

APPENDIX B

# **Response to Public and Agency Comments on the FEIS**

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## APPENDIX B – RESPONSE TO PUBLIC AND AGENCY COMMENTS ON THE FEIS

### B.1 RELEASE OF THE FINAL EIS

The Notice of Availability of the Final Environmental Impact Statement (FEIS) and public hearing was published in the Federal Register on September 13, 2013. The public was notified of the release of the FEIS and the public hearing through local newspaper announcements, mailed notices, the project website, and publication in the Federal Register.

#### B.1.1 Comments Received

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) received 33 comments on the FEIS during the comment period that extended from September 13, 2013 to October 31, 2013. The comments received were submitted in writing and verbally at the public hearing (held October 3, 2013), mailed directly to CDOT, or were submitted in email form via the project website. Colorado Parks and Wildlife, United States Army Corps of Engineers, United States Department of the Interior, and the United States Environmental Protection Agency submitted comments to the lead agencies. One petition was submitted from the Star Nursery and 455 individuals signed the petition, which expressed concerns about impacts to the Star Nursery animal display. The remaining comments were made by individual members of the public and by a local organization. The comments are divided into five groups:

- ❖ Federal, State, and Local Agencies
- ❖ Organizations and Interest Groups
- ❖ Individuals
- ❖ Verbal Comments at the Public Hearing
- ❖ Petitions Received

Within each category, the comments are alphabetized either by agency or by the individual's last name. Responses to all comments are presented in this appendix. Some of these comments resulted in changes or clarifications to the FEIS. These changes, if applicable, are noted in the comment responses and are addressed in **Section 5 – Clarifications to the FEIS and Updates in Regulations** of this document. None of the comments received required a change to the Modified I-25 Alternative (Preferred Alternative), impact analysis, or mitigation measures presented in the FEIS. CDOT will add name and contact information to the project mailing list to receive future project updates for each individual who provided this information.

**TABLE B-1**  
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<b>Organizations and Interest Groups</b>			
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Harberg, Theodore	15	Website	B-30
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Filler, Phyllis	29	Public Hearing	B-61
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<b>Petitions Received</b>			
Star Nursery	33	Letter and petition with 455 signatures	B-67

**Comment Number: 1**

**Name: Colorado Parks & Wildlife**



**COLORADO PARKS & WILDLIFE**

Pueblo Area Office  
 600 Reservoir Road • Pueblo, Colorado 81005  
 Phone (719) 561-5300 • FAX (719) 561-5321  
 wildlife.state.co.us • parks.state.co.us

October 15, 2013

Colorado Department of Transportation – Region 2  
 c/o Joe DeHeart, P.E. CDOT Project Manager  
 905 Erie Avenue  
 Pueblo, CO 81001

To: Joe DeHeart, P.E. CDOT Project Manager

Re: The I25 New Pueblo Freeway Final Environmental Impact Statement

Colorado Parks and Wildlife (CPW) appreciates the opportunity to review the I25 New Pueblo Freeway Final Environmental Impact Statement (FEIS). We have assessed the document and feel that our concerns regarding the Draft Environmental Impact Statement (DEIS) have been satisfactorily addressed. Please refer to the letter addressed to Mr. Richard Zamora and dated December 16<sup>th</sup>, 2011 for additional information. We feel that this project has been planned with concern for wetland and wildlife impacts and we look forward to continued consultation as the opportunities arise.

1-1

With regards to activities occurring in wetland/riparian areas, CPW understands some impacts are unavoidable and we feel that the Best Management Practices (BMP's) in place will assist in the avoidance and minimization of most impacts. We look forward to working with CDOT to determine possible wetland mitigation locations and would also like to offer assistance in developing the wetland mitigation plan that will be prepared as part of Section 404 permitting. CPW recommends any mitigation project of this nature should expand on existing contiguous blocks, improve habitat connectivity, enhance functions of existing habitat, and replace the function and quality of what was removed or altered. In addition, CPW will review the project for SB40 Certification should this project not fall into Programmatic Certification.

1-2

This project has the potential to spread noxious weeds/seeds through ground disturbance and material transport, however proper practices have been outlined to minimize this problem. CPW looks forward to reviewing the project's Noxious Weed Management Plan provided by CDOT upon completion. CPW appreciates the inclusion of an additional noxious weed survey for all weeds that require mandatory eradication. Of particular importance is revegetation of disturbed areas. CPW feels that the outlined revegetation practices are sufficient to alleviate the majority of our concerns in this area. CPW advocates the use of native seed best suited to local soil and habitat types and would like to review the project's seed mixes and any additional details of the revegetation plan (i.e. method of seeding, timing, irrigation).

STATE OF COLORADO  
 John W. Hickenlooper, Governor • Mike King, Executive Director, Department of Natural Resources  
 Steven M. Yamashita, Acting Director, Colorado Parks and Wildlife  
 Parks and Wildlife Commission: Robert W. Bray • Chris Castilian • Jeanne Horne  
 Bill Kane, Vice-Chair • Gaspar Perricone • James Pribyl • John Singletary, Chair  
 Mark Smith, Secretary • James Vigil • Dean Wingfield • Michelle Zimmerman  
 Ex Officio Members: Mike King and John Salazar

**Response to Comment #1-1:**

A wetland mitigation plan will be prepared as part of the Section 404 permitting process to mitigate for unavoidable impacts to wetlands and waters of the United States. CDOT will employ construction Best Management Practices to avoid and minimize wetland impacts. CDOT will coordinate wetland mitigation locations with the Colorado Parks and Wildlife (CPW). Following final design of Phase 1 of the Preferred Alternative, CDOT will apply for a Colorado Senate Bill (SB) 40 Wildlife Certification if the project does not fall within CDOT's Programmatic Agreement with the CPW, and will include detailed plans and specifications. All of these commitments are described in **Exhibit 8-1**.

**Response to Comment #1-2:**

Prior to the start of construction activities, CDOT will conduct a new noxious weed survey and will prepare a Noxious Weed Management Plan for each phase of project implementation. During the SB 40 Certification, CDOT will provide the Noxious Weed Management Plan to the CPW for review prior to its completion.

Disturbed areas will be reclaimed after the completion of construction and seeded with an appropriate native seed mix. Seed will be certified for purity and weed seed content. In areas that cannot be immediately seeded due to the time of year, mulch and mulch tackifier (to hold the mulch in place) will be used for temporary erosion control until seeding can occur. All of these commitments are described in **Exhibit 8-1** of this document.

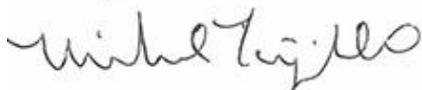
**Comment Number: 1****Name: Colorado Parks & Wildlife (continued)**

1-3

CPW appreciates the level of concern given to wildlife impacts in the FEIS. While this area has long been affected by urbanization and growth, the project area still provides wildlife important habitat in a highly populated environment. We are happy to see extensive wildlife surveys included in the pre-construction phase of the project. We would appreciate the ability to advise on nesting raptor issues should active nests occur in the project area. CPW would like to assist in the development of the protocols and be informed of the results of the additional planned wildlife surveys (bird nesting, raptor nesting, prairie dog/burrowing owl, bat) as they are completed. Please contact CPW Wildlife Biologist Ed Schmal at 719-561-5309 when active raptor nests or bat roosts are discovered in the project area.

The Division of Parks and Wildlife greatly appreciates the efforts that will be undertaken to protect wildlife during the construction phases of the I-25 improvements and the opportunity to review the I25 New Pueblo Freeway Final Environmental Impact Statement. If you have any questions at any time, please feel free to contact me at our CPW Office in Pueblo at 719-5615300.

Sincerely,



Michael Trujillo  
Area Wildlife Manager

Cc: Dan Prenzlou  
Dave Lovell  
Brian Dreher  
Doug Kreiger

**Response to Comment #1-3:**

Updated wildlife surveys will be completed prior to construction, including surveys of prairie dogs and burrowing owls. CDOT will coordinate with the CPW prior to construction to review the results of the wildlife surveys and seek input on impact avoidance and mitigation plans. CDOT will follow the 2009 CDOT Black-tailed prairie dog policy (<http://www.coloradodot.info/programs/environmental/wildlife/guidelines/pdpolicy0109.pdf/view>).

If construction is planned during raptor nesting season (generally February 1 through July 31), nest surveys will be conducted by a qualified biologist prior to construction to determine the absence or presence of nesting migratory birds. Raptor nest surveys will be conducted during the appropriate nesting season to evaluate the presence of active raptor nests. CDOT additionally commits to contacting the CPW wildlife biologist if active raptor nests or bat roosts are encountered. CDOT will adhere to Migratory Bird Treaty Act and survey all bridges for nesting migratory birds prior to construction. Some construction activities may be limited during April 1st to August 31st if nesting migratory birds are present. All of these commitments are described in **Exhibit 8-1**.

**Comment Number: 1****Name: Colorado Parks & Wildlife (continued)****COLORADO PARKS & WILDLIFE**

600 Reservoir Road • Pueblo, Colorado 81005  
 Phone (719) 561-5300 • FAX (719) 561-5321  
 wildlife.state.co.us • parks.state.co.us

December 16, 2011

Mr. Richard Zamora  
 Resident Engineer  
 Department Of Transportation Region 2  
 1019 Eric Avenue  
 Pueblo, CO 81001

RE: DEIS for I-25 Improvements through Pueblo

Dear Mr. Zamora:

The Colorado Division of Parks and Wildlife appreciates the opportunity to comment on the I-25 New Pueblo Freeway Draft Environmental Impact Statement. Several CPW representatives have visited the proposed construction sites, and have reviewed the plan. CPW would like to offer the following comments.

**Wetlands/Mitigation:**

The project's impact to wetlands is minimal and avoidance is unrealistic given the project area constraints (i.e. the surrounding private and commercial infrastructure). While wetland loss and fragmentation are concerns, a majority of the potential impacts will be related to the construction phase. Suitable practices are in place to minimize sedimentation, control erosion, and revegetate disturbed areas. To avoid a net loss of wetlands as a result of this project, CPW would like the project proponents to consider mitigation for lost wetland habitats through protection or enhancement of existing wetlands elsewhere in a 1:1 or greater ratio. Any mitigation project of this nature should expand on existing contiguous blocks, improve habitat connectivity, enhance functions of existing habitat, and replace the function and quality of what was removed or altered. CPW requests to view the Section 404 permit, obtained from the U.S. Army Corps of Engineers, and to be included in the discussion regarding mitigation locations that are considered.

CPW will administer an SB 40 clearance for the seven wetland areas and the three bodies of water, as required for the projected impacts on these riparian habitats. We respectfully request specifics regarding weed control and management, revegetation, and wildlife survey protocols to be presented for review at that time. The Best Management Practices outlined in the DEIS must be followed to minimize soil erosion and sedimentation that will be inevitable during the construction phase. Adversely affected riparian areas may require alternative recommendations, to be determined later, if it is found that fish and wildlife species are not adequately protected and preserved.

## STATE OF COLORADO

John W. Hickenlooper, Governor • Mike King, Executive Director, Department of Natural Resources  
 Rick D. Cables, Director, Colorado Parks and Wildlife  
 Parks and Wildlife Commission: David R. Brougham • Gary Butterworth, Vice-Chair • Chris Castilian  
 Dorothea Farris • Tim Glenn, Chair • Allan Jones • Bill Kane • Gaspar Pericoone • Jim Pribyl • John Singletary  
 Mark Smith, Secretary • Robert Streeter • Lenna Watson • Dean Wingfield  
 Ex Officio Members: Mike King and John Salazar

**Response to Comment #1-4:**

Thank you for including this letter as an attachment. CDOT received this letter in 2011 during the public comment period for the Draft Environmental Impact Statement and included it in the response to public comments in the FEIS. Please refer to *Appendix G - Response to Comments* of the FEIS for CDOT's response to CPW's letter.

1-4

**Comment Number: 1****Name: Colorado Parks & Wildlife (continued)****Weeds:**

This project has the potential to spread noxious weeds/seeds through ground disturbance and material transport, however proper practices have been outlined to minimize this problem. CPW recommends that all imported soil, mulch and hay be certified weed free and all weed growth within the project area be treated prior to seed set. CPW would like to have the opportunity to review the project's Noxious Weed Management Plan pending completion. Revegetation of disturbed areas and areas of weed infestation is important to the long-term success of the project and CPW acknowledges the potential difficulty of this undertaking. CPW advocates the use of native seed best suited to local soil and habitat types, and would like to review the project's seed mixes and any additional details of the revegetation plan (i.e. method of seeding, timing, irrigation etc.). The outlined removal of invasive species, Russian Olive and Tamarisk that are in the construction area is strongly encouraged.

**Wildlife:**

The Arkansas River and Fountain Creek corridor allows for the movement of wildlife, although it is not recognized as a critical migration route. Proper design should plan for movement of wildlife along these riparian corridors to avoid potential conflicts within the highway right-of-way. It is unlikely that the construction process will significantly impede wildlife movements, as the areas have long been affected by urbanization and growth. Associated construction disturbance may result in avoidance by big game species such as white-tail and mule deer. Concerns for the potential destruction and fragmentation of nesting habitats will need to be addressed in further study.

**Birds/Bats:**

CPW appreciates the project's plans to avoid disturbance of nesting birds, burrowing owl and bald eagle. Attached is CPW's recommended Burrowing Owl Survey Protocol. Also of concern in the project area are bats. The Pueblo area is home to numerous bat species and some may roost under bridges, primarily in the spring/summer/fall. CPW recommends that surveys for bats be conducted prior to work on repairing or replacing bridges. In the event that bats are encountered, efforts should be made to remove them humanely, avoiding injury or mortality. Bats will likely not be roosting under bridges in the winter (Dec/Jan – March/April), however care should still be exercised if conducting bridge work during this time period.

**Aquatic Wildlife:**

This project involves the construction of numerous bridges adjacent to and within the Arkansas River and Fountain Creek drainages. We request that project bridge construction follow guidelines and requirements set forth in the *Memorandum of Agreement by and among the Colorado Department of Natural Resources and the Colorado Department of Transportation regarding certification under Senate Bill 40, protection of fishing streams* (2004).

- Special attention should be placed on guidelines for working in and near streams and wetlands. When possible, work should be done above or away from the Arkansas River, Fountain Creek, and any associated wetlands.
  - Stream corridors should be buffered a minimum of 50 feet from the ordinary high water mark where possible.
  - Wetlands should be buffered a minimum of 50 feet from the outer edge where possible.
- In-stream work performed should be minimal, and completed at a time when there will be the least amount of environmental damage, taking into account stream flow and life cycles of fish and amphibians.

1-4  
(cont'd)

**Comment Number: 1****Name: Colorado Parks & Wildlife (continued)**

- The majority of plains fish species (see Appendix A & B attached) occupying Fountain Creek and the Arkansas River spawn from early spring through summer (April-August). Instream construction can disrupt spawning activity as well as increase sedimentation. Timing of instream construction should avoid this time period as much as possible.
- Some plains fish species are thought to move upstream while spawning. If the project will be obstructing the movement of fish upstream in Fountain Creek and the Arkansas River during instream construction, this obstruction should take place outside the spawning time frame (April-August) as much as possible.
- Amphibian species occupying wetlands within the project area have a reproductive cycle that generally occurs from April through August. Timing of any construction within wetlands should avoid this time period as much as possible.
- Hazardous equipment storage and refueling of equipment should be outside the wetland and riparian areas, at least 50 horizontal feet outside of the ordinary high water mark of any watercourse. Additionally, equipment should be inspected to prevent contamination of these waters due to leaking materials.
- When working in the river or creek, temporary fill should be clean and chemical-free to avoid increasing suspended solids or pollution in the stream. Fill material may not be obtained from the live water area unless approved by CPW. Any material placed into the stream shall be removed upon completion of the project. Additionally, wet concrete will not be allowed in aquatic ecosystems and riparian areas, and concrete washout activities may occur only within approved, designated areas.

The Division of Parks and Wildlife greatly appreciates the efforts that will be undertaken to protect wildlife during the construction phases of the I-25 improvements. As upcoming studies and surveys are conducted, such as the raptor nest surveys, and the migratory bird nesting activity surveys, please keep CPW informed of results and potential action plans.

Thank you again, for the opportunity to comment on this Draft Environmental Impact Statement for I-25 Improvements through Pueblo, Colorado. If you have any questions at any time, please feel free to contact me at our CPW Office in Pueblo at 719-561-5300.

Sincerely,

Michael Trujillo

Cc: Dan Prenzlów  
Dave Lovell  
Brian Dreher  
Doug Krieger

1-4  
(cont'd)

Comment Number: 1

Name: Colorado Parks & Wildlife (continued)

Appendix A. Fish Species - Fountain Creek

Common Name	Scientific Name	Status Listing
ARKANSAS DARTER	<i>Etheostoma craigini</i>	ST
BLACK BULLHEAD	<i>Ameiurus melas</i>	
BROOK STICKLEBACK	<i>Culaea inconstans</i>	
CENTRAL STONEROLLER	<i>Campostoma anomalum</i>	
FATHEAD MINNOW	<i>Pimephales promelas</i>	
FLATHEAD CHUB	<i>Platygobio gracilis</i>	SC
GREEN SUNFISH	<i>Lepomis cyanellus</i>	
LARGEMOUTH BASS	<i>Micropterus salmoides</i>	
LONGNOSE DACE	<i>Rhinichthys cataractae</i>	
LONGNOSE SUCKER	<i>Catostomus catostomus</i>	
PLAINS KILLIFISH	<i>Fundulus kansae</i>	
RED SHINER	<i>Notropis lutrensis</i>	
SAND SHINER	<i>Notropis stramineus</i>	
WHITE SUCKER	<i>Catostomus commersonii</i>	

1-4  
(cont'd)

Appendix B. Fish Species - Arkansas River

Common Name	Scientific Name	Status Listing
BLACK BULLHEAD	<i>Ameiurus melas</i>	
BLUEGILL	<i>Lepomis macrochirus</i>	
BROWN TROUT	<i>Salmo trutta</i>	
CENTRAL STONEROLLER	<i>Campostoma anomalum</i>	
COMMON CARP	<i>Cyprinus carpio</i>	
FATHEAD MINNOW	<i>Pimephales promelas</i>	
FLATHEAD CHUB	<i>Platygobio gracilis</i>	SC
GREEN SUNFISH	<i>Lepomis cyanellus</i>	
LARGEMOUTH BASS	<i>Micropterus salmoides</i>	
LONGNOSE DACE	<i>Rhinichthys cataractae</i>	
LONGNOSE SUCKER	<i>Catostomus catostomus</i>	
MOSQUITOFISH	<i>Gambusia affinis</i>	
ORANGESPOTTED SUNFISH	<i>Lepomis humilis</i>	
PLAINS KILLIFISH	<i>Fundulus kansae</i>	
RAINBOW TROUT	<i>Oncorhynchus mykiss</i>	
RED SHINER	<i>Notropis lutrensis</i>	
SAND SHINER	<i>Notropis stramineus</i>	
SMALLMOUTH BASS	<i>Micropterus dolomieu</i>	
WHITE CRAPPIE	<i>Pomoxis annularis</i>	
WHITE SUCKER	<i>Catostomus commersonii</i>	

**Comment Number: 2**

**Name: United States Army Corps of Engineers (USACE)**



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
ALBUQUERQUE DISTRICT, CORPS OF ENGINEERS  
200 SOUTH SANTA FE AVENUE, SUITE 301  
PUEBLO, COLORADO 81003-4270

October 17, 2013

Regulatory Division

SUBJECT: Action No. SPA-2002-00267; CDOT I-25 Improvements, Arkansas River and Fountain Creek with Adjacent Wetlands in Pueblo, Pueblo County, Colorado

Mr. Joe DeHeart  
Colorado Department of Transportation  
Region 2 - South Engineering Program  
902 Erie Avenue  
Pueblo, CO 81001

Dear Mr. DeHeart:

The U.S. Army Corps of Engineers (Corps) is in receipt of your letter and report submittal dated August 23, 2013 requesting comments for the I-25 New Pueblo Freeway Final Environmental Impact Statement. The Federal Highways Administration (FHWA), in cooperation with CDOT, has prepared this Final EIS to identify and evaluate benefits and impacts associated with transportation improvements along the I-25 corridor through Pueblo. The Preferred Alternative identified in the Final EIS would address safety problems and regional and local mobility issues along the corridor. We have assigned Action No. SPA-2002-00267 to this activity. To avoid delay, please include this number in all future correspondence concerning this project.

Based on our initial evaluation of the information you provided, we have determined that waters of the U.S. subject to Section 404 regulation, specifically the list of wetlands and waters provided in Exhibits 3.7-6 through 9 on page 3.7-8 for both Phase 1 and 2 with anticipated impacts, occur within the proposed project area. Activities such as mechanized land clearing, building or maintenance to bridges, and constructing temporary and permanent road crossings are examples of construction activities that may require Department of the Army authorization where they occur in waters of the U.S.

We encourage you to avoid and minimize adverse impacts to streams, wetlands, and other waters of the U.S. in planning this project. Please note that it is unlawful to start work without a Department of the Army permit when one is required.

**Response to Comment #2-1:**

As funding and construction timelines for each construction project are identified, wetland boundaries will be re-evaluated to determine the need for additional delineations to confirm wetland boundaries. CDOT will not begin work until the Section 404 permit is issued by the United States Army Corps of Engineers (USACE). CDOT will employ Best Management Practices to avoid and minimize wetland impacts during final design and construction. CDOT will coordinate with the USACE to develop mitigation for wetland impacts and will implement mitigation for both jurisdictional and non-jurisdictional impacts on a 1:1 basis concurrent to or following construction of Phase 1 of the Preferred Alternative.

2-1

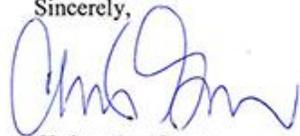
**Comment Number: 2**

**Name: USACE (continued)**

-2-

If you have any questions concerning our regulatory program, please contact me at 719-543-8102 or by e-mail at Christopher.M.Grosso@usace.army.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Grosso", is written over a light blue rectangular background.

Christopher Grosso  
Regulatory Project Manager

**Comment Number: 3****Name: United States Department of the Interior (DOI)****Response to Comment #3-1:**

Comments noted.



## United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Denver Federal Center, Building 67, Room 118  
Post Office Box 25007 (D-108)  
Denver, Colorado 80225-0007



October 24, 2013

9043.1  
ER-11/1012F

John Cater  
Colorado Division Administrator  
Federal Highway Administrator  
12300 West Dakota Avenue, Ste. 180  
Lakewood, CO 80228

Dear Mr. Cater:

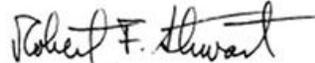
Thank you for the opportunity to review the Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation describing the transportation and environmental impacts associated with proposed improvements to Interstate 25 (I-25) through the City of Pueblo, Colorado. The Department of the Interior (Department) has reviewed the document, and hereby submits these comments to you as an indication of our thoughts regarding this project.

### SECTION 4(f) EVALUATION COMMENTS

The Department acknowledges that this project has adverse effects to historic properties and park/recreation areas, and that a Programmatic Agreement amongst consulting parties was executed on July 26, 2012. We appreciate that you have consulted and come to agreement with the Colorado State Historic Preservation Office (SHPO) and the appropriate park and recreation responsible officials to minimize the adverse effects to these areas.

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources.

3-1

Comment Number: 3	Name: DOI	Response to Comment #3-2:
<p data-bbox="226 212 386 237">Mr. John Cater</p> <p data-bbox="210 329 531 354"><b>SECTION 6(f) COMMENTS</b></p> <p data-bbox="121 565 163 589">3-2</p> <div data-bbox="184 386 1199 695" style="border: 1px solid black; padding: 5px;"> <p data-bbox="210 386 1199 503">We agree with the identification of certain properties within the I-25 New Pueblo Freeway corridor as having been improved with Land and Water Conservation Fund (LWCF) stateside program assistance. These properties are Fountain Creek Park and Trail, Runyon/Fountain Lakes State Wildlife Area, Arkansas River Pedestrian Bridge, Runyon Field Sports Complex, Benedict Park, and JJ Raigoza Park. We also agree with the overall assessment of impacts to these LWCF-improved resources and the proposed measures to minimize harm at these properties. We appreciate the recognition that converted LWCF-assisted park land must be replaced with land of at least equal fair market value and of reasonably equivalent usefulness and location in compliance with LWCF regulations. Accordingly, we have no LWCF-related objection to the freeway project as proposed.</p> </div> <p data-bbox="210 716 1186 800">We appreciate the opportunity to review this document. Should you have questions about the Section 4(f) Evaluation comments, please contact Cheryl Eckhardt at 303.969.2851. Should you have questions about the LWCF, please contact Bob Anderson at 402.661.1540.</p> <p data-bbox="703 862 808 886">Sincerely,</p> <div data-bbox="703 919 1035 1040" style="text-align: center;">         Robert F. Stewart        Regional Environmental Officer     </div> <p data-bbox="210 1076 764 1214">cc:        FHWA CO Chris Horn (chris.horn@dot.gov)        SHPO CO Ed Nichols (ed.nichols@state.co.us)        SLO CO Gary Thorson (gary.thorson@state.co.us)        CO DOT Thomas Wrona (thomas.wrona@state.co.us)</p>	2	<p data-bbox="1245 196 1570 220"><b>Response to Comment #3-2:</b></p> <p data-bbox="1245 196 1434 220">Comments noted.</p>

**Comment Number:** 4    **Name:** United States Environmental Protection Agency (EPA)



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 8**

1595 Wynkoop Street  
DENVER, CO 80202-1129  
Phone 800-227-8917  
<http://www.epa.gov/region08>

OCT 31 2013,

Ref: 8EPR-N

Mr. John Cater  
Division Administrator  
Federal Highways Administration  
12300 West Dakota Avenue, Suite 180  
Lakewood, CO 80228

Mr. Don Hunt  
Executive Director  
Colorado Department of Transportation  
4201 E. Arkansas Avenue  
Denver, CO 80222

Re: I-25 Improvements through Pueblo Final  
Environmental Impact Statement, Colorado  
CEQ # 20130264

Dear Mr. Cater and Mr. Hunt:

The U.S. Environmental Protection Agency (EPA) Region 8 has reviewed the I-25 Improvements through Pueblo Final Environmental Impact Statement (EIS) and Section 4(f) Evaluation prepared by the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). Our comments are provided for your consideration pursuant to our responsibilities and authority under Section 102(2)(C) of the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4332(2)(C), and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609.

**PROJECT DESCRIPTION**

The FHWA and CDOT propose improvements to 7 miles of Interstate 25 (I-25) from just south of US Highway 50/State Highway 47 to just south of Pueblo Boulevard in Pueblo, Colorado. The purpose of this project, the New Pueblo Freeway, is to: (1) improve safety by addressing deteriorating roadways and bridges and unsafe road characteristics on I-25, and (2) improve local and regional mobility within and through the city to meet existing and future travel demands. Two build alternatives, the Existing I-25 alternative and the Modified I-25 alternative, as well as the No Action alternative are analyzed in the Draft EIS. Both build alternatives widen the highway from four to six lanes, straighten I-25 through the downtown area, reduce the number of interchanges from 11 to 5, create new frontage roads and extend other roads, and include bicycle and pedestrian enhancements. The major difference between the two alternatives is that the Existing I-25 alternative would relocate the Union Pacific Railroad (UPRR) tracks

**Comment Number: 4**

**Name: EPA (continued)**

and the Modified I-25 alternative would shift the alignment of I-25 to the east between Abriendo Avenue and Indiana Avenue to avoid relocating the UPRR tracks.

The FHWA and CDOT have identified the Modified I-25 alternative as the preferred alternative for the New Pueblo Freeway project because it best meets the project purpose and need and, with the proposed mitigation, appears to cause the least overall harm to Section 4(f) properties. Due to funding constraints, the project will be built in two or more phases.

**ENVIRONMENTAL CONCERNS**

EPA’s Draft EIS comment letter, dated December 13, 2011, focused on environmental justice and air quality concerns. Since then, the EPA’s Region 8 CERCLA Assessment Team has initiated the process to consider listing the Colorado Smelter and Santa Fe (Bridge) Culvert sites (aka the Arkansas River and Santa Fe Street sites in the Draft EIS) on the Superfund National Priorities List. Our additional comments follow.

**Environmental Justice**

4-1

We appreciate the additional language provided in the Final EIS regarding potential health impacts during construction, and the commitment on page 3.6-18 to coordinate with the Colorado Department of Public Health and Environment (CDPHE) to develop a construction monitoring plan. The EPA anticipates a more detailed explanation of this monitoring plan in the Record of Decision (ROD) for the first phase of the project and the subsequent ROD for the second phase.

**Air Quality**

4-2

In our comment letter on the Draft EIS, we recommended that real-time monitoring for PM<sub>10</sub> during construction be performed in project areas adjacent to residential neighborhoods to confirm that best management practices (BMPs) effectively protect public health. Your response was that the City of Pueblo was in attainment for both the PM<sub>10</sub> and PM<sub>2.5</sub> National Ambient Air Quality Standards and thus no real-time monitoring for particulate matter would be provided for this project. In our view, the attainment status of a project area is not the appropriate screening tool because attainment does not assure that localized, construction-related health impacts will be avoided from any construction project. We would like to better understand the rationale behind this decision.

The EPA thanks the FHWA and CDOT for participating with the EPA and CDPHE in a teleconference on October 30, 2013, regarding our concerns with potential air quality impacts during construction, and we would like to continue this conversation. As discussed during our conference call, the EPA would appreciate seeing any available data that would confirm the effectiveness of the proposed BMPs in protecting adjacent neighborhoods from PM<sub>10</sub> related effects, perhaps from the TREX project or another similar highway project running through an urban area. In addition, we would be particularly interested in learning whether or not real-time monitoring results have caused changes in management decisions and BMPs for similar projects.

**Response to Comment #4-1:**

CDOT provided a response to the comment on the DEIS in *Appendix G - Response to Comments* of the FEIS, which addressed concerns about environmental justice and air quality. As described in **Section 5 - Clarifications to the FEIS and Updates in Regulations** of this document, CDOT will develop a PM<sub>10</sub> Construction Air Quality Control Plan in coordination with Colorado Department of Public Health and Environment (CDPHE) to minimize fugitive dust and vehicle exhaust emissions during construction. The PM<sub>10</sub> Construction Air Quality Control Plan will include construction best management practices that have been demonstrated to be effective during past construction projects to reduce fugitive dust and vehicle exhaust emissions.

**Response to Comment #4-2:**

To address this comment, CDOT responded with a letter dated November 18, 2013. A copy of this letter is provided in **Appendix D - Agency Correspondence** of this document.

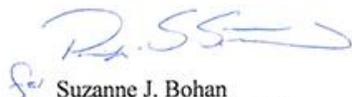
**Comment Number:** 4**Name:** EPA (continued)**Hazardous Materials**

4-3

The EPA completed its screening investigation of the types of contaminants associated with the Colorado Smelter site in 2010 and reported their findings in 2011. Information about contamination levels found in the Colorado Smelter slag area is available on the site's EPA webpage ([www2.epa.gov/region8/colorado-smelter](http://www2.epa.gov/region8/colorado-smelter)). Exhibit 3.11-4 in the Final EIS indicates that the Colorado Smelter site would not be impacted by the preferred alternative. The EPA believes that the slag area and a residential area south of Mesa Avenue and between I-25 and Berwind Avenue with potential heavy metals impacts are within the project area. The EPA recommends that the FHWA and CDOT work closely with the state health department and the EPA to determine whether this site will be disturbed by the project when the final design has been completed. If it is within the project area, the EPA recommends that the FHWA and CDOT conduct a Phase II characterization study and ensure effective mitigation is in place before construction.

Thank you for the opportunity to provide comments on the I-25 Improvements through Pueblo Final EIS and for extending the comment deadline by two weeks because of the government shutdown in early October. If you have any questions or would like to discuss our comments or rating, please contact me at 303-312-6925 or Carol Anderson of my staff at 303-312-6058.

Sincerely,



Suzanne J. Bohan  
Director, NEPA Compliance and Review Program  
Office of Ecosystems Protection and Remediation

cc by email:

Chris Horn, Federal Highway Administration  
Joe DeHeart, Colorado Department of Transportation, Region 2

3



Printed on Recycled Paper

**Response to Comment #4-3:**

The residential area described south of Mesa Avenue and between I-25 and Berwind Avenue is included in Phase 2 of the Preferred Alternative. At this time, funding for final design of Phase 2 has not been identified. Future funding availability will play a major role in determining when construction begins and the priority and schedule under which the projects within each phase can be implemented. However, when funding for final design and construction of Phase 2 of the Preferred Alternative is identified, CDOT will coordinate with CDPHE and the United States Environmental Protection Agency (EPA) to understand the limits of contamination with the best available information available at that time and to determine whether the design and construction will disturb this site. If it is determined that the slag piles are within the limits of disturbance of Phase 2 of the Preferred Alternative, CDOT will conduct a Phase II Environmental Site Assessment to determine the extent of contamination, develop a mitigation/cleanup plan in cooperation with CDPHE, and mitigate the contamination prior or concurrent to construction of Phase 2. CDOT will continue to cooperate with the EPA for possible opportunities to combine mitigation efforts, where and when feasible.

**Comment Number:** 5

**Name:** Bessemer Historical Society



October 3, 2013

Joe DeHeart  
 CDOT Region 2  
 905 Erie Avenue  
 Pueblo, CO 81002

Dear Mr. DeHeart,

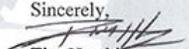
On behalf of the Bessemer Historical Society I am providing written comments for the *Public Hearing Addressing the Future of I-25 Through Pueblo*.

5-1 [ We are opposed to any future I-25 plans that include the destruction of the former CF&I blast furnace smokestack and heaters located directly across the highway from our properties at 215 Canal Street, which include the Steelworks Museum and CF&I Archives.

5-2 [ We consider the stack and heaters to be an iconic symbol of Pueblo's history in westward expansion and the industrialization of the west. This is a story that is quite different than the Hollywood version, and also different than most stories of the west that are often popularized. Pueblo's place in western history is quite unique, and the steel mill smokestack and heaters are highly visible reminder of this past.

In addition, we believe that the history symbolized by the stack and heaters has potential economic benefits to southern Colorado, as a heritage tourism attraction and a starting point for visitors who would explore the rich immigration, steelmaking and coal mining history of the region. These visitors will spend their money in local and regional hotels, restaurants, campgrounds, museums and many other places.

We respectfully request that any plans to destroy this historic symbol be revised to allow for their preservation and appreciation by future generations.

Sincerely,  
  
 Tim Hawkins  
 Executive Director

719.564.9086 • 215 Canal Street Pueblo, CO 81004 • www.steelworks.us

**History • Education • Preservation • Industry • Culture**

**Response to Comment #5-1:**

Your opposition to the removal of the former CF&I smokestack is noted. Constrained right-of-way throughout the I-25 corridor made avoiding impacts to the Evraz Rocky Mountain Steel Mills (steel mill) difficult because the avoidance of one historic property on one side of I-25 resulted in impacts to another. Moving the alignment to the west to preserve the stacks would result in impacts to the National Register of Historic Places-listed Minnequa Steel Works Headquarters building and neighborhoods dense with historic properties and eligible for listing on the National Register of Historic Places. CDOT has determined that is not possible to meet the Purpose and Need for the project while avoiding all individual historic properties along the corridor.

The Preferred Alternative has been designed to avoid working features of the steel mill so that existing operations could be maintained. Some features of the steel mill complex (such as the boilers) were avoided through the use of retaining walls. The Preferred Alternative has also been designed to avoid impacts to the High Line Rail.

**Response to Comment #5-2:**

CDOT is aware that the stacks are of special importance to many Pueblo citizens and will continue to look for opportunities to avoid and minimize impacts to these features as the design of this phase of the project is finalized. If avoidance cannot be achieved, the stacks could potentially be relocated. In 2011, CDOT held a series of meetings with stakeholders to identify mitigation options for adverse effects to the stacks, including relocating them just north or west of their existing location to preserve their historic context. As part of the Section 106 consultation process with the State Historic Preservation Office, mitigation for adverse effects to historic properties, including the stacks, has been outlined in a Programmatic Agreement between CDOT, FHWA, and the State Historic Preservation Office (see **Appendix E** of this document) and summarized in **Exhibit 8-1**.

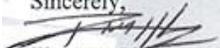
The Preferred Alternative would not result in an adverse effect to the Minnequa Steel Works Headquarters building, a contributing property to the overall historic district. The property would maintain its historic significance for industry and architecture in Colorado and would continue to function as a viable museum that could serve tourists visiting the area. (Continued on next page.)

**Comment Number: 5**

**Name: Bessemer Historical Society (continued)**

We respectfully request that any plans to destroy this historic symbol be revised to allow for their preservation and appreciation by future generations.

Sincerely,



Tim Hawkins  
Executive Director

719.564.9086 • 215 Canal Street Pueblo, CO 81004 • www.steelworks.us

**History • Education • Preservation • Industry • Culture**

**Response to Comment #5-2 (continued):**

CDOT has also awarded a historic preservation grant to the Bessemer Historical Society to support the development of an educational and interpretive transportation park on the north side of the former Colorado Fuel and Iron Steel Mill office complex. Most of this area is currently used as a parking lot. When completed, the park will include 3-dimensional artifacts, interpretive signage, and other property improvements that will feature Pueblo's unique contributions to western history. The development of this land for historic preservation will also help to promote the area as a cultural and historical center of Pueblo as well as showcase the unique business in the area.

**Comment Number:** 6**Name:** Aragon, Georgia (website)**Response to Comment #6-1:**

As explained to you by Joe DeHeart, the CDOT Project Manager who contacted you upon receipt of your comment, electronic copies of the FEIS are available to all individuals upon request. Due to the large size of these documents, reproduction of paper copies can be costly. As such, CDOT makes available paper copies for individuals at their own expense. The FEIS is also made available for download on the CDOT website: [www.i25pueblo.com](http://www.i25pueblo.com). Paper copy versions are available at the following repository locations for individuals to review.

- **City and County Offices**

- Pueblo Area Council of Government (PACOG), Pueblo City Planning Department, 211 East D Street, Pueblo, CO 81003
- Pueblo County Clerk, 215 10<sup>th</sup> Street, Pueblo, CO 81003
- Pueblo City Hall, 200 South Main Street, Pueblo, CO 81003

- **Libraries**

- Colorado State University Pueblo Library, 2200 Bonforte, Pueblo, CO 81001
- Pueblo Community College Library, 900 West Orman Avenue, Pueblo, CO 81004
- Pueblo Library – Barkman Branch, 1300 Jerry Murphy Road, Pueblo, CO 81004
- Pueblo Library – Pueblo West Branch, 298 South Joe Martinez Boulevard, Pueblo, CO 81005
- Pueblo Library – Rawlings Branch, 100 E Abriendo Avenue, Pueblo, CO 81004
- Pueblo Library at the Y, 3200 Spaulding, Pueblo, CO 81008

- **Community Centers**

- Bessemer Historical Society, Steelworks Museum, and CF&I, 225 Canal Street, Pueblo, CO 81004
- Mineral Palace Towers, 1414 North Santa Fe Avenue, Pueblo, CO 81003

(Continued on next page.)

6-1

Could you print me a copy I think every person should have a copy if they request one.

<b>Comment Number:</b> 6	<b>Name:</b> Aragon, Georgia (website) (continued)	<b>Response to Comment #6-1 (continued):</b> <ul style="list-style-type: none"><li>• <b>Federal and State Offices</b><ul style="list-style-type: none"><li>- CDOT Headquarters (Public Relations Office) - Bob Wilson, Public Relations Manager, Region 2, 4201 East Arkansas Ave., Denver, CO 80222</li><li>- CDOT Region 2 (Pueblo) - Joe DeHeart, Project Manager, 905 Erie Avenue, Pueblo, CO 81002</li><li>- Federal Highway Administration, Colorado Division Office, 12300 West Dakota Avenue #180, Lakewood, CO 80228</li></ul></li></ul>
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Comment Number: 7

Name: Aragon, Georgia



I-25 New Pueblo Freeway  
Final Environmental Impact Statement

COMMENT FORM

How can we keep in touch with you?

First Name: Georgia Aragon Last Name: Aragon

Address: 535 Moffat St Zip Code: 81003

Email Address: darionaragon@yahoo.com

Would you like to be added to our email list? Yes  No

Do you have any comments about the project alternatives? Heavy traffic Rayon Lake

7-1 Phase 1: traffic in ~~the~~ neighborhood / <sup>baseball field</sup> <sup>come home from work</sup>  
1st. Safety: children, Disable Veteran, motor chair Elderly  
Ambulance, police, fire access to <sup>the</sup> neighborhood  
we are ready have to deal with the traffic  
that comes off the ~~the~~ highway

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

7-2 Phase 1. Sound noise in area. we would <sup>year 2003</sup> <sup>noise level</sup> <sup>appear alone</sup>  
like to see some type of noise wall. traffic  
noise will travel and enhance with the extra  
lanes of highway <sup>traffic</sup> noise will increase C-dot  
is putting walls by Mineral Palace Park why not us?

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

Wasn't able to download or read the FIS

Response to Comment #7-1:

The southern terminus of Phase 1 of the Preferred Alternative ends at Ilex Street. Construction and operation of Phase 1 of the Preferred Alternative is not expected to increase traffic through the Grove Neighborhood. The Preferred Alternative redesigns several of the tight horizontal and steep vertical curves, lengthens off-ramps, improves spacing between interchanges to allow for safe merge and diverge of vehicles, improves stopping sight distance, and reduces future congestion in order to improve the overall performance of the highway. Additionally, Phase 1 of the Preferred Alternative will reconstruct the Ilex interchange and Stanton Street, which will reduce backups of traffic on I-25. These design considerations should result in less frequent accidents and congestion on the highway, and fewer motorists will feel compelled to exit the highway and use local roads to avoid congestion. CDOT will direct traffic to an established and marked detour route outside of the neighborhood to minimize interstate cut through traffic throughout construction.

Emergency access to all areas within Pueblo, including your neighborhood, will be maintained throughout construction and after construction. Phase 1 of the Preferred Alternative improves mobility on the local street network by constructing the I-25 frontage road and the Dillon Drive extension to offer local motorists, including emergency responders and transit providers, alternatives to using I-25. The Preferred Alternative will reconstruct Stanton Avenue and will build sidewalks along Stanton Avenue to improve pedestrian safety and mobility. More information regarding construction traffic can be found in the response to your **Comment #26-1**.

Response to Comment #7-2:

The southern terminus of Phase 1 of the Preferred Alternative ends at Ilex Street. The three noise walls proposed under Phase 1 of the Preferred Alternative are recommended to mitigate for the increase in traffic noise levels resulting from the additional through-travel lanes on I-25. If future phases are never constructed and the highway was to remain its current width and in its current location, traffic noise levels would not exceed the impact threshold in the eastern portion of the Grove Neighborhood, as illustrated on Page 4 of the *Noise Technical Report (Hankard Environmental, Inc., 2012)* in Volume II of the FEIS. Noise walls are not recommended for the Grove Neighborhood under Phase 2 of the Preferred Alternative because I-25 would be shifted to the east, requiring the acquisition of the residences in the Grove Neighborhood east of I-25.

**Comment Number: 7**

**Name: Aragon, Georgia (continued)**

7-3 *3/5* Do you have any other comments you would like us to consider?  
*Yes, wasn't able to download even read the EIS*  
*Please help me to find areas that are concerning*  
*our neighborhood Runyon field area in the EIS*  
*No one has come down to our area and ~~talk~~ talk to the neighbors*

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 October 15, 2013

Please mail to: Joe DeHeart, CDOT Region 2 - 905 Erie Avenue, Pueblo, CO, 81001. You may also fax this comment card to 719-546-5702 or you can submit your comments online via the website: [www.i25Pueblo.com](http://www.i25Pueblo.com)

*over*

7-4 *Check accidents that have ~~stopped~~ stopped the*  
*freeway in our area and ~~all~~ all people*  
*exit on to the lower part of freeway ~~with which~~*  
*which happens to be Runyon field area.*  
~~*It takes us 15 mins to get*~~

7-5 *Noise done 2003*  
*Measured Predicted Noise level*  
*(2003 (Morning*  
*Measuring*  
*Levels*

**Response to Comment #7-3:**

The FEIS is available on CDOT's website: [www.i25pueblo.com](http://www.i25pueblo.com). Paper copy versions are also available at multiple locations throughout Pueblo as noted in response to your **Comment #6-1**. Impacts to your neighborhood are primarily discussed in *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.6 Social Resources, Economic Conditions, and Environmental Justice* of the FEIS in discussions related to the Grove Neighborhood, which includes the area in which you reside. Twenty-three neighborhood workshops were held to provide residents throughout the corridor a forum to discuss issues related to the project. One of these workshops was conducted in the Grove Neighborhood. Public involvement efforts that have been made throughout the project are detailed in *Chapter 6 – Comments and Coordination* of the FEIS. CDOT will continue to communicate with the public during future phases of design. At this time, no funding has been identified for design and construction of Phase 2.

**Response to Comment #7-4:**

The Preferred Alternative redesigns several of the tight horizontal and steep vertical curves, lengthens off-ramps, improves spacing between interchanges to allow for safe merge and diverge of vehicles, improves stopping sight distance, and reduces future congestion in order to improve the overall safety performance of the highway when compared to the No Action Alternative of the FEIS. These design considerations should result in less frequent accidents on the highway, and fewer motorists will feel compelled to exit the highway to avoid congestion resulting from accidents.

**Response to Comment #7-5:**

We assume that your comment is seeking explanation for why the noise levels from 2003 were included in the FEIS and what the 2003 measured sound levels indicate. Sound level measurements and concurrent traffic counts were conducted at the exterior areas of 10 representative locations along the project area in 2003. The purpose of the sound level measurements was to verify the accuracy of the Traffic Noise Model 2.5 for predicting traffic noise levels within the project area. As shown on Page 4 of the *Noise Technical Report (Hankard Environmental, Inc., 2012)* in Volume II of the FEIS, the 10 monitoring location predictions are within  $\pm 3$  A-weighted decibels (dBA) of the measured results, as required by CDOT noise policy. Such differences show agreement between measured and predicted noise levels and (Continued on next page.)

**Comment Number:** 7**Name:** Aragon, Georgia (continued)**Response to Comment #7-5 (continued):**

indicates that the Traffic Noise Model 2.5 may be used to accurately predict noise exposure in the project area. Traffic noise is loudest when there is a high volume of traffic traveling at relatively high speeds. This is referred to as Level of Service (LOS) C conditions. Therefore, the loudest hour occurs just before and just after periods of congestion. Traffic noise decreases as vehicle travel speeds slow during congested periods. The April 2012 traffic noise analysis presented *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.5 – Noise* of the FEIS predicted existing noise levels using LOS C volumes, which represent the “loudest traffic noise hour.” These LOS C volumes were calculated in 2003, but they are still considered to be representative because LOS is a function of highway capacity, speed, and safety (among other factors), and these factors influencing LOS have not changed since 2003. The location of receiver “R19” is considered to be representative of predicted noise levels in the Grove Neighborhood. The existing noise level predicted for R19 was 64 dBA. The residences of the Grove Neighborhood represented by R19 would be acquired at a future time to accommodate Phase 2 of the Preferred Alternative, and therefore, no noise barrier is warranted at this location.

**Comment Number:** 8**Name:** Bennett, Charles (website)**Response to Comment #8-1:**

8-1

The proposed sound barrier wall for mineral palace park will be an excellent and sensible addition to one of the most beautiful parks in Pueblo.

The wall provides both a very needed sound barrier as well as safety from highway traffic. Excellent idea. Thank you.

Your support of noise mitigation for Mineral Palace Park is noted. As described in **Section 5.2, Noise Preference Surveys** of this document, noise wall preference surveys were mailed in September 2013 to residents and property owners who would benefit from the noise wall. The majority of survey respondents supported construction of the noise wall, and therefore a noise wall is recommended at this location during a future Phase 1 construction project. As individual Phase 1 construction projects advance, CDOT will again solicit benefitted receptor preferences before beginning construction and will allow for opportunities for public input on aesthetics during the design process.

**Comment Number:** 9

**Name:** Bonogofsky, Mary (website)

**Response to Comment #9-1:**

9-1

It is very important to me to have a noise control wall along Mineral Palace Park, both for the noise level in the park and my home at 1916 greenwood st.

Your support of noise mitigation for your neighborhood and Mineral Palace Park is noted. This proposed noise wall would extend from Mineral Palace Towers to North Albany Avenue. As described in **Section 5.2 - Noise Preference Surveys** of this document, noise wall preference surveys were mailed in September 2013 to residents and property owners who would benefit from the noise wall. The majority of survey respondents supported construction of the noise wall, and therefore a noise wall is recommended at this location during a future Phase 1 construction project. As individual Phase 1 construction projects advance, CDOT will again solicit benefitted receptor preferences before beginning construction and will allow for opportunities for public input on aesthetics during the design process.

Comment Number: 10	Name: Butler, Viola (website)	Response to Comment #10-1:
10-1	<p>After reading 80% of the FEIS I am pleased Pueblo finally does something good with the streets and traffic problem. One Question: Why can there be no connection from Pueblo Blvd (North?) to I-25? I mean when I come down Pueblo Blvd from Charlie Goodnight towards Hwy 50, cross Hwy 50 and go straight ahead to I-25? I think that would be a much appreciated improvement.</p> <p>I hope I described it right.</p>	<p><b>Response to Comment #10-1:</b></p> <p>The extension of Pueblo Boulevard to the north is identified as a future project to be implemented by others (not CDOT) in the <i>2035 Pueblo Area Council of Governments Long Range Transportation Plan</i> (PACOG, 2008). Connecting Pueblo Boulevard to I-25 north of Pueblo was considered during the alternatives development, evaluation, and screening phase as part of two alternative strategies: 1) "I-25 Safety Improvements with a Low-Speed Loop" strategy and 2) "Improve I-25 with Six Lanes and Low-Speed Loop" strategy. In each of these strategies, the low-speed loop would improve off-highway mobility by extending 1) Dillon Drive on the east side of I-25 south to Pueblo Boulevard and north to Platteville Boulevard, and 2) Pueblo Boulevard north to Eden Boulevard.</p> <p>The "I-25 Safety Improvements with a Low-Speed Loop" strategy was eliminated from further consideration because it did not provide adequate capacity to meet projected capacity needs as stated in the Purpose and Need. I-25 interchanges would remain unconnected to appropriate City of Pueblo streets and aging bridges would not be replaced. Therefore, limited safety and local mobility improvements would be realized with this strategy. Additionally, safety problems north of 1st Street and south of Abriendo Avenue would not be addressed by this strategy.</p> <p>The "Improve I-25 with Six Lanes and Low-Speed Loop" strategy was retained for further analysis and served as the basis of both Build Alternatives because it best addresses the safety problems and local and regional mobility issues identified in the Purpose and Need. Additionally, this strategy meets the projected capacity needs as outlined in the Purpose and Need. Following the evaluation of strategies, this strategy was refined to reduce the low-speed loop to an extension of Dillon Drive south to US 50B. The extension of Pueblo Boulevard to the north was not required to meet the project purpose and need and it does not preclude the implementation of the Preferred Alternative so it was recommended to be completed by others and is identified as a future project in the <i>2035 Pueblo Area Council of Governments Long Range Transportation Plan</i> (PACOG, 2008). See <i>Chapter 2 – Alternatives</i> of the FEIS for more information regarding the descriptions and screening of alternatives.</p>

Comment Number: 11

Name: Cooney Guthmiller, Tammy



**I-25 New Pueblo Freeway  
Final Environmental Impact Statement**

**COMMENT FORM**

How can we keep in touch with you?

First Name: Tammy Last Name: Cooney Guthmiller

Address: 16776 E. Easter Pl Centennial, CO Zip Code: 80112

Email Address: tammy@sparkresources.com

Would you like to be added to our email list? Yes  No

Do you have any comments about the project alternatives?

Why are you eliminating the on and off ramps @ 29th Street? This greatly impacts and worsens the access to my business 2944 N. Freeway (OldKFC) and my neighbors - Peerless Tire, Benfatti Furniture etc.

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 October 15, 2013

Please mail to: Joe DeHeart, CDOT Region 2 - 905 Erie Avenue, Pueblo, CO, 81001. You may also fax this comment card to 719-546-5702 or you can submit your comments online via the website: [www.i25Pueblo.com](http://www.i25Pueblo.com)

**Response to Comment #11-1:**

Although the existing highway ramps will be removed, access to 29th Street from I-25 will not be eliminated. This segment of I-25 is constrained by interchange spacing requirements, residential neighborhoods to the west, the Fountain Creek Floodplain and Fountain Creek Park Land to the east, and the need to maintain a high level of access east to west from 29th Street to US 50B. Five interchange types were considered in this segment. A diamond interchange at US 50B with one-way frontage roads to 29th Street was recommended for this location because it maintains highway access to 29th Street via US 50B frontage roads while also adhering to interchange spacing requirements. This configuration also minimizes right-of-way impacts associated with the other interchange types considered at this location. CDOT recognizes that a change to business access from I-25 at this location may be concerning to some property owners. Way-finding signing will be included as part of the project improvements to assist motorists in navigating to 29th Street from I-25.

A description of each interchange type and location considered and the detailed results of the interchange system evaluation are described in the I-25 New Pueblo Freeway Alternatives Analysis and Project Development Report, included in *Appendix A - Alternatives Analysis and Project Development Report* of the FEIS.

11-1

**Comment Number: 12**

**Name: Evraz**



making the world stronger

Benjamin Lutze  
Vice President & General Manager  
Evraz Long Products Division  
719.561.6080  
Ben.Lutze@evrazincna.com

October 3, 2013

Department of Transportation  
Region 2 – South Engineering Program  
902 Erie Avenue  
Pueblo, CO 81001

12-1

EVRAZ  
Evraz and the Colorado Department of Transportation (CDOT) met several times over the course of the EIS to discuss major concerns regarding the ongoing operation of the steel mill should the "Proposed Alternative" be implemented. The foremost concern is that the change in the property boundary caused by the proposed alternative could negatively impact EVRAZ's ability to comply with its Title V air permits. In fact it is believed that the changes created by the proposed alternative could prohibit the Colorado Department of Public Health and Environment (CDPHE) from renewing EVRAZ's operating permit and require significant changes to the operations. Due to the complex nature and expense of the air permitting process, CDOT did no formal investigation or study of the impact on EVRAZ's air permits.

12-2

CDOT and EVRAZ jointly acknowledge that EVRAZ has significant concerns regarding the potential impact of property acquisition on the EVRAZ operating AIR permits with CDPHE and water utility infrastructure. Due to the fact that Phase 1 is expected to consume all available funds for the next 20 years and that current plan does not affect the EVRAZ property until after 2035, these concerns were discussed but not addressed or resolved. CDOT and EVRAZ agreed that as the project develops and before a record of decision is created for phase 2 of the project, these concerns will be investigated and addressed.

12-3

Evraz appreciates the opportunity to discuss the impacts of the "proposed alternative" with CDOT and looks forward to further investigating the impacts of this project in the future.

Sincerely,

Ben Lutze  
Vice President & General Manager  
Evraz Pueblo

Received by:

Date:

10.4.13

1612 East Abriendo Avenue, Pueblo CO 81004 Phone: 719-561-6000 Fax: 719-561-6375  
www.EvrazIncNA.com

**Response to Comment #12-1:**

CDOT most recently met with Evraz during 2012 and 2013 regarding the project to discuss Evraz's concern over the ability to comply with its Title V air permits associated with construction of future phases of the Preferred Alternative. Early in the New Pueblo Freeway project scoping phase, interagency consultation among the United States Environmental Protection Agency, FHWA, Colorado Division of Public Health and Environment - Air Pollution Control Division, and CDOT determined that detailed, project-level air quality modeling would not be included in the scope of this project because Pueblo County is in attainment for all criteria pollutants and thus there are no transportation conformity analytical requirements (described in *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.10, Air Quality* of the FEIS). Although CDOT is aware of the concerns that Evraz has expressed related to air permitting issues, compliance with these private industry restrictions is not required for highway construction approval.

**Response to Comment #12-2:**

As you note, I-25 improvements planned for future phases of the Preferred Alternative, which require partial acquisition of the Evraz property, for which funding and a timeline for design, right-of-way acquisition, and construction have not been identified. At the time that this segment of I-25 is considered for construction, a new Record of Decision and/or technical re-evaluation could be necessary to assess changed conditions and comply with new regulations. At that time, FHWA may initiate renewed interagency consultation regarding air quality and revise the required NEPA-based air quality analysis accordingly.

**Response to Comment #12-3:**

CDOT commits to meeting with Evraz once funding for Phase 2 is identified and commits to involving Evraz in the design process. At that time, CDOT will work with Evraz to better understand the impacts associated with the Preferred Alternative and will provide mitigation for those impacts, as appropriate.

Comment Number: 13

Name: Freeman, Ted

Response to Comment #13-1:

Comment noted.



### I-25 New Pueblo Freeway Final Environmental Impact Statement

#### COMMENT FORM

How can we keep in touch with you?

First Name: TED Last Name: FREEMAN

Address: 425 W 23<sup>rd</sup> St Zip Code: 81003

Email Address: FREEMAN4TED4@MSN.COM

Would you like to be added to our email list? Yes  No

Do you have any comments about the project alternatives? YES

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

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

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 October 15, 2013

Please mail to: Joe DeHeart, CDOT Region 2 - 905 Erie Avenue, Pueblo, CO, 81001. You may also fax this comment card to 719-546-5702 or you can submit your comments online via the website: [www.i25Pueblo.com](http://www.i25Pueblo.com)

13-1

**Comment Number:** 14

**Name:** Garner, Lonnie (website)

**Response to Comment #14-1:**

14-1

How does this effect Currie St Frontage Road off I-25 two blocks long?  
We see you did not list final photo of freeway at any area, and not of Currie area. Our email is jackiecornett3@quest.com

Under the Preferred Alternative, Curie Street access will not be impacted. Curie Street will remain open, with access points from both Bicknell Avenue and Fairview Avenue. Direct access to the extension of Santa Fe Drive on the current I-25 alignment from Curie Street will not be permitted.

A detailed aerial map of this street can be found in *Appendix E - Detailed Alternative Maps* of the FEIS, in the drawing titled "Modified Alignment Alternative Sta 268+00 to Sta 287+00" and in the Right-of-Way Atlas on page 12M (CDOT and FHWA, 2013).

**Comment Number:** 15

**Name:** Harberg, Theodore (website)

To Whom it May Concern:

My name is Ted Harberg, and I am a senior Urban Planning major at the University of Colorado, Boulder, as well as a lifelong Boulder resident. I am writing to express some thoughts and concerns in regards to the Interstate 25 Improvements project through Pueblo.

15-1

As somebody who has passed through this stretch of highway many times in my life, I can vouch for the safety issues stated in the Needs section of the FEIS; as well as for the outdated design standards and general state of disrepair common to many mid-century urban freeways. It is clear to me that a full reconstruction of this roadway will indeed be necessary in the near future. Safety should be an issue of foremost concern when it comes to our nation's roadways, and nowhere is this more true than through the heavily traveled roads of an urban area, and I feel that a build-alternative would be justified for this reason alone.

15-2

Mobility however, the other stated "need" for this project, is a far more nuanced issue than that of safety and can be defined in different ways. From a matter of principal, there is nothing wrong with expecting a minimum standard of traffic flow on a major interstate transit route such as I-25. The problem of inappropriate interchange connections is also reasonable to address during a major reconstruction. And, of course, design upgrades like wider shoulders and better sight-lines will increase traffic capacity on the freeway even without additional changes. However the increase in width from 4-6 lanes, and the indirect effect of induced demand that it may put on the surrounding area, is something that should be carefully considered during this EIS process. While highway widening has long been the norm in the United States when addressing outdated freeways, we must not forget that added capacity almost always leads to added traffic on our roads and additional development in the surrounding area. It may ultimately be concluded that the highway is already over-due for an increase in capacity, or perhaps that further development in the urban core is in fact a positive thing to be

**Response to Comment #15-1:**

CDOT agrees that the safety issues you identify support the project's needs. The New Pueblo Freeway project is designed to improve safety in the corridor by addressing deteriorating roadways and bridges and correcting deficient roadway design characteristics.

**Response to Comment #15-2:**

The Preferred Alternative was developed to address the safety and mobility issues identified as part of the Purpose and Need for the project. One of the issues that the project must address is the need for additional capacity to accommodate projected traffic forecasts (see *Chapter 1 – Purpose and Need* of the FEIS). Improvements in capacity that would be achieved through safety improvements alone would not be great enough to address future traffic demands on the system.

As summarized in *Chapter 2 – Alternatives* of the FEIS, multiple concepts were evaluated during the alternatives screening process, several of which included four lanes on I-25. From these concepts, the strategies that were developed that include four-lanes were dismissed during the alternatives screening process because they could not provide the additional capacity necessary to meet future travel demand in the corridor overall.

Another concept that was evaluated included various transit elements. The transit concept was eliminated because, alone, it could not meet the regional mobility and capacity needs of the project. However, the Preferred Alternative would accommodate expanded bus service if it were provided by the City of Pueblo.

CDOT also evaluated three bypass concepts (double decking I-25, relocating I-25 east or west of Pueblo, and tunneling under I-25). Double decking I-25 and tunneling under I-25 were both eliminated because they could not meet the local mobility needs. The I-25 bypass east or west of Pueblo was carried (Continued on next page.)

**Comment Number:** 15

**Name:** Harberg, Theodore  
(continued)

**Response to Comment #15-2 (continued):**

15-2  
(cont'd)

encouraged. But I feel that the age-old response of increasing highway capacity is something that should always be compared to totally different alternatives such as mass-transit options; perhaps early on during the scoping or DEIS phase. Unfortunately, this does not appear to have happened in this process. The addition of a "loop" road of any kind is something that should also be viewed critically for these same reasons.

15-3

In regards to the specific alternatives still under consideration, I feel that each has its strengths and weaknesses. From a design standpoint, the Modified I-25 Alternative appears to be the superior option. Several reasons I feel this is justified include the upgrades that are possible to both Santa Fe drive and Santa Fe avenues as well as their respective freeway interchange, the reduction of curves in the freeway resulting in better sight-lines, the use of underutilized land in the Evraz Rocky Mountain Steel Mills property, and the avoidance of isolated islands of houses in between roadways (oftentimes the legacy of inner-city freeways). The ability to leave the railroad tracks in their existing location is of course also a major plus to this option.

15-4

One issue however that should be of serious concern is that of residential re-locations, specifically because the area of study consists primarily of low-income and at-risk populations. As stated in the FEIS, the Existing I-25 alternative would displace 87 homes, and the Modified I-25 alternative would displace 117 homes. This is not an issue that should be taken lightly or readily dismissed, especially considering that Environmental Justice should play a central role in the EIS process. Oftentimes, relocation can completely disrupt the life of an individual or family. While the FEIS promises equal or even enhanced housing after relocation, we must remember that a person's home includes intangible factors that can never be replaced, and that communities can almost never be relocated without also being dispersed (and, by extension, the "community" destroyed).

The statement from the FEIS that "The current [I-25] alignment bisects this part of the Grove Neighborhood, and access to the neighborhood from the local street system is difficult. The majority of Grove Neighborhood residents have voiced their support of the Modified I-25 Alternative (Preferred Alternative) and the acquisition of their homes" (section 3.4, page 80) is intriguing, although somewhat

forward into the analysis, but ultimately dismissed as a standalone alternative. However, the result of the analysis of the "Low-Speed Loop" strategy led to ultimately incorporating an extension of Dillon Drive south of US 50B into the Build Alternatives. The six-lane concept was carried forward (and ultimately incorporated into the Build Alternatives) because it fully addressed the safety, mobility, and capacity elements of the Purpose and Need for the project. Following the publication of the DEIS, CDOT performed a detailed analysis of the design of the Preferred Alternative south of Central Avenue, where traffic data indicated that four lanes could accommodate future travel demand. The analysis shows that the number of lanes cannot be reduced until Indiana Avenue, where off-ramps can safely accommodate the change in the roadway profile. To further minimize impacts surrounding properties, the Preferred Alternative was revised to include a four-lane section south of Indiana Avenue.

The impacts of the project on surrounding land uses and growth have been fully evaluated in the FEIS (see *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.1 – Transportation and Section 3.8 – Land Use* of the FEIS). The analysis concluded that improvements to I-25 are not expected to shape or have a strong influence on existing and future development trends. Given the developed nature of the corridor, substantial changes to existing land use patterns are not anticipated.

**Response to Comment #15-3:**

As described in **Section 2 – Identification of the Preferred Alternative** of this document, FHWA and CDOT have identified the Modified I-25 Alternative as the Preferred Alternative because it best meets the local and regional mobility elements of the Purpose and Need through features that would not be possible if the highway were shifted to the west under the Existing I-25 Alternative. These features include the Santa Fe Avenue and Stanton Avenue extensions and a more direct connection of Abriendo Avenue across I-25.

**Response to Comment #15-4:**

The environmental justice analysis provided in *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.6 Social Resources, Economic Conditions, and Environmental Justice* of the FEIS was undertaken in accordance with applicable federal and state requirements and (Continued on next page.)

15-4  
(cont'd)

suspicious. What else is wrong with these homes that a majority of residents would voice support of their own relocation? The credibility of government agencies depends just as much on how they look out for underprivileged communities as for how they look out for taxpayers and society at large. So while my gut as a design student says that the Modified I-25 alternative is indeed the superior option, I must admit that I feel the issues of environmental justices have not been adequately justified by this EIS document.

Sincerely,  
Ted Harberg

**Response to Comment #15-4 (continued):**

guidance. The analysis evaluated the distribution of project-related effects across populations and determined that neither Build Alternative would result in disproportionately high and adverse effects on minority or low-income populations.

CDOT has acknowledged that because all of the project improvements would occur in areas with minority and/or low-income populations, property acquisitions and relocations would predominantly affect these populations. Public outreach about the project was targeted to reach these communities. However, CDOT has incorporated mitigation measures, enhancements, and off-setting benefits into the Preferred Alternative to reduce the intensity of construction related impacts and avoid disproportionately high and adverse effects. Minority and low-income residents would benefit most from restored neighborhood connections and improvements in neighborhood cohesion through better sidewalks and pedestrian overpasses. CDOT would mitigate property acquisitions and relocation effects by purchasing properties identified for acquisition and providing relocation assistance to displacees. In some cases, property owners prefer acquisition (e.g., in the Grove Neighborhood).

The United States Environmental Protection Agency (EPA) has reviewed the analysis and provided input on the health effects of construction and the mitigation measures that have been proposed to address these effects.

As described in *Chapter 6—Comments and Coordination* in the FEIS, the Preferred Alternative was developed with input from local residents over several years of study and analysis. Twenty-three neighborhood workshops were held to provide neighborhood residents a forum to discuss issues related to the project. One of the workshops was conducted in the Grove Neighborhood to discuss the possible acquisition of properties for the I-25 realignment. At the neighborhood workshop, the attendees agreed that they would prefer that all 34 homes in the eastern portion of the Grove Neighborhood be acquired, even if the project required acquisition of fewer homes (as would occur under the Existing I-25 Alternative). The group noted that leaving only a few homes in the eastern half of the neighborhood would degrade and further isolate the neighborhood, worsening the impacts of the original I-25 construction. This input was vital in the development of the Preferred Alternative, and in making the decision to acquire all 34 homes instead of leaving a few along either side of the relocated highway.

Comment Number: 16	Name: Kilpatrick, Yvonne (website)	Response to Comment #16-1:
16-1	<p>What are the proposed solutions to the current and future parking problems residents are experiencing on 13th Street? Specifically from Santa Fe to West Street. Parkview employees use 13th for daytime parking along with their patients, leaving no street parking for homeowners or tenants. There is very limited parking in the alley and in several cases only a single car garage that can be used for parking. Thus one designated parking space for a single family residence. The map indicates that a major exit will funnel traffic on to 13th but no details for traffic control or parking issues.</p>	<p>Parking concerns related to the medical services in this area are outside the scope of this project and are under the jurisdiction of the Parkview Medical Center and the City of Pueblo. CDOT encourages you to also discuss these local parking concerns with the City of Pueblo Traffic Engineering Department. The Preferred Alternative would not remove parking or worsen the parking situation in this area. In its current configuration, I-25 includes a full interchange at 13th Street. As described in <b>Section 2 – Identification of the Preferred Alternative</b> of this document, this interchange will be reconstructed to address safety and mobility issues. The Preferred Alternative also includes a new frontage road that runs north-south between 1st Street and 13th Street, connecting the 1st Street and 13th Street interchanges. This will improve traffic conditions on 13th Street by removing some local trips since motorists will be able to exit at 1st Street and use the new frontage road to reach 8th Street. The proposed improvements end at Santa Fe Avenue and there is currently no on-street parking between I-25 and Santa Fe Avenue.</p>

Comment Number: 17

Name: Kleinert, Gloria



**I-25 New Pueblo Freeway  
Final Environmental Impact Statement**

**COMMENT FORM**

How can we keep in touch with you?

First Name: Gloria D Last Name: KLEINERT

Address: 220 West 15th St Zip Code: 81003

Email Address: None

Would you like to be added to our email list? Yes N/A No N/A

Do you have any comments about the project alternatives?

17-1

I Think The Display is a Icon of Pueblo that makes us Special + Unique

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 October 15, 2013

Please mail to: Joe DeHeart, CDOT Region 2 - 905 Erie Avenue, Pueblo, CO, 81001. You may also fax this comment card to 719-546-5702 or you can submit your comments online via the website: [www.i25Pueblo.com](http://www.i25Pueblo.com)

**Response to Comment #17-1:**

Please refer to the response to **Comment #20** for information regarding the proposed noise wall adjacent to the Star Nursery animal display.

Comment Number: 18	Name: Kocman, Joe and Pam	Response to Comment #18-1:
<p data-bbox="205 212 336 232">October 13, 2013</p> <p data-bbox="205 269 548 354">Mr. Joe DeHeart State of Colorado Department of Transportation 1019 Erie Ave. Pueblo, CO 81001</p> <p data-bbox="205 370 279 389">Dear Joe,</p> <p data-bbox="205 410 806 430">We are writing a response to the final version of the EIS for the Pueblo I-25 Freeway.</p> <p data-bbox="81 500 138 519">18-1</p> <div data-bbox="165 446 1052 597" style="border: 1px solid black; padding: 5px;"> <p data-bbox="205 456 1037 492">Even with your responses to ours and others comments, you have not convinced us that the "Modified Version" causes the least harm.</p> <p data-bbox="205 518 1052 597">The evaluation process is very subjective for determining damage to properties. For example, which is more important, saving 400 feet of limestone foundation from an old smelter that may actually be covered with lead and arsenic or saving 10 additional homes in an historic neighborhood. Obviously, CDOT believes the extra limestone foundation to be more important than peoples' homes and lives.</p> </div> <p data-bbox="81 657 138 677">18-2</p> <div data-bbox="165 610 1052 751" style="border: 1px solid black; padding: 5px;"> <p data-bbox="205 623 1052 745">With your decision of choosing the modified, we want to make certain that you minimize the impact on our neighborhood by keeping the Mesa Ave. bridge slope as short as possible. If your drawings are anywhere near scale, the bridge will end at Elm St. on the west side as it currently does. Taking that same distance from the last lane of traffic to the east side, the slope of the bridge would stop in front of the old school building. Your drawings show the bridge going all the way to Berwind Ave. By keeping it shortened, at least 3 or 4 houses on Mesa Ave. could be saved. That may not sound like much, unless it is your house being taken.</p> </div>		<p data-bbox="1079 155 1425 183"><b>Response to Comment #18-1:</b></p> <p data-bbox="1079 193 1913 722">CDOT recognizes the importance of avoiding impacts to individual residential properties and will continue to look for opportunities to do so as the design for the Preferred Alternative is finalized. Many properties that may be eligible for listing on the National Register of Historic places or may contribute to the neighborhood's eligibility for listing on the National Register of Historic Places within the corridor are also protected under Section 4(f) of the Department of Transportation Act of 1966. As required by Section 4(f) legislation, CDOT has conducted a rigorous analysis to determine which alternative would result in the least harm to these properties. The least overall harm is determined by balancing a number of factors such as how the impacts can be mitigated, how much the property will still be harmed even after mitigation, the views of the agencies with jurisdiction, the degree to which the alternative meets purpose and need for the project, the magnitude of impact to other environmental resources, and cost. As part of this analysis, CDOT did have to balance and compare impacts to the Evraz Rocky Mountain Steel Mills (former CF&amp;I historic property) with impacts to other homes adjacent to I-25.</p> <p data-bbox="1079 732 1913 1130">The FEIS identified the Preferred Alternative as the alternative with the least overall harm to Section 4(f) properties per 23 Code of Federal Regulations (CFR) 774.3(c)(1) based primarily on the ability to mitigate adverse impacts, the relative severity of the remaining harm to the property after mitigation, the views of the officials with jurisdiction, and the degree to which the alternative meets the purpose and need for the project. This analysis is presented in <i>Chapter 4 – Section 4(f) Evaluation</i> of the FEIS. The United States Department of the Interior (DOI) has reviewed the FEIS and final Section 4(f) Evaluation and concurred with the Section 4(f) Evaluation, the determination that there is no feasible or prudent alternative to the Preferred Alternative, and that all measures have been taken to minimize harm to Section 4(f) properties (see <b>Appendix D</b> of this document).</p> <p data-bbox="1079 1140 1425 1167"><b>Response to Comment #18-2:</b></p> <p data-bbox="1079 1177 1913 1442">Variations in topography do not allow for a symmetrical bridge design. On the west side of the highway the bridge will touch down in a shorter distance because the slope is flatter. On the east side of the highway the bridge will end when there is nothing left to span (right after it crosses the frontage road that abuts Taylor Avenue). Mesa Avenue will then continue to be elevated on fill material until it reaches the existing grade at Berwind Avenue. CDOT has carefully evaluated opportunities to minimize impacts to property in this (Continued on next page.)</p>

**Comment Number:** 18

**Name:** Kocman, Joe and Pam (continued)

18-3

Also, it appears that the Northern Ave. exit is gone and changed back to Central Ave. With that additional distance, the entry lane now has enough distance to get to the current I-25 grade level thus allowing the bridge slope on the east side to end much sooner than Berwind. This also helps in that all entrances to St. Mary's Church would be at grade level. This is important because there will be a line of traffic on the slope of the bridge trying to turn into the church causing traffic travelling east on the bridge to try to come to a screeching halt behind the church traffic.

18-4

We also want to make certain that any decisions regarding noise abatement, noise retaining walls, etc. are discussed with neighborhood residents. , let's get the children in the neighborhood, as well as adults, involved in the design of Benedict Park.

18-5

Finally, as representatives of the Eiler Heights Neighborhood Association, we would like to request a hard copy of the final EIS to be kept on file for future reference.

Thank you for your consideration.

Sincerely,



Joe and Pam Kocman  
1142 Eilers Ave.  
Pueblo, CO 81006  
719-544-5122

**Response to Comment #18-2 (continued):**

area and will continue to do so as the design for the Preferred Alternative is finalized.

**Response to Comment #18-3:**

The Northern Avenue exit has not been removed or changed back to Central Avenue. Even if the entry lane was at Central Avenue it would not change the design of the bridge since Northern Avenue and Central Avenue are connected by a frontage road on the east side of the highway that travels under the Mesa Avenue Bridge. Although the existing driveways at St. Mary's Church must be graded to allow for each access point to be maintained, the new bridge design will meet minimum sight distance requirements for eastbound travelers to allow vehicles to come to a safe stop.

**Response to Comment #18-4:**

Because Benedict Park would not be impacted by noise above regulatory mitigation criteria under the Preferred Alternative, noise mitigation structures are not recommended. CDOT has committed to the construction of a new Benedict Park south of the existing park location between Mesa Avenue and Northern Avenue, as described in *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation* of the FEIS. CDOT will coordinate with the City of Pueblo and the public to solicit feedback and address concerns related to the mitigation plan for Benedict Park before the design is finalized. This mitigation clarification has been included in this document in **Section 5 - Clarifications to the FEIS and Updates in Regulations** of this document.

**Response to Comment #18-5:**

Electronic copies of the FEIS are available to all individuals/organizations upon request. Due to the large size of these documents, reproduction of paper copies can be costly. As such, CDOT makes available paper copies for individuals/organizations at their own expense. The FEIS is also made available for download on the CDOT website: [www.i25pueblo.com](http://www.i25pueblo.com). Paper copy versions for individuals to review are available at the repository locations listed in response to **Comment #6-1**, including several local city public libraries.

Comment Number: 19	Name: Mosco, Eleanor (website)	Response to Comment #19-1:
19-1	<p>Hello I am trying to find out the status of my property. 527 Stanton Ave. The original information was the highway will go through there. I just wanted to know when and if there will be a buy out offered to me thank u Eleanor Mosco.</p>	<p><b>Response to Comment #19-1:</b></p> <p>Your property has been identified for acquisition as part of Phase 2 construction. CDOT does not have a final design, right of way acquisition, or construction schedule for Phase 2 at this time because of insufficient funding for Phase 2 of construction. Right-of-way negotiations for your property would not occur until final engineering design for Phase 2 is completed. At this time, CDOT continues to work to secure full funding for constructing Phase 2 of the project. Detailed acquisition maps can be found in the <i>Right-of-Way and Relocation Technical Memorandum</i> (CH2M HILL, 2010c) in Volume II of the FEIS. Because the New Pueblo Freeway project is being phased over multiple years, residences would be purchased over multiple years. A detailed description of the Phase 2 construction projects can be found in <i>Chapter 5 – Phased Project Implementation</i> of the FEIS.</p> <p><i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.4 Right-of-Way and Relocations</i> of the FEIS discusses how all property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). CDOT will comply fully with the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process.</p> <p>If you have additional concerns or questions, you may contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

**Comment Number:** 20

**Name:** Prichard, Chuck



September 16, 2013

State of Colorado  
Department of Transportation (C-DOT)  
Joe DeHeart, P.E.

20-1

After ten years of asking about the future of the Star Nursery I-25 Colorado Wildlife display, attending every meeting and going on public record almost two years ago I was surprised when the C-DOT survey did not offer a place to vote for a variance or gap in design of the proposed eighteen foot wall on the survey for the wildlife display to give neighbors another choice. The vote allowed only a yes or no for the noise wall on I-25 that will be 2,998 feet long. A noise wall for Mineral Palace Park should not be a part of this vote or any vote a wall is needed for safety too, people walk the perimeter of the Park every day.

20-2

A noise wall for Mineral Palace Park should not be a part of this vote or any vote a wall is needed for safety too, people walk the perimeter of the Park every day.

20-3

I did my own door to door survey and received a wide variety of answers. No one wants to see the animal display go away; neighbors have signed our petition to save the Colorado Wildlife display. I am doing the best I can as an individual to save this Pueblo landmark for future generations.

**Response to Comment #20-1:**

A noise wall is effective when it blocks the line of sight between the noise source and the receptor. Openings or breaks in a noise wall reduce the performance of the noise barrier in effectively reducing traffic noise levels. CDOT designed a continuous barrier for this reason. CDOT mailed preference surveys to the property owners and/or current residents who would be benefitted by a proposed noise wall under Phase 1, providing the opportunity to vote for or against the construction of a noise wall.

**Response to Comment #20-2:**

Mineral Palace Park, Mineral Palace Park Towers to the south of the park, and the properties located north of the park are considered impacted by traffic noise under the Preferred Alternative because the projected noise levels are above regulatory criteria. Any and all receptors determined to be impacted by noise must be evaluated for traffic noise abatement, and constructing noise barriers must be considered per 23 Code of Federal Regulations 772.13. Although Mineral Palace Park is the largest property that is impacted by traffic noise, it is not the only property impacted by noise. The proposed noise wall is designed to mitigate impacts at both the park and adjacent residences.

The noise barrier will also be designed to a specific crash worthiness standard should a vehicle exit the highway and collide with the barrier. This would provide added safety for park users walking along the eastern perimeter of Mineral Palace Park, where a chain link fence currently separates park users from the highway.

**Response to Comment #20-3:**

As described in **Section 5.2 - Noise Preference Surveys** of this document, as part of the FEIS, CDOT mailed preference surveys to the property owners and/or current residents who would be benefitted by a proposed noise wall under Phase 1, providing the opportunity to vote for or against the construction of a noise wall. Under the *CDOT Noise Analysis and Abatement Guidelines* (CDOT, 2011a), CDOT considers a “benefitted receptor” to be a property that experiences a 5 A-weighted decibels (dBA) or greater reduction in traffic noise as a result of noise mitigation. A home may have a view of a barrier, but if the home does not experience a 5 dBA traffic noise reduction, it would not be considered “benefitted” and would therefore not receive a survey. Your property is considered to be a benefitted receptor and was provided a survey. (Continued on next page.)

**Comment Number:** 20**Name:** Prichard, Chuck (continued)

20-4

I am asking C-Dot for some written assurance that the display will stay. I have provided information to Pueblo City Council, City Manager two State Representatives and an ex-State Senator about this matter. Please allow Pueblo's unique display to remain not just for Pueblo to enjoy, but for all who travel through Colorado to enjoy as well.

I would like to make it a matter of public record that many people want to prevent C-Dot from obscuring this decades-old Pueblo Landmark. Advise me how to introduce the petition we have into public record before any final decision is made concerning the noise wall.

Thank you



Chuck Prichard  
(719)821-4117

**Response to Comment #20-3 (continued):**

In order to take both owner and resident desires into account, each dwelling unit was provided two votes – one for the owner and one for the resident. For owner-occupied dwellings, both votes would be cast by the same individual. The decision to build or not build a noise wall results from a simple majority response consisting of greater than 50 percent of the responding property owners and residents.

A total of 152 surveys were mailed in September 2013 to residents and property owners benefitted by the proposed noise wall in your area. Of the total 152 surveys that were mailed, 52 votes were cast in favor of constructing the noise wall and 44 votes were cast against the construction of the noise wall, therefore a noise wall is recommended at this location. This proposed noise wall would extend from Mineral Palace Towers to North Albany Avenue. Fifty-one benefitted receptors did not respond to the survey, and five benefitted receptors responded by abstaining from a decision. As individual Phase 1 construction projects advance, CDOT will again solicit benefitted receptor preferences before beginning construction and will allow for opportunities for public input on aesthetics during the design process. CDOT recognizes that continued visibility of the animal display from I-25 is important to many Pueblo residents and will work to accommodate the Star Nursery animal display into the noise mitigation requirements to the extent possible.

**Response to Comment #20-4:**

CDOT will work with the Star Nursery on a noise wall design that satisfies noise mitigation requirements and is aesthetically integrated into the neighborhood context. CDOT will work to accommodate the Star Nursery animal display to the extent possible, based upon safety, noise reduction, and approved design specifications. CDOT also provided guidance to you for how to submit that petition into the official public comment record. This petition is included in **Comment #33**.

Comment Number: 21

Name: Prichard, Chuck



September 16, 2013

State of Colorado  
Department of Transportation (C-DOT)  
Joe DeHeart, P.E.

Dear Mr. DeHeart:

21-1

Two rental homes owned by Star Nursery and located very close to the highway did not receive a survey, nor did I receive a survey for the two homes either. But I did receive a survey for the home located at 2011 Albany.

The two adobe homes that did not receive their survey are 2017 N. Albany – Tom Galusha and 2015 N. Albany – Melony Miller.

Thank you

Chuck Prichard

**Response to Comment #21-1:**

Thank you for your comment. Upon receipt of your letter, CDOT staff confirmed that these properties were in fact considered “benefitted receptors” and hand delivered the Noise Preference Survey to the tenants at 2017 N. Albany and 2015 N. Albany. CDOT apologizes for overlooking providing two additional surveys to you, as you are the owner of those two properties. CDOT considered that you would have cast two votes opposing construction of the noise wall. Incorporating these two “no” votes, the results of the survey still indicate benefitted receptors’ preference for constructing the noise wall to mitigate traffic noise impacts, as is illustrated in **Section 5.2, Noise Preference Surveys**.

Comment Number: 22

Name: Salvatore Gray, Mary



### I-25 New Pueblo Freeway Final Environmental Impact Statement

#### COMMENT FORM

How can we keep in touch with you?

First Name: MARY Last Name: Salvatore Gray

Address: 2601 N. Grand Zip Code: 81003

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

Would you like to be added to our email list? Yes \_\_\_\_\_ No

Do you have any comments about the project alternatives?

22-1

*Alternative - with a creative lowering of the noise wall low enough to allow ~~view~~ viewing of the "Star Nursery" Animals!!*

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 October 15, 2013

Please mail to: Joe DeHeart, CDOT Region 2 - 905 Erie Avenue, Pueblo, CO, 81001. You may also fax this comment card to 719-546-5702 or you can submit your comments online via the website: [www.i25Pueblo.com](http://www.i25Pueblo.com)

#### Response to Comment #22-1:

Please refer to the response to **Comment #20** for information regarding the proposed noise wall adjacent to the Star Nursery animal display. CDOT will work with the Star Nursery on a noise wall design that satisfies noise mitigation requirements and is aesthetically integrated into the neighborhood context. CDOT will work to accommodate the Star Nursery animal display to the extent possible, based on safety, noise reduction, and approved design specifications.

Comment Number: 23

Name: Sather, Cherie



I-25 New Pueblo Freeway  
Final Environmental Impact Statement

COMMENT FORM

How can we keep in touch with you?

First Name: Cherie Sather Last Name: Sather

Address: 412 Kelly Ave Zip Code: 81003

Email Address: lunasather@gmail.com

Would you like to be added to our email list? Yes  No

Do you have any comments about the project alternatives?

23-1 I'm unaware if 1st street exits are changing but I lost brakes & slid on ice thru intersection & into 1st street more than once. Very dangerous down grade as well as safety concerns coming onto ramp needs a light or something.

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

23-2 my concerns are that as a person who works I need the gruma diner accessible to me to get to the bus & riverwalk. To climb the hill on 1st street on 4th is 15-20 blocks out of my direction & difficult in climate extremes of heat.

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

23-3 I do think the improvements to the Hwy are long overdue & the noise wall can be beneficial. (noise wave is still a concern the P.R. trans/whistles are very loud & distracting now.)

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 October 15, 2013

Please mail to: Joe DeHeart, CDOT Region 2 - 905 Erie Avenue, Pueblo, CO, 81001. You may also fax this comment card to 719-546-5702 or you can submit your comments online via the website: [www.i25Pueblo.com](http://www.i25Pueblo.com)

Thank you very much!!

Response to Comment #23-1:

Phase 1 of the Preferred Alternative includes improvements to the 1st Street interchange. Through downtown, a split-diamond interchange will be created between 13th Street and 1st Street, as described in Section 2 – Identification of the Preferred Alternative of this document. As you stated, these ramps do not meet current design standards, resulting in higher accident rates than the statewide average. The steep grades on the ramps and insufficient acceleration distance for vehicles to merge onto the highway contribute to the high accident rating. The reconstruction of this interchange will correct geometric deficiencies at this interchange and improve safety for motorists.

Response to Comment #23-2:

The Preferred Alternative would not permanently close or alter the location of Gruma Drive. There may, however, be temporary closures during construction. If a road is temporarily closed during construction, alternative routes will be provided. As noted in Exhibit 8-1, CDOT will reach out to the public to inform them in advance of any detours through various forms of communication including press releases to the local media. Advanced signage will be provided to alert motorists and pedestrians of access changes and to help identify detour routes.

Response to Comment #23-3:

A noise wall is effective when it blocks the line of sight between the noise source and the receptor. The proposed noise wall extending from Beech Street to 3rd Street will reduce projected traffic noise levels by 4 to 11 A-weighted decibels (dBA) at residences along Kelly Street by blocking traffic noise from the interstate. However, the noise wall will not be effective in reducing the train horn noise because the rail lines are located to the east of the neighborhood, and the noise wall will not break the line of sight between the neighborhood and the rail line. Reduction of train horn noise does not fall within the scope of this project. As far as the frequency of train horns is concerned, 49 Code of Federal Regulations Part 222 legislates that locomotive engineers must sound train horns in advance of public at-grade crossings, over which CDOT has no authority to regulate or require mitigation.

Comment Number: 24

Name: Ure, Catherine and LeRoy

24-1

We own property on W 19<sup>th</sup> across from Mineral Palace Park and vote to put up a noise barrier wall.

We think the Star Nursery's Wildlife exhibit is nice but a distraction to drivers as we drive by. Especially as we yield from Belmont to I-25 South

Catherine ~  
LeRoy Ure

Yes for the Wall.

**Response to Comment #24-1:**

Your support of noise mitigation for your neighborhood is noted. This proposed noise wall would extend from Mineral Palace Towers to North Albany Avenue. As described in **Section 5.2 - Noise Preference Surveys** of this document, as part of the FEIS, CDOT mailed preference surveys to the property owners and/or current residents who would be benefitted by the proposed noise wall in your area to vote for or against the construction of the wall. Under the CDOT *Noise Analysis and Abatement Guidelines* (CDOT, 2011a), CDOT considers a "benefitted receptor" to be a property that experiences a 5 A-weighted decibels (dBA) or greater reduction in traffic noise as a result of noise mitigation. A home may have a view of a barrier, but if the home does not experience a 5 dBA traffic noise reduction, it would not be considered "benefitted" and would therefore not receive a survey. Your property was not considered a benefitted receptor and thus did not receive a survey. However, the majority of survey respondents supported construction of the noise wall, and therefore a noise wall is recommended at this location.

**Comment Number:** 25      **Name:** Williams, George (email)

FYI the following comments and observations are based on my long association with the City of Pueblo Parks and Recreation Department and my experiences related to the Mineral Palace, Benedict and J.J. Raigoza public parks.

25-1      3.3-1 Affected Environment.

- Pueblo no longer has a dog racing track. The Pueblo Greyhound Park is now used for offices and off-track video racing.

25-2      3.3-2 Detention Ponds.

- The Pueblo Parks and Recreation Department does not own and did not construct the detention ponds described in this section. You will probably find they were a CODOT and the City Waste Water Department project.

25-3      3.3.1.2 Mineral Palace Park.

- The Mineral Palace Park has contained the maintenance headquarters for public parks north of the Arkansas River since the late 1890s. The present complex is located in the original location. Since the 1950s this facility has also served as the maintenance headquarters for public parks east of Fountain Creek. The maintenance headquarters for public parks south of the Arkansas River is located in City Park.

25-4      ➤ Use of the word "Historic" throughout this report is confusing.

**Response to Comment #25-1:**

Thank you for providing this information. Your correction with regard to the status of the dog-racing track has been noted in this document in **Section 5 - Clarifications to the FEIS and Updates in Regulations** of this document.

**Response to Comment #25-2:**

CDOT relied on the data that was available at the time of the analysis. This included information from the City of Pueblo, local historians, assessor records, and input from the Parks Advisory Committee (PAC). The Detention Ponds between 29th Street and 24th Street adjacent to I-25 on the west side of the highway are located within CDOT right-of-way. They are maintained by the City Parks and Recreation Department for flood control and water detention. Ownership of the detention ponds has been clarified in this document in **Section 5 - Clarifications to the FEIS and Updates in Regulations** of this document.

**Response to Comment #25-3:**

Thank you for the additional information. Details regarding the history of Mineral Palace Park were provided to CDOT from the City of Pueblo, the Parks Advisory Committee, local historians, and archival records and documentation. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The maintenance building may be relocated during the master planning process. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration. This information does not alter the findings in the FEIS or the conclusions of this document.

**Response to Comment #25-4:**

Historic properties are those resources listed, or considered eligible for listing, in the National Register of Historic Places (NRHP). As established in the National Historic Preservation Act of 1966, to be listed on the NRHP, or to be eligible for listing, properties must meet certain criteria for historic or cultural significance. CDOT recognizes that what the public perceives as historic is not always the same as how the regulations defines it. In the case of Mineral Palace Park, the analysis is further complicated by the fact that the park has two periods of historic significance that coincide with its two major development phases (City Beautiful in the late 19th Century and Works Progress Administration of the mid-1930's).

(Continued on next page.)

Comment Number: 25	Name: Williams, George (continued)	Response to Comment #25-4 (continued):
25-5	<ul style="list-style-type: none"> <li>➤ The Colorado Mineral Palace building was a tourist attraction in 1896, but the park was still being designed and built in sections</li> <li>➤ This information from <i>my unfinished history</i> of the Mineral Palace that follows may help explain the size of the park.</li> </ul>	<p>Specific features of the park support each period of significance and contribute to its eligibility status. For example, Lake Clara is a historic feature that represents the design associated with the City Beautiful Movement of the late 19th Century. The analysis conducted for the FEIS was undertaken in compliance with Section 106 of the National Historic Preservation Act of 1966. Additional supporting information documenting CDOT's consultation process with the State Historic Preservation Office is included in <i>Appendix B – Agency Consultation and Coordination</i> of the FEIS.</p>
25-6	<p>The land for the Mineral Palace Park was acquired by a series of acquisitions. A title search would be required to determine what property was acquired by each action because there are differing descriptions in the records and maps found to date. Most records state that 27 acres of land bordered 19th Street on the north by, 17th Street on the south, Court Street on the west and the D&amp;RG ROW on the east was the first parcel acquired for the park. Other records state that the first acquisition included 31 acres. An undated map shows the above described parcel plus a small parcel in the vicinity of what became Lake Clara, which would be the additional four acres.</p>	<p><b>Response to Comment #25-5:</b></p>
	<p>By 1889 there were proposals to extend the Mineral Palace Park further south. The date when that happened was not found in 2013, but a 1897 map shows the park extended south and including the land between Santa Fe Avenue to the D&amp;RG ROW from 15th Street to 11th Street. There is another record that states this parcel was added in 1907. A 1939 aerial photo plainly shows the park extending to 11th Street.</p>	<p>Thank you for providing this additional information. As noted in <i>Chapter 3 – Affected Environment and Environmental Consequences</i> of the FEIS, Mineral Palace Park was a tourist attraction between 1896 and 1943; by the early 1900s, the park was over 60 acres in size.</p>
	<p>It is yet to be determined if the following 1903 map was prepared for planning purposes or if this was the way the Mineral Palace Park looked in 1903. Note that the map shows the park east of Santa Fe Avenue extended south to 11th Street.</p>	<p><b>Response to Comment #25-6:</b></p>
		<p>Thank you for the additional information. CDOT is aware that Mineral Palace Park has lost much of its function and has been encroached upon from the south and east through expansion of the City of Pueblo, modifications to the park, and the construction of I-25. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The restoration plan has been designed to improve the park overall and restore some historic features (see <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-13</i> of the FEIS). As part of the restoration plan, land will be added to the park south to 13th Street, which is consistent with the 1897 map you reference in your comment. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration.</p>

**Comment Number:** 25**Name:** Williams, George (continued)

This map (not shown) shows the Mineral Palace Park bounded on the West by Court Street and on the east by the D&RG ROW from 19th to 15th Streets with an extension bounded by Santa Fe Avenue and the D&RG ROW from 15th Street to 11th Street.

The main entrance to the park was on Main Street with secondary entrances at 15th and Santa Fe, 19th and Santa Fe and 17th and Court. Notice that the east boundary of the park was the D&RG right of way. That ROW still exists and its fencing serves as the east boundary of the I-25 property.

During the 1930's the lake and park areas between 15th and 14th Streets were eliminated. The former south part of Lake Clara was used as a dump until the 1950's when it was filled and landscaped for park purposes. The Pueblo Housing Authority's Mineral Palace Towers now occupies the site. A 1939 aerial photo shows the area between 14th and 13th as being landscaped, equipped with walkways and traces of a ball field. No maps or records were found in 2013 to confirm who owned the lighted baseball/softball fields on the east side of Santa Fe Avenue from 13th Street to 11th Street or who sold the property to car dealers in the late 1940's. We know that the property was in the County until the 1950's when the City Council refused to allow the Fire Department to fight fires in the County/

The wider black details on the map are hard surface roadways for vehicular use. The others are pedestrian paths in the landscaped areas. WPA crews removed the paths and some of the roads during the 1930's. Rock walls were built to define the remaining roads and park areas. The WPA built park entrances at 15th and 19th Streets and most of the walls were removed in the 1950's-1960's to conform with the National Traffic Code and implement a one-way traffic system.

The outline of the Mineral Palace building can be seen on the upper part of the map. The D&RG depot (identified in a photo in this article) was located east of the upper portion of Lake Clara. The band stand that was located in the area where the two sections of Lake Clara came together near the

25-6  
(cont'd)

**Comment Number:** 25

**Name:** Williams, George (continued)

25-6  
(cont'd)

D&RG right of way also does not show on this map. A photograph of the depot is included in this article.

This map, nor any of the others found in 2013 show the greenhouse that produced numerous varieties of flowers for the park and indoor plants for the Mineral Palace building, the small zoo and a barn/maintenance building that were located in the Northeast corner of the park.

25-7

➤ The tourist attraction dates of 1896-1943 are incorrect.

25-8

➤ The city did not drain the portion south of 15th street for financial reasons. That was done as part of the New Deal era projects design and as a way to conserve potable water.

25-9

➤ Lets be correct and say that the size of Mineral Palace Park was reduced by construction of 85/87 highway in the late 1940's—not the after 1935 lie.

25-10

- The statement about swimming pools is wrong. The WPA forces built drain and fill pools for wading and swimming in Mineral Palace, Mitchell, Bessemer and City Park during the 1930s.
- The first in Mineral Palace Park was where the playground is located now. It was destroyed by the highway projects.
- The second was built west of the recreation building that was located west of the band stand. The construction required filling a portion of the lake. That pool, the recreation building and the adjacent sunken gardens were destroyed by the last highway project.
- The third and existing pool was located in Mineral Palace Park because of extensive input from north side residents. In fact when the City Council held a hearing to decide if the new pool would be built in Fairmount Park or Mineral Palace Park the crowd that attended the hearing was so large that they had to hold the hearing in Memorial Hall.

**Response to Comment #25-7:**

CDOT relied on the data that was available at the time of the analysis. This included information from the City of Pueblo, local historians, archival records, assessor records, and input from the PAC. Since a more accurate date has not been provided, no corrections have been made to the FEIS. Revision to the tourist attraction dates would not alter the findings in the FEIS or the conclusions of this document.

**Response to Comment #25-8:**

Thank you for providing this information. Your correction regarding the draining of Lake Clara has been noted in this document in **Section 5 - Clarifications to the FEIS and Updates in Regulations** of this document.

**Response to Comment #25-9:**

CDOT relied on the data that was available at the time of the analysis. The intent of this statement is to show that the size of both Mineral Palace Park and Lake Clara were reduced by the construction of US 85/87. No corrections have been made to the FEIS. Whether the FEIS describes the timeframe as "after 1935" or "after 1940" does not alter the findings in the FEIS or the conclusions of this document.

**Response to Comment #25-10:**

Thank you for the additional information and background. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration. This information does not alter the findings in the FEIS or the conclusions of this document.

Comment Number: 25	Name: Williams, George (continued)	Response to Comment #25-11:
25-11	<ul style="list-style-type: none"> <li>➤ When you speak of reducing the size of the Lake Clara that the WPA forces built there is no mention of why this was done. There were two causes. During the 1950s there was a community effort to conserve potable water. Two of the first actions were 1) to eliminate certain types of toilet fixtures. 2) Secure permits and drill a well north of Lake Clara so that well water could be piped into the lake and eliminate the 50+ year practice of using potable water in Lake Clara.</li> <li>➤ The size reduction east of the Boat House was done to conserve water. The reduction west of the Band Shell was done to move the crowd closer to events and concerts being held in the Band Shell. That didn't work and we took the Municipal Band concerts to other locations in Mineral Palace Park and other public parks.</li> </ul>	<p>Thank you for the additional information and background. The FEIS does not intend to provide a complete history of Lake Clara, but rather show that it has been reduced in size and function. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration. This information does not alter the findings in the FEIS or the conclusions of this document.</p>
25-12	<ul style="list-style-type: none"> <li>➤ You describe the rail line east of the Mineral Palace Park as a freight line. That is its current use because there are no north-south passenger trains. At one time there was a D&amp;RG depot directly east of Lake Clara.</li> </ul>	<p><b>Response to Comment #25-12:</b></p> <p>Thank you for the additional background. The text to which you are referring is discussing existing conditions in the eastern edge of the park, so in this context, it is appropriate to refer to the freight rail line. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration.</p>
25-13	<p>3.3.1.3 Fountain Creek.</p> <ul style="list-style-type: none"> <li>➤ I would think that Fountain Creek's offers environmental education opportunities to students of all ages, not just those in an elementary school.</li> </ul>	<p><b>Response to Comment #25-13:</b></p> <p>CDOT acknowledges that the Fountain Creek Park Land provides opportunities for all generations and ages of the population to learn about natural areas and wildlife. However, the text to which you are referring is addressing more specific educational programming at the elementary-school level.</p>
25-14	<ul style="list-style-type: none"> <li>➤ We bought the Fountain Creek properties and some along the Arkansas River with UPAR funds<sup>1</sup>[sic]. The route of the trails in these river corridors were cleaned with Summer Youth funds. The first trails were built with State Trails grants through the State Parks. We later built trails, many parks and the Pueblo/Pueblo Mexico Sister Cities park with LWCF grants.</li> </ul>	<p><b>Response to Comment #25-14:</b></p> <p>Thank you for the additional information and background. CDOT has consulted with the Colorado Parks and Wildlife and the United States Department of the Interior (DOI) with regards to properties developed with assistance from the Land and Water Conservation Fund (LWCF). The DOI has reviewed the FEIS and Section 6(f) Evaluation and has indicated agreement with the analysis and identification of LWCF assisted properties.</p>

<sup>1</sup> Mr. Williams is referring to the Urban Parks and Recreation Recovery Program, National Park Service.

Comment Number: 25	Name: Williams, George (continued)	Response to Comment #25-15:
25-15	<p>3.3.1.4 Runyon Field.</p> <ul style="list-style-type: none"> <li>➤ When the baseball field at the Old Centennial field on Albany Pueblo baseball interests secured some unused land and built a field where Runyon Field is now. WPA forces improved and enlarged the bleachers and the field. It was not until the 1950s that the community discovered the facility was on leased land. A fund raising effort resulted and it evolved into a field naming contest. The kids playing in the Old Timers program distributed the naming applications. That is how Damon Runyon Field got its name.</li> <li>➤ During the time that Sollie Raso was a County Commissioner the County purchased additional land around the field from one of the railroads.</li> </ul>	<p>Thank you for the additional information and background. CDOT acknowledges that Runyon Field has a long and rich history. This information does not alter the findings in the FEIS or the conclusions of this document.</p> <p><b>Response to Comment #25-16:</b></p> <p>Thank you for the additional information and background. CDOT has consulted with the Colorado Parks and Wildlife and the DOI with regards to properties developed with assistance from the LWCF. The DOI has reviewed the FEIS and Section 6(f) Evaluation and has indicated agreement with the analysis and identification of LWCF assisted properties.</p> <p>CDOT is aware of the potential to encounter hazardous materials at this location. In the FEIS, CDOT identified the potential for slag or other hazardous materials resulting from the Colorado Smelter and Santa Fe (Bridge) Culvert sites (see <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.11 Hazardous Materials</i> of the FEIS) and identified appropriate mitigation.</p>
25-16	<p>3.3.1.7 Benedict Park.</p> <ul style="list-style-type: none"> <li>➤ I was involved with the St. Mary’s—now called Benedict—Park from the beginning. The kids called the play field “Slag Stadium” and we found lots of slag there during the development process. I would suggest there was some LWCF monies spent there, but during that time frame we (the department) had lots of CDBG-Community Development Block Grant funds for park development and improvement projects.</li> </ul>	<p><b>Response to Comment #25-17:</b></p> <p>The City of Pueblo Planning Department delineates the boundaries of its neighborhoods and CDOT used those established boundaries throughout the FEIS (see <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.6 Social Resources, Economic Conditions, and Environmental Justice, Exhibit 3.6-1</i> of the FEIS). The Bessemer Neighborhood as defined by the City of Pueblo straddles I-25 south of the Arkansas River to just north of Pueblo Boulevard. CDOT recognizes that there are many subareas within delineated neighborhoods; the Minnequa Heights subarea is located within the Bessemer Neighborhood.</p>
25-17	<p>3.3.1.3 J.J. Raigoza Park.</p> <ul style="list-style-type: none"> <li>➤ I was involved with what they now call J.J. Ragoza Park from the beginning. The park primarily serves residents of the Minnequa Heights neighborhood—not the Bessemer neighborhood.</li> </ul>	<p><b>Response to Comment #25-18:</b></p> <p>The PAC was formed to help CDOT, the City of Pueblo and Pueblo County staff and citizens understand the potential effects of the project on Mineral Palace Park and Benedict Park. The PAC discussed options to avoid or minimize negative park impacts and explored ways the project might enhance these two community parks. Where effects were expected to be adverse, the PAC discussed ways that project impacts to Mineral Palace Park and Benedict Park could be mitigated. The PAC members became presenters at neighborhood workshops to discuss the process used to evaluate potential park impacts and to describe mitigation strategies that the CDOT Project Team developed with the help of PAC members. The specific contributions made by the PAC are detailed in <i>Chapter 6 – Comments and Coordination</i> of the FEIS. CDOT welcomes the community's input during the design of the mitigation for the parks.</p>
25-18	<p>3.3.2 Consequences.</p> <ul style="list-style-type: none"> <li>➤ Your report mentions a Park Advisory Committee. I was part of that for a while and it was only a carrot on a stick process which resulted in several MOUs and basically made this FEIS process a farce.</li> </ul>	

Comment Number: 25	Name: Williams, George (continued)	
<p>3.3.2.2 Build Alternatives.</p> <p>25-19 [ ] ➤ You comment about the 50 foot strip along the east side of Mineral Palace Park not being used because of the noise level is correct. What you failed to say that a much larger part of the park is not used—or utilized—because of the noise level.</p> <p>25-20 [ ] ➤ I note that this project will remove another 40 feet of the WPA wall around Lake Clara. I was involved in trying to seal the leakage caused by construction of new walls around Lake Clara in previous projects and it is something that needs to be addressed.</p> <p>25-21 [ ] ➤ The report refers to “low-quality riparian habitat”. How can you evaluate habitat when it is subject to regular flooding?</p> <p>Benedict Park.</p> <p>25-22 [ ] ➤ Eliminating any part of the play fields would be a crime. This section of the Pueblo community needs much more consideration because of the lack of open space.</p>		<p><b>Response to Comment #25-19:</b></p> <p>This text is specifically discussing the 50-foot strip that is not used due to noise. Issues contributing to the underutilization of the park are discussed in the Affected Environment.</p> <p><b>Response to Comment #25-20:</b></p> <p>Comment noted. Specific details regarding the Mineral Palace Park Restoration Master Plan (see <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-13</i> of the FEIS) are not yet known and will be addressed during final design. Lake Clara will be reconstructed with modern engineering techniques and in accordance with applicable design standards and requirements.</p> <p><b>Response to Comment #25-21:</b></p> <p>The text to which you are referring is addressing the undeveloped parcels along the east side of Fountain Creek, north of US 50B. General habitat conditions were identified through field reconnaissance during the early fall months when the area was not inundated by water. The regular flooding is a typical characteristic of riparian habitat. This area is considered low quality due to prior disturbances and the invasion of the noxious weed tamarisk. Because tamarisk is a heavy consumer of water and spreads rapidly in disturbed areas, it would directly compete with native species found in the area that provides better habitat and food for wildlife.</p> <p><b>Response to Comment #25-22:</b></p> <p>Under the Preferred Alternative, I-25 would be realigned to avoid the UPRR freight rail line. This would require the acquisition of the entire Benedict Park (1.92 acres) and the elimination of all associated recreational elements, including the informal softball field. Mitigation for impacts associated with the Preferred Alternative includes the construction of a new Benedict Park south of the existing park location between Mesa Avenue and Northern Avenue (see <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-17 and 3.3-18</i> of the FEIS). This mitigation would provide a larger contiguous park, more amenities (including new multipurpose fields), and improved access, resulting in an improvement to the park and its functions. The City of Pueblo Parks and Recreation Department have expressed a preference for the mitigation that the Preferred Alternative can provide for impacts to Benedict Park.</p>

Comment Number: 25	Name: Williams, George (continued)	
25-23	<ul style="list-style-type: none"> <li>➤ I'm always concerned with the "equal value" exchanges and don't like the idea of government establishing the values. Perhaps the LWCF requirements are our only hope?</li> </ul> <p>Exhibit 3.3-13 Restoration Plan.</p>	<p><b>Response to Comment #25-23:</b></p> <p>LWCF assisted park land that will be converted by the project must be replaced with land of at least equal fair market value and of reasonably equivalent usefulness and location in compliance with LWCF regulations. Please see the Section 6(f) analysis in <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation</i> of the FEIS. As you are aware, Benedict Park was developed with LWCF grant assistance. As noted in response to <b>Comment #25-22</b>, mitigation for impacts associated with the Preferred Alternative includes the construction of a new Benedict Park south of the existing park location between Mesa Avenue and Northern Avenue. The mitigation plan for Benedict Park was developed with input from the public, City of Pueblo Parks and Recreation Department, Colorado Parks and Wildlife, and the PAC. Conceptual plans for the new park include the construction of new multipurpose fields, basketball courts, a play area, and other amenities. The DOI has reviewed the FEIS and Section 6(f) Evaluation and has indicated agreement with the analysis with no objection to the project as proposed.</p>
25-24	<ul style="list-style-type: none"> <li>➤ I disagree with the statement that a swimming pool is not consistent with the historical uses of Mineral Palace Park. Please refer back to the information about swimming pools provided earlier and you will find there has been a pool in this park for 70+ years!</li> </ul>	<p><b>Response to Comment #25-24:</b></p> <p>CDOT acknowledges that a swimming pool may have been in the park for many years. However, as noted in response to <b>Comment #26-4</b>, Mineral Palace Park is eligible for listing on the NRHP for its associations with two major development phases (City Beautiful in the late 19th Century and Works Progress Administration of the mid-1930's). As described in the <i>Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project</i> (CH2M HILL, 2010a) in Volume II of the FEIS, specific features of the park support each period of significance and contribute to its eligibility status. Mitigation for impacts to Mineral Palace Park focuses on the restoration of historic features from both periods of significance. Features that do not support a period of significance are considered to be inconsistent with the historical uses of the park. Among others, these inconsistent uses include the playground, tennis courts, swimming pool, and maintenance yard. CDOT recognizes that the swimming pool is an important community amenity and recreational element of the park and will continue to work with the City of Pueblo to implement mitigation. The Mineral Palace Park Restoration Plan has been developed to mitigate the adverse effects to (Continued on next page.)</p>

Comment Number: 25	Name: Williams, George (continued)	Response to Comment #25-24 (continued):
25-25	<ul style="list-style-type: none"> <li>➤ It is very important for future discussions to include the fact that the existing pool is a 50 meter-six racing lane—pool. Pueblo should continue to have such a facility. The Mineral Palace swimming pool is unique. It has an extended area of 3 foot water along the east side where smaller children can be taught to swim or more closely watched. Public pools provide a lot of recreation opportunities but “drown proofing” the community should be the primary purpose.</li> </ul>	<p>this historic property as well as address the impacts to recreational function and the surrounding community. Specific details regarding the size and location of the new pool are not yet known. CDOT and the City of Pueblo will coordinate with the public to solicit feedback regarding these issues prior to finalizing the design and implementing the restoration plan.</p>
25-26	<ul style="list-style-type: none"> <li>➤ The Mineral Palace pool parking lot is also unique. It is designed to provide an ice skating area during the winter months. As you know we later built an indoor facility but it doesn’t replace a cold night of ice skating with your friends.</li> </ul>	<p><b>Response to Comment #25-25:</b> Thank you for the additional background and information. CDOT recognizes that the community pool is an important community amenity and will continue to work with the City of Pueblo to implement mitigation. Specific details regarding the design of the new pool are not yet known. As noted in <b>Exhibit 8-1</b>, CDOT and the City of Pueblo will coordinate with the public to solicit feedback regarding these issues prior to finalizing the design and implementing the restoration plan.</p>
25-27	<ul style="list-style-type: none"> <li>➤ The idea of installing a tree nursery in Mineral Palace Park to replace the present trees because some of them are become aged is stupid for several reasons. 1) Where would it be located? 2) Does the Parks Department have the labor and time to operate a nursery? NO. 3) During my tenure we operated a tree and shrub nursery in City Park, but after 9-10 years found it cheaper and better to buy the type and size of tree we needed than to operate a nursery. With the downturn in housing—nursery prices are super cheap.</li> </ul>	<p><b>Response to Comment #25-26:</b> Thank you for the additional background and information.</p>
25-28	<ul style="list-style-type: none"> <li>➤ The biggest improvement to the trees in Mineral Palace and other parks would be to fully utilize the arbor equipment the department has now and prioritize their labor resources to establish and maintain two full time tree care crews.</li> </ul>	<p><b>Response to Comment #25-27:</b> CDOT has committed to the installation of a “nursery crop” of new trees throughout the park, as described in <b>Exhibit 8-1</b>. New trees would be planted under the existing older trees to replace them as they die off. It would be a gradual replacement of the trees, many of which were specimens from the original botanic gardens surrounding the Mineral Palace in the late 19th century. The City of Pueblo will need to assume the perpetual irrigation, maintenance, and care of these new trees.</p> <p><b>Response to Comment #25-28:</b> Tree maintenance in Mineral Palace Park and other City Parks is performed by the City of Pueblo's Park Department. CDOT has no authority for maintenance of trees outside of CDOT right-of-way.</p>

Comment Number: 25	Name: Williams, George (continued)	Response to Comment #25-29:
25-29	<ul style="list-style-type: none"> <li>➤ What original fountain are you referring to? The oldest ornamental fountain was located in the intersection south of the swimming pool pump house. I have a photo of it if needed. It was later converted into a floral mural.</li> </ul>	<p>Thank you for the additional information and background. As shown in the Mineral Palace Park Restoration Master Plan (see <i>Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-13</i> of the FEIS), multiple fountains have been identified north of Lake Clara. The central fountain will be located at the original site noted in your comment, although the internal roadway configuration and surrounding features will be modified in keeping with the restoration plan.</p>
25-30	<ul style="list-style-type: none"> <li>➤ When you are talking about an amphitheater, there are space and noise elements that must be carefully considered.</li> </ul>	<p><b>Response to Comment #25-30:</b></p> <p>As part of the Mineral Palace Park Restoration Master Plan, CDOT has committed to the construction of an amphitheater near the previous intersection with Santa Fe Avenue to reintroduce concerts and events to the park. Specific details regarding the design of the amphitheater and exact location are not yet known. CDOT and the City of Pueblo will address these issues as the design for the park is finalized. Noise mitigation included as part of the Preferred Alternative will help to address the noise issues related to the proposed amphitheater.</p>
25-31	<ul style="list-style-type: none"> <li>➤ The historic photos and information that I had framed and installed in the new greenhouse building have been moved to the carousel building in City Park. Utilization of this building—with public restrooms—on the site of the Colorado Mineral Palace--building would be good.</li> </ul>	<p><b>Response to Comment #25-31:</b></p> <p>Your suggestion has been noted. Details regarding the design of this feature of the carousel building in the Mineral Palace Park Restoration Master Plan are not yet known and will be addressed during final design.</p>
25-32	<ul style="list-style-type: none"> <li>➤ If you are going to relocate/reconfigure Lake Clara how are you going to reconnect the existing Boat House to the lake? The present use is appropriate.</li> </ul>	<p><b>Response to Comment #25-32:</b></p> <p>As part of the Mineral Palace Park Restoration Master Plan, Lake Clara would be expanded to the west so that it reconnects to the boathouse and functions as a healthy lake with space for public use. Details regarding the design of this feature of the Mineral Palace Park Restoration Master Plan are not yet known and will be addressed during final design.</p>
25-33	<ul style="list-style-type: none"> <li>➤ No doubt the flower and shrub gardens in Mineral Palace Park need to be a high priority for the restoration project. They have declined badly since my tenure because of lack of leadership, closing of the green house and other stupid reasons.</li> </ul>	<p><b>Response to Comment #25-33:</b></p> <p>Landscaping is a key component of the Mineral Palace Park Restoration Master Plan. As noted in the response to <b>Comment #25-27</b>, existing shade trees, some over 100 years old, would remain and additional trees would be planted to provide an understory and nursery crop. The existing gardens would remain and would be restored to be consistent with their historic character. The circular garden area at the center of the park would be improved using the historic garden plans from the original park design. The</p> <p>(Continued on next page.)</p>

**Comment Number:** 25

**Name:** Williams, George (continued)

25-34

- An honest cost-benefit study should be done before there is any effort to use the land west of Fountain Creek. That would probably eliminate the bridge and kiosk ideas in the report.

Thanks for the opportunity to share my thoughts and opinions. GRW

**Response to Comment #25-33 (continued):**

list of plants on the original planting plan from the City Beautiful era would be utilized throughout the park, wherever possible. Vegetation would also be planted on the east side of the park along the proposed noise walls and berms to protect views into and out of the park.

**Response to Comment #25-34:**

The idea to link Mineral Palace Park to the Fountain Creek Trail by constructing a pedestrian bridge over I-25 was initiated by the PAC and incorporated into the project mitigation plans for impacts to Mineral Palace Park. The specifications of the bridge have not yet been established. The information kiosk would be installed at Mineral Palace Park directing users to recreational opportunities along Fountain Creek and explaining the role of LWCF in supporting preservation of outdoor recreation in this area (see **Exhibit 8-1**). This element was developed in consultation with Colorado Parks and Wildlife as mitigation for impacts to this LWCF assisted property.

**Comment Number:** 26**Name:** Aragon, Georgia and Robert

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

GEORGIA ARAGON: I was lucky to get up today.

We have been working at -- well, actually, I don't know if you want to call it complaints. But I live in the neighborhood of Runyon Field, in that little area there -- and I have been talking to Joe and Don and Pepper Whittleff, and I have been doing this since 2011, and we -- our concern is for the kids in our area, because where we're going to be doing this is -- they're going to start at Phase I, and we live in that Phase I on Ilex, right behind, and our concern is we have a lot of children have -- that have moved in that area, we have a disabled vet, and all that traffic when they start that is going to go into our area.

And I have not gotten back any written anything from Don or Joe and I'm really upset, because I've called many of times to them, I've not gotten anything written, nothing back, and --

MR. ROBERT ARAGON: Let's talk about the safety part of the area. There are children that have been hit, hurt, all those -- I know it's only a couple-block area, but we do --

MS. GEORGIA ARAGON: We are people first, you know.

MR. ROBERT ARAGON: And we're concerned about the children, you know. They're going to be building the bridges, and what we're concerned about is probably getting the area maybe a one-way or something so we don't have to just -- every time there is accidents or stuff on the bridges they're all going through that little cul-de-sac down through that area, people coming our way from the baseball fields.

MS. GEORGIA ARAGON: Yes, the baseball.

MR. ROBERT ARAGON: We are looking at the safety of congestion and safety of our children in our area.

**Response to Comment #26-1:**

CDOT values your input and has made efforts to discuss your safety concerns. Don Garcia of CDOT and Joe DeHeart, CDOT Project Manager have made multiple attempts to meet with you, and Joe specifically agreed to meet with you to review and discuss the FEIS. Per your request, Joe provided the paperwork to Pepper Whittleff at the City of Pueblo that you note in your comment.

CDOT recognizes that temporary construction-related impacts are a concern and typically include increases in noise, detours, traffic delays, and exposure to diesel emissions and fugitive dust. Mitigation measures to address these impacts are detailed in **Section 8 – Summary of Mitigation Commitments** of this document.

The southern terminus of Phase 1 of the Preferred Alternative ends at Ilex Street, which is located north of your home. Phase 1 of the Preferred Alternative is not expected to increase traffic through your neighborhood or create unsafe conditions. CDOT will direct traffic to an established and marked detour route outside of your neighborhood to minimize interstate cut through traffic throughout construction. A public information plan will also be implemented to inform the public about construction activities and detour routes.

26-1

**Comment Number:** 26

**Name:** Aragon, Georgia and Robert  
(continued)

26-1  
(cont'd)

MS. GEORGIA ARAGON: Yeah. Exactly. 2011 I have been working on this, and Joe and Don, if you could e-mail Pepper Whitleff that paperwork I had given you when we had that meeting at Runyon Field, if you can, please, I mean, I need somebody to look at it, you know.

I -- I know I live in this area and there's some noise, but when this new phase comes in -- I mean, we've got people that work at night, we have people -- children, like I said -- going back and forth with cars, I mean, we have people coming in our neighborhood that don't even live there, you know, and I -- I don't want to repeat myself over and over again, I -- you know, but I would like that to be addressed with this Phase I and --

MR. ROBERT ARAGON: We thank you.

MS. GEORGIA ARAGON: Yeah, appreciate it.

MR. ROBERT ARAGON: Thank you.

**Comment Number:** 27

**Name:** Butler, Yolanda

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

27-1

My name is Yolanda Butler, and I live on the North Side close to Mineral Palace Park. I want to say initially that I am for anything that will reduce the sound from the highway because it has become increasingly more evident since all the bushes and trees were torn down, and it looks cleaner, but sure can -- we can sure hear the noise better, and if you add two more lanes, or more, it's going to be loud.

I -- I live next to Mary Ann, and she has often -- I live right here -- and she usually reads up on things, and I am concerned about whether that wall is really going to do it for those of us who live just a half a block from the -- west of the park (indicating).

27-2

We do need -- also we need a little more input on the closing of the main entrance to the park. Those of us who have worked and volunteered in the park for many years were never included in this decision to close that front gate. Maybe it -- maybe they have a great plan, but I would like to be included since we have attended all the meetings.

**Response to Comment #27-1:**

Your support of noise mitigation for Mineral Palace Park is noted. This proposed noise wall would extend from Mineral Palace Towers to North Albany Avenue. As described in **Section 5.2 - Noise Preference Surveys** of this document, as part of the FEIS, CDOT mailed preference surveys to the property owners and/or current residents who would be benefitted by the proposed noise wall in your area to vote for or against the construction of the wall. Under the CDOT Noise Analysis and Abatement Guidelines, CDOT considers a "benefitted receptor" to be a property that experiences a 5 A-weighted decibels (dBA) or greater reduction in traffic noise as a result of noise mitigation. A home may have a view of a barrier, but if the home does not experience a 5 dBA traffic noise reduction, it would not be considered "benefitted" and would therefore not receive a survey. Your property was not considered a benefitted receptor and thus did not receive a survey. However, the majority of survey respondents supported construction of the noise wall, and therefore a noise wall is recommended at this location. Noise barriers are most effective at blocking sound waves for the first one or two rows of homes at distances up to 200 to 300 feet from the barrier. The intersection of Court Street and West 18th Street is located approximately 1,300 feet west of the proposed noise barrier. Your home is situated too far from the noise barrier to experience a noticeable reduction in highway traffic noise.

**Response to Comment #27-2:**

CDOT coordinated with the Parks Advisory Committee (PAC) during the National Environmental Policy Act (NEPA) process to develop the DEIS and FEIS documents. The City of Pueblo Parks and Recreation Department closed the entrance at 15th Street and Santa Fe Avenue to deter neighborhood cut through traffic. Questions or concerns related to this closure should be directed to the City of Pueblo. Although this action is unrelated to the New Pueblo Freeway project, some of the issues in this area will be addressed by the Mineral Palace Park Restoration Master Plan (see *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-13* of the FEIS). The Mineral Palace Park Restoration Master Plan includes a park circulation road that will allow one-way traffic to enter the park at Main Street (the park's historical entrance) and exit at 19th Street and Santa Fe Avenue.  
(Continued on next page.)

Comment Number: 27	Name: Butler, Yolanda (continued)	Response to Comment #27-2 (continued):
27-3	I would also like to make sure that the fact that they're taking 50 feet, which is more than an acre that they go home to their promise that they will add land to compensate for the taking of that land.	<p>Mineral Palace Park would be expanded south to 13th Street, increasing its size from 50.07 acres to 52.38 acres. As part of this expansion, the two blocks of Santa Fe Avenue between E. 13th and E. 15th Streets would be closed to vehicular traffic. Santa Fe Avenue has historically terminated in the park, but it was not originally a main entrance point to the park. As shown in the Mineral Palace Park Restoration Master Plan, Santa Fe Avenue would continue to terminate at the park and would be opened to provide access to the park as it has historically; the park would continue to be a strong focal point from Santa Fe Avenue. The existing features at the entrance to the park (including the Entry Arch and the Works Progress Administration-era walls), would remain and this location would be restored to its original use as the main entrance to the park. CDOT worked diligently with City of Pueblo staff and citizens to understand the importance of the Mineral Palace Park, identify key recreational elements, and develop adequate mitigation for impacts. These efforts were part of a larger public involvement process that included multiple meetings and open houses with local residents and adjacent property owners. These efforts have resulted in a Mineral Palace Park Restoration Master Plan that the community has helped to develop and as such, is well supported.</p> <p><b>Response to Comment #27-3:</b></p> <p>CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for impacts to Mineral Palace Park. As noted in the response to <b>Comment #27-2</b>, the plan includes the expansion of the park south to 13th Street, increasing its size from 50.07 acres to 52.38 acres. Implementation of the mitigation measures for the park has been stipulated in a Memorandum of Understanding between the City of Pueblo and CDOT, which is included in <i>Appendix F – Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS. The MOU contains commitments from CDOT to construct park improvements and defines the responsibilities of the City of Pueblo to accept ownership and maintenance responsibility for those improvements, once complete.</p> <p><b>Response to Comment #27-4:</b></p> <p>As noted in Response to <b>Comment #27-2</b>, City of Pueblo staff and citizens participated in an extensive public involvement process to determine adequate mitigation for impacts to Mineral Palace Park. These efforts have (Continued on next page.)</p>
27-4	I would also want to know what's become of the 50-meter pool and make sure that it actually is going to be a meter -- a 50-meter pool, because south of Colorado Springs there is not -- not another 50-meter pool. There's been a lot of discussion in the City about it, but I think that's -- that's something that CDOT can give Pueblo to mitigate the changes that are going to take place.	

**Comment Number:** 27**Name:** Butler, Yolanda (continued)

27-5

So I think -- as other people have said, I think the community needs to have more current, ongoing input, and we need to have -- hear back -- when you make some changes we need to hear back when you've decided to do something different than what you said back when we were going to meeting after meeting after meeting.

So -- we appreciate that there's a lot of work, but it's important to Mineral Palace Park and that neighborhood.

Thank you.

**Response to Comment #27-4 (continued):**

resulted in a Mineral Palace Park Restoration Master Plan that the community has helped to develop and as such, is well supported. A key component of the plan is to relocate the swimming pool outside of the existing park. In addition to being inconsistent with the historic uses of the park, the existing swimming pool facilities are aging and require a significant amount of maintenance and repair. CDOT recognizes that the community pool is an important community amenity and will continue to work with the City of Pueblo to implement mitigation. Specific details regarding the size and location of the new pool are not yet known. As noted in **Exhibit 8-1**, CDOT and the City of Pueblo will coordinate with the public to solicit feedback regarding these issues prior to finalizing the design and implementing the restoration plan.

**Response to Comment #27-5:**

As noted in response to **Comment #27-4**, CDOT has made extensive efforts to involve, notify, and inform the public throughout the development of the FEIS and more specifically, the development of the restoration plan for Mineral Palace Park. CDOT appreciates your involvement in the New Pueblo Freeway project. CDOT and the City of Pueblo will continue to provide project updates as the construction of Phase 1 of the Preferred Alternative begins and will also coordinate with the public to finalize mitigation for impacts to Mineral Palace Park.

**Comment Number:** 28

**Name:** Duran, Bill

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

- 28-1 [ What I would like to say is that I live right next to Mineral Palace Park and they're proposing to put a wall up, I would like to see a wall sort of like they have going up to the college, it's a very beautiful wall, and I don't want to see a wall like they have going along up by Bessemer, that's not a very pretty wall, so... And, then, I would also like to see
- 28-2 [ some lighting put up so that the park side won't be so dark and having anybody stay in there, any homeless or anybody that shouldn't be in there; and maybe close the through drive down 19th so that we don't
- 28-3 [ have those speeders that go all the way up and down 19th. And that's what I propose.

**Response to Comment #28-1:**

The New Pueblo Freeway *Aesthetic Guidelines* formulated design parameters that capture the character and inherent elements of the various neighborhoods (see *Appendix C - Aesthetic Guidelines* of the FEIS). The New Pueblo Freeway *Aesthetic Guidelines* will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. Measures to soften and enhance the aesthetics of the highway improvements will be implemented, as identified in the March 2010 Memorandum of Understanding between the City and CDOT (see *Appendix F - Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation* of the FEIS). This can include architectural treatments applied to walls to reflect the architectural character of the surrounding area.

**Response to Comment #28-2:**

Lighting plans will be evaluated during the final design and implementation of the Mineral Palace Park Restoration Plan (see *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-13* of the FEIS). Lighting can be placed within the park to increase the visibility at night in order to enhance safety.

**Response to Comment #28-3:**

City of Pueblo staff and citizens participated in an extensive public involvement process to determine adequate mitigation for impacts to Mineral Palace Park, which resulted in the development of a restoration plan for the park (see *Chapter 3 – Affected Environment and Environmental Consequences, Section 3.3 Parks and Recreation, Exhibit 3.3-13* of the FEIS). CDOT has committed to constructing the restoration plan as mitigation for impacts to Mineral Palace Park. The Mineral Palace Park Restoration Master Plan includes a park circulation road that will allow one-way traffic to enter the park at Main Street (the park's historical entrance) and exit at 19th Street and Santa Fe Avenue. State-of-the-art traffic-calming techniques will be introduced to slow traffic along the perimeter of the park, including 19th Street.

**Comment Number:** 29**Name:** Filler, Phyllis

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

Yes, I'm -- I'm here on behalf of Star Nursery, I -- I'm a friend of Chuck that owns the nursery, and I was a good friend of Frank Starginer, who set up the wildlife display that you see from I-25.

Our concern, and -- and Frank's concern when he was living -- he passed away in '0 -- '09, so he's been gone a while, but we still honor his memory -- and he set up that wildlife display to honor the wildlife of Colorado.

A lot of people have -- have cared about that particular icon in this city, it makes a unique statement, and we just hate to see it go away, we hate to have it put behind an 18-foot wall that will obscure it from the -- the driving public that goes by. Lots of people have commented on it.

Just -- back when Frank was living he set up a -- he's -- I went to some highway meetings with him, he was concerned about this back -- years back, that his wildlife display would be obscured somehow, and that's our concern, is that hopefully that won't happen.

We've written letters to Mr. DeHeart and different -- made various suggestions about it, either having a really low wall in front of that display. I know the -- the -- the wildlife display's on a big mound that is kind of a natural sound barrier in itself, so if the sound barrier was on the other side of it, just left that area open, I don't think that would be too serious of a thing.

We've had a lot of comment from people in the nursery -- or in the neighborhood, who have written their comments at the nursery, and have said "This is part of Pueblo," "I love the wildlife display, Pueblo wouldn't be the same without it."

That's our feeling, that we just do not want to see this unique display hid from view.

Thank you.

**Response to Comment #29-1:**

Please refer to response to **Comment #20** for information regarding the proposed noise wall adjacent to the Star Nursery animal display. CDOT will work with the Star Nursery on a noise wall design that satisfies noise mitigation requirements and is aesthetically integrated into the neighborhood context. CDOT will work to accommodate the Star Nursery animal display to the extent possible, based on safety, noise reduction, and approved design specifications.

29-1

**Comment Number:** 30

**Name:** Freeman, Ted

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

30-1

Okay, I have a couple questions, as I said. Number one, okay, with reference to the CDOT funds that were High -- you know, Highway -- I-25 and the Highway 50 corridor, and I didn't understand why CDOT, a state organization, is forcing the City to fund that and -- and make -- matching the funds in that. We're in a situation where both the County and the City has a shortfall.

Now, because of the fact that they didn't have money to meet this match we made a deal that we would maintain the state highways, well, that's going to cost us money, and I don't understand why we're even allowing that to happen, okay? It's a problem, you know, the -- why CDOT's not taking care of it themselves without requiring a match from the City and the County.

**Response to Comment #30-1:**

CDOT provided a one-time opportunity in 2013 to fund transportation projects by partnering with Local Agencies (cities and counties). This new effort is known as Responsible Acceleration of Maintenance and Partnerships (RAMP). The part of RAMP that relates to partnerships is called "Transportation Partnerships" and is dedicated to leveraging state transportation dollars by creating Public Private Partnerships with industry and Public-Public Partnerships with local government to provide improvements on corridors where partnership opportunities exist. This fund will provide an opportunity for local governments and CDOT to potentially move forward with projects that CDOT would not be able to fund alone. The local agencies (City and County of Pueblo) applied for projects that they considered important where they could provide a match in funds for the project. The City and County of Pueblo partnered together to apply for the projects to CDOT. In the Pueblo area, two projects will receive RAMP partnership funding: Ilex Bridge to 1st Street which will replace the existing bridges and widen the Interstate on I-25 and US 50 West which will add an eastbound lane between McCullough Boulevard and Wills Boulevard. Ilex Bridge to 1st Street on I-25 will receive an estimated \$68 million with \$36 million budgeted from the State of Colorado Bridge Enterprise Program (funded by State Bill 09-108 FASTER legislation) and \$22 million from RAMP and \$10 million from FASTER Safety. US 50 West will receive approximately \$11.2 million with \$5 million coming from FASTER Safety and \$6.2 million funded by RAMP.

Pueblo County and the City of Pueblo are partnering together for an in-kind cash match for both the US 50 West project and I-25 Ilex Bridge to 1st Street. The local match commitments involve the devolution (the transfer of maintenance responsibility or ownership from the State of Colorado to local agencies) of two state highways within City of Pueblo and Pueblo County. Those highways are SH 227 and SH 233. The City of Pueblo will take ownership of SH 227 (Joplin Avenue) and the County of Pueblo will take ownership of SH 233 (Baxter Road). The devolution value will be the equivalent of the maintenance for 20 years of that road. The devolution value of SH 227 is \$4.1 million and the value of SH 233 is \$4.9 million. The City and County of Pueblo will take formal responsibility for ownership and maintenance of SH 227 and SH 233 at a negotiated date in the future to be determined prior to signing the Intergovernmental Agreement.

**Comment Number:** 30

**Name:** Freeman, Ted

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

30-2

Now, my second question is -- and this is a question that I brought up in the past on a number of occasions, and I feel it would have a major impact in the -- in the region -- and that is, instead of having the railroad tracks, otherwise the Santa Fe Northern Burlington (sic) tracks that come down the Fountain Creek, be consolidated with the Union Pacific type of tracks. Now, remember, I -- I believe that we need -- absolutely need the railroad, but if we could get there -- the railroads to agree to that just think of the environmental impact problems that would be solved. As a matter of fact, we would not lose as much of Mineral Palace Park, the -- the I-25 corridor would be much more level and not so curvy and everything else, you know.

And the -- the response that I get when I ask that question is that, well, you can't get the railroads to sit down at the table and discuss it, the problem is that they've -- nobody's asked the railroads. That's the lack of our leadership that we have in the region.

So, anyhow, I -- I am still bringing up that question of, hey, let's talk to the railroads and let's see if they can't do something about it.

I thank you.

**Response to Comment #30-2:**

As you note, there are many constraints along the I-25 corridor that influenced the design of the Preferred Alternative. Even if the active UPRR rail lines were consolidated with BNSF lines as you suggest and no longer located adjacent to I-25 and Fountain Creek, impacts to Mineral Palace Park would be unavoidable. As explained in *Chapter 4 – Section 4(f) Evaluation, Section 4.3.3 Mineral Palace Park* of the FEIS, several options were considered for avoiding impacts to the park. In the vicinity of Mineral Palace Park, the UPRR rail line, and Fountain Creek Park Land are all directly adjacent to CDOT right-of-way, which presented a design challenge for widening the highway and limited options for avoidance in this area. One option evaluated relocating the rail line further east to avoid impacts to the park. Even if these lines were no longer active, removal of the lines that are historic would constitute an adverse effect under Section 106 of the National Historic Preservation Act and a “use” of Section 4(f) property. Additionally, shifting the highway east would constitute an impact to Fountain Creek Park Land, which is also a protected Section 4(f) and Section 6(f) resource. These changes would likely still impact wetlands adjacent to Fountain Creek.

The curves and uneven terrain in the current I-25 alignment are a result of design practices at the time that the interstate was originally constructed. Consolidation of the rail lines would have a minimal effect on the project impacts related to straightening and flattening the highway as part of the Preferred Alternative.

CDOT consulted with the affected railroad owners during the development of the Build Alternatives. However, the idea of consolidating the rail lines was not discussed because it was not deemed necessary to implementation of either Build Alternative, and it would not substantially reduce environmental impacts as discussed above. This does not preclude CDOT or the City of Pueblo from discussing rail line consolidation with the line owners in the future.

**Comment Number:** 31

**Name:** Hardwick, Mary

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

Well, I'm kind of on the fence because I'm a friend of Frank's, too, and I love the animals, I think they're great, but I think I have an idea. I also love Mineral Palace Park.

I moved here 10 years ago from seacoast New Hampshire, and it was a little devastating for me at first, and I decided, well, I am going to search out the beauty of the city, so I -- the first thing I did, I went riding around town, and the first place I went to was Mineral Palace Park, and it's beautiful, the flowers are beautiful, and you drive in and everything, and, then, I got to the -- the duck pond and I was horrified, because you can see the -- the cars going by and the pollution and the noise and everything. So I think definitely the wall -- especially since the -- the -- the -- the road is going to be widened, it's going to go right up -- right up to the park, I think the wall is very necessary.

But I think the animals are a Pueblo tradition -- and I -- and I love the Pueblo people, the way they, you know, stand up for their traditions -- so

my idea would be -- if Star Nursery doesn't shoot me -- if they would donate these animals to the City and we could put them in Mineral Palace Park, and that way we could enjoy them -- rather than three seconds when you're flying down the highway, we could go to the park and spend the day there and we could enjoy the animals while our kids are swimming and whatever.

So that's my suggestion.

But I do think the park would really be -- it is a tourist attraction, and I think it would be made a lot more peaceful and quiet and beautiful with the -- with the wall.

Thanks.

**Response to Comment #31-1:**

Thank you for your suggestion. Please refer to response to **Comment #20** for information regarding the proposed noise wall adjacent to the Star Nursery animal display. Because Mineral Palace Park is a historic property, the Mineral Palace Park Restoration Master Plan (illustrated in *Chapter 3— Affected Environment and Environmental Consequences, Section 3.3 - Parks and Recreation* of the FEIS) focuses on restoring historic elements of the park. Moving the animals to Mineral Palace Park would not be consistent with these efforts. However, CDOT will work with the Star Nursery on a noise wall design that satisfies noise mitigation requirements and is aesthetically integrated into the neighborhood context. CDOT will work to accommodate the Star Nursery animal display to the extent possible, based upon safety, noise reduction, and approved design specifications.

31-1

**Comment Number:** 32

**Name:** Miklich, Mary Ann

*Comments submitted verbally during public testimony at the I-25 New Pueblo Freeway FEIS Public Hearing on October 3, 2013:*

- 32-1 I live on West 18th Street, 300 Block.  
My concerns about the noise wall is a concern that the people up in Colorado Springs had, and that is noise travels in a sign wave, and, so, if it goes over that wall who's going to hear it? It's the people that are two blocks away from the sign -- the sound wall are going to start hearing the noise.  
And that's the problem they had up in Colorado Springs on I-25 around the Fillmore area, people that lived right -- right next to the wall it was very quiet, but two blocks over it became louder and louder and louder.  
So my concern is, is how's the sound wall going to mitigate all of the noise that the people from Court west hear, especially at night?
- 32-2 Where is the sound wall actually going to start and where is it actually going to end in this Phase I?
- 32-3 And the train noises have become unbearable in the neighborhood, and I've lived in the neighborhood over 20-some years now. Since CDOT took those houses out and put those retention slash detention ponds – I call them "mosquito breeding ponds" -- and all we get is the train noise, because it acts as a funnel, there's nothing to break it up. Now, will this 18-foot or 17.5 or whatever dimension wall, all right, break up that sound? Because if it doesn't, then why do it? We might as well just leave it as is and don't have this fancy wall and spend the money elsewhere.

**Response to Comment #32-1:**

A noise barrier must be tall enough and long enough to block the view of a highway from the area that is to be protected, the "receptor." In general, the higher the barrier is, the greater the level of noise reduction achieved. Noise barriers are most effective at blocking sound waves for the first one or two rows of homes at distances up to 200 to 300 feet from the barrier. The noise wall proposed at Mineral Palace Park and along North Albany Street will be effective in reducing interstate traffic noise for the first few rows of residences nearest to the wall. The intersection of Court Street and West 18th Street is located approximately 1,300 feet west of the proposed noise barrier. Your home is situated too far from the noise barrier to experience a noticeable reduction in highway traffic noise. It is important to note that barriers are not designed to eliminate or block all noise. In practice, barriers reduce the sound from a highway by absorbing sound waves, transmitting sound waves, reflecting sound waves back across the highway, or forcing sound waves to take a longer path over and around the barrier. Since the path of transmission for sound is a wave, as you have stated, a noise barrier can have the effect of redirecting the trajectory of the sound wave, which also changes where the noise is heard more loudly.

**Response to Comment #32-2:**

As illustrated on Page 4 of the *Noise Technical Report (Hankard Environmental, Inc., 2012)* in Volume II of the FEIS, this wall begins about halfway between 13th Street and 14th Street, and extends north to just past 21st Street. In total, the barrier is approximately 3,000 feet long and was modeled at a height of 18 feet.

**Response to Comment #32-3:**

The first row of residences benefitted by the noise wall located along the detention park (Pits Park) will experience a 5 to 9 A-weighted decibels (dBA) reduction in projected future traffic noise levels. The noise wall will be effective in reducing interstate traffic noise but will be less effective in reducing train horn noises because of the distance of the noise wall from the train. Noise barriers are most effective at distances up to 200 to 300 feet from the barrier. As far as frequency of train horns is concerned, 49 Code of Federal Regulations Part 222 legislates that locomotive engineers must sound train horns in advance of public at-grade crossings, over which CDOT has no authority to regulate or require mitigation. Reduction of train horn noise does not fall within the scope of this project.

**Comment Number:** 32

**Name:** Miklich, Mary Ann (continued)

32-4

We're in a government shutdown right now because people can't compromise and can't negotiate, and I really think that the neighborhoods need to be in this negotiation of whether or not this final design is really going to impact us on a positive note.  
Thank you.

**Response to Comment #32-4:**

CDOT believes your comment about whether the final design will impact you positively refers to how the final design of the noise wall will reduce highway and train noise in your neighborhood, and that you are asking that neighborhoods be involved in the decision to construct noise walls. As described in **Section 5.2 - Noise Preference Surveys** of this document, CDOT mailed noise wall preference surveys in September 2013 to residents and property owners who would benefit from the three proposed Phase 1 noise walls. The majority of survey respondents supported construction of the proposed noise walls, and therefore all three noise walls are recommended as part of Phase 1. As noted in response to **Comment #32-1**, the first row of residences benefitted by the noise wall located along the detention park (Pits Park) will experience a 5 to 9 dBA reduction in projected future traffic noise levels.

**Comment Number: 33**

**Name: Star Nursery (Letter and petition with 455 signatures)**



10-3-13

To Whom This May Concern:

In 1994 when there was first talk of I-25 Highway Redesign, Mr. Starginer started a Petition to save the Wildlife Display on I-25 which he created to honor Colorado Wildlife. (His Radio ads stated this and still run today.) He had been to large cities and seen the tall noise walls that created what he called a tunnel effect and left nothing of a town's uniqueness left to be seen. I restarted the petition this spring by setting a book and a sign out. Without asking, I received numerous signatures with wonderful comments about the display. A few are as follows:

It's part of Pueblo.

I love the Wild Life Display.

Pueblo Wouldn't be the same without it.

Our grandchildren are excited every time they see the Wild Life Display!

We know we're home from a trip when we see the statues!

Please preserve it. It's part of Pueblo.

Removing or walling it in will destroy the beauty.

Keep it there forever.

The Wild Life Display's a great attraction for Pueblo.

The display is part of Pueblo History.

We tell visitors to Pueblo to go by and see it.

It's a Pueblo land mark to be seen.

Generations of our family have enjoyed it

It's the best display in Colorado.

The Display is awesome. It's great for Pueblo's Tourism.

The display consists of life size replicas of Colorado wild life – a larger-than-life eagle, as well as a cowboy on a horse and a ten foot butterfly. The display is original and we receive calls from all over the United States complimenting us on the display and saying there if nothing like it anywhere. Our neighbors agree, this display needs to be seen forever.

**Response to Comment #33-1:**

Thank you for assembling the various comments in the attached petition with 455 signatures. Please refer to response to **Comment #20** for information regarding the proposed noise wall adjacent to the Star Nursery animal display.

33-1

Comment Number: 33

Name: Star Nursery

# Star Nursery

Thank you for stopping after seeing our display along I-25. Our freeway display is a representation of Colorado wildlife. It has been seen and appreciated by thousands of people driving through Colorado. We have had visitors from all over the United States and many other countries.

By signing our guest book you are helping us keep this display recognized as a landmark. This will help prevent the State Department of Transportation from building a sound barrier obstructing the display from view of the highway or taking a portion of the nursery for Hwy. widening.

2013 We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
9-24	Melvin Vaught	20680 E. Swinell Rd 719-543-3383	
9-25	Vic PENELLE	1644 MOORE AVE #21 PUEBLO, COLO 81005	719 994-1920
9-25	Melaine Foreman	2622 36th Ln 406-579-1115 Pueblo CO 81001	Can't loose the display. It is a landmark
9-25	Steven Foreman	2622 36th Ln 719-225-3652 Pueblo CO 81006	great display it needs to stay
9-25	Jasper Kenney	8690 Crow Cut CPE Pueblo, CO 81004	Coastline - Save Display
9-27	Robert Silvers	3 ST. ANDREWS ST PUEBLO, CO 81001	A landmark
9-27	Janis Remy	2849 Boone Rd	
9-27	Wendy Remy	955 Marie Ln	
9-27	Julie Ramsey	955 Marie Ln	Please don't take it away! Love the statues!
9-27	Taren Ruediger	35361 CA 39 Easton CO	This is a landmark and has been here for
9-27	Betty Moughl	1119 Brown Ave	Please don't take away! Local historical
9-27	Michelle Moughl	2027 Cedar - St.	We need a few historical signs to
9-28	Gina Watson	449 S. Venango Dr	This is an established business important to our
9-28	Don WATSON	449 Venango Dr	This is a
9-30	Becky Shafferman	6116 W 13th A.	DO NOT MESS WITH THE DISPLAY
9-30	Ken Shafferman	6116 W 13th A.	Thank you!

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
9/30	DAVID PACE	914 S CIBOLA AVE P 717-404-4026	NICE DISPLAY
10/1	Michelle Cadman	1112 Elm FC CO 80521	Great!
10/1	Melina Park	Colo. City CO	Please keep it! <sup>Build a</sup> lower wall
10-1	Ether Engle	Colo. City CO	lovely <sup>at the</sup> display
10-2	Isabel Villegas	Pueblo CO 81006	Landmark - History!

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
4/8/2013	John Lopez	2024 W. Santa Fe Ave., Pueblo, CO 81003 (719) 569-7125	Established Pueblo Wildlife Landmark
4/8/2013	Denise Logg	2024 W. Santa Fe Ave. Pueblo, CO 81003 (719) 334-2083	" "
4-12-13	Kesh Sanders	17190 Mt. Vernon Rd Denver CO	" "
4-13-13	Roxanne Pleshke	2035 Vinewood Ln Pueblo, CO 81005	Can't imagine this landmark gone - This is Pueblo!
4-13-13	John Hall	2035 Vinewood Ln Pueblo CO 81005	" "
4-14-13	Karey Salgado	2009 Riverwood Dr. 81006	History is the making Great attraction for Pueblo
4/15/13	Janet Dash	307 POLE ST. PUEBLO CO 81004	WE LOVE THE STATUES. LEAVE THEM VISIBLE.
4/19	Tony Anderson	12 1/2 Hwy 100 Pueblo, CO 81001	they are Great.
4-20-13	Eli S. Pritchard	1914 N. Main St Pueblo CO 81003	Part of Pueblo history leave them visible!
4-20-13	Brandi Pritchard	1914 N. Main St Pueblo, CO 81003	A landmark to be seen.
4-20-13	Mark Long	202 W. 14th St. Pueblo, CO 81003	Keep this western U.S. landmark for all to see
6/2/13	Don Smith	2929 Sison Ave Pueblo, CO 81005	It is a part of the City - leave it alone
6/2/13	Kelley Simms	30 Yale Avenue Pueblo CO	Love it!
6/27/13	Jinks	Rye, CO	found you, found you!

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

# Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
4/8/2013	John Lopez	2024 W. Santa Fe Ave., Pueblo, CO 81003 (719) 569-7125	Established Pueblo Northside Landmark
4/8/2013	Denise Lopez	2024 W. Santa Fe Ave. Pueblo, CO 81003 (719) 337-2083	" "
4-12-13	Keith Sanders	17190 Mt. Vernon Rd Denver CO	" "
4-13-13	Priscilla Pleshke	2035 Vinewood Ln Pueblo, CO 81005	Can't imagine this landmark gone - This is Pueblo!
4-13-13	John Hall	2035 Vinewood Ln Pueblo CO 81005	" "
4-14-13	Larry Salgado	2009 Riverwood Dr. Pueblo	History is the Making GREAT Attraction for Pueblo
4/15/13	Janet Jack	3017 POLK ST. PUEBLO CO 81004	WE LOVE THE STATUES. LEAVE THEM VISIBLE.
4/19	Tom Anderson	12 La Haye Ave Pueblo, CO 81001	They are Great.
4-20-13	Eli S. Pritchard	1914 N. Main St Pueblo CO 81003	Part of Pueblo history leave them visible!
4-20-13	Brandi Pritchard	1914 N. Main St Pueblo, CO 81003	A landmark to be seen!
4-20-13	Mark Long	2024 W. 14th St. Pueblo, CO 81003	Keep this western U.S. landmark for all to see
4/20/13	Steve Navrocs	1910 Coulter Pueblo	Lodds just!

33-1 (cont'd)

Comment Number: 33

Name: Star Nursery

## Star Nursery Since 1920's

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We appreciate you stopping and visiting with us at Star Nursery.

NAME	ADDRESS & PHONE NUMBER	COMMENTS
Tom/ Paula Tucci	1206 34 <sup>th</sup> lane	
Lee Long	934 C St. Penrose	
Bank + BAEUBH AA BEAR	5209 BEVERLY DR. BERTHOUS Co.	RIGHT PLACE.
Terry Z. He	Doob West	Very unique generous place.
Volney LeBron	Dillon, CO	
Rhonda Snyder	McClave, CO 81057 25498 Rd LL	Wonderful place!
David Snyder	25498 Rd LL McClave Colo	Enjoyed our stop
Rachel Snyder	25498 Rd LL McClave, CO 81057	Beautiful Roses
Ernest Snyder	25498 Rd LL McClave CO	
Vicki Spring Thomas	Montgomery, TX	
Malay Green	999 Fortino #242	Beautiful place
Laird Temple	1643 Broad St 364 1004	
Roger Bass	4100 OHARE MESQUITE, TX 75150	UNIQUE PLACE - NO OTHER WITH SUCH STATUES
Gale Huffine	12 Oakbridge	Beautiful Roses!!!
Karen Huffine	12 Oakbridge	What a Wonder Land!

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

## Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

NAME	ADDRESS & PHONE NUMBER	COMMENTS
B. BERNARD	265 S. GOLFVIEW DR P. W. 81007	
N. Van Ertin	2003 Overton Rd Pueblo 81008	
Mike Conico	1875 2nd St Raton, NM 87740	
Jim & Marilyn Buck	1442 S. Teller Lakeside, Co. 80232	
David Dame	2730 Wilks Pueblo, CO 81003 719-543-6231	
Jacqui Allegretti	461 W 4650 N Pleasant View UT 84414	
KIER & CONNIE CLINE	16057 OLD STAGE COACH RD. PINE CO 810	
ED & SHIRLEY MAYNES	Box 201 Bragg Creek Alberta (Calgary)	
Adrian and Britney Alzameier	11319 Rd. 5 South Alamosa, CO 81101	Real Nice - great help
Alonda & Jerry Lynch	Evergreen, Co. 80439	looked at this for years as we drive by. Building and want a copy of great place to stop to
Barbara Jones	3415 Aspen	
Gil Sanchez	3415 Aspen	Keep it the same

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

NAME	ADDRESS & PHONE NUMBER	COMMENTS
<i>John Hubbs</i>	<i>McKinney, TX 75070 - 3614 Creebtract</i>	<i>Beautiful - just had to stop Part of "Pueblo" as far as I am concerned</i>
<i>Kathy Phillips</i>	<i>638 ALMA</i>	<i>Please Don't ruin Nursery</i>
<i>Peterson</i>	<i>Albuquerque N.M.</i>	
<i>Wendy &amp; Don</i>	<i>9515 St Paul St Thonon Co</i>	
<i>Alaine Mader</i>	<i>3707 West 7th</i>	<i>Superb Great Place</i>
<i>Phil &amp; Jackie Coffman</i>	<i>1109 Victoria TRINIDAD CO</i>	<i>Preserve our past!</i>
<i>PEARSON</i>	<i>3503 W 9th Ct. SAURENCE KS 66044</i>	<i>a classic Tradition important to the City</i>
<i>Andrew</i>	<i>1177 Long Hollow Circle Durango Co 81301</i>	
<i>Bill, Sally &amp; Mike Burr</i>	<i>14775 HERBING Rd BLACK FOREST CO 80408</i>	
<i>Eddy &amp; Barbara Harris</i>	<i>2403 Court Pueblo</i>	<i>Do not ruin please</i>
<i>Judy Butcher</i>	<i>3 Tierra Casa Dr</i>	<i>Keep the Place here!</i>
<i>Ronnie Johnson</i>	<i>Two Buttes Colo 225-5218 POB 388 Alamogordo, CO 81101</i>	<i>Keep this local history alive for the future!</i>

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
6-17	Brad Smith, John	228 E Mill Dr. Pueblo West CO 719 671-1342	
6/19	Costanzo Laura	13137 Morris Ave Pueblo, CO 543-0349	
6/19	Gena Walden	24225 LA SALLE Rd. Pueblo, CO	
6/19	Terry Case	"	
6-17	Terry Tath	502 S. Patter Dr Pueblo West, CO 8100	We enjoy The View Animals Plants & Trees
6-17	Sandra Tom	P.O. BOX 6993 81002	We should our Grandchildren The
6-19	Charlotte Timme	4686 Goodnight Av. Pueblo	It has been part of Pueblo too long to destroy!
6-19	Mark & Peggy Lamb	2315 W. Newton Pueblo	
6-20	Nancy M. Clay	1945 Belmont Ave Pueblo, CO 81004	Very nice great information
6-21	Bill Ray	828 1/2 Street Las Animas CO 81054	Very nice place Please save.
6-21	Pat Woods	2707 7th Ave Pueblo CO 81003	IMP Loo!
6-22	Charles J. Glorioso	1520 Stenwall Ave Trinidad Co. 81082	
6-22	Lisa Glorioso	1520 Stenwall Ave Trinidad, CO 81082	
6-22	Mark Mayo	46 Ironwood 719-221-1695 Pueblo CO.	
6-22	Dulila O'May	719-320-0034 "	
6-24	Jacob Rager		

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
6-3	DAVID ASEYTA	2811 AZALEA ST PUEBLO CO 715.342.7042	
6-4	Anne Vella	525 Acero Ave. Pueblo	Removing or walking in will destroy the beauty!
6-4	Diane Lynn Poffitt	525 Acero Ave Pueblo	wildlife display one of the prettiest things Pueblo has to offer. Do not remove!
6-4	Therese Knapp	301 Antecedar, C/S	Please don't remove it add me in finding this
6/5	Julie Romero	2141 STAR ST 978 S. Salde Rock Pueblo West	Its part of Pueblo Same. Its Pueblo's history
6/5	Dennis Kent	2415 E. EVANS AVE. PUEBLO CO 81007	
6/5	Frank Major	20 Newpark Ln. 81001	Leave it alone please!
6/7	Penelope Jenkins	121 CR 3148 Decatur TX 76224	
6/7	Philippa GRAY	2923 Country Club Dr. P. 81008	
6/7	Nancy Román	4945 Becknell Dr. Col. CO 81019 719-404-6195	Do not remove
6/7	Melissa Krugler	113 W. 11th Pueblo CO 81004	This is a Pueblo icon
6/7	Elizabeth Markota	1916 West St Pueblo, CO 81003	leave it there
6/7	Valerie Trujillo	913 W 11th St	We are losing too many traditions.
6/8	Jim & Joie White	1950 Aspen Cir	KEEP PUEBLO'S HISTORY

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

# Star Nursery

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We appreciate you stopping and visiting with us at Star Nursery.

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5/6/13	Lee Thomas	283-9000 29301 DANIEL RD PUEBLO 81006	Preserve Natural 210
6/8/13	Paul Thomas	719 549 2306 7115 boone rd boone co 81025	
6/8/13	Roy Marsh	1691 E. S. LORWOOD DR PUEBLO WY CO 81008	Leave it there!!
6/9/13	Maureen Mason	1615 Pike Ave 545-1282	
6/11/13	Samantha Nava	1532 Horseshoe Dr. Pueblo, Co 81001 719-671-8882	
6/11/13	Jana Valdez	314 MADISON ST 81004 406-2944	
6/11/13	Stacey Martinez	2118 VINEWOOD 81005 289-0852 81003	
6/11/13	Angie Hernandez	8820 N. Santa Fe Ave	
6/11/13	Anthony Montes	2105 N. Selom 416-5012	
6/11/13	Vanessa Pineta	1144 W Palmer Lake 252-1114	
6/11/13	Madine Triste	1521 Sierra St 546-0206 81006	nice adventure
6/11/13	Josephine Solis	1016 Palo Alto St 821-4322 81006	very enjoyable
6/13/13	Cindy Nevel	6464 Dillon Dr	

33-1  
(cont'd)



Comment Number: 33

Name: Star Nursery

# Star Nursery

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
4/6/2013	John Lopez	2026 W. Santa Fe Ave., Pueblo, Co 81003 (715) 569-7428	Established Pueblo Northside landmark
4/8/2013	Denise Lopez	2026 W. Santa Fe Ave. Pueblo, CO 81003 (719) 334-2083	" "
4-12-13	Kesh Sanders	17190 Mt. Vernon Rd Denver, CO	" "
4-13-13	Roxanne Pleshak	2035 Vinewood Ln Pueblo, Co 81005	Can't imagine this landmark gone - This is Pueblo!
4-13-13	John Hall	2035 Vinewood Ln Pueblo, CO 81005	" "
4-14-13	Karey Salgado	2009 Riverwood Dr. Pueblo	History is the maker GREAT ATTRACTION for Pueblo
4/15/13	Janet Dack	3015 POLK ST. PUEBLO CO 81004	WE LOVE THE STATUES. LET ME THEM VISIBLE.
4/19	Tom Anderson	12 Lathrop Pueblo, Co 81001	they are Great.
4-20-13	Eli S. Pritchard	1914 N. Main St Pueblo CO 81003	Part of Pueblo history leave them visible!
4-20-13	Brandi Pritchard	1914 N. Main St Pueblo, CO 81003	A landmark to be seen!
4-20-13	Vivian Beal	1278 E. Bella Vista Dr Pueblo West, CO 617-1428	Please preserve the nursery frontage - its heritage!
4-20-13	Yolanda Butler	321 W. 18th St Pueblo, CO 81000	
5/4/13	Jane Melnie	1318 Aguirre Dr. Pueblo, Co. 81008	Very Pueblo - great
5/6/13	Harriet Poma	1737 Baryate Ave	Save the animals!!
5/7/13	Peter Collier	1863 CR 57F GARDENSBURG CO 81040	BEEN VISITING A LONG TIME.

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(cont'd)

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## Star Nursery Since 1920's

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NAME	ADDRESS & PHONE NUMBER	COMMENTS
Mitch Dhian	2325 Court	545-5500 I Love this Place
Joe & Sue Curren	Walsenburg, CO	Back again
Jean Kito	114 Stuart Dr. Nassau, N.Y.	great place
Clint Balok	Gallup, N.M.	Gotta keep it here
June Steuchman	2030 Grand Ave	
MARIE HESTON	2030 N GRAND	
Shirley Howard	Lincoln City - ORE	Great place - Keep!
Aubrey Howard	Lincoln City, ORE	Good place keep it
McKeags	930 Kentucky Canaan City MO	To Good to go
Brenda Gooden	579 Seneca Walsenburg	Please keep this place
Kenny Haight	1901 Constitution #95	Great place very helpful.
KERRY FUNK	17410 KATYWAY CIR	Aspen CO
Rich & Nancy Key	P.O. Box 87	Sedalia CO 80135-0087
Kevin Oberly		Aspen N.M.

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
8/20/13	Brett Booth	Centerville Utah	Keep Display!!!
8/22	W. Nolan	Pueblo, Co	Pueblo Tradition
8/24	Rosalie Vigna	2421 Ventana Cir, Pueblo Co	Attractive Display
9/13	Sandra Cunningham	2701 Franklin Ave Pueblo	Keep it!
9-4	Ernest Regal	2704 8th	KEEP IT
9/5	C. Crawford	520 W. PITKIN AVE	WONKAR EXHIBIT
9/5	Hoover	Colo. City	Colo. 81014
9/5	R. Jove	Pueblo Co	
9-7	Tom Saperstein	103 W. 20th St, Pueblo.	81003
9/11/13	Bernadette Shuck	955 Maffet Cir., Pueblo	81006 I want the display to stay
9/11/13	Ros & Bruce	1510 East 3rd Pueblo Co.	Keep it
11	Aleta Plummer	8221 Green Tower Rye	Keep it Love the display!
9/11/13	Donovan Bunker	8221 GREEN TOWER RYE	LOVE IT. KEEP IT
9/13	Colleen Davis	3103 Country Club Dr	
9/14	Scott Lorenz	91503R Road Boulder Co	The Star Nursery display is what I knew Pueblo by when I was a kid.

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
7/14	Matt Wyle	2107 Rangewood DR <sup>334-6336</sup>	
8/3	Mary Zervas	5637 Terracina Pl.	Pueblo Tradition
8/5	Doris Gruber	8165 Pine Dr. Rye Co 81069 489-3585	We love it!
8-6	Esther Gentry	2105 N. Queens Ave	We like it!
8-6	JD REYNOLDS	625 MAPLE RD NAUGATUCK CT	GREAT!
8-7	ED ROBINSON	WILDER RUN CT. 542-5937	
8-7	Brenda Horvat-Leach	117 Royalview 821-1979	I Like it! Keep it!
8-8	Rosario Cruz	4321 Ridgeon	Please Keep it!
8-16	Joseph Vatteran	1824 Elroy Rd	Keep Display
	Sonja Hall	7655 Franconia Pw Co	
8-21	Chris Rogers	15 Clemson Pueblo CO	
8/22	Kim Phelps	30770 Hillside Rd	Thank you for it
8/22	C. Murphy	183 Calle Ramona, Pw	We like it.
8/22	Jenny Murphy	Same	leave it alone.
8/26	Mary Kearney Rota	Pueblo	Great

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
7-26-13	Rosemary Townsend	249 Booth Ave Pueblo 81001 719 242 6460	Pueblo Tradition
7-26-13	Loretta Martinez	590 Calle Santa Fe #80917 719 382-7465	Beautiful
7-26-13	Angel Townsend	249 Booth Ave Pueblo CO 81001 (719) 231-0939	Beautiful view from highway
7-27-13	Rich Johnson	1512 Alexander Cr. Pueblo CO	
7-27-13	Leah Putzier	1533 Alexander Cir Pueblo 81001	Landmark
7/31/13	Frank Montano	436 Goodnight 719 994-5391	Landmark
7/31/13	Janelle Montano	436 Goodnight 719 994-5391	Landmark
7-31-13	ANTON ROMAN	4969 CRESTED HILL DR PUEBLO, CO 81008	ASSET TO CITY + I 25
8-2-13	William Shisler	813 22nd Lane 81006 (719) 542-8922	PUEBLO I-CON
8-2-13	CAROL Shisler	813 LN #2 81006 719-5428922	Pueblo nice to look at!
8-3-13	Veronica Smith	719-542-4999	Pueblos Landmark
8-3-13	PERRY Montoya	1023 W 18th St 7789520	
8-3	Carolyn Barker	108 W. Adams 671.6340	Pueblos Landmark - beautiful & so indicative of our State
8/3	RAY HOLDSWORTH	4747 EAGLERIDGE CIRCLE #208	
8/5	JAMES DUVILLE	619 CANTONMENT DR PW CO	

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
7-10	Angie Neilson	PO Box 7253 719-431-2826	
7-10	Haar Ester	2406 N Grand Ave Pueblo CO	
7-11	Koral Griffith	1700 Robb St. 15-301 Denver, CO (719) 369-8915	
7-11	Nelson Stofob	180 S. Esda Dr. (719) 248-1457	
7/13	ED PERRY	212 MELROSE AVE (719) 326-1000	I saw get this 10/03 -
7/14	Bill Morris	301 N Orchid Ct 303 947 9819	Love the display & leave it stop being
7/19	Lylye Harris	301 N Orchid Ct	Love seeing this when going down tree
7/20	Sheryl Olson	1771 N. Burdboard Ave P.W.	wonderful scene when driving!!!
7/26	Robert M. P. checo	1506 Constitution Rd	
7/22	K. Orloff/Duff	3929 Sheffield Ln	Keep the display
7/22	Justin Graff	507 Orange St	To backlit to remove
	Tim Baker	225 - 6610	
7/23	David Angelo	778-0547	
July 26	Darwin Harden	225 Colorado Ave	also my work
July 26, 2013	Sarah Searson	11 Elgin St Pueblo CO 81008 (719) 778-8204	I took forward to seeing the display everywhere I go but thank you for helping me keep my business on the road
7-27	Don Baldwin	2017 N Grant Ave Pueblo	

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6/22/13	Bob Nagel	1107 E Dove Creek Dr. 719-252-2825	
6/24/13	Paula	2106 Comanche Rd 719 252-7811	
6/27/13	Mr. L. My	2106 Comanche Rd 719-252-1897	
6-24-13	Mona York	6464 Dillon Dr Pueblo, CO	Please watch + protect our animals
6-25-13	Brecklyn		
6-26	Evangelina	521 Windy way Pueblo, Co. 81005	Leave a window we need to be able to see them
6-28	Kathy Farga	2241 Cartier Dr 81005	
7-1-13	Chris Deane	613 S Prairie Ave	
7-1-13	Fred Harris	8986 S. Pine Dr.	
7-1-13	LINDA BURROWS	6484 WATSONA	
7-2	Judith		
7/3/13	Carol	1699 N Borvita	
7/6/13	Melinda Garcia	2206 Meadowlark Pt 841 S. Glenvista Dr.	
7-6	Celeste		
7-9	Jodi Naylor	724 Lane 23 81006 568-1742	
7-13	ERAJ Zick	5137 TERRACINA PLAZA 561-8070	

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
	Ben Cooper	2139 Pake Rd 545-4522	
6-12-13	Charles Bonfadini	415 W. 22 568-7775	
6-13-13	Ruth Bonfadini	415 W 22 568-1425	
6-14-13	Helen Paulman	1001 W. Ralt 553-8583	
6/14/13	Mary Boshare-Johnson	7700 LAKEVIEW, 8005 785-0258	
6/15/13	Dena Wallace	864 E 13th St, 81051 (719) 449-3915	
	Rene Mummie	109 Marian 719 2255503	
6/16/13	Suzanne Mead	1133 W. Abriendo Ave	whats wrong its A nice display!!!
6/16/13	Marian Mead	3810 Brookfield Ln.	Leave display its Very pretty
6/17/13	Pam Dolce	3011 Sky View	We think its
6/17/13	Mi M. Dolce	3011 Sky View	Great
6/17/13	May Blidh & family	2014 Chism Dr	We love it!
6/17	Lois & Linda Scott	518 HARRISON ST	Needs to stay
6/17	James Green	4240 Quail rd Pueblo	This history needs to be kept safe!
6/17	Tonya Hughes		Great Display!

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5-31-13	David Carpenter	2426 DEANER BLVD	IT'S COOL
6/1/13	Susan Barnett	217 S. Larchmont Ln, PW 107	
6/1	José & Belinda Gutierrez	dry Rd 23 Española NM 87532	Fun
6/1	Cory & Melissa Williams	377 Johnson Dr. Castle Rock, CO 80108	LAND MARK
6/1	Charles & Judy Setch	Box 87 Lakem KS 67866	We tell visitors to Pueblo please see -
6/1	Melissa Williams	8055 Turf Ave Denver, CO 80230	Very Cool
6/1	Jan Gutierrez	2616 6th Ave Pueblo Co 81003	AWESOME!
6/1	MICHELE GUTNER	PO BOX 11135 PUEBLO CO 81001	GREAT VARIETY!
6/1	Beth Mella	318 W P-T/Kin Ave Pueblo	how I!!
6/1	Valerie Young	423 W 18th Pueblo	Beautiful
6/1	Angela Sierra Hernandez	2215 BALCONA Rd	PART of Pueblo HISTORY I love No
6/1	Bryan March	6767 Edison Rd Broomfield CO 81025	
6/1	Esther Catron	3841 40th Lane, Juévale	
6/2	Dad MLLW	802 ~ 13th st 719 539 2338	Part of our History
6/3	Phyllis Edwards	27458 Hwy 506 795428428	Leave it alone! Beautiful
6/3	John G. ...	946 S. Greenway 719-321-1211	LEAVE

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5/27/13	Chloe Frinky	907 West 16th 3150180	♡
5/27/13	Marichana	5431 Blue Spruce Dr. 719-370-7094	☺
5/27/13	Philip Pachu	2700 Tracy St. # 2521 S 101 719 320 3413	☺
5/28	Mary Leonard	60 Scotland Rd 544-4789 8100	♡
5/24/13	Ronald C. Cantor	489 E. Fraser Dr. Pueblo 81001 719-244-5070	Send me wildlife display
5/28/13	Christine Crawford	484 E. Fraser Dr. Pueblo 81001 719-550-2541	Keep them for all to see wildlife display
5/28/13	James Sorkat	980 Tompkinson Rockford 719-254-7288	Keep the statues
5/29/13	Cori Mugas	313 Harrison St. 81004	
5/30/13	Doreen Sudremus	110 S Horseshoe Dr	Nice!
5/30/13	Cindy Hoptkins	" "	Nice!
5/30/13	Hoppe Roberts	1418 E. 10 <sup>th</sup>	Keep it!
5/30/13	Mike BRANDT	205 E Adams 544-0066	A LAND MARK! Keep it!
5/31/13	Meaghan Brown	1915 W Colorado Ave	Save it!
5/31/13	SCOTT BOND	646 N. MATT DR. PW	SAVE it!!
5/31/13	Benea Bond	646 N Matt Dr. PW	we like it ☺
5-31-13	Lisa Carcente	2476 Denver Blvd Pueblo 81003	

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5/26/13	Char Rice	1847 CR 671 RYE CO 81069	
5/26	Like Layla	886 35 Lane PUEBLO, CO	Always Love this place!
5/26	Mike MARCOVECCHIO	27027 PRESTON Rd. Pueblo, Co, 81006	We Love the DISPLAYS, Save Them!!
5-26	Cindy MARCOVECCHIO	Same as Above	Same as Above
5-26	Malia MARCOVECCHIO	Same as Above	Same as Above
5/26	Bambi Latke	2132 29th Street Pueblo Co. 81008	Save The display
5/27	Kate Fullin	12 A Towerbush Ct Pueblo CO 81001	South display
5/27/10	ULfredo L. Martinez	719545 2854 1822 Jerry Murphy	Love the fly. Saturos
5/27/10	Charles DeHorska	2778 Colfax Ave	BEST DISPLAY in Colorado
5/27/13	Mildred Martinez	1822 Jerry Murphy	wonderful display
5/27/13	Karen Spruige	5 Hadley Rd	
5/27/13	Viridy Hanson	6301 Wolcott St Arvada, CO 80003	love driving by on vacation for MANY years
5/27/13	Erma Vigil	7826 Sherman St. Denver, Co. 80221	This place is a landmark for our state
5/27	Samantha Pinky	907 WST 10th St Pueblo, Co 81003	Awesome, great for kids focus
5/27	David Browder	111 W ST B. ST Pueblo Co. 81003	Wonderful local business
5/27	Nick Poirier	111 W. St. Pueblo Co	...

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5-21-13	Jean Hutter	131 Ardath Lane Pueblo 81005	I love it.
5/22/13	Bill Francis	Avondale Co	It's Great!
5/22/13	Bill Francis	47601 Pleasant Crest Avondale Co 81022	Love it.
5/22/13	Frank B Hall	5105 Athos Ct Pueblo Co. 81005	Keep it!
5/22/13	Josephine Hall	5103 ATHOS CT Pueblo Co 81005	Love it
5/22	Dunlop	4829 Cr 5700 Pe in Pueblo Co 81011	Awsome - keep it!
5/23	Shirley	207 E 13th St Pueblo	Love it!
5/23	Pat & Phoebe	21121 Q 24 LAWRENCE 15315 WEST	This is a landmark! Pueblo and on private property!
5/23	ANDY OPPENHEIM	COACHMAN DR COCO 5765	
5/24	Diana Humphries	736 Wilson Ave Pueblo 81004	I love it! It's AW!
5/24	Virginia Cullen	328 Colorado 81004	It is Great!
5/25	Rita Acosta	1007 Jackson Pueblo CO 81004	Love it.
5/25	Crista Aragon	1915 N Main 81003	Love it
5/25	Gene Leonard	588 N. Blaine	Love it have for years
5-25	John Mace	5520 Venezia Way 81005	Practically a landmark

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5/18/13	DAN LUCAS	4946 Wagonmaster Blvd Colo SP 65, CO 719-391-0018	seen from freeway and love it.
5-18-13	Mark Essary	2712 6th Ave Pueblo, CO 719-291-4136	Leave it Alone
5-18-13	Rick Calhoun	3307 Modesto Av 719 564-1430	We always love enjoy it. + he
5-18-13	Edith Calhoun	3307 Modesto Dr. 719-564-7430	Love to see them!!
5/18/13	Lamarie Wiley	2229 59th Lane Bourne, CO 8025	Enjoy them!
5/18/13	DARIN CORMAN	5090 Del Viento Dr. Alamosa, Co. 81107	Kids love to see them
5/18/13	Paulette Ponce	445 McAllister Ave 719 646-1000	ITS P.O. OF Pueblo
5/20/13	RUTH WESSING	1207 Claremont 81004	I love that display
5/20/13	Kate Booth	215 Creston Dr	Landmark!
5/20/13	Kim Methodakins	518 28 1/2 Rd St J. Colo 970-241-7643	Have been there along time
5/20/13	Waring, Paul	2102 W 27th Pueblo	Leave it Alone
5/18/13	Andrés Cardoso	2207 E 12th Street	Save historical Pueblo
5-20-13	Danielle Salazar	2207 E. 12th Street	Save It!
5-21-13	NOTE	51558 Acoma Rd 994-5309	No reason it should go
5/21/13	Lidia Swope	2814 Franklin Ave. Pueblo, CO 544-5821	Save the display!
5/21/13	Diane Langston	Rye, CO 81069	Leave it showing

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5/13	ANGEL SAN MIGUEL	29723 South Rd 81006	Healing to Come I will be around
5/13	Chase Chavez	" "	" "
5/15	Manuel R. Sanchez	329 W Evans Pueblo, CO	
5/15	Amy Wiley	66276 Hwy 50E Fowler CO 81079	Love it!!
5/15	Chris Bryant	731 Boxelder Pueblo, 81003	Aurora
5/15	KAREN OVERBERG	2531 Pine St. 81004	SAVE the display
5/16	SHARON BEAN	5 SOUTH PARKWAY COLORADO CITY	Love it!!!
5/16	SHIRLEY PENKOFF	155 PACIFICA DR CO PW 81007	LOVE you display
5/17	Paul & Virginia Alder	Delta, CO	Great!
5/17	Linda Ferrarin	427 Centabns Peak	Love it!
5/17	Shirley Poir	1702 W. Woodmont Ave. 81001	Healing center! Shirley Poir
6/17	CLAIR OTTO HENDERSON	1925 NORTH SANTA FE AVE PUEBLO	Part of the Newberry/CO
6/18	Rhonda Kuschel	820 McCarthy Blvd. Pueblo CO 81005	
8/18	Christina Hernandez	24 Carmen Rd Pueblo CO 81003	
5-8	Cyma Jim	731 Tierra Buena PW 81007	!!!

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5-12-13	Mark Macha	1131 W Desert Sage Ln Pueblo CO 81007 547-2522	Thank you!
5-12-13	Joe Mauro	35455 Ford Rd. Pueblo	Leave Alone
5/12/13	Melody Dover	241 W. Palomar Plz Pueblo West, CO 81007	It's a Pueblo landmark!
5/12/13	Chitra Hedden	543-6690 PUEBLO	VERY BEAUTIFUL!
5/12/13	Bernice Hedden	543-406-2480	Keep it - unique to our city!
5/12/13	Amity Dover	(719) 289-4449	Save it - Keep our city unique and save the landmark
5/12/13	Pete O'Leary	2515818	Pete O'Leary
5/12/13	Ed Perratt	542 6578	Leave it be.
5/12/13	Vikki Parise	542 6578	We all love it in Pueblo.
5/13/13	Shawna Bown	33397 Hillside Rd	Leave it
5/23/13	[Signature]	22397 Hillside Rd	Leave it
5-13-13	Phyllis Fuller	257 W. Venture Dr P.W. CO 81007-77-547-2841	I Love the Wild Life Display
5/13	Nancy [Signature]	544-7657	Been here our lang as I have
5/13	Constance [Signature]	546-1147	Pueblo icon!
5/13	Elisa [Signature]	117 W 21st St 719-321-6584	It is a great addition to Pueblo's history

33-1  
(cont'd)

Comment Number: 33

Name: Star Nursery

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5/11/13	Marilyn Buckner	3021 High St 81008 225-8376	slow down sign
5/11/13	Kelly Adams	1907 Pioneer Rd 81008 844-3348	wouldn't be the same
5/11/13	Tami Langston	1511 Constitution Blvd 505-0101	been there forever
5/11/13	Sandi Weston	547 Starlite 952-9544	leave the statue's
5/11/13	Carolyn Luscombe	11 Hastings Drive 8151839 Pueblo 81001	iconic statues please leave it in place
5/11/13	Dave Allen	424 Midnight Ave.	A Pueblo landmark
5/11	Cheryl Buda	P.O. Box 262 Laguna, NM 87026 Pueblo Co. 81008	It's how a find the nursery
5/11	Joan Dowdy	3225 Northridge Dr	A long time landmark
5-11	Jones son	3812 Argus Dr	A Pueblo name
5-11	Lyn Chapra	4007 Hillside Dr	Pueblo Co
5/11	Tank Segan	2021 N. Santa FE Ave 81003	Pueblo CO
5-11	John Hunter	8590 Crow Mt. off	PUEBLO CO
5/11	LISA STABLER	653 Reno Rd	Pueblo CO
5/11	PHIL BEAVERS	5 BONITA	NICE DISPLAY PUEBLO CO
5-12	Ray K. Garsich	815 W. 2nd ST.	A very important part of Pueblo.
5-12	Martha Clark	805 E. 15th Pueblo Co. 81001	Please leave the

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
4-21	Barbara E. Howell	1930 N. Main St Pueblo CO 81003	Its a landmark we need to save it!
4-23	Janis Garcia	2026 Hollywood Pueblo CO 81005	When I was young I always knew we were home by the Nursery. Please don't alter it!
4-23	Angolina	2026 Hollywood Pueblo CO 81005	Keep it!
4-24	Larry & Julie	5794 W. Dr. Colo Spgs, CO 80905	
4/27	Matthew Barrett	524 Yocca Da Colo Spgs CO 80905	
4/27	WALTER TERRAZAS	2111 Greenwood St 81003	great display long time landmark Keep it!
4/27	Dan Mellels	5 Belaine DR Pueblo 81001	A Landmark!
4/27	Yong Pogy Colistro	210 Van Buren Pueblo 81004	Very much a part of Pueblo
	Lupe SIERRA	2025 W. Santa Fe 81003	A Landmark
4/28	Judy Will	2602 Thaterice 750-8619	Bonsai tree
4/28	Sheila Novak	1613 August Ct	Great Landscaping Along I-25 beautifies it!
4/28	Kent Novak	1613 ANONSA CT	A TRUE PUEBLO LANDMARK
5-3	Wendie Reese	56869 Cherry RD.	That is Pueblo Forever greatest Landmark!
5-3	Jacob Pino	29035 Gale Rd. Pueblo CO 81006 719-448-2771	Part of Pueblo
	Keith Frazier	103 Starlite Dr 5613202	Always loved it.

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
3/18/13	Charles Jackson	7000 N Robinson OK, OK 73116 405 842 7700	Looks Great!
3/18/13	Jessy Chaboudt	7000 W. Robinson Oklahoma City, OK 73112	Great place!
3/18/13	Tim Terchau	7000 N. Robinson 405 842 7700 OK, OK 73116	Very Neat!!
3-19-13	Jim P. Welle	Pueblo, CO 2205 C&R Lombard	Part of Pueblo.
3-21-13	Joseph Lucero	1209 N MAIN ST. J Pueblo CO 719-766-1767	LAND MARK HISTORICAL
3/21/13	Megan Todd	1911 N Main St Pueblo CO 719 709 0342	Integral part of Pueblo.
3/21/13	Riley MacBETH	1911 N. Main ST Pueblo 81023	Vital to Northside of Pueblo
3/22	Dave Allen	424 Midway Ave.	A wonderful display!!
3/21	Sonny Mahud	101 W 24 St	Neighbor Pledge to keep
3/26	Maxine Handel	111 West 20th	Very nice display
3-25	Bud Handel	111 W. 20th	Very Nice Display Fantastic display. Great to see a unique attraction
4/3	Joe Ryan	7155 E Virginia Ave Denver, CO	Awesome display
4/3	Lacy Ludwig	4717 Harrier Ct Pueblo CO 81008 (719) 545-4905	Awesome display
4/5	MARILYN ANTELUCCI	1620 BUNKER HILL RD PUEBLO CO 81001	4 generations of our family marvelled at this display!
4/7	Georgine Booms	1915 N Grand Ave Pueblo CO 81003	Keep it!

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
2-22-13	Brian Healy	7810 Brandy, Colo 799, 80920	great place!
3-7-13	Holly Walter	109 W. Jasper Dr. 81007	
3-8-13	Steve Bigley	3419 Lucia Ct 81005	
3-8-13	Vic Roberts	KIGN COUNTRY 210 W. 20th St. 81003	PLANTS I RULE! LOOKS GREAT!
3-13-13	Mike Hartlep	710 S. V. 1007 Co Springs 80910	Part of the pueblo's history
3/15/13	Kenneth Quintana	620 Rowlett Valinda CA 91744	Grandson
3/15	Raul Quintana	6312 S. Azules Ave 92407	Family
3/15	Jose Castro	1124 LARIMORE LA PUENTE CA 91744	FAMILY
3-15	Amburcastru	1124 Larimore # La Puente CA 91744	Family
3/15	Joann Dominguez	3636 W Pershing av PHX AZ 85029	Family
3/15	Mike Dominguez	802 Ashcomb	Family
3/15	Michelle Moran	IN	Family
3/15	Lorraine Gonzalez	630 Rowlett Ave L.P. CAL. 91744	Granddaughter
3/15	Ryan Quintana	2800 Keller Drive #21 Tustin, CA 92782	Great Grandson

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(cont'd)





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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
10/3/2013	Delbert Bell	146 Alhambra Dr Pueblo	Save our Animals
10/3	KATHY TOCKE	190 N. FORK CANON CITY, CO 275-4346	Love the display
10/3	Amanda Vialpando	203 W. 20th Pueblo, CO 81003 719-259-1374	
10/3	Eric Vialpando	203 W. 20th Pueblo, CO 81003 214-3781	
10/3	Loretta Jane East	PO Box 603 Rye, CO 81069	It's a landmark! My children always looked for
10-3	Doris R Ewing	55 Robertson Rd 544 9245 81001	My grandchildren LOVE the animals! I25 was here when we moved from Okla. in 1962.
10-6	Marilyn Jensen	Keep it open! Nice 1296 Long Falls for Pueblo!	Beautiful in Pueblo!
10-5	Vderek Hayes	847 30th Ln Pueblo CO 81006	
10/5	Katherine Romero	411 Yucca, Pueblo, 81005	Keep the display!
10/8	LINDA Herith	64 2nd Rose Dr. CO 8/12/13	Keep the display
10-09	Margaret Horton	421 W 20 St Pueblo 81003	
10/10	BALWEN SENIOR	RDP DUBER AB	LOVE THE STATUES
10/10	Sandra Jacobs	7226 Pine Blossom DR E 91004	Save the view
10/10	Leslie Miller	5551 Sunflower Ln 81004	Save the view
10/11	Janette Beck	463 Quince 81001	Keep the display.
10/15	Barb Ahlers	Pueblo, Co 81004 2218 Wyoming Av	Love the statues

OCT-31-2013 10:09A FROM:DEXTER KOONS 7155431309 7155431309 10:17202828699303 P.2/4

33-1  
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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
10-15-13	Elizabeth Jiles	719-547-9072 1572 Camino de los Ranchos	PW LOVED DISPLAY
10-16-13	Bernal C. Filds	719-549-9672 572 camino de los ranchos w	PW love Display
10/22/13	Mary Salvatoro	2001 N. Grand Pueblo Co 81003	SAVE THE DISPLAY It's part of beautification!!
10/24/13	Michael Vannoy	222 SPRING ST. PUEBLO 565-7569 81003	MAKES PUEBLO UNIQUE
10/24/13	Lizbeth Webb	12500 Montgomerie NE Atkins NM 87111	"
10/24/13	John	Ft Collins	make Pueblo whisper!
10/24	Cynthia Rand	1936 E. 4th St Pueblo 81001 (719)314-6090	Keep it!
10/25	Susan Mary	726 Wilson Ave. Pueblo Colo 252-3365	Keep it
10/25	Robert Mary	726 Wilson Ave Pueblo Co. 252 1197	Keep it
10/25	Connee Jenkins	932 Willowcreek Pueblo, Co 81005	great display + keep it - land mark
10/25	Vigore Medley	205 E. SAN MIGUEL - CO. CO.	watch print every trip!!
10/25	Dora M. Arce	129 E Collins Drive, Pueblo	Keep it
10/26	Nancy Archuleta	3005 Gem Dr.	Keep it - Beautiful!!
10/26/13	Chao Gallaga Arzo Gallaga	1220 W. 18th	Been here, needs to stay here!
10-26-13	Yolbra M. Alvar	3324 Lions Pride Ln.	Keep it !!

33-1  
(cont'd)

10/31-31-2013 10:09A FROM:DEXTER KOONS 7195431309 10:17202889903 P.3/4

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
10/26/13	Judie Lurlian	4 Regency CT (564) Pueblo, CO 8005 (2098)	Love it - want display to stay
10/26/13	Tina Hunt	1880 N. ROUGH ROCK LN PW CO 81007 (719)566-1461	It's a Pueblo thing - IT STAYS!!!
10/26/13	Martha L. Kindt	1537 Bronco DR Pueblo CO 81006 543-3889	Love seeing when I drive by
10/26/13	Ed + LINDA PITTS	22 Tumalt 3202 COLFAX AVE PUEBLO CO 81008 544-0727	Love it
10/28/13	RICHARD F. EURIGI	304 CALLA PUEBLO, CO 81005	It needs to remain being seen!
10-28-13	Diane Cunech	304 Calla Pueblo, CO 81005	IT'S PART OF PUEBLO
10/29/13	Krist Hurley	41 Ironweed Dr. Pueblo, CO 81001 543-2348	It's part of Pueblo I like it!
10/29/13	Susan Cross	433 W. Coral Dr. 994-7468 Pueblo West CO 81007	Leave the display visible
10/29/13	Bruce Harriman	1210 Scarsboro DR Pueblo West, CO. 81007	A really nice Nursery -
			Love the display from I-25. Don't hide it!

33-1 (cont'd)

10/29/13 10:10 AM FROM:DEXTER KOONS 7195431309 10:17:202828699303 P.4/4