none"> The northern portion of the south interchange is located in these parcels.
7A	1	Hixson, Eric and Jillane*	-	A	48.1	0.00	0.0%	<ul style="list-style-type: none"> No additional right of way needed
7B	1	Hixson, Eric and Jillane*	-	A	46.4	0.79	1.7%	<ul style="list-style-type: none"> ROW will be required for a new county road placed near the eastern property line and new intersection with CR DD.
7C	1	Hixson, Eric and Jillane*	-	A	40.7	0.81	2.0%	<ul style="list-style-type: none"> ROW will be required for a new county road placed near the eastern property line and new intersection with CR DD.
7D	1	Hixson, Eric and Jillane*	-	A	9.6	1.05	10.9%	<ul style="list-style-type: none"> ROW will be required for a new county road placed near the eastern property line and new intersection with CR DD.
8	1	Walker Land & Cattle, Rex L. Walker	800067323	A	73.3	11.61	15.8%	<ul style="list-style-type: none"> Bisects the parcel from the southwest corner to the northwest corner.
9	1, 2	Hall, JoAnn S.	800068862	A	80.1	6.34	7.9%	<ul style="list-style-type: none"> ROW required on southeastern portion of the parcel for curvature of proposed alignment. Minimal additional ROW widening required along the existing county road.
11	1, 2	City of Lamar	84930	P	180.5	4.06	2.2%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
12	2	Salmon, Joni K.	800067516	A	54.4	2.43	4.5%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
13	2	State of Colorado (George Reyher & Sons)*	81052	P	611.0	1.35	0.2%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
14	2	Jenkins, Jimmy Dale	800067514	A	54.8	2.24	4.1%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
15	2	Hiner, Rex	800067537	A	40.8	2.59	6.3%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
16	2	Rainwater, Carlos & Ladawn	800067531	R	42.9	2.83	6.6%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
17	2	Emick, Donald & Tana	800067539	R	45.4	1.76	3.9%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
18	2	Walker Land & Cattle, Rex L. Walker	800067600	A	64.2	0.39	0.6%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
18A	2	Walker Land & Cattle, Rex L. Walker	800067600	A	51.1	1.10	2.2%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
18B	2	Walker Land & Cattle, Rex L. Walker	800067525	A	48.0	3.26	6.8%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
18C	2	Walker Land & Cattle, Rex L. Walker	800067326	A	228.6	0.00	0.0%	<ul style="list-style-type: none"> No additional right of way needed
19	2	Walker Land & Cattle, Rex L. Walker	800067538	A	17.0	2.19	12.9%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
20	2	Walker Land & Cattle, Rex L. Walker	800067505	A	100.3	3.39	3.4%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
21	2, 3	Woller, Don & Gloria	800067504	A	132.8	2.48	1.9%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
22	2, 3	Four States Feed Yard, Joe Spitz	800017132	A	306.0	0.94	0.3%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
23	2, 3	Four States Feed Yard, Joe Spitz	800008711	A	35.3	0.89	2.5%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
23A	2, 3	Four States Feed Yard, Joe Spitz	800008711	A	29.1	1.17	4.0%	<ul style="list-style-type: none"> ROW widening required along the existing county road CC .50.
24	3	Ruth Northrup, Et. Al.	800070571	A	31.9	5.48	17.2%	<ul style="list-style-type: none"> ROW required along the north property line to accommodate a south shift of proposed U.S. 50.
25	3	Southeastern Colorado Co-op (Lamar Plant)	900060340	B	25.3	0.76	3.0%	<ul style="list-style-type: none"> U.S. 50 shifts south and away from the south property line, minimal impacts where proposed alignment ties back into existing U.S. 50.
26	3	Four States Feed Yard, Joe Spitz	800012843	A	72.1	72.13	100.0%	<ul style="list-style-type: none"> Total acquisition of parcel
26A	3	Four States Feed Yard, Joe Spitz	800012843	A	12.1	1.38	11.4%	<ul style="list-style-type: none"> Impact to parcel from proposed alignment of U.S. 50 west of the U.S. 50 interchange
27	3	Eddleman, David	962333091	A	3.9	1.46	36.9%	<ul style="list-style-type: none"> Bisects property in half. Remaining property consists of 2 acres to the west and .7 acres to the east.

ID #	Fig #	Property Owner	Assessors Parcel ID	Type ^a	Original	Acreage Impacted	% Imp.	Potential Impacts
28	3	G.P. Ranches LLC	800011756	A	155.5	1.95	1.3%	♦ ROW widening required for proposed U.S. 287 alignment
28A	4	Smith, Sarah J. and Toni States	800028193	A	5.4	1.80	33.4%	♦ Bisepts parcel in half.
28B	3, 4	G.P. Ranches LLC	992200090	A	97.2	5.15	5.3%	♦ Bisepts parcel in half.
28C	3, 4	Nyquist, Winston and Judy	992200100	A	86.9	13.16	15.1%	♦ Bisepts parcel in half.
28D	3, 4	G.P. Ranches LLC	800011756	A	100.4	1.81	1.8%	♦ ROW required from eastern edge of parcel
28E	3	G.P. Ranches LLC	800011756	A	36.2	0.60	1.7%	♦ ROW required from eastern edge of parcel
28F	3, 4	G.P. Ranches LLC	800011754	A	8.6	0.83	9.7%	♦ ROW required from eastern edge of parcel
28G	3	G.P. Ranches LLC	800011756	A	0.4	0.30	67.9%	♦ ROW required from eastern edge of parcel
28H	3	Contibeef LLC, Cherry Chavez	800012872	A	31.0	6.40	20.6%	♦ Bisepts property in half. ♦ ROW will be required for realignment of a proposed frontage road ♦ Potential for isolation parcel south of CR HH .5 from irrigation source.
29	3	Washburn, Calvin	800067970	A	17.5	1.01	5.8%	♦ ROW required for a new county road along south and east property line connecting Parmenter Street to existing U.S. 50.
30	3	Shirley Nunnery, Trust	800047141	R	69.1	15.92	23.0%	♦ Proposed U.S. 50 realignment bisepts this parcel. ♦ Relocation of property owners necessary as Proposed U.S. 50 goes directly over the residence. ♦ Proposed U.S. 50 appears to divide the property building structures onto to separate sides of the highway. ♦ Southern portion (15 acres) isolated from primary residence. ♦ Residence is one of four family homes in immediate vicinity.
31	3	Linares, Javier	800053872	A	19.9	4.89	24.6%	♦ Proposed U.S. 50 realignment bisepts this parcel. ♦ ROW required for new county road along east property line tying into existing U.S. 50. ♦ Southern portion (0.75 acres) isolated from primary residence.
32	3	Four States Feed Yard, Joe Spitz	400030830	A	188.5	17.63	9.4%	♦ The northern portion of the parcel north of the Lamar Canal will be bisected by proposed U.S. 50.
33	4	Smith, Sarah J. and Toni States	800028193	A	95.4	7.64	8.0%	♦ Proposed U.S. 287 crosses the far southwestern corner of this parcel near the Arkansas river. ♦ Southwestern portion (3 acres) isolated from main rangeland.
34	4	Hall, Jack	800026650	A	353.6	14.99	4.2%	♦ Proposed U.S. 287 bisepts the northeastern portion of the parcel from the Hyde Canal to SH 196. ♦ Northeastern portion (17 acres) isolated from main rangeland.
35	4	Beddow, Gerald (Et. Al.)	800004480	A	141.2	10.06	7.1%	♦ Proposed U.S. 287 bisepts the southwestern portion of this parcel from SH 196 to the County Road. ♦ Southwestern portion (10 acres) isolated from main cropland and irrigation sources.
36	4	Pierson, Paul	800050641	A	205.3	13.26	6.5%	♦ Bisepts parcel in half. ♦ Isolates southern croplands areas from irrigation source.
37	4	Pierson, Paul & Ileta	800050652	R	16.9	1.06	6.3%	♦ ROW impacts to western property edge where Hwy. 196 ties back into existing alignment from interchange
37A	4	BLSH LLC	800050653	A	40.9	0.00	0.0%	♦ No additional right of way needed
37B	4	BLSH LLC	800050654	A	87.6	14.57	16.6%	♦ Bisepts the property separating the residence on the south from the cropland on the north.
38	4	Sherwood, Jean & Cecelia	856003010	R	4.4	0.00	0.0%	♦ No additional right of way needed
39		Middleton, Perry & Beverly	900011964	B	0.3	0.34	100.0%	♦ Relocation of property due to improvements to existing intersection for SH 196 & Main Street.
40	4	Jones, Edward & Sheri	900017481	B	5.2	0.93	17.9%	♦ Impacts to the west property line due to proposed improvements to existing Main Street.
42	4	City of Lamar (Museum)	82870	P	1.8	0.00	0.0%	♦ No additional right of way needed, impacts to property line for local roadway improvements may occur.
43	4	Lubbers, Douglas & Katharine	962194012	B	2.6	0.26	10.1%	♦ Minimal impacts to south property line due to improvements of proposed new county road. ♦ Impacts to the southeastern portion of the property due to improvements to the existing intersection of SH 196 and Main Street. ♦ Impacts to the eastern property line due to improvements to SH 196.
44	4	DeWitt, Ivory & Janet	800050541	B	31.1	10.53	33.9%	♦ Bisepts Property, separating the residence on the south from agricultural land on the north.
44A	4	Lopez, Paul and Darlene	900054391	B	6.5	6.52	100.0%	♦ Relocation necessary as proposed U.S. 287/U.S. 50 passes through building structures. ♦ Proposed U.S. 287 bisepts the northern half of the parcel.
47	4	Diamond 6, A Partnership	500039770	B	4.3	0.03	0.6%	♦ Minimal impact to the northwestern portion of the parcel. ♦ ROW crosses northeastern corner of parcel.
48	4	Civis, James & Betty	500061020	B	1.4	0.08	5.6%	♦ Minimal impact to the northern portion of the parcel.
49	4	DeWitt, Ivory	900015330	B	2.7	2.75	100.0%	♦ Relocation necessary as proposed U.S. 287/U.S. 50 passes very close to the building structures and will affect their storage space. ♦ Bisepts property from the northeastern corner of the parcel to the west central property line.
51	4	Port of Entry*	-	P	3.3	3.28	100.0%	♦ Functional replacement
51A	4	Port of Entry*	-	P	1.1	1.09	100.0%	♦ Functional replacement

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51B	4	Port of Entry*	-	P	1.6	1.62	100.0%	♦ Functional replacement
51C	4	Port of Entry*	-	P	3.6	3.64	100.0%	♦ Functional replacement
51D	4	Port of Entry*	-	P	1.8	1.80	100.0%	♦ Functional replacement
52	1, 2	Walker Land & Cattle, Rex L. Walker	800067325	A	621.6	2.42	0.4%	♦ ROW widening required along the existing county road CC .50.
53	3	City of Lamar	82860	P	6.2	1.71	27.4%	♦ Impact to parcel from proposed alignment of U.S. 50 west of the U.S. 50 interchange
54	4	Shinn, Carl M.	800058400	A	275.5	2.10	0.8%	♦ ROW required to tie alignment into existing US 50/287 ♦ Impacts to parcel by proposed frontage road
55	4	Lamar Truck Plaza	800053411	A	39.6	4.93	12.4%	♦ Bisects the southeastern portion of the parcel. ♦ Remaining ____ acre isolated from main agricultural land and irrigation source.
56		J-S Farms Inc.	800017470	B	0.6	0.01	2.2%	♦
57		J-S Farms Inc.	900062483	B	2.6	0.40	15.2%	♦
58		Miller, Susan L. and Matthew S.	900062484	A	0.1	0.01	17.2%	♦
59	4	County Line Farms Limited	900043331	A	9.7	0.11	1.1%	♦ Impacts to the west property line due to proposed improvements to existing Main Street.
60	3	Rabe, Dennis & Elaine	962334071	R	3.1	0.10	3.3%	♦ ROW required for a new county road along south property line connecting Parmenter Street to existing U.S. 50.
61	3	Stegman, Francis & Susana	962334080	R	5.0	0.25	5.1%	♦ ROW required for a new county road along east property line connecting Parmenter Street to existing U.S. 50.
62	3	Mason, Donald & Kathy	962334020	R	2.0	0.16	7.7%	♦ ROW required for a new county road along east property line connecting Parmenter Street to existing U.S. 50.
63	3	Jones, Butch	962334090	R	3.3	0.43	13.1%	♦ ROW required for a new county road along east property line connecting Parmenter Street to existing U.S. 50.
64	1	Hixson	800030637	A	1.6	0.27	17.3%	♦ Minimal ROW widening required to tie proposed alignment into existing alignment.
65	1	Commonwealth Com.	980001680	R	0.6	0.25	44.5%	♦ ROW widening required to tie proposed alignment into existing alignment.
66	1	MITB Endeavors	980000016	R	1.6	0.21	13.4%	♦ Minimal ROW widening required to tie proposed alignment into existing alignment.

^a A = Agricultural, B=Business, R=Residential, P=Public

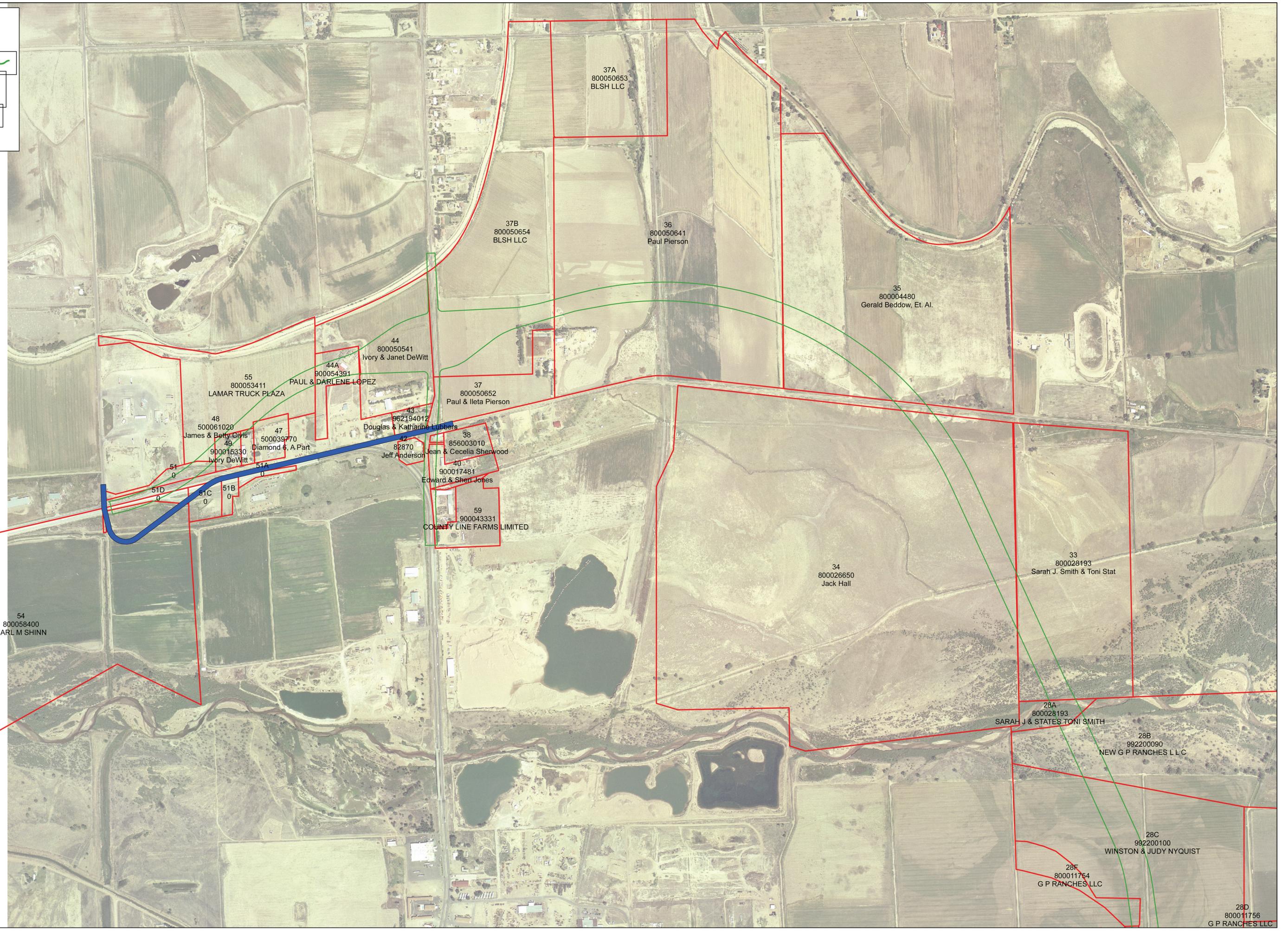
* Information not available in current data set, data from 2003 analysis used

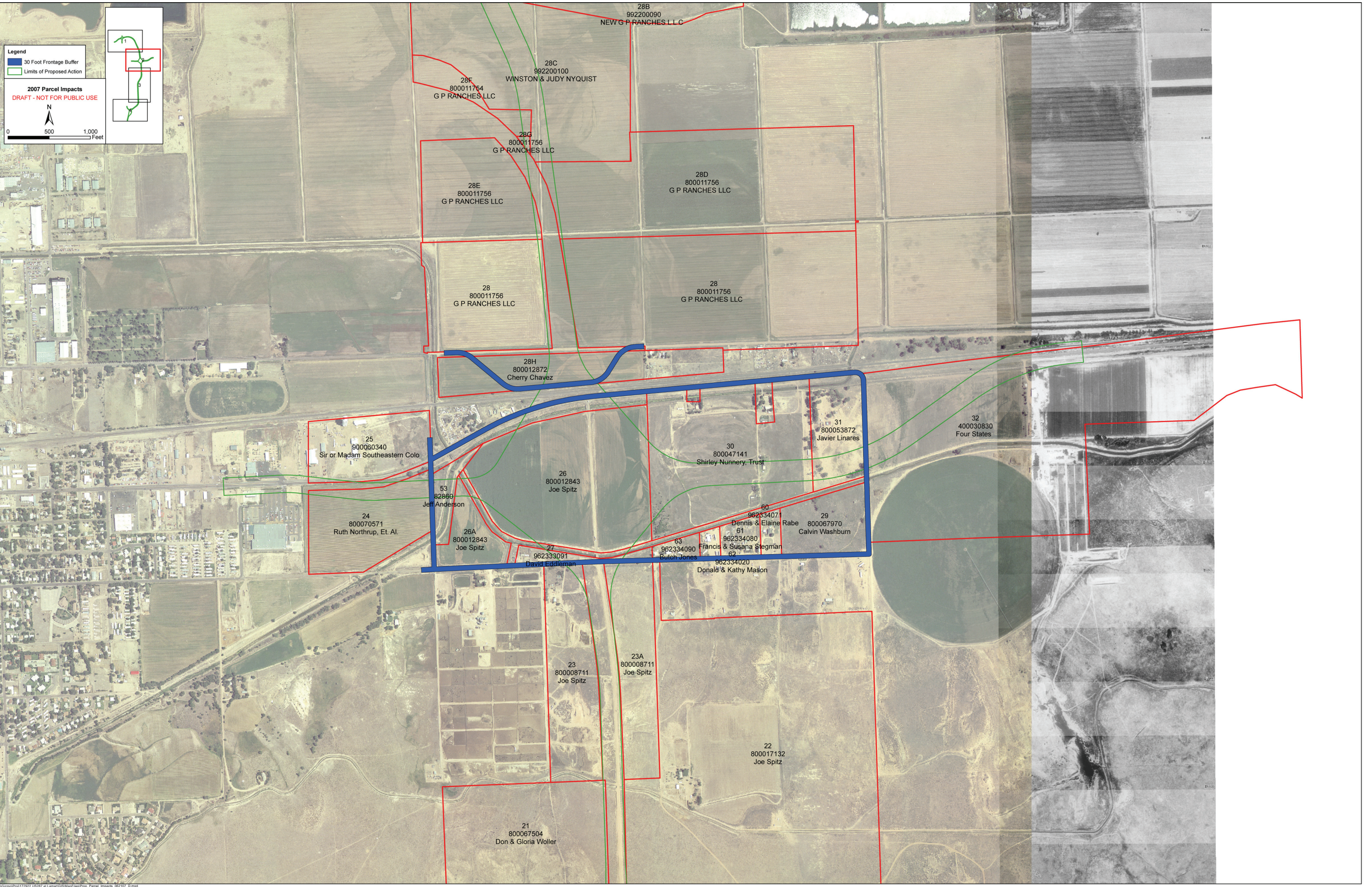
Legend

- 30 Foot Frontage Buffer
- Limits of Proposed Action

2007 Parcel Impacts
DRAFT - NOT FOR PUBLIC USE

N
0 500 1,000 Feet





Legend

- 30 Foot Frontage Buffer
- Limits of Proposed Action

2007 Parcel Impacts
DRAFT - NOT FOR PUBLIC USE

N

0 500 1,000 Feet



Legend

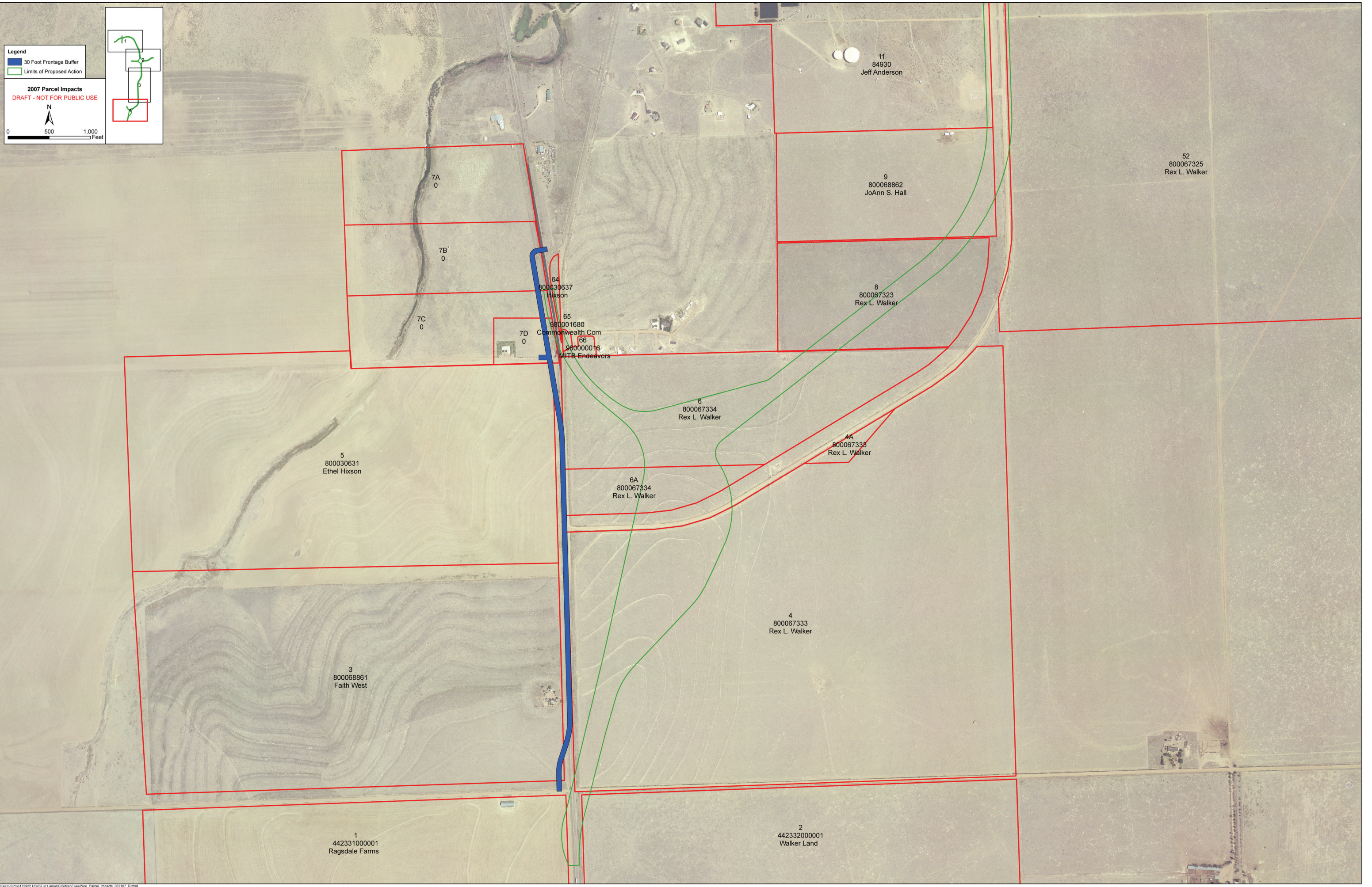
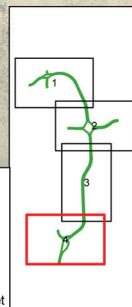
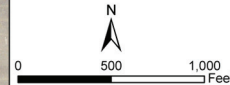
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2007 Parcel Impacts
DRAFT - NOT FOR PUBLIC USE

0 500 1,000 Feet

Legend
30 Foot Frontage Buffer
Limits of Proposed Action

2007 Parcel Impacts
DRAFT - NOT FOR PUBLIC USE



Conclusion

The proposed U.S. 287 highway will require the purchase of new right-of-way at the south interchange, along the existing county road, to the east at the U.S. 50 and U.S. 287 interchange, across the Arkansas River, and at the north interchange.

Four types of properties will be impacted: businesses, residences, agricultural, and public properties. Agricultural properties will be impacted the most accounting for 84.4% of the total acres impacted. Businesses, residences and public properties account for the remaining 15.5% of acres impacted. A summary of the issues by property type is shown in Table-2.

TABLE-2
Right of Way Acquisition by Property Type ^a

Property Type	Acres		Major Acquisitions ^b	Bisected Properties
	Acquired	Percent		
Business	22.6	5.6%	3	1
Residence	23.0	5.7%	1	1
Agricultural	341.3	84.4%	1	18
Public	17.2	4.3%	1 ^c	1
Total	404.1		6	21

^a Does not include existing Prowers County right of way.

^b Relocations/ Functional Replacement/ Complete Land Acquisition

^c According to Prowers County Assessor data, Port of Entry is 5 separate parcels, but is noted as one facility for the purposes of reporting acquisition/relocations

Prowers County purchased 200' to 340' of right-of-way width along the Alternative Truck Route corridor established by the County. This right-of-way will help reduce some of the right of way acquisition where the two corridors coincide along the existing county road south of U.S. 50 and east of Lamar. The Colorado Department of Transportation and Prowers County will transfer ownership of 125.3 acres of right of way.

Not only are their right of way issues to the properties along this corridor, but there are also access issues that must be resolved. Prowers County has made some prior access agreements with various landowners along the existing gravel road. There are also access points along the existing gravel road to county roads, city properties, irrigation ditches, fields, and other properties. The access issues should be further analyzed and studied for the Access Control Plan.

A large portion of the proposed U.S. 287 highway requires all new right of way. Therefore, there are several right of way issues throughout this corridor, which are as follows:

1. There will be a total of 404.1 acres of impacts on property owners in the corridor.
2. The County of Prowers must transfer the ownership of 125.3 acres of the right of way to the Colorado Department of Transportation.

3. The new highway and interchanges will require the relocation of three properties and one functional replacement.
4. 21 Properties are bisected with remainders that are not easily accessible if at all.
5. Additional right of way acquisition due to access related issues.

Each property must be further assessed to determine what final steps of mitigation the State can take for the acquisition of property along the corridor. Loss of acres, connecting facilities, affected operations, or irrigation disturbances must be considered when determining the appropriate mitigation. Those factors are taken into consideration to determine if there are any land acquisitions, uneconomical remainders, bisected properties that inhibit operations, or relocations. The State will mitigate accordingly by either acquiring property at fair market value, evaluating if a land exchange is possible, evaluating possibilities for land service facilities, or by ensuring that no property is landlocked by the proposed corridor. All acquisition and relocation activities will be in accordance to the *Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970*. The State is able to use the Functional Replacement program to assist with relocation funding for the Port of Entry.

The issues assessed in the technical memorandum are only preliminary and must be reassessed during final design and construction. The Colorado Department of Transportation is also requesting that an Access Control Plan and Inter-Governmental Agreement be developed with area agencies to document the access solutions and long-term access intent along the existing county road and proposed highway corridor.